

Cumbrae Slipway Reconstruction: Marine Licence Pre-Application Consultation Report

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Caledonian Maritime Assets Ltd (CMAL)
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Cumbrae Slipway Reconstruction
4 November 2024

Cumbræ Slipway Reconstruction: Marine Licence
Pre-Application Consultation Report

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CH2M HILL U.K. Limited

95 Bothwell Street
Glasgow, Scotland G2 7HX
United Kingdom

T +44 (0)141 243 8000
F +44 (0)141 226 3109
www.jacobs.com

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1. Introduction

1.1 Background

This Pre-Application Consultation (PAC) Report has been prepared to accompany a 'marine licence application for construction projects' and a 'marine licence application for dredging and sea disposal' to Marine Directorate Licensing Operations Team (MD-LOT). MD-LOT was formerly known as Marine Scotland – Licensing Operations Team (MS-LOT). The applications are submitted by Caledonian Maritime Assets Ltd (CMAL) ("The Applicant") for the development of the ferry facility at Cumbrae; known as the Cumbrae Slipway Reconstruction project (hereafter referred to as the 'Proposed Development').

The Proposed Development includes both terrestrial and marine aspects. Therefore an application for planning permission and the marine licence applications are required.

1.2 Structure of the Report

The 'Guidance on Marine Licensable Activities subject to Pre-Application Consultation'¹ (hereafter referred to as 'PAC Guidance') states that a PAC Report must be prepared and submitted with a marine licence application (where statutory pre-application consultation is required). The PAC Guidance states that the PAC Report must include:

- *'A description of the consultation event.*
- *A description of the information provided by the prospective applicant at the event.*
- *Comments received by the prospective applicant at the pre-application event.*
- *A description of amendments to be made to the marine licence application, where applicable, in response to those comments.*
- *An explanation for the approach taken where, despite the prospective applicant receiving relevant comments and objections no relevant alterations are proposed to be made to the marine licence application'.*

This PAC Report has been prepared to be consistent with the PAC Guidance and in accordance with the Marine (Scotland) Act 2010 and the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.

The report is structured as follows:

- Section 1.3 describes the proposed licensable marine activity.
- Section 2 describes the requirement for a marine licence and the requirement for Pre-Application Consultation.
- Section 3 describes the consultation and engagement undertaken.
- Section 4 summarises comments and feedback received including a review of the requirement for changes to the Proposed Development as a result of feedback received.
- Section 5 provides a summary and conclusion.

The completed PAC Report Form is included in Appendix E of the report.

All relevant supporting documentation and evidence is included in the following appendices:

¹ Marine Scotland (2020), Guidance on Marine Licensable Activities subject to Pre-Application Consultation.

- Appendix A: Public Notice Advertisements
- Appendix B: Public Event Storyboards
- Appendix C: Example of Feedback Form Used
- Appendix D: Example of Notification to Statutory Consultees
- Appendix E: Pre-Application Consultation Report Form

2. Proposed Licensable Marine Activity and Requirement for Pre-Application Consultation

2.1 Description of Proposed Licensable Marine Activity

The Proposed Development primarily consists of the following which includes both terrestrial and marine development at the Cumbræ Ferry Terminal and land adjacent to the terminal:

- Construction of a new permanent ferry slipway;
- Land reclamation to create a marshalling area, footpath, and passenger waiting area;
- Removal of the existing slipway once the new slipway is operational.

The proposed licensable marine activity comprises the construction and operation activities that will take place below Mean High Water Springs (MHWS).

2.2 Requirement for Pre-Application Consultation

PAC is compulsory for prescribed classes or descriptions of licensable marine activity provided in Regulation 4 of The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013. The licensable marine activity associated with the Proposed Development falls within Regulation 4(d): *'the construction of any works (with the exception of a renewable energy structure) within the Scottish marine area either in or over the sea or on or under the seabed, but only where the total area in which such works are to be located exceeds 1000 square metres in extent.'* Therefore the proposal is subject to the formal PAC requirements under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.

3. Consultation and Engagement

3.1 Statutory Consultees

The formal PAC process requires that the following statutory consultees are notified that an application for a marine licence for prescribed activity is to be submitted:

- The Commissioners of Northern Lighthouses;
- The Maritime and Coastguard Agency;
- Scottish Environment Protection Agency (SEPA);
- NatureScot (formerly Scottish Natural Heritage (SNH)); and
- Any delegate for the relevant marine region or regions, when such delegates have been established under Section 12(1) of the Marine (Scotland) Act 2010; In this case, Clyde Marine Planning Partnership.

The above statutory consultees were notified by letter via email on 13 December 2023. Copies of the letters that were sent to statutory consultees are included in Appendix D.

3.2 Pre-Application Consultation Notice

Requirements and guidance in relation to advertising the public event is set out in the PAC Guidance as follows:

'No less than 6 weeks in advance of the public pre-application consultation event, the prospective applicant must also publish in a local newspaper a notice containing:

- *A description, including location, of the marine licensable activity.*
- *Details as to where further details concerning the activity may be obtained.*
- *The date and place of the pre-application consultation event.*
- *A statement explaining how persons wishing to provide comments may do so and the date by which this must be done.*
- *A statement clarifying that comments are made to the prospective applicant and not to MS-LOT and that there will be an opportunity for representations to be made to MS-LOT on the application.'*

In compliance with the above, a notice was published in the Largs & Millport Weekly on 13 December 2023. The notice is provided below (Figure 1) with a copy of the published newspaper evidencing the advertisement in Appendix A, demonstrating compliance with the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.

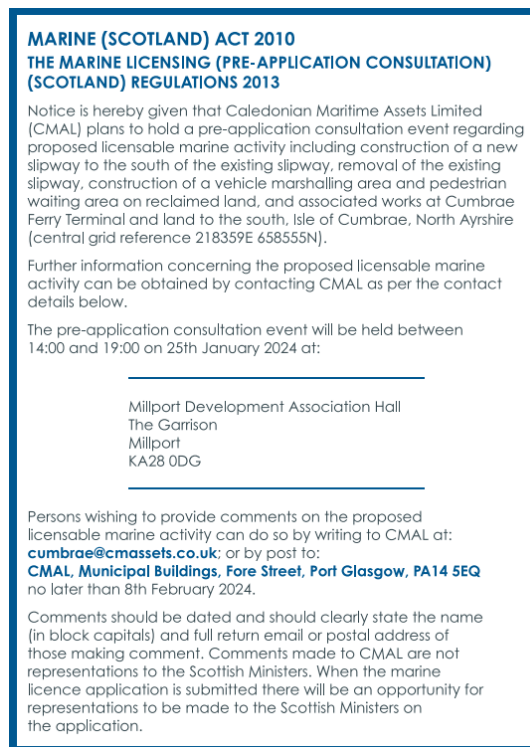


Figure 1: Notice for Pre-Application Consultation Event

3.3 Pre-Application Consultation Event

The PAC event was held at Millport Development Association Hall, The Garrison, Millport, KA28 0DG between 14:00 – 19:00 hrs on 25 January 2024.

The purpose of the event was to allow local communities, stakeholders and other interested parties to comment on the proposed works before the 'marine licence application for construction projects' and the 'marine licence application for dredging and sea disposal' are submitted to the Marine Directorate - Licensing Operations Team (MD-LOT).

As per the PAC Guidance, the venue was chosen on account of its accessibility, size, and proximity to the Proposed Development. The venue is commonly used to accommodate community events.

The event was attended to by representatives from Jacobs and the Applicant. The project team in attendance had extensive knowledge of the Proposed Development, the environmental matters, and the marine licensing process. As such, any questions relating to the project raised at the event could be answered effectively and informatively.

At the event, a number of information display boards and materials were presented. The purpose of the display boards was to:

- Welcome attendees to the event and explain the purpose of the event.
- Explain the specific nature of the proposals including the site and proposed marine licensable activities.
- Explain the requirements for the Proposed Development.
- Provide information on the indicative construction methodology for the Proposed Development.
- Provide the opportunity for feedback.
- To provide information on how to further engage with the project.

Feedback forms (Appendix C) were available for attendees to provide feedback on the Proposed Development as well as information about how the project team could be contacted for further information or clarification. A feedback form box was set up to allow for the safe acceptance of any paper comments received.

The Applicant's project website <https://www.cmassets.co.uk/project/cumbræ-slipway-reconstruction/> contains the storyboards that were on display at the public event. The storyboards are also contained in Appendix B of this report.

4. Information received by the Applicant

4.1 Process

Comments and feedback could be made on the feedback forms provided at the event and placed in the feedback box at the event, or sent by email or post to the Applicant. Attendees were given feedback forms to takeaway and encouraged to email comments if they required more time to provide feedback. The majority of those who completed the feedback forms did so during the public event and deposited them in the dedicated drop box. Overall the public event was well attended, and the Applicant and the Applicant's representatives found the attendees willing to engage and discuss the Proposed Development.

4.2 Summary of feedback

In response to the question: 'Based on the information that you have seen, how satisfied are you with the updated preferred option for the ferry terminal?', the majority of respondents were either strongly satisfied, slightly satisfied or neutral (neither satisfied/nor dissatisfied). The results of the responses to the question are shown in the table below:

Table 1. Question Responses regarding preferred option

Question: Based on the information that you have seen, how satisfied are you with the preferred option for the ferry terminal?	
Strongly satisfied	11
Slightly satisfied	18
Neither satisfied/nor dissatisfied	3
Slightly dissatisfied	9
Strongly dissatisfied	7
Prefer not to say	0

A summary of the issues raised during the PAC event consultation and summary responses are provided in the table below:

Table 2. Summary of Issues Raised and Responses

Summary of Issues Raised	Summary Response
There is no breakwater included in the proposal to improve resilience of the ferry service.	CMAL commissioned a high-level appraisal to consider the increase in resilience which a breakwater could offer the Largs – Cumbræ service. This appraisal concluded that a rock armour breakwater orientated in an east west direction could reduce wave heights from the south at the new slipway location but would be less effective at reducing wave heights from the southeast. Approximate cost of this breakwater would be

	<p>£3.5m. Further work was recommended to determine the effectiveness of this solution in reducing weather related downtime on the route.</p> <p>To provide more comprehensive protection the breakwater would need to extend further out to sea and be rotated. Due to water depths of 20m and the presence of the incoming Scottish Water main which supplies potable water to the island it becomes a very expensive and unfeasible solution.</p> <p>Alternatives were considered of which a floating breakwater was the most promising. This would be a cheaper solution although would need to be positioned closer to the slipway to provide the same reduction in wave height as the rock armour breakwater, require more maintenance and have a shorter design life. Further work was recommended to determine where the floating breakwater would need to be positioned and how this would impact on the ferry operation and incoming Scottish Water main.</p> <p>Vessel Masters have indicated that only approximately 1/3 of weather-related downtime on the route is attributable to conditions at Cumrae and that a breakwater at Cumrae is unlikely to eliminate all weather-related downtime at the port.</p> <p>CMAL have therefore decided not to progress with a rock armour breakwater as part of this phase of works at Cumrae due to the limited benefit and the significant cost. CMAL are considering whether to progress with an extension to the initial appraisal to further examine the potential of a floating breakwater.</p>
The proposed slipway is too steep at a 1:8 gradient.	The slipway gradient is to be the same as existing 1:8 to maintain network wide interchangeability between vessels.
There is no area where vehicles could drop off pedestrians at the ferry terminal.	A drop off area for pedestrians has now been included in the Proposed Development.
Users of the ferry terminal would be unable to exit the vehicle queuing lanes when the marshalling area is full.	The management of this issue would be undertaken by the site operator, CalMac Ferries.
There is no need for a new terminal building.	A new terminal building is required to meet the site operator's welfare obligations. Earlier consultation indicated support for a building that provided public welfare facilities.

The terminal building should be closer to the slipway.	Vessel berthing parameters dictate the profile of the pedestrian area adjacent to the slipway and therefore the location of the building. Pedestrian and cycle queuing lanes are required to be located adjacent to the slipway.
The marshalling lanes and building waiting area are not of sufficient capacity to accommodate high visitor numbers.	The marshalling area and the building have been designed in accordance with the site operator's requirements and is adequate to meet the capacity of both vessels on the route (MV Loch Shira and MV Loch Riddon).
There is a need for more car parking spaces.	The existing carpark is operated by North Ayrshire Council and is outwith the scope of the Proposed Development.
The ferry terminal should be in Millport.	The relocation of any of CMAL's port infrastructure is a policy decision that would be made by Transport Scotland / Scottish Ministers. As no policy direction on a change of location has been made, no alternative locations were considered.

4.3 Amendments

This section outlines an amendment made to the Proposed Development by the Applicant following their consideration of comments received at the PAC event.

The Applicant has engaged with the community from the early stages of the design process. This has allowed the Applicant to incorporate community feedback into the final proposal.

Responses from the PAC event highlighted however that there was an area of concern to the public that required to be addressed. It was raised during consultation that there was no area where vehicles could drop off pedestrians at the ferry terminal. As a result of this feedback a pedestrian drop off area has been included in the Proposed Development.

5. Conclusions

This Pre-Application Consultation Report demonstrates that the Applicant has actively engaged with the community and stakeholders in relation to the Proposed Development and has used a variety of communication and consultation methods.

The Applicant has adhered to statutory requirements. Appropriate information has been provided and feedback on the Proposed Development has been sought and received prior to finalising the design proposals and submitting the marine licence applications.

The issues raised during consultation have been effectively considered and where necessary addressed in the design proposals submitted with the marine licence applications

The Applicant is committed to ongoing communication and engagement with the community and stakeholders regarding the project.

Appendix A. Public Notice Advertisement

Largs & Millport Weekly Wednesday December 13, 2023 45

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MARINE (SCOTLAND) ACT 2010 THE MARINE LICENSING (PRE-APPLICATION CONSULTATION) (SCOTLAND) REGULATIONS 2013

Notice is hereby given that Caledonian Maritime Assets Limited (CMAL) plans to hold a pre-application consultation event regarding proposed licensable marine activity including construction of a new slipway to the south of the existing slipway, removal of the existing slipway, construction of a vehicle marshalling area and pedestrian waiting area on reclaimed land, and associated works at Cumbrae Ferry Terminal and land to the south, Isle of Cumbrae, North Ayrshire (central grid reference 218359E 658553N).

Further information concerning the proposed licensable marine activity can be obtained by contacting CMAL as per the contact details below.

The pre-application consultation event will be held between 14:00 and 19:00 on 25th January 2024 at:

Millport Development Association Hall
The Garrison
Millport
KA28 0DG

Persons wishing to provide comments on the proposed licensable marine activity can do so by writing to CMAL at: cumbrae@cmassets.co.uk; or by post to: CMAL, Municipal Buildings, Fore Street, Port Glasgow, PA14 5EQ no later than 8th February 2024.

Comments should be dated and should clearly state the name (in block capitals) and full return email or postal address of those making comment. Comments made to CMAL are not representations to the Scottish Ministers. When the marine licence application is submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.

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Screenshot of Public Notice in Largs & Millport Weekly – 13/12/2023

Appendix B. Public Event Storyboards

Cumbræ Slipway Reconstruction



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Welcome

Welcome to the Marine Licensing Pre-application Consultation and Project Update Event for the Cumbræ Slipway Reconstruction project.

The purpose of this exhibition is to provide you with an update on the project and to give you the opportunity to comment prior to the submission of the Marine Licence Application. The Marine Licence Application is required for the works that fall below the Mean High Water Springs (MHWS) level.

Around the room, you will also find information boards detailing different aspects of the project as well as the Marine Licence Pre-application Consultation process. Members of the project team from CMAL and Jacobs are on hand to answer any questions you have.

For more information, you can visit the project webpage on the CMAL website: cmassets.co.uk/cumbræ



Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

Key Requirements



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Existing Slipway

- ▶ The original slipway was constructed in the 1970s, it has been repaired frequently over the years and is now deteriorating
- ▶ An inspection of the facility in November 2020, identified the general condition of the slipway was 'serviceable', but at the end of its useful life
- ▶ The conclusion was that to maintain a reliable lifeline ferry service might not be possible if the slipway was not replaced at the earliest opportunity
- ▶ Detailed design of the slipway reconstruction is currently underway



Key Requirements

- ▶ Slipway double width (in excess of 20m wide) with half of the slipway fitted with a rail system
- ▶ Slipway designed for a 60-year life except for routine maintenance
- ▶ Adequate vehicle marshalling and landside facilities to interface with local bus service has been considered in consultation with North Ayrshire Council and CalMac Ferries.
- ▶ Landside facilities to be provided including facilities for the public
- ▶ Avoid the north of existing slipway due to adverse seabed (rocks) in that location
- ▶ Slipway gradient to be the same as existing (1:8) to maintain network wide interchangeability between vessels
- ▶ Slipway remains below the vessel keel at all states of currently predicted or observed low water conditions. Underkeel clearance of 0.3m for drafting with 0.5m on the approaches to the slipway
- ▶ Construction activities at least 25m away from the operational slipway

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Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

Consenting



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Marine Licence Application

The works that are proposed within the marine environment (the marine area up to Mean High Water Springs (MHWS)) require a Marine Licence.

In addition to drawings and other information that describes the project, the Marine Licence Application will include a report on the Pre-application Consultation undertaken. Further consultation will be undertaken with Marine Directorate – Licensing Operations Team regarding the information required to support the Marine Licence Application.

What is a Marine Licence?

Certain activities that take place in and around the seas in Scotland require a Marine Licence before they can be carried out. Scottish Government Marine Directorate – Licensing Operations Team (MD-LOT) is responsible for determining Marine Licence applications on behalf of the Scottish Ministers under the Marine (Scotland) Act 2010.

Marine Licence Process

An applicant submits a Marine Licence Application to MD-LOT. The application will comprise drawings and information suitable to describe the development and potential effects on the marine environment.

MD-LOT will consider the extent to which an activity is in accordance with Scotland's National Marine Plan. MD-LOT will also consider the impact that any activity will have on the environment, human health, legitimate uses of the sea, such as any potential obstructions or dangers to navigation which may arise, either while the works are being carried out or once they have been completed and other relevant marine matters. During this process MD-LOT will consult with a number of statutory consultees.

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Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

Consenting



Planning Application

A Planning Application will be submitted by CMAL to North Ayrshire Council (NAC) for the works that are proposed within the terrestrial planning area (the area down to Mean Low Water Springs (MLWS)). Further consultation will be undertaken with NAC regarding the information required to support the Planning Application.

At this stage, it is anticipated that the following will be included as part of the Planning Application:

- Site Investigation Report
- Phase 1 Ecology Report
- Transport Impact Assessment
- Design and Access Statement
- Landscape and Visual Impact Assessment

Environmental Considerations

CMAL will request Marine Directorate - Licensing Operations Team's (MD-LOT) and North Ayrshire Council's screening opinion on whether the proposed project is likely to have significant effects on the environment and thus whether there is a need for an Environmental Impact Assessment (EIA).

Further consultation will be undertaken with MD-LOT regarding the information required to support the Marine Licence Application. At this stage, it is anticipated that the Marine Licence Application will be supported by an Ecological Impact Assessment.

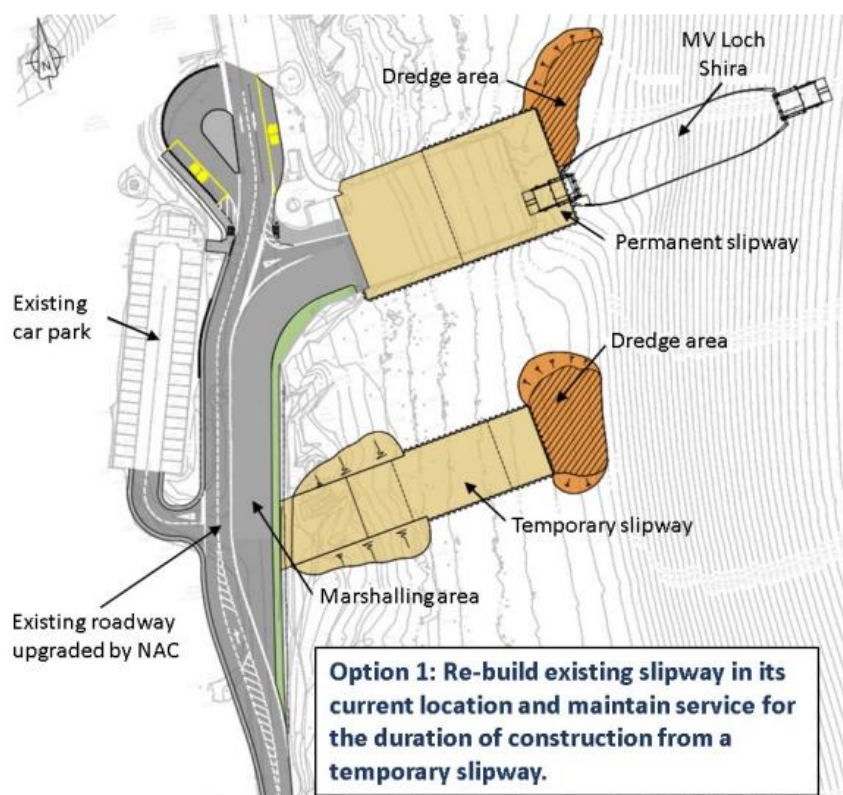
A European Protected Species (EPS) Licence Application and Dredging Licence Application will also be submitted to MD-LOT for the proposed works. A Best Practical Environmental Option (BPEO) report will be produced to inform the choice of disposal method used.

Furthermore, a Works Licence Application will be made to the Harbour Authority, Clydeport.

Initial Preferred Option



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This option was presented at the previous public engagement event in June 2023

- Temporary slipway, approx. 17m wide, formed by a perimeter of sheet pile walls, and filled with granular material and topped with a reinforced concrete slab
- A permanent slipway, approx. 28m wide, formed by a perimeter of sheet pile walls encapsulating the existing slipway
- Landside Facilities to follow on in Phase 2
- Vehicle marshalling developed by North Ayrshire Council

Public Feedback Concerns raised

- Marshalling area capacity and access for vehicles
- Temporary slipway—resilience of the ferry service during the construction phase
- Traffic management during construction phase—congestion and segregation of pedestrians
- Accessibility for all pedestrians and cyclists
- Maintaining the existing bus service and access for emergency services
- Provision of welfare facilities

Updated Preferred Option



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Updated Preferred Option

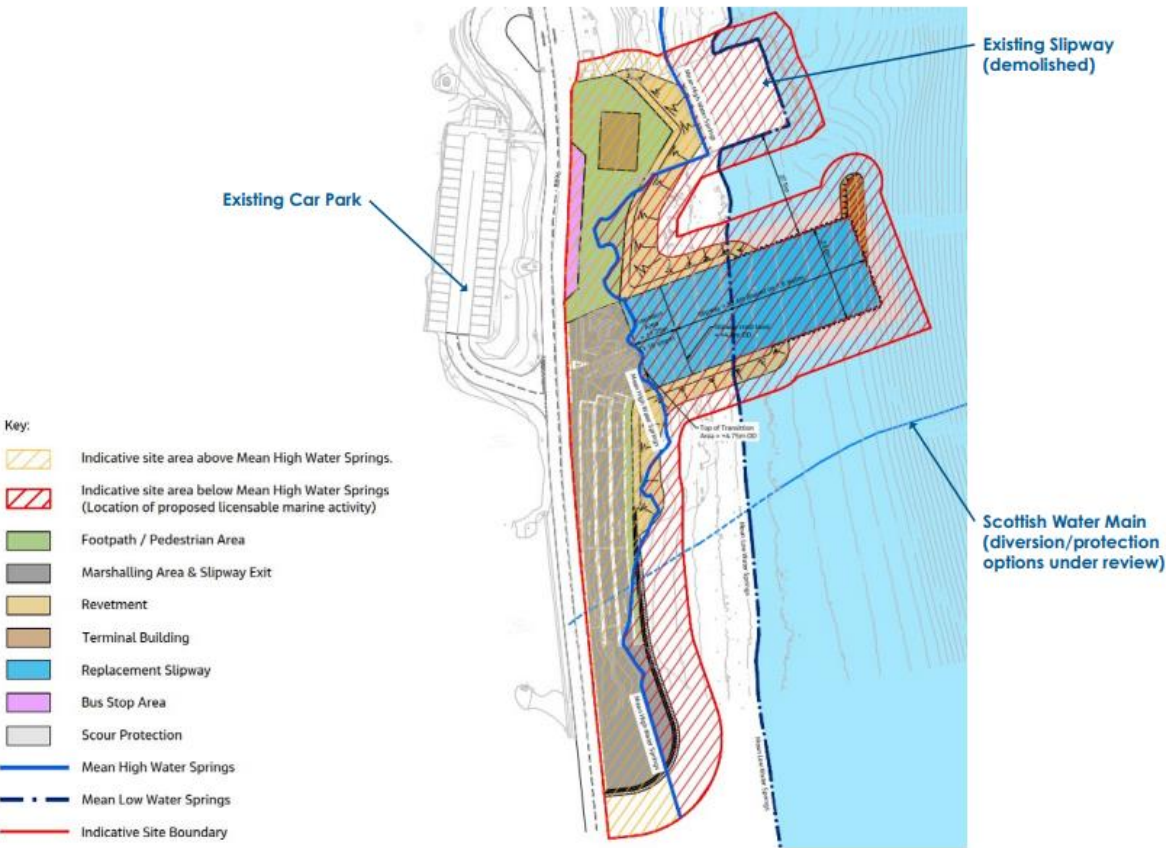
- Slipway reconstructed approximately 27.5m to the south of the existing slipway
- Reclaimed marshalling area south of the replacement slipway—provides 3 lanes with a lane meterage of 195m
- An area between the replacement slipway and the existing slipway reclaimed to provide a new bus stop and waiting area for foot passengers
- Area for Cycle Marshalling within the pedestrian area to North (discussion have also been held with Sustrans regarding the introduction of a dedicated cycle lane)
- New terminal building included with both staff and public welfare facilities

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January 2024

Updated Preferred Option



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Benefits of Updated Preferred Option



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Area of Benefit	Details of Benefits
Marshalling Area	<p>Provision of three marshalling lanes with sufficient width/clearance to resolve CalMac operational concerns. Current proposal with three lanes gives 195m of marshalling lanes. This provides for vehicle marshalling for over one load of MV Loch Shira and one load MV Loch Riddon.</p> <ul style="list-style-type: none"> ▶ All lanes 3.5m wide and with 0.5m clearance between adjacent lanes ▶ Swept path analysis indicates improved clearance ▶ Greater space available for exiting from the slipway ▶ Footpath alongside lanes
Accessibility	<ul style="list-style-type: none"> ▶ Gradients leaving the slipway are more favourable, no requirement for a switchback walkway to achieve a 1 in 12 gradient ▶ Provision of a dedicated pedestrian waiting area with a new double width bus stop ▶ Improved user and staff safety and welfare
Programme	<ul style="list-style-type: none"> ▶ As it will be constructed offline there is no requirement to start construction at a particular time so that a temporary slipway is operational for the winter months—this option does not require a temporary slipway
Temporary Works/Environment	<ul style="list-style-type: none"> ▶ Completely offline build allowing normal operation of existing facilities during construction ▶ Avoids significant effort and use of materials for temporary slipway and temporary working platform and the removal and disposal of these materials
Interface with B898	<ul style="list-style-type: none"> ▶ Better road layout with good sightlines for turning out of slipway

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January 2024

Marshalling



Marshalling Area

- ▶ Technical working group discussions are ongoing between CMAL, CalMac and North Ayrshire Council (NAC)
- ▶ The proposal for the marshalling area is based on a three-lane layout
- ▶ The aim for the marshalling is that it is an adequate size to meet the capacity of both vessels (MV Loch Shira & MV Loch Riddon—a total of 34 vehicles)
- ▶ We are continuing to refine the layout to meet the operational needs of CalMac, the requirements of NAC and the needs of the travelling public, whilst ensuring the interface between the layout, the road, bus stop and pedestrian crossings meet current road design standards
- ▶ We will continue to discuss marshalling with the Cumbræ Ferry Committee
- ▶ A separate area for cycle marshalling will be included within the pedestrian area for around 30 cyclists/bikes



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Landside



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Landside Facilities

- ▶ Terminal Building
 - Mess facilities suitable for 4 staff
 - Working area for charging ticketing equipment
 - Staff toilet
 - Small cupboard/store area
 - Waiting room with seating for 25 and overall capacity for 50
 - Public toilets to match regulatory guidance
- ▶ Ticket validation shelter
- ▶ Cycle Marshalling for 30 bikes
- ▶ Cycle assembly area c/w 2m x 5m cycle shelter/racks
- ▶ External covered waiting area



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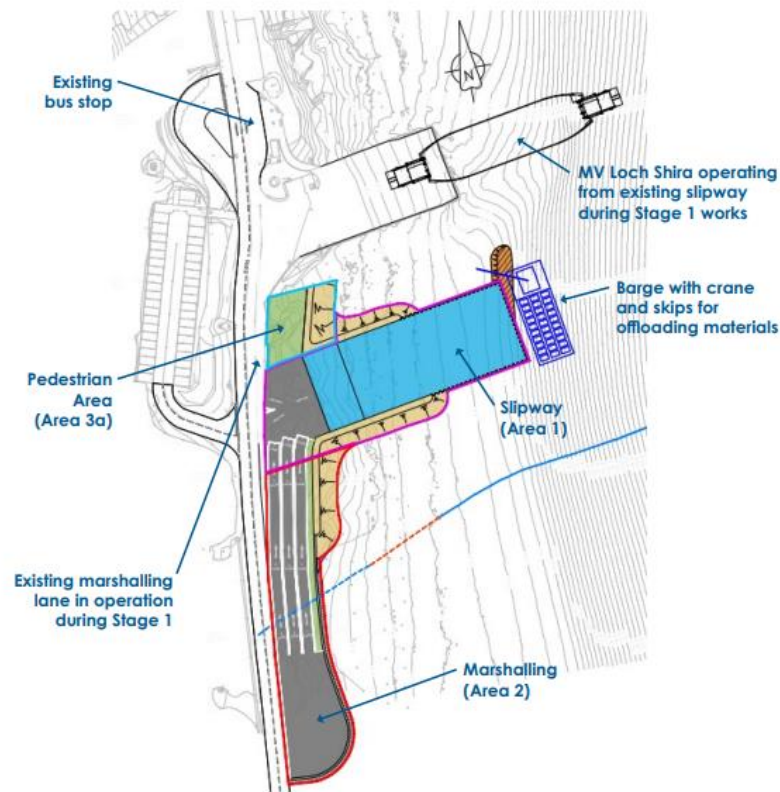
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Buildability



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Construction of Updated Preferred Option

- ▶ Three stage methodology currently envisaged, developed as the design progresses
- ▶ Options to divert or protect the existing incoming water supply pipe are being considered with Scottish Water
- ▶ Existing ferry and bus service maintained throughout the works

Stage 1

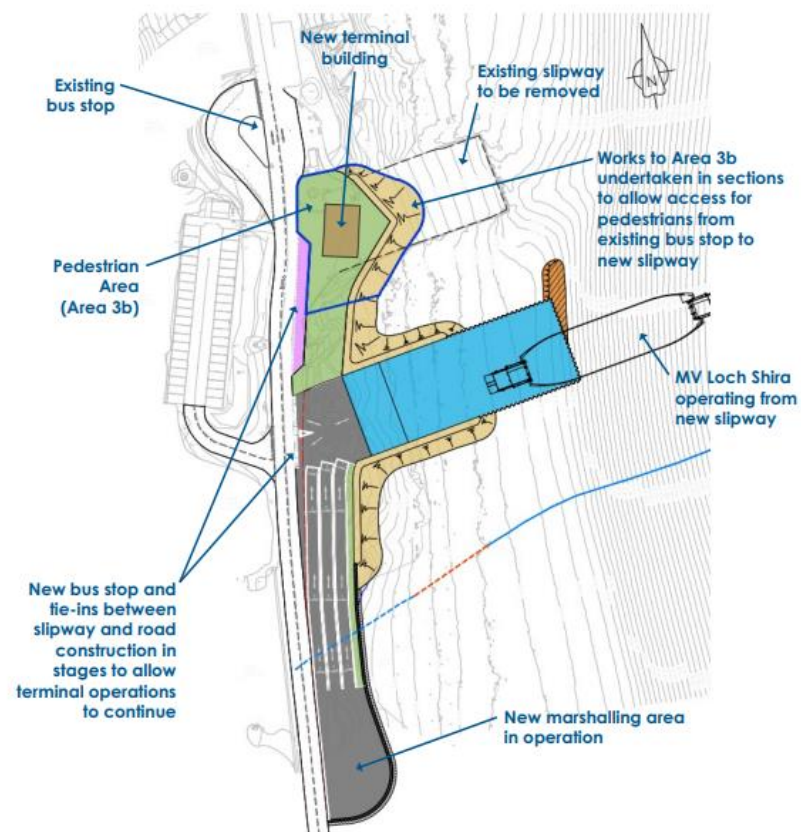
- ▶ Existing slipway and marshalling lane in operation i.e. maintain current ferry operations
- ▶ Construct new slipway (**Area 1**), new marshalling area (**Area 2**), and new pedestrian area (**Area 3a**)
 1. Materials initially imported by road to create causeway along the footprint of the new slipway, then use causeway to import materials by crane barge
 2. Construct **Areas 2** and **3a** to create storage and working areas for contractors
 3. Construct **Area 1**, working landward, while continuing to construct **Areas 2** and **3a**

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Cumrae Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

Buildability



Stage 2

- Move operations to new marshalling area and slipway
- Remove existing slipway using marine plant
- Construct tie ins between existing marshalling lane and new works such as at the new bus stop and exit from replacement slipway onto the road
- Construct **Area 3b**
- Until new bus stop is operational, contractor manages pedestrian movements through **Areas 3a** and **3b** from existing bus stop

Stage 3

- Construct new terminal building and landside facilities

Jacobs

Cumrae Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

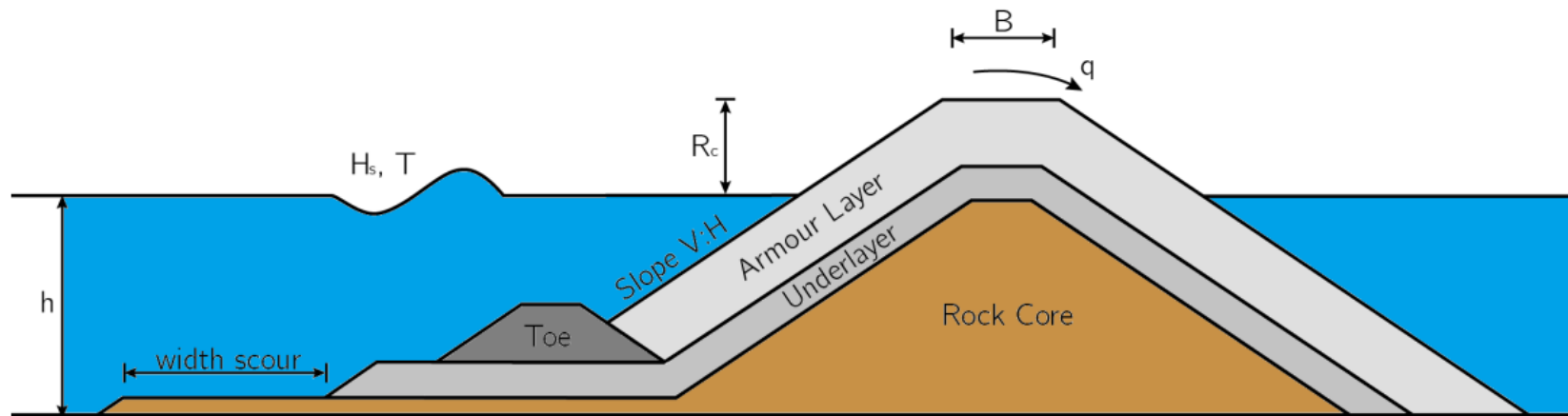
January 2024

Breakwater



Initial Breakwater Study

- ▶ Initial (numerical and cost-benefit analysis) study is underway to establish if a breakwater could materially improve the resilience of the service.
- ▶ A more detailed study proposed if benefit is shown, including on-site recording of conditions to inform the modelling.
- ▶ If justified, the design of a breakwater could be delivered under a separate project.
- ▶ Provision of a breakwater is not part of the Marine Licence Application at this stage. An application would be made at a later stage if a breakwater is justified.



S. Winkel (2022) Developing a design automation tool for the conceptual design of breakwaters. Available at: <https://breakwater.readthedocs.io/en/stable/types.html> (Accessed: 30 Nov. 2023).

Jacobs

Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

EqlA and ICIA



CMAL
Caledonian Maritime Assets Ltd
Stòras Mara Cailleannach Eile

Equality Impact Assessment (EqIA)

- ▶ EqIA screening is being finalised
 - This provides an indication of impacts on different equality groups
- ▶ The EqIA assesses how the project may create potential impacts on groups with protected characteristics (age, disability, race)
- ▶ The EqIA will be developed using feedback from our continued stakeholder engagement, including a workshop with key representatives
- ▶ The landside layout and access to the slipway aims to take account of current equalities legislation
- ▶ The slipway will remain at a 1:8 slope. Whilst this is not compliant with current regulations, CMAL has a need to maintain network wide interchangeability between vessels and therefore standardisation of infrastructure at various ports is a key aspect to this. Impacts relating to this will be discussed in the EqIA.

Island Community Impact Assessment (ICIA)

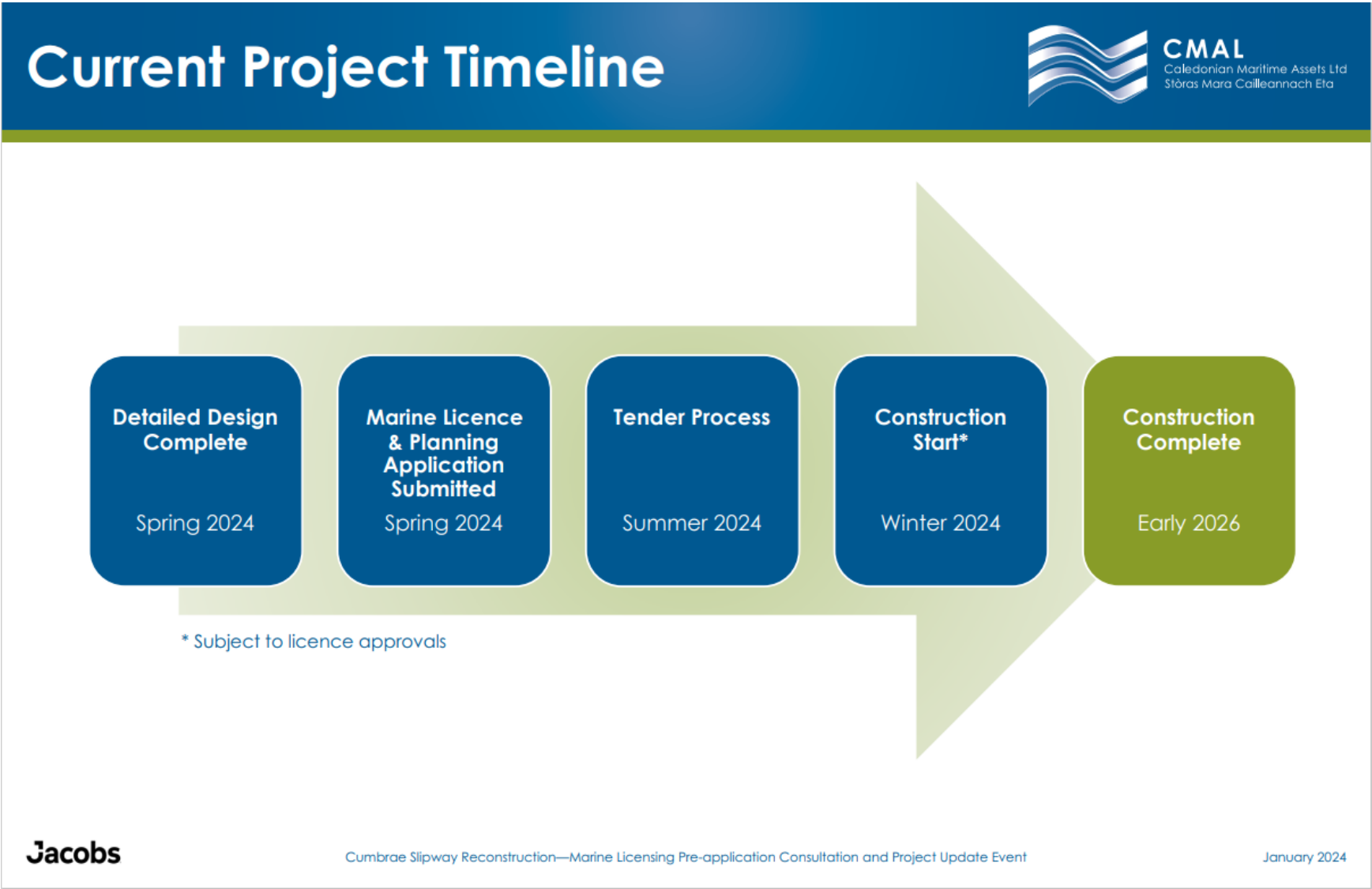
- ▶ An ICIA is in progress and will utilise feedback from public and stakeholders from all engagement events



Jacobs

Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024



Engagement



CMAL
Caledonian Maritime Assets Ltd
Stòras Mara Cailleannach Eòl

- ▶ Your interest and feedback is appreciated and will be considered during the further development of the project prior to the submission of the Marine Licence Application.
- ▶ Please take time to consider the information presented and provide any comments you may have no later than **8th February 2024**.
- ▶ Comments can be made on the feedback forms provided here today, and placed in the feedback box at the exhibition, or sent by email or post to CMAL—
Email to: cumbræ@cmassets.co.uk
Post to: CMAL, Municipal Buildings, Fore Street, Port Glasgow, PA14 5EQ
- ▶ Please note that comments made to CMAL are not representations to the Scottish Ministers. When the Marine Licence Application is submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.
- ▶ All feedback from the engagement session will be analysed and developed into a consultation report.
- ▶ A copy of the exhibition material and the consultation report will be published on the CMAL website: **cmassets.co.uk/cumbræ**
- ▶ If you would like to get in touch with the project team, please email us at **cumbræ@cmassets.co.uk** or call us on **01475 749 920**.
- ▶ We will continue to meet and discuss the project with the Cumbræ Ferry Committee and other stakeholders.



▲ Scan to complete online survey ▲

Jacobs

Cumbræ Slipway Reconstruction—Marine Licensing Pre-application Consultation and Project Update Event

January 2024

Appendix C. Feedback Form



Cumbræ Slipway Reconstruction Stakeholder Feedback Form

Welcome to the second Cumbræ Slipway Reconstruction Project feedback survey.

We are asking you to share your views via our feedback survey on the Cumbræ Slipway Reconstruction Project.

This survey is your opportunity to provide your feedback on the updated preferred option for the proposed slipway, marshalling and pedestrian areas and landside facilities.

The survey should take no longer than 20 minutes to complete, please take the time to answer all the questions. Your responses will be very helpful to the Cumbræ Slipway Reconstruction Project team. All responses can be anonymised in reporting.

The feedback survey is now live and will close for responses on **Thursday 8th February 2024**.

A PDF version of the questionnaire can be downloaded by visiting the CMAL website here: cmassets.co.uk/cumbræ. Paper versions can be requested by emailing cumbræ@cmassets.co.uk, by calling 01475 749920 or by writing to Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow, PA14 5EQ. Completed offline versions should be returned to the email or the postal address no later than **Thursday 8th February**.

You can also see more information about the project, including the proposed option on the project webpage here: cmassets.co.uk/cumbræ.

Your feedback is very important to us, and we thank you for your participation in this survey.

Privacy and Your Personal Information

This survey is being carried out by the Stakeholder & Engagement team (Jacobs) on behalf of CMAL for the Cumbræ Slipway Reconstruction Project. It is being carried out under the Market Research Society (MRS) Code of Conduct and in line with the General Data Protection Regulation (GDPR) guidelines. Your data will be aggregated so you will not be identified in the reporting of the survey findings and the information gathered will be used to inform the work of the Cumbræ Slipway Reconstruction Project.

Further information about data privacy and your rights under the GDPR can be found at the Information Commissioner's Office (ICO) website (data protection regulator) ico.org.uk/your-data-matters/.

About You

1

Please indicate if you are completing this survey as an individual or as part of an organisation.

- ☐ Individual
- ☐ Landowner
- ☐ Business
- ☐ Business organisation
- ☐ Pre-Application Consultation statutory consultee
- ☐ Other

2

What is your main purpose for using the Cumrae to Largs route?

- ☐ Business
- ☐ Deliveries/haulage
- ☐ Personal
- ☐ Leisure
- ☐ Providing a service
- ☐ Tourism
- ☐ Other

3

On average, how often do you use the Cumbræ to Largs route?

- ☐ Daily
- ☐ Once a week
- ☐ Multiple times a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Once every 3 months
- ☐ Once every 6 months
- ☐ Once a year

4

How do you typically travel to the ferry terminal to travel on the ferry?

- ☐ Private vehicle (car, van or HGV)
- ☐ Bus
- ☐ Taxi
- ☐ Walk
- ☐ Cycle
- ☐ Other

5

What are your priorities for the following ferry terminal functions? *Rank by re-ordering your priorities from highest to lowest.*

Resilience of ferry service

Capacity of vehicle marshalling

Availability of public transport (buses/taxis)

Inclusive pedestrian access

Provision of cycle storage, marshalling and cycleway

Provision of pedestrian waiting area

Provision of a terminal building

Other

Ferry Terminal Updated Preferred Option



This next section asks for your thoughts on the updated preferred option for the ferry terminal. The updated preferred option is pictured.

6

How satisfied are you with the current ferry terminal facilities at Cumbræ?

- ☐ Strongly satisfied
- ☐ Slightly satisfied
- ☐ Neither satisfied/nor dissatisfied
- ☐ Slightly dissatisfied
- ☐ Strongly dissatisfied
- ☐ Prefer not to say

7

Why do you feel this way about the current ferry terminal facilities?

8

Based on the information you have seen, how satisfied are you with the updated preferred option for the ferry terminal?

- ☐ Strongly satisfied
- ☐ Slightly satisfied
- ☐ Neither satisfied/nor dissatisfied
- ☐ Slight dissatisfied
- ☐ Strongly dissatisfied
- ☐ Prefer not to say

9

Why do you feel this way about the updated preferred option for the ferry terminal?

Construction and Temporary Marshalling

This next section asks for your thoughts on the construction and temporary marshalling to develop the ferry terminal. There will be three stages during construction which are listed below.

Stage 1: Construct the slipway and marshalling area and the southern part of the pedestrian area under current marshalling arrangements using the existing slipway.

Stage 2: Construct the northern part of the pedestrian area and transition current marshalling arrangement to the new slipway.

Stage 3: Construct the new terminal building and landside facilities.

10

How satisfied are you with the proposal to develop the ferry terminal in three stages?

- ☐ Strongly satisfied
- ☐ Slightly satisfied
- ☐ Neither satisfied/nor dissatisfied
- ☐ Slightly dissatisfied
- ☐ Strongly dissatisfied
- ☐ Prefer not to say

11

Why do you feel this way about the proposals to develop the ferry terminal in three stages?

Landside Facilities

12

What are your priorities for a new terminal building within the pedestrian area for CalMac staff and the public to use?

13

How satisfied are you with the landside facilities proposed? (i.e. waiting room with seating for 25 and 50 persons overall, public toilets, cycle marshalling for 30 bikes and storage, external covered waiting area and ticket validation shelter)

- ☐ Strongly satisfied
- ☐ Slightly satisfied
- ☐ Neither satisfied/nor dissatisfied
- ☐ Slightly dissatisfied
- ☐ Strongly dissatisfied
- ☐ Prefer not to say

14

What other landside facilities should be provided?

Equalities Impact Assessment

15

How might the project affect ferry users and the wider community?

16

Do you feel the proposals could infringe on human rights and/or children's rights? These include the right to vote, the right to the highest possible standard of physical and mental health, and the right to education?

☐ Yes

☐ No

17

If yes, why do you feel the proposals could infringe on human and/or children's rights?

18

How might the project affect the delivery of services and operations of organisations on the island?

19

In your opinion, will the project impact any inequalities you feel exist?

☐ Yes

☐ No

20

If yes, why do you feel the project will affect inequalities?

Islands Community Impact Assessment

21

Are there any environmental, historic or island-specific concerns you would like to make the project team aware of?

22

Could this project result in a disadvantage to the Cumbræ community when compared to the mainland?

23

What changes would you suggest to the project team to improve outcomes for the Cumbræ community?

Environment

24

Are there any environmental issues that should be highlighted to the project team regarding the updated preferred option for the ferry terminal?

General Comments

25

Do you have any other comments you would like to share with the project team?

26

If you would like to be kept updated on the CMAL Cumbræ Slipway Reconstruction Project, please provide your email address so we can contact you (*optional*).

27

Please provide your consent to allow us to contact you (*optional*)

- ☐ **I agree** to receive emails from time to time to update me on the CMAL Cumbræ Slipway Reconstruction Project, with the understanding that I may easily opt out of these communications at any time after signing up.
- ☐ **I do not agree** to receive emails from time to time to update me on the CMAL Cumbræ Slipway Reconstruction Project, with the understanding that I may easily opt out of these communications at any time after signing up.

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.

Appendix D. Notification to Statutory Consultees



Caledonian Maritime Assets Ltd
Municipal Buildings
Fore St
Port Glasgow PA14 5EQ
Tel: 01475 749920

13 December 2023

Attn: Clyde Marine Planning Partnership
Clyde Marine Planning Partnership
Caspian House
2 Mariner Ct
8 South Ave
Clydebank Business Park
Clydebank
G81 2NR

**Subject: Marine Licence Notification
Cumbræ Slipway Reconstruction
Marine Scotland Act 2010
Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013**

Dear Madam

Please be advised that Jacobs, on behalf of the Caledonian Maritime Assets Limited (CMAL), intends to submit an application for a marine licence to the Scottish Government's Marine Directorate Licensing Operations Team (MD-LOT) for proposed licensable marine activity including construction of a new slipway to the south of the existing slipway, removal of the existing slipway, construction of a vehicle marshalling area and pedestrian waiting area on reclaimed land, and associated works at Cumbræ Ferry Terminal and land to the south, Isle of Cumbræ, North Ayrshire (central grid reference 218359E 658555N). Please see the attached plan which shows the location of the proposed licensable marine activity.

A pre-application consultation event will be held between 14:00 and 19:00 on 25th January 2024 at Millport Development Association Hall, The Garrison, Millport KA28 0DG.

The event is a public drop-in event, and you are invited to attend to consider and comment upon the prospective application for a marine licence.

A notice advising of the pre-application consultation event will be published in the Largs and Millport Weekly News on 13th December 2023.

Should you have any queries regarding the above please contact me by email: jain.pattenden@jacobs.com.

Yours faithfully,

Phil Sherry
Senior Civil Engineer
philsherry@cmassets.co.uk

Registered office: Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ. Registered in Scotland No. 1854.

Cumbræ Slipway Reconstruction: Marine Licence Pre-Application Consultation Report



Caledonian Maritime Assets Ltd
Municipal Buildings
Fore St
Port Glasgow PA14 5EQ
Tel: 01475 749920

13 December 2023

Attn: Navigation Safety
The Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO16 1EG

**Subject: Marine Licence Notification
Cumbræ Slipway Reconstruction
Marine Scotland Act 2010
Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013**

Dear Madam

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Yours faithfully,

Phil Sherry
Senior Civil Engineer
phil.sherry@cmassets.co.uk

Registered office: Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ. Registered in Scotland No. 1854.

Cumbræ Slipway Reconstruction: Marine Licence Pre-Application Consultation Report



Caledonian Maritime Assets Ltd
Municipal Buildings
Fore St
Port Glasgow PA14 5EQ
Tel: 01475 749920

13 December 2023

Attn: The Commissioners of Northern Lighthouses
Northern Lighthouse Board
84 George Street
Edinburgh
EH2 3DA

**Subject: Marine Licence Notification
Cumbræ Slipway Reconstruction
Marine Scotland Act 2010
Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013**

Dear Sir / Madam

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phil.sherry@cmassets.co.uk

Registered office: Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ. Registered in Scotland No. 1854.

Cumrae Slipway Reconstruction: Marine Licence Pre-Application Consultation Report



Caledonian Maritime Assets Ltd
Municipal Buildings
Fore St
Port Glasgow PA14 5EQ
Tel: 01475 749920

13 December 2023

Attn: Ian Cornforth
NatureScot
Great Glen House
Leachkin Road
Inverness
IV3 8NW

**Subject: Marine Licence Notification
Cumrae Slipway Reconstruction
Marine Scotland Act 2010
Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013**

Dear Madam

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Cumrae Slipway Reconstruction: Marine Licence Pre-Application Consultation Report



Caledonian Maritime Assets Ltd
Municipal Buildings
Fore St
Port Glasgow PA14 5EQ
Tel: 01475 749920

13 December 2023

Attn: Laura Wilson
SEPA
Angus Smith Building
6 Parkland Avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

**Subject: Marine Licence Notification
Cumrae Slipway Reconstruction
Marine Scotland Act 2010
Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013**

Dear Madam

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Yours faithfully,

Phil Sherry
Senior Civil Engineer
phil.sherry@cmassets.co.uk

Registered office: Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ. Registered in Scotland No. 1854.

Appendix E. Pre-Application Consultation Report Form

Form

PRE-APPLICATION CONSULTATION REPORT

Marine (Scotland) Act 2010: Section 24

1. Proposed Licensable Marine Activity

Please describe below or, where there is insufficient space, in a document attached to this form the proposed licensable marine activity, including its location

Refer to Pre-Application Consultation (PAC) Report

2. Applicant Details

Title Initials Surname

Mr	P	Sherry
----	---	--------

Trading Title
(if appropriate)

Caledonian Maritime Assets Ltd

Address

Caledonian Maritime Assets Ltd, Municipal Buildings, Fore St, Port Glasgow,
PA14 5EQ

Name of contact
(if different)

Position within Company
(if appropriate)

Telephone No.
(inc. dialing code)

01475 749920

Fax No.
(inc. dialing code)

Company Registration No.

Email

phil.sherry@cmassets.co.uk

Is this prospective applicant the proposed licensee?

YES ☒ NO ☐

If NO, please complete Section 3 below.

3. Proposed Licensee Details

Title

Initials

Surname

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Trading Title
(if appropriate)

Address

Name of contact
(if different)

Position within Company
(if appropriate)

Telephone No.
(inc. dialing code)

Fax No.
(inc. dialing code)

Company Registration No.

Email

4. Pre-application Consultation Event

Please describe below or, where there is insufficient space, in a document attached to this form the pre-application consultation event

Refer to PAC Report

5. Information provided by the Prospective Applicant at the Pre-application Consultation Event

Please provide below or, where there is insufficient space, in a document attached to this form details of any information provided by the prospective applicant for a marine licence at the pre-application consultation event

Refer to PAC Report

6. Information received by the Prospective Applicant at the Pre-application Consultation Event

Please provide below or, where there is insufficient space, in a document attached to this form details of any comments and objections received by the prospective applicant for a marine licence at the pre-application consultation event

Refer to PAC Report

7. Amendments made, or to be made, to the Application for a Marine Licence by the Prospective Applicant following their Consideration of Comments and/or Objections received at the Pre-application Consultation Event

Where any amendments are made, or are to be made, by the prospective applicant for a marine licence to the marine licence application as a direct result of their consideration of comments and/or objections received at the pre-application consultation event, please provide below or, where there is insufficient space, in a document attached to this form details of such amendments

Refer to PAC Report

8. Explanation of Approach taken by the Prospective Applicant where, following Relevant Comments and/or Objections being received by the Prospective Applicant at the Pre-application Consultation Event, no Relevant Amendment is made to the Application for a Marine Licence

Where, following comments and/or objections having been received by the prospective applicant for a marine licence at the pre-application consultation event, no relevant amendment is made to the application for a marine licence by the prospective applicant, then please provide below or, where there is insufficient space, in a document attached to this form an explanation for the approach taken

Refer to PAC Report

CERTIFICATION

Insert name	Iain Pattenden (on behalf of CMAL)
Insert Address	Jacobs, 95 Bothwell Street
Town	Glasgow
County	
Postcode	G2 7HX

I certify that I have complied with the legislative requirements relating to pre-application consultation and that the pre-application consultation has been undertaken in accordance with the statutory requirements.

Signature Redacted Date 04/11/2024