

Supplementary Material - Marine Licence Application

Moorings in Totaig Bay

April 2025

This Supplementary Material has been prepared to accompany the Marine Licence Applications (MLA) to Marine Scotland Licensing Operations Team (MS-LOT) by the Applicant (Dornie Moorings Association, DMA) for moorings on Totaig Bay, Lochalsh.

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1 Site Location:

Dornie Moorings Association (DMA) propose laying eight moorings in Totaig Bay (Figure 1, Figure 2 and Figure 3), which is approximately 1 kilometers opposite Dornie village where Lochs Duich and Loch Alsh meet. The bay is a popular anchorage for visiting vessels because it is protected from the prevailing south westerly winds, and has a relatively soft, shallow and flat seabed. The proposed locations for the eight new moorings within Totaig are shown in Figure 3 below, with approximately 35-40 meter spacing between the moorings to allow for a maximum vessel length of 42 foot. Sufficient space will be left in Totaig Bay for visiting vessels to anchor if they do not wish to use one of the DMA community moorings.

Note: The DMA originally proposed installing 10 mooring's in Totaig, but this has been reduced to 8 after consultation with NatureScot and the local community. In addition, the DMA originally proposed installing up to three moorings in the mouth of Loch Long near Eilean Donan Castle, but the DMA are not applying for any moorings in Loch Long in this application given significant concerns raised in the pre-application consultation stage (see section 3.5).

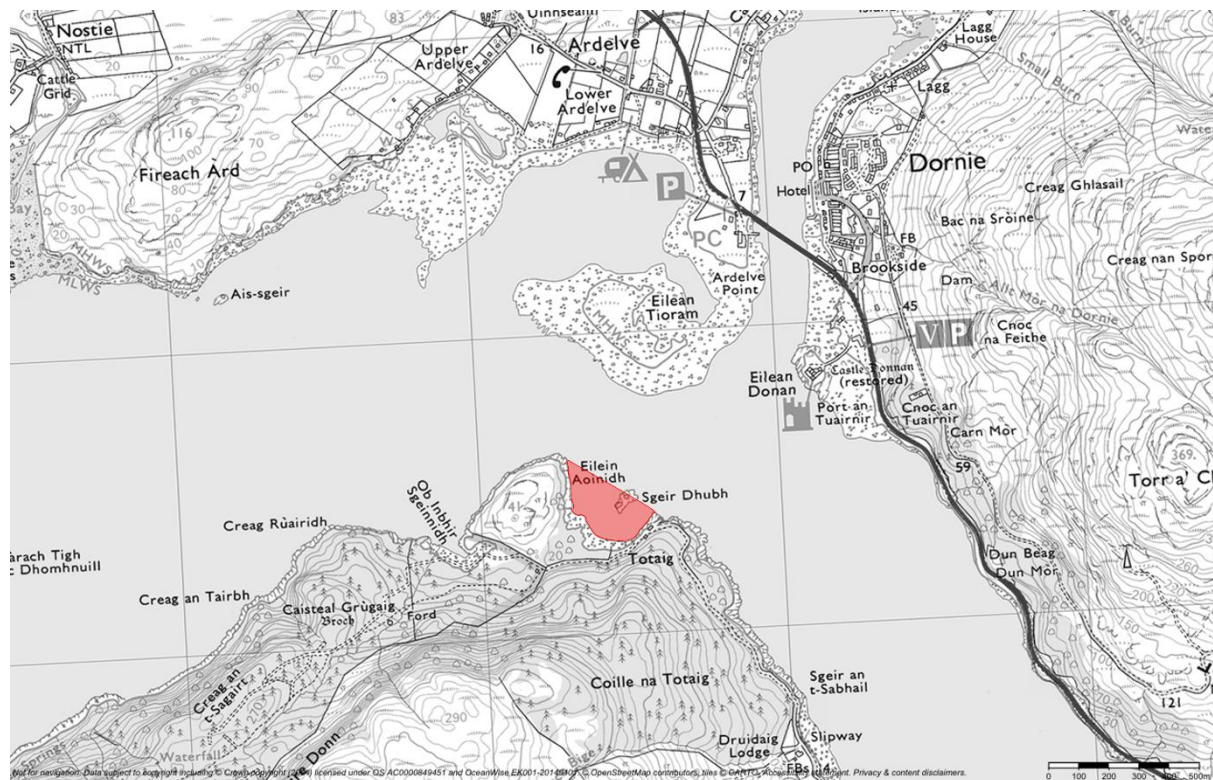


Figure 1: Ordnance survey map showing location of proposed mooring area in Totaig bay, indicated by red shaded area. Scale 1:10,000.

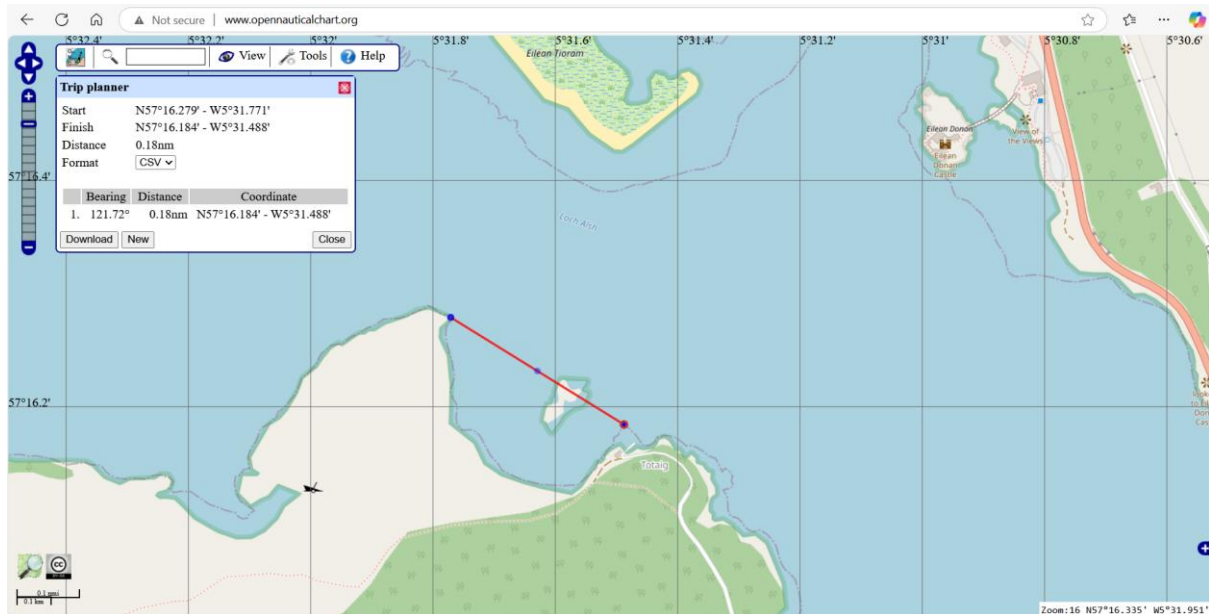


Figure 2: The latitude and longitude coordinates defining the location of the works are shown in the map above. The proposed mooring area is within the area bounded by Mean High Water Springs and the line joining the two points (also refer to Fig 1 above).

The proposed mooring area in Totaig Bay is within the area bounded by Mean High Water Springs and the lines joining the two points:

Latitude		Longitude	
57°	16.279'N	5°	31.771'W
57°	16.184'N	5°	31.488'W

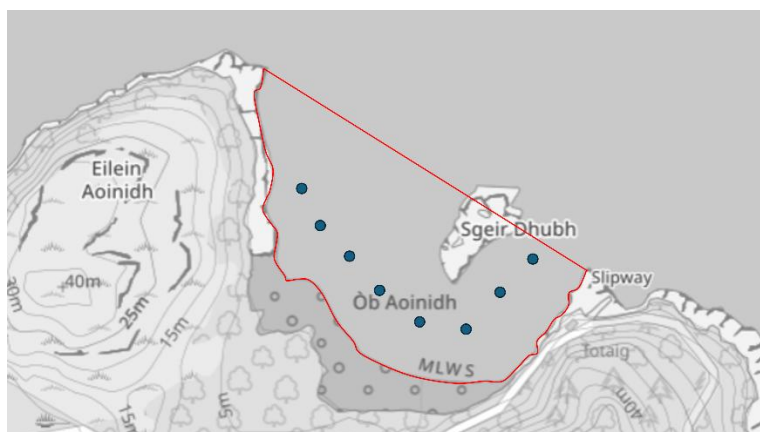


Figure 3: Proposed location of the eight new moorings within Totaig Bay, shown as blue points. Scale 1:5,000.

2 Proposed Mooring Design:

The moorings will be single-point systems to reduce impact on the seabed, which is the preferred system for marine protected areas. The **single point mooring system** will be made up of railway wheel sinkers weighing approximately 750kg with heavy ground chain (38 mm) connected with a shackle to the riser chain (length of riser = 1.25 x maximum water depth). The riser chain will be connected to a swivel intersect to prevent the riser chain twisting, which is attached to a foam-

filled mooring buoy. A small pickup float will also be attached to the mooring buoy to aid retrieval with a boat hook. The mooring design has been informed by the “Loch Creran SAC Special Mooring Pack”¹, as advised by NatureScot.

2.1 Calculation of potential zone of impact from chain scour in Totaig Bay¹:

Estimated area of ground chain scour in Totaig Bay: The maximum potential area of ground chain scour around single point moorings was calculated according to methodology in the Loch Creran SAC Special Moorings Pack¹, as advised by NatureScot. Calculations are presented below. In summary, each single-point mooring would potentially have a maximum scour radius of 13.75 m, which equals a scour area of 594 m² per mooring (the area of a full circular sweep of chain). If eight mooring’s were installed in Totaig Bay, this would multiply up to a total maximum scour area of 4,752 m², or 0.47 hectares. It should be noted that it is highly unlikely that the heavy ground chain will be extended to its full length on the seabed (it tends to lie in a ‘clump’), and it is also unlikely that the chain will sweep a full circle of the seabed. Therefore, the maximum scour area is more of a theoretical maximum than a true reflection of actual scour area, which is likely to be less than that calculated below

Calculation of area of ground chain scour¹:

(w) Max depth at highest tide in Totaig mooring area = 5m (Chart Datum) + 6m (tidal range) = 11m.

(x) Length of riser chain required (max depth at high tide x 1.25) = 13.75 meters

(y) Length of ground chain required = 5 meters

(z) Tidal range in Totaig = 6m (max high-water springs)

$$\begin{aligned}\text{Radius of potential zone of impact} &= (x-w) + (y+z) = (13.75 - 11) + (5+6) \\ &= 2.75 + 11 \\ &= 13.75 \text{ m.}\end{aligned}$$

Predicted zone of impact from chain scour per mooring = 594 m² (circle area = $A = \pi r^2$).

Note: This is the maximum radius if ground chain is fully extended on the seabed, which is very unlikely to happen. It is more probable that the heavy ground chain will lie close to the central mooring weight (railway wheel).

Total maximum area of impact from eight moorings = 594 m² x 8 = 4,752 m², or 0.47 hectares.

Approximate total area of Totaig Bay = 40,750 m² (see polygon in Figure 4)

Maximum percentage of Totaig Bay seabed impacted by mooring chain scour

$$= (4,752 \text{ m}^2 / 40,750 \text{ m}^2) * 100 = 11.6 \%$$

¹ Scottish Government, 2011. Loch Creran Marine Special Area of Conservation Private and Commercial Moorings Pack. <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2020/02/marine-licensing-applications-and-guidance/documents/guidance/loch-creran-special-area-of-conservation-moorings-pack/loch-creran-special-area-of-conservation-moorings-pack/govscot%3Adocument/Loch%2BCreran%2BSAC%2Bmoorings%2Bpack%2B%2B.pdf>



Figure 4: Polygon created on Google Earth showing estimates area of Totaig Bay in which moorings are proposed.

3 Potential Impact of Works, and Mitigations:

The sections below describe vessel activity in the area, as well as evidence of anchoring within Totaig Bay. It assessed potential impact on the landscape and marine environment within the Loch Duich, Long and Alsh MPA and SAC (with a focus on designated protected features), and reports on the findings of the underwater video survey. A summary of pre-application consultations with NatureScot, Historic Environment Scotland and the local community is also provided.

3.1 Evidence of vessel traffic and anchoring in the area:

Totaig Bay is a well-known recreational anchorage area used by visiting vessels, which is due to its sheltered aspect from most wind directions (except Northerlies) and soft shallow seabed. Although it is not marked as an anchorage on admiralty charts, it is shown as a recreational anchorage in the Marine Scotland review of human activities within Loch Alsh, Duich and Long MPAs, as shown in the image below².

² [Lochs Duich, Long and Alsh \(DLA\) - Planning Scotland's Seas: 2013 - The Scottish Marine Protected Area Project – Developing the Evidence Base for Impact Assessments and the Sustainability Appraisal Final Report - Appendix E - Marine Site Reports - gov.scot](#)

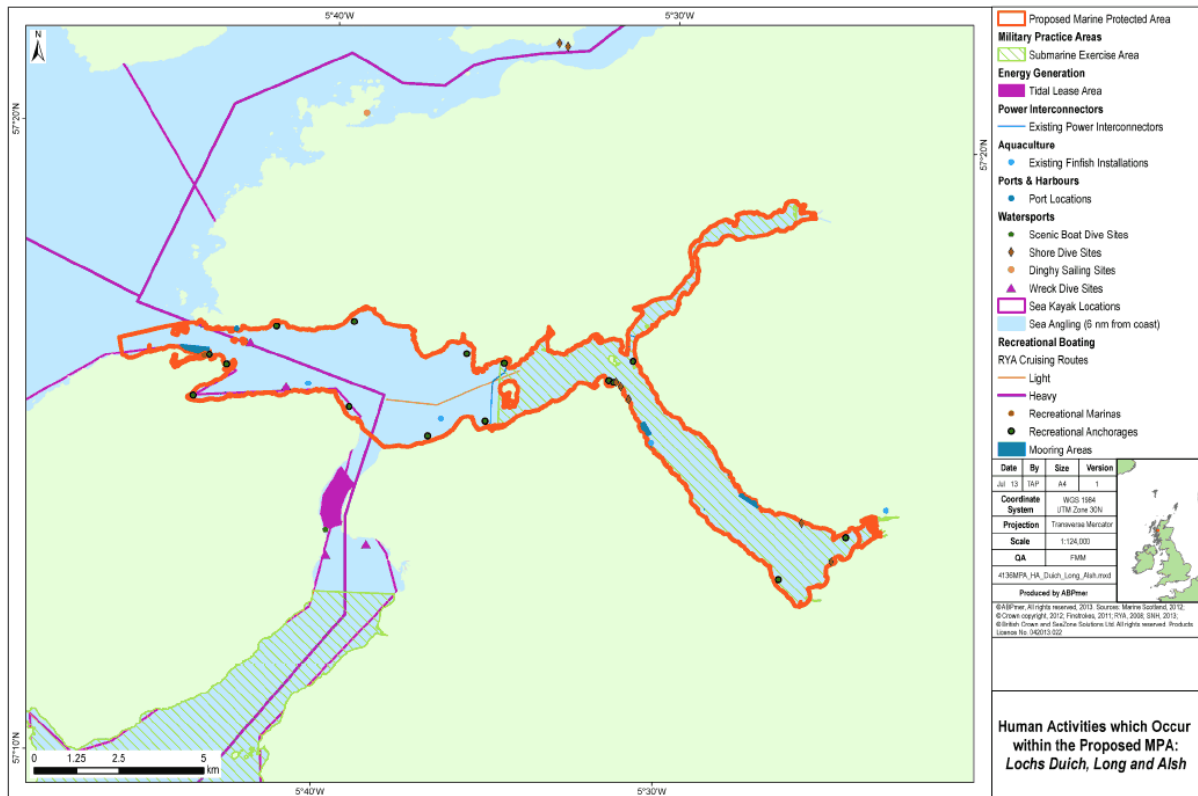


Figure 5: Human activities that occur within the Loc Duich, Long and Alsh MPA, taken from a Marine Scotland Report².

Vessel tracking data from AIS (Automatic Identification System) can also be used to identify boats that travelled through and stayed in the area. There is no statutory requirement for small commercial vessels, cruising yachts or pleasure craft to carry AIS, however a percentage of the fleet do voluntarily install AIS (mainly for safety reasons). AIS transmissions are publicly available, and can be downloaded from various websites such as [Vessel Finder](#) or [Marine Traffic](#). The DMA purchased AIS traffic data from Vessel Finder for the period 1 March 2023 to 30th December 2023 at 1-hour resolution, covering the area between Dornie and Totaig Bay (see Figure 6 below). The data was filtered and if yachts or pleasure craft were in the same location for two consecutive days (i.e. overnight) they were considered to be 'on anchor'.

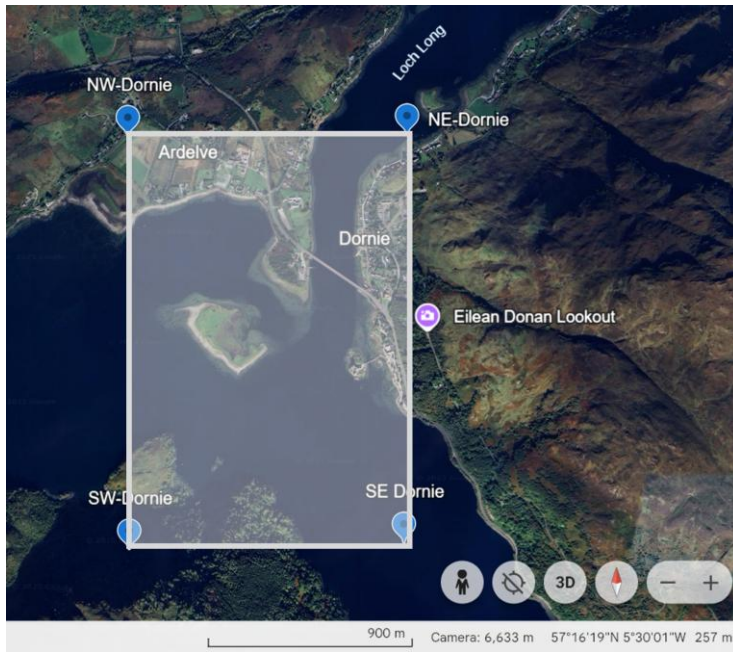


Figure 6: Map showing area for which AIS data was obtained (grey rectangle)

A total of 75 yachts or pleasure craft transmitting AIS passed through this area between 1 March and 30 December 2023, and of these 8 vessels anchored overnight in Totaig (some spending several nights on anchor), 11 anchored overnight opposite Eilean Donan castle in the mouth of Loch Long (all only for one night) and 7 anchored during the day opposite Eilean Donan castle, totaling 32 vessels anchoring in the area. During this period there were also 399 AIS records from 20 different workboats or commercial vessels passing through the area, many of which would have been servicing the

local fish farms and use Kyle of Lochalsh as their harbour.

It should be stressed that a large proportion of recreational vessels do not use AIS, and so this data does not provide a true measure of the actual number of vessels anchoring in the area. However, it does provide evidence that recreational vessels do anchor in Totaig Bay and opposite Eilean Donan Castle in the mouth of Loch Long. Provision of safe permanent moorings in Totaig would likely encourage more passing vessels to stop-over for the night rather than just passing through. It will also prevent further damage to the seabed from drop-and-drag anchors. The images below (Figure 7) show AIS records of vessels that anchored within Totaig Bay during 2023.

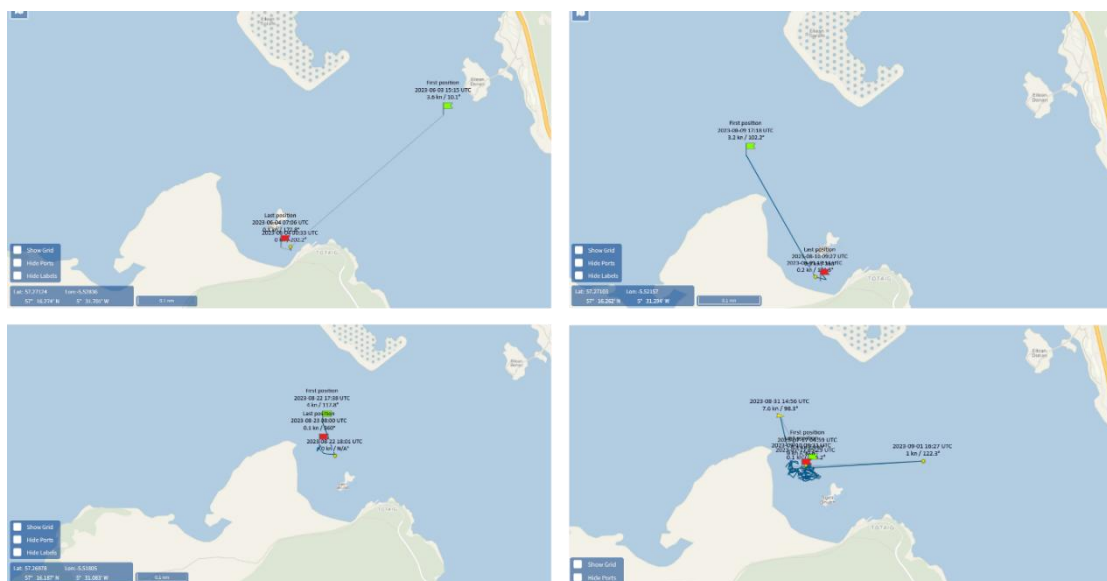


Figure 7: AIS vessel tracks showing vessels that spent one or more nights on anchor in Totaig Bay in 2023. Each image shows a separate vessel, and the historic AIS data was purchased from Vessel Finder. The images provide examples of the different locations that vessel use to anchor in Totaig Bay.

3.2 Visual considerations:

Totaig Bay is situated at the end of the quiet single-track road running from Rattagan to Letterfearn road and is within the Kintail National Scenic Area. The old Ferry House is situated at the road-end, and looks out onto Totaig Bay. The owner of the old Ferry House has been contacted and at the time of writing has no objections to the proposal to install new moorings in Totaig Bay. Totaig Bay is a popular anchorage for visiting vessels, and so the presence of yachts is already common, as shown in the images below (Figure 8 and Figure 9). The provision of new moorings would increase the number of vessels using Totaig between the months of April-October. However, the DMA originally proposed installing 10 new moorings in the Bay and this has been reduced to 8 to reduce both environmental and visual impact, as per NatureScots advice and based on feedback from the local community. Historic Environment Scotland have also confirmed that they do not have any concerns about the proposed new moorings in Totaig Bay.



Figure 8: View of Totaig Bay from road-end at the Old Ferry house, showing one boat on a mooring and one on anchor.



Figure 9: View of Totaig Bay looking towards the old Ferry House, showing a boat at anchor.

3.3 Protected Areas:

Designations and Protected Features: The proposed mooring area in Totaig Bay falls within the Lochs Duich, Long and Alsh Marine Protected Area (MPA) and Special Area of Conservation (SAC), as shown in Figure 10. It is also situated within the Kintail National Scenic Area. The Protected Features within this MPA/SAC are **Reefs** (Annex 1 Reefs are qualifying feature of the SAC designation), **Flame shell beds** (MPA designation) and **Burrowed mud** (MPA designation)(Ref: Nature Scot, 2024).

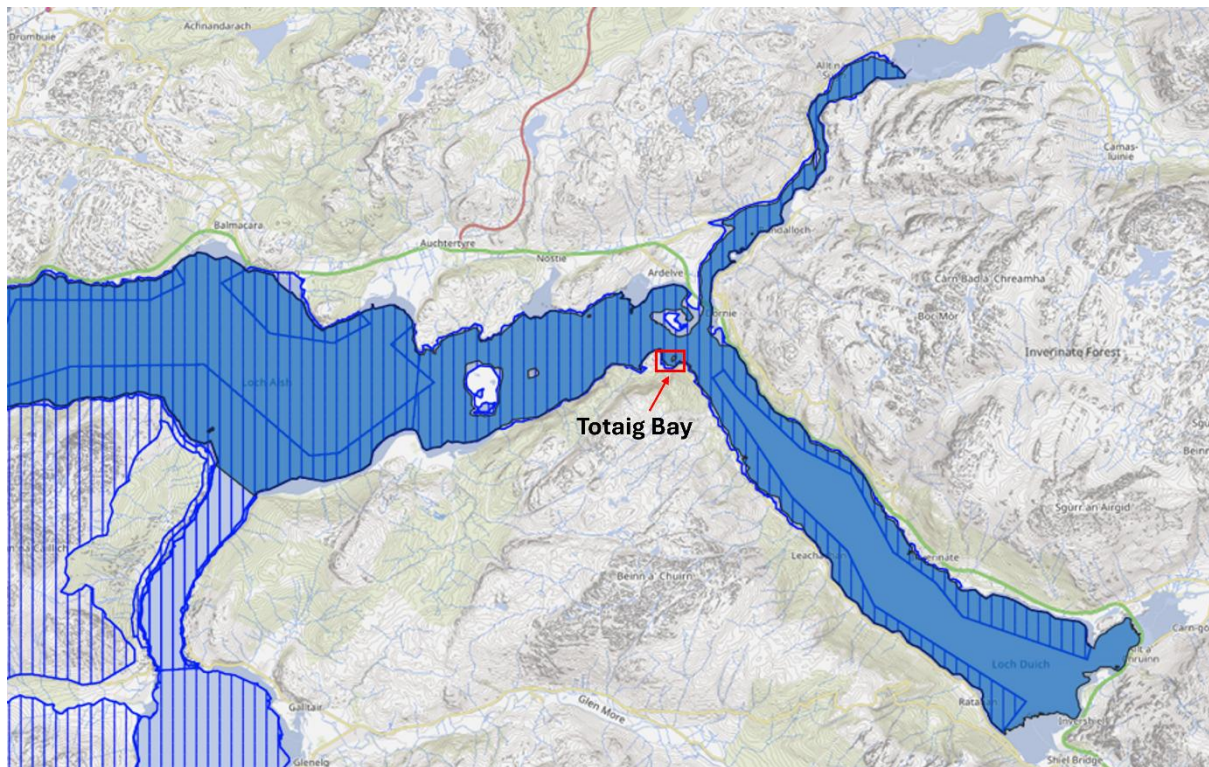


Figure 10: Map showing location of the Marine Protected Area (solid blue) and Special Area of Conservation (striped blue) relative to the proposed mooring area in Totaig.

National Marine Planning Interactive Scotland was used to search for records of these protected features, which can be seen in the maps below, as well as here: (<https://marinescotland.atkinsgeospatial.com/nmpi/>).

There is a record of flame shells on the headland to the east of Totaig Bay, as shown in Figure 11, but there are no records of flame shells within Totaig Bay itself. Regarding Annex 1 Reef, there is a record of “*Laminaria saccharina* and *Laminaria digitata* on sheltered sublittoral fringe rock”, which is situated on the island in the middle of Totaig Bay (Figure 12), but not within the proposed mooring area itself. There is an area in Totaig Bay that has been predicted to have Annex 1 Reef (pink polygon in Figure 12), but this is based on modelled data rather than on actual observations. There is no record of Burrowed Mud within the proposed mooring area in Totaig Bay (Figure 13).

Therefore, the proposed mooring area in Totaig will have no impact on flame shell beds and burrowed mud in the MPA/SAC. However, NatureScot requested the Dornie Moorings Association carry out an underwater video survey of the proposed mooring areas to check for Annex 1 Reef habitat prior to submitting the marine licence application (the findings of which are below, in section 3.4).

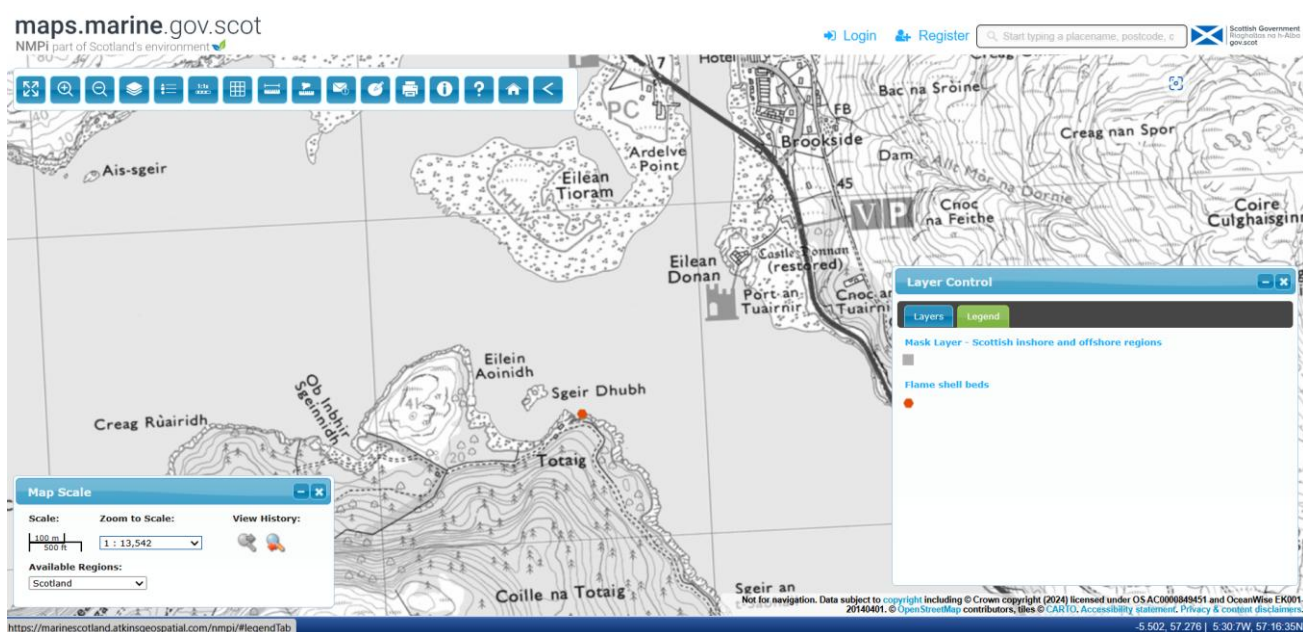


Figure 11: Record of **Flame Shells** in the Lochs Duich, Long and Alsh MPA/SAC, which are available through the National Marine Planning Interactive Scotland. There is a record of flame shells to the east of Totaig Bay, but not within the bay itself.

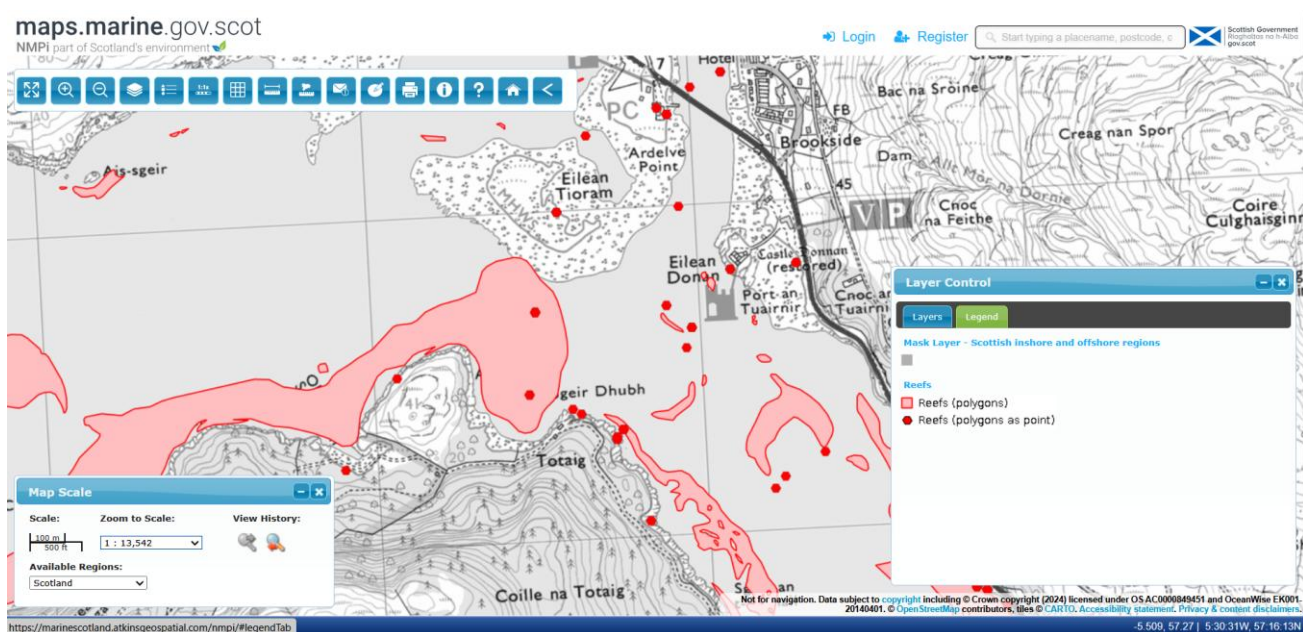


Figure 12: Recorded and predicted **Reefs habitat** in the Lochs Duich, Long and Alsh MPA/SAC, which is available through the National Marine Planning Interactive Scotland. The red points show actual records, and the pink polygons show predicted reef area from modelled data. There is one record of Reef habitat in Totaig Bay (on the island) and reef is predicted to occur within the bay.

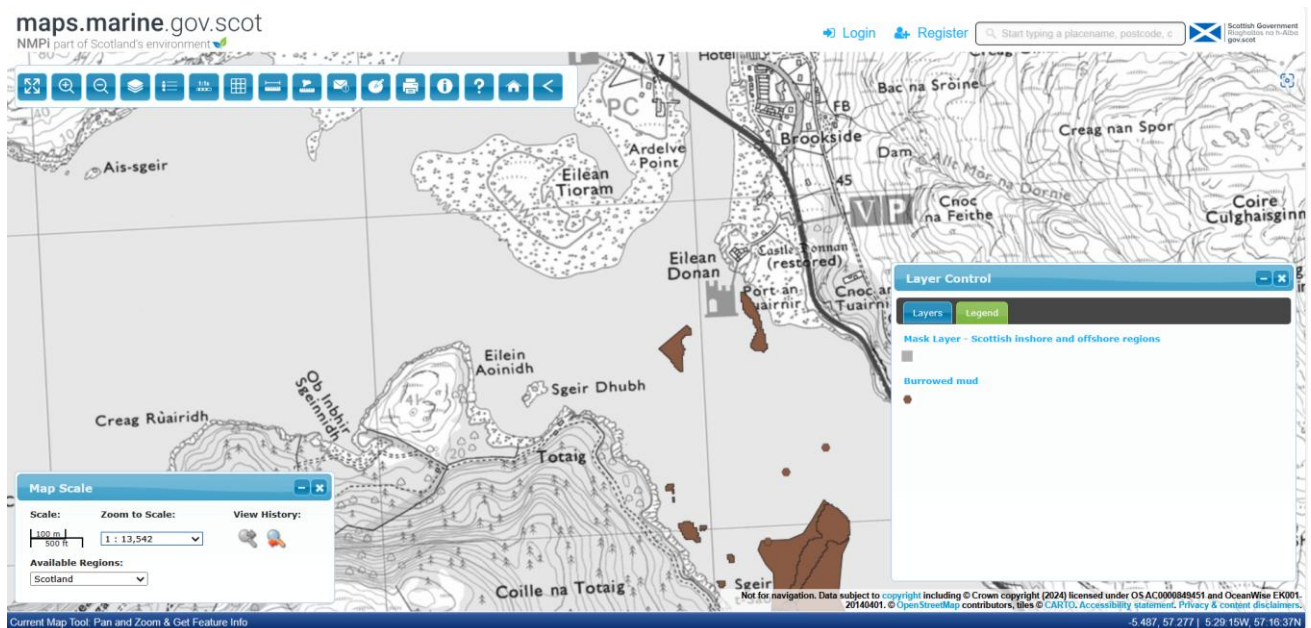


Figure 13: Recorded and predicted **Burrowed Mud** habitat in the Lochs Duich, Long and Alsh MPA/SAC, which is available through the National Marine Planning Interactive Scotland. The brown points show actual records, and the brown polygons show predicted burrowed mud habitat area from modelled data. No burrowed mud is observed or predicted in Totaig Bay.

3.4 Underwater Video Surveys:

NatureScot requested the Dornie Moorings Association to carry out an underwater video survey of the proposed mooring areas prior to submitting the marine licence application. The purpose of the underwater surveys was to identify presence of any protected features within the proposed mooring area, specifically Annex 1 Reef Habitat, Horse mussel beds, flame shell beds and burrowed mud. The underwater surveys were carried out in the 12th and 13th December 2024 using an ROV. The full survey reports along with the video footage was submitted to NatureScot for review, and is available from the Applicant (DMA) on request.

Totaig Bay underwater video survey: Video footage showed that the seabed in Totaig Bay mostly comprises fairly featureless and flat coarse gravel and sand, interspersed with cobbles and shells such as razor clams. There were occasionally small boulders and cobbles with kelp attached (*Saccharina latissima* and *Laminaria digitata*), but bare gravel and sand dominated the survey area and kelp was generally in low abundance. The only area of Annex 1 Reef identified in the survey area was in the western part of the bay, where a small canopy of *Laminaria digitata* caused the ROV to rise above the seabed. There also appears to be a patch of sparse kelp “park” in the mid-southern part of the bay, with sugar kelp (*Laminaria saccharina*) growing on pebbles and boulders, and abundant sea urchins grazing on the kelp. **No flame shell beds, horse mussels or burrowed mud habitats were seen in the survey of Totaig Bay.**

The underwater video footage highlighted that the majority of the proposed mooring area within Totaig Bay will avoid key areas of rocky Reef habitat. There would be some interaction with kelp patches, but NatureScot advise that kelp has a low sensitivity to surface abrasion which could be caused by chain scour.

3.5 Consultation, Community Involvement and Feedback

Dornie Moorings Association is led entirely by local people volunteering their time, and is broadly supported across the Dornie and District area (and beyond). The DMA have held several consultations over the years, the most recent of which was a public consultation held in February 2025, which is detailed below. In addition, the DMA have consulted with Nature Scot, Historic Environment Scotland, Crown Estate Scotland and other statutory consultees prior to submitting this marine licence application (see list below). During these consultations the DMA have presented the proposal for installing up to 10 moorings in Totaig Bay plus 3 visitor moorings in the mouth of Loch long, adjacent to Eilean Donan Castle (aka the Dornie ‘Castle moorings’), as shown in Figure 14. The outcomes of the consultation on both locations are given below, together with the reasons for only applying for moorings in Totaig Bay.

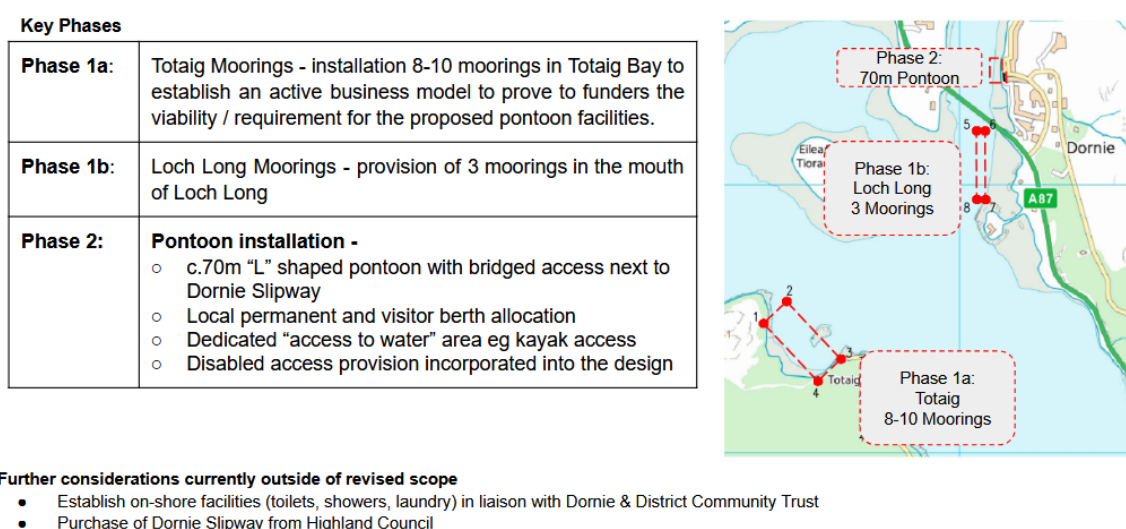


Figure 14: Image from the community consultation event and the DMA website showing initial project plan and proposal for installing moorings in two locations (Totaig and Loch Long). Note: the DMA are only applying for the Totaig moorings based on feedback from the consultation, in which significant concerns were raised about the Loch Long moorings.

List of consultees contacted during pre-application stage:

- NatureScot
- Historic Environment Scotland
- Crown Estate Scotland
- Northern Lighthouse Board (NLB)
- RYA
- Marine and Coastguard Agency (MCA)
- Scottish Environmental Protection Agency
- Local Community Councils and Community Trusts (Dornie, Glenelg & Arnisdale, Loch Duich, Plockton, Kyle of Lochalsh, Broadford, Letterfearn)
- Local Councillor
- Local Moorings Associations (Plockton and Letterfearn)
- WHAM (West Highland Anchorages and Moorings Association)
- Marine tourist operations (Kayaking, Paddleboarding, Cruising)

3.5.1 Consultation with Nature Scot:

The DMA consulted with NatureScot during the pre-application stage (emails provided as evidence) and were advised by NatureScot to carry out video surveys of the proposed mooring areas, as detailed above in section 3.4. NatureScot provided conservation management advice and made several recommendations to the Doring Moorings Association after viewing the underwater video footage, as summarised below.

Totaig Moorings:

With regards to the Totaig moorings, Nature Scot advised that *“There would be some interaction with kelp patches, but kelp has a low sensitivity to surface abrasion which could be caused by chain scour”* (NatureScot email 05.02.2025).

Nature Scot also made several comments and recommendations which are tabulated below, as well as actions for the DMA:

Table 1: NatureScot advice regarding the proposed Totaig moorings, and response from the DMA.

	NatureScot Advice	DMA Response
1.	With regards to the SAC, the Conservation and Management Advice document does advise reducing or limiting the pressures associated with new moorings, and therefore we suggest than an option to mitigate damage to Annex 1 Reef could be to reduce the extent of the moorings to 8 (not 10 as previously proposed) .	The DMA have reduced the number of moorings in the marine licence application to 8, and have removed the 2 mooring to the NW of the bay as NatureScot recommended.
2.	Consider if it is possible to estimate the maximum impact zone of scour of the mooring chain on Annex 1 Reef.	The maximum impact zone of scour has been estimated (see section 2.1, page 4), as per examples in the Loch Creran Mooring pack.
3	Consider potential design mitigation to ensure tight moorings and minimise ground chain scour. We ask that the formal applications detail the type of mooring proposed.	Mooring design has been described in section 2, page 3. The design will reduce ground chain scour as far as practically possible. Mooring Design follows the advice given in the Loch Creran Special Mooring Pack.
4.	Consider whether it will be feasible to use DDV, ROV or diver to check for presence and quality of reef prior to or during mooring deployment, and whether it would be possible to micro-site moorings to avoid patches of reef.	An ROV will be used to check that location of moorings does not impact reef habitat prior to/during deployment.
5.	If Dornie Moorings Association hold any empirical data regarding the current use	The Totaig Bay area is already used as an anchorage by recreational vessels. See

	NatureScot Advice	DMA Response
	as a temporary anchorage area, this could be provided and would help us assess the proposal against the Conservation and Management Advice.	page 5, section 3.1 on evidence of vessel activity in the proposed moorings area.
6.	If any moorings are currently in place, we ask that this is also detailed, including plans for those moorings going forward. This is necessary to assess cumulative impacts.	There is one licenced private mooring currently in Totaig Bay. The owner of the mooring has been invited to join the moorings association. This existing mooring will stay in place, in addition to the new DMA moorings.
7.	Biosecurity: We advise that the applicant should also take biosecurity into consideration, including the objectives of the Recreational Boating Pathway Action Plan for Great Britain and Clean, Check, Dry guidance for boaters: https://www.nonnativespecies.org/what-can-i-do/check-clean-dry/boaters . Good biosecurity is critical to reduce the risk of introduction and spread of aquatic non-native species. Since 2011 the GB Non-native Species Secretariat has been running the Check Clean Dry (CCD) public awareness campaign aimed at improving biosecurity amongst water users	The DMA will publish biosecurity advice on their website and Facebook page to encourage the Check, Clean, Dry procedure for all boaters using the Dornie Moorings, and will also provide links to help boaters identify non-native species.

Feedback from NatureScot on Loch Long ‘Castle’ Moorings:

With regards to the moorings originally proposed in the mouth of Loch Long near the Eilean Donan Castle, the feedback is provided from NatureScot for completeness (although this licence application is only for Totaig). NatureScot stated after viewing the underwater video footage that:

“The presence of Tide-swept algal communities and sparse Reef habitat provides an indication of the likely surrounding habitat...it is likely that the moorings area is non-qualifying mixed sediment habitat with patches of potential reef towards the “low reefiness” end of the scale, but there is some uncertainty”.

In addition, NatureScot provided the following landscape advice for the three Loch Long Dornie ‘Castle’ moorings:

“These moorings would be in a sensitive location within Kintail NSA, in views of the castle from Dornie Hall and the main road. We highlight the importance of these moorings only being for overnight visitor use, and not for permanent boat mooring. We may advise the Marine Directorate that these moorings be conditioned for temporary overnight use only, and that their use is reviewed at the end of the 5-year marine license”.

NatureScot also advised the DMA to consult with Historic Environment Scotland (HES), the details of which are provided in section 3.5.2 below. HES shared similar concerns as NatureScot regarding visual impact of the proposed Loch Long ‘Castle’ moorings.

With regards to benthic advice, Nature Scot repeated advice points 2-5 in **Table 1** (above) for the proposed Loch Long Moorings.

NatureScot Advice regarding Seals and Otters:

The potential impact of new moorings to local seal and otter populations was raised as a concern by some community members, as seals are known to use the island within Totaig Bay as a haul-out. The DMA therefore asked NatureScot for advice, and received the following feedback:

“The areas discussed above (Totaig & Dornie) are not close to any SACs with seal or otter features or any designated seal haul-outs. More information regarding Seals as a protected species can be found on our website, here: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species/protected-species-z-guide/protected-species-seals>. “.

Otters are classed as a European Protected Species, and we fulfil our advisory role on protected species through the provision of standing advice and do not expect to be consulted except in exceptional circumstances not covered by our standing advice at <https://www.nature.scot/professional-advice/planning-and-development/advice-planners-and-developers/planning-and-development-protected-animals> and <https://www.nature.scot/professional-advice/planning-and-development/advice-planners-and-developers/planning-and-development-birds>.”

Based on the advice above from Nature Scot, the DMA are not required modify or amend the proposal for moorings with regards to seals and otters, however the DMA will encourage boaters to avoid disturbing local marine life (specifically seals and otters) whenever possible.

3.5.2 Consultation with Historic Environment Scotland:

The proposed moorings (and pontoon) are situated near the Eilean Donan Castle (aka ‘Dornie Castle’), which is a scheduled national monument. As such, the DMA consulted with Historic Environment Scotland (HES) on the proposal to install moorings in Totaig Bay, as well as in Loch Long adjacent to Eilean Donan Castle, and to install a pontoon in Dornie village (emails provided as evidence). HES stated that:

“Based on the information available, the proposed pontoon opposite Dornie and the moorings at Totaig are unlikely to cause us significant concerns. However, we do have some concerns about the potential impact of the proposed moorings adjacent to the castle on its north side. Currently it appears that the red line boundary for these moorings would reach to within 65m of the scheduled area. We are concerned that the close proximity of moorings in this location could give rise to vessels being moored within the vicinity of the castle on a regular basis (particularly during the summer months). This in turn could introduce elements into the monument’s setting which could detract from how it is understood, appreciated, and experienced.” – Historic Environment Scotland email 23.01.2025

And

“without prejudice to any application that might be forthcoming, if the proposed mooring adjacent to Eilean Donan is included in its current form, it is likely we would object to the proposals.” – Historic Environment Scotland email 14.02.2025.

Based on this feedback from Historic Environment Scotland the DMA have decided to proceed only with moorings in Totaig Bay, and not to apply for moorings in the mouth of Loch Long adjacent to Eilean Donan castle.

3.5.3 Consultation with the Crown Estate

The Dornie community originally contacted Crown Estate Scotland more than 10 years ago with the intention of installing several moorings in the local area as well as a pontoon. They were advised to setup a Mooring Association, which they subsequently did, and proceeded to apply for a Local Management Agreement (LMA) for sections of the foreshore and seabed *ex adverso* Dornie. The Dornie Moorings Association (previously the Dornie Community Project Ltd) were granted a Local Management Agreement for Totaig Bay on the 19th February 2015 (REF: GMT/DRF/CEC3000.1034). The duration of the LMA agreement is 10 years, so has recently lapsed, however the DMA will apply to renew the LMA and amend the “Mooring Areas” in the LMA based on this marine licence application. The Dornie Moorings Association are also in regular contact with the Crown Estate Community Marine Officer (Wester Ross), who is kept up to date on the proposal developments.

3.5.4 Public Community Consultation:

A public consultation event was arranged by the DMA and was held in the Dornie Village Hall on the 6th February 2025. It was widely advertised in the West Highland Free Press (published 20th December 2024), on social media channels and on community noticeboards (Figure 15 and Figure 14). The consultation event served the dual function of a Pre-Application Consultation for a pontoon that the DMA are proposing installing in the village, as well as an opportunity to discuss the proposed moorings (the pontoon and moorings are inherently linked projects).

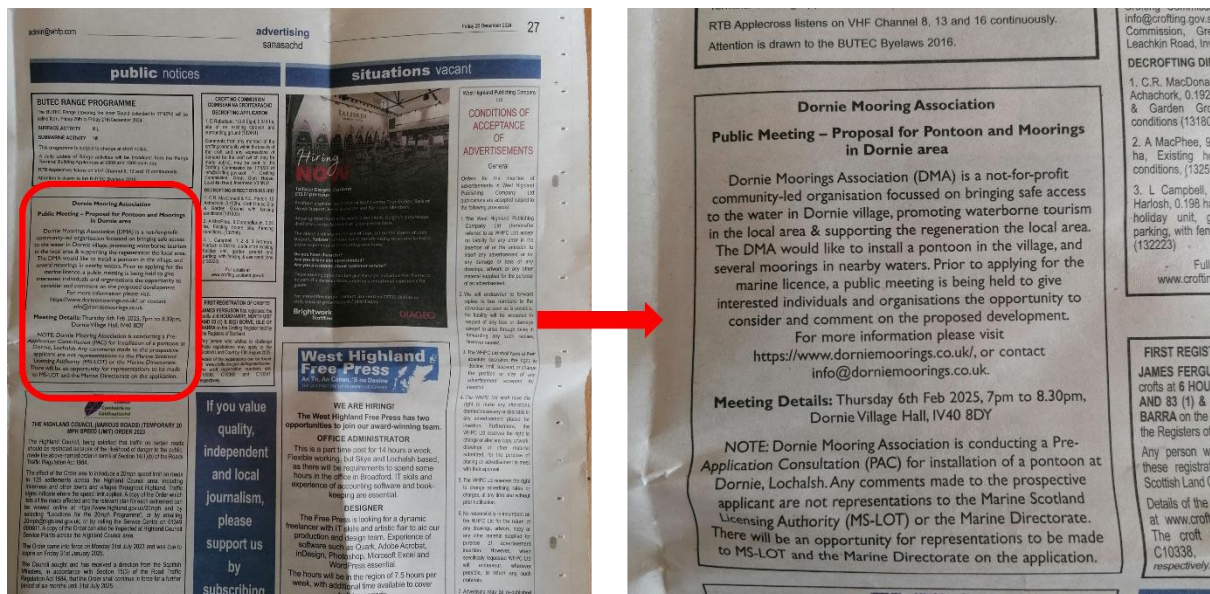


Figure 15: Newspaper advert in the West Highland Free Press on 20th December 2024 for the DMA public meeting, held on the 6th February 2025, to discuss the proposed moorings and pontoon.



Figure 16: Public consultation event held by the Dornie Moorings Association in Dornie Hall on the 6th February 2025.

The community consultation event was well attended by the local community and those in outlying areas in Lochalsh and beyond. The event gave local people the opportunity to find out more about the proposed project and provide feedback to allow the DMA to better shape the future of the moorings and pontoons. The meeting included an exhibition area with display boards showing the proposed location and layout of the moorings and the pontoon (A3 posters) and a computer monitor showing footage of the seabed from underwater video surveys (Figure 16). The consultation covered the proposal for new moorings to be installed in Totaig Bay, as well as in the mouth of Loch Long adjacent to the Eilean Donan Castle, as shown in Figure 14 above. **The DMA are now only applying for a licence for moorings in Totaig Bay, however for context and completeness the outcomes of both mooring proposals are provided below.**

A 1 hour PowerPoint presentation was provided (see link below), which was followed by a Q&A session. A feedback form was also circulated at the meeting and was made available online for 2 months following the public consultation meeting (**see feedback form in Appendix 5.1**). The feedback form used scaled questions to gather data on the extent to which people supported the proposed moorings (not at all, not really, neutral, somewhat, a lot), with options to comment further.

Slides from the consultation event on the 6th Feb 2025 can be found here:

<https://www.dorniemoorings.co.uk/pontoons-and-moorings-project/latest-updates>

Comments and feedback received during and after the consultation event:

Overall extent of support for moorings: The DMA received excellent constructive feedback and support during the meeting, with some robust discussion and debate. A total of 47 responses were also received from the consultation feedback form. The summary given below relates only to the proposal for moorings as the pontoon will fall under a separate marine licence application.

During the public meeting the DMA presented the proposal for placing 10 moorings in Totaig Bay, and in 3 the mouth of Loch Long adjacent to Eilean Donan Castle (i.e. Dornie ‘Castle’ moorings see Figure 14). Responses from the feedback form show that there were similar levels of public support for the proposed moorings at both locations, with moderately higher level of support for the Totaig moorings as can be seen from the bar chart below (Figure 17). Totaig was generally viewed as a more appropriate and sheltered location for moorings than the mouth of Loch Long, which is exposed to strong currents. Overall, 74% of people support the proposal for moorings at Totaig, of which 57% support the proposal “a lot” and 17% supported them “somewhat”. There were some concerns raised by the public about both mooring locations, and 17% of the public do not support moorings at Totaig, while 17% do not support moorings in the mouth of Loch Long.

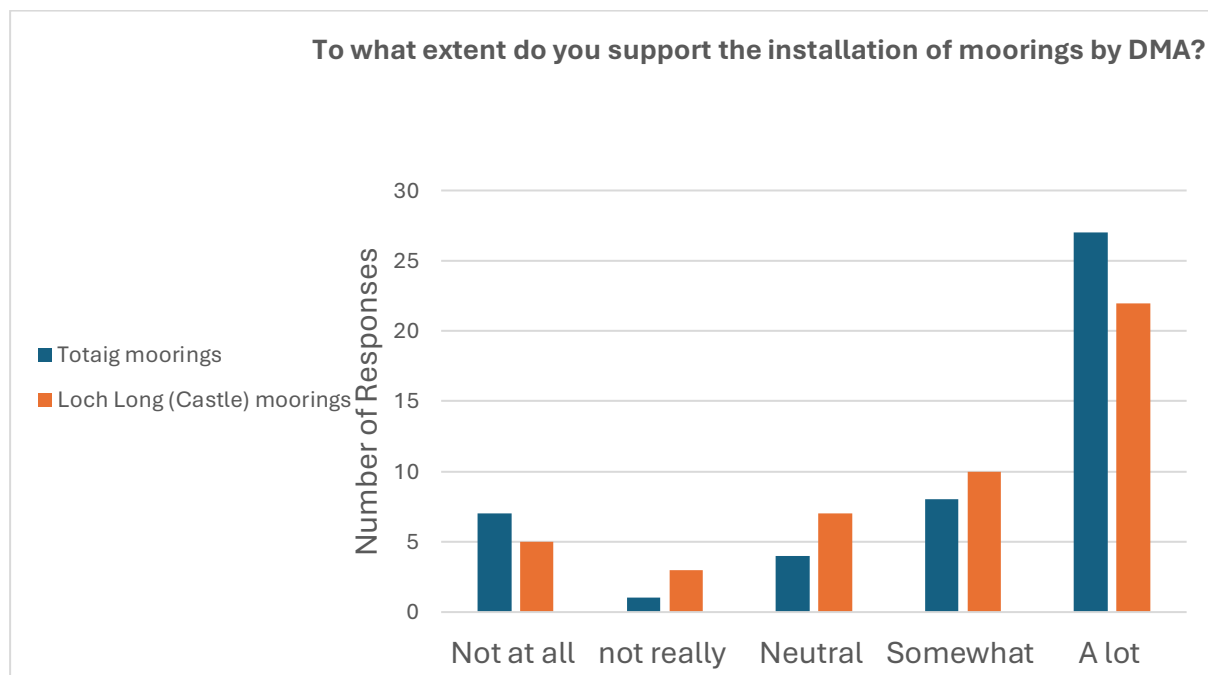


Figure 17: Overall level of support for the proposed “Totaig Bay” moorings and the Loch Long “Castle moorings”. Data obtained from consultation feedback forms (from 47 responses).

Supportive comments received for the Totaig Moorings include:

“This would address the lack of local moorings and promote more water activities”

“I support the proposed moorings in Totaig bay for the following reasons: 1. Totaig is an established anchorage and has been for many years. 2. The seal population in Totaig bay are a relatively new occurrence. They are not bothered in the slightest by the current moorings and I do not believe additional moorings will have any negative impact on them. 3. Installing fixed moorings will cause less seabed damage than visiting vessels dropping and dragging anchors in various locations around the bay. 4. Totaig bay has been known to become crowded during the busy summer season. This is partly due to inefficient anchoring of visiting vessels. Having a fixed mooring system will allow more boats to use the bay and avoid visiting vessels being forced to moor in less desirable locations.”

“I see many yachts visiting Totaig and dropping anchor for the evening. I think permanent visitor moorings would help prevent damage to the seabed”.

“Moorings are required if the pontoons are to be a success.”

“Holding for conventional anchors in Totaig is poor. Provision of fixed moorings would encourage boats into the locality and hopefully, be a useful boost to the economy. Damage to the seabed would also be greatly reduced from vessels repeatedly seeking secure holding.”

“An excellent community facility that will encourage visitors to the village to use local amenities”.

“Good location for mooring - seals won’t be bothered”;

“A great location for mooring and sailors will be able to make their own risk assessment for crossing over Dornie”;

“Plenty of sheltered room, with little or no impact to wildlife”;

“Been moorings there since 1940's. Seals not bothered by touring boats or locals”

“Moorings are an attractive and affordable way to boost tourism income and facilitate access to an important outdoor environment for locals as well.”

“I would need further info on type of moorings and the type of vessels that would utilise them. However, most outcomes would boost local economy.”

“Many locals already use his area for moorings as well as visitors anchoring in the summer, this will formalise the existing set up and provide fixed moorings which will avoid the damage caused by anchoring to the seabed.”

“I have a small boat and it would be great to have mooring in this area, I would not object to a small payment for mooring.”

Non-Supportive comments and concerns over Totaig moorings and the DMA response and mitigations: Various concerns were raised through the feedback forms and at the consultation meeting regarding the new proposed moorings at Totaig, which are summarised below, along with the DMAs response and mitigations.

*Table 2. Concerns submitted by members of the public about **Totaig Bay Moorings**, obtained through the feedback form, at the meeting and via email.*

Spatial and structural concerns	Mitigation and DMA response
<p>- Too many moorings being proposed:</p> <p>DMA received four suggestions to reduce the number of moorings being proposed for Totaig Bay (e.g to 5-6 moorings only), with concerns that too many new moorings are</p>	<p>The number of new moorings proposed in Totaig is being reduced from 10 to 8. The DMA have worked with marine engineers to assess the location and check the moorings can fit in Totaig Bay.</p>

being proposed relative to the small size of the bay.	
<p>- Removal of anchorage space:</p> <p>Concerns were noted that 10 new moorings will take up the whole bay, and there won't be space for visiting boats to drop anchor if they do not want to use a community mooring.</p>	The DMA is reducing the number of proposed new moorings to 8, which should leave space for visiting vessels to drop anchor if they do not wish to use a community mooring.
<p>- Safety:</p> <p>Safety concerns were raised about tender boats crossing the loch between Totaig and Dornie village (about 1km by sea), especially in poor weather and strong tides.</p>	Sailors and boaters should make their own risk assessment for crossing over the loch to Dornie, and the DMA will not accept any liability for such crossings. The DMA will publish safety notice on its website that details local currents, encourage use of life jackets on tenders, recommend that tenders used for the crossing have engines (rather than paddle only), and strongly discourage making the crossing in poor weather and/or in the dark.
<p>- Location relative to other nearby coastal communities:</p> <p>The moorings in Totaig Bay are on the opposite side of the loch to Dornie. Some members of the community from the 'Totaig side' of the Loch (i.e. the western shore of Loch Duich) questioned how this would benefit their communities of Letterfearn and Ratagan, and whether any money collected from the moorings would be distributed to their communities.</p>	<p>Although Totaig bay is on the opposite side of the loch to Dornie, it is the nearest suitable mooring area for the Dornie community, and is only 1km from Dornie village. Letterfearn is 1.6km from Totaig, and Ratagan is 7km from Totaig. A community cannot 'lay claim' to a bay simply because it is on the same side of the loch. In addition, Letterfearn has its own mooring area and mooring association.</p> <p>It is anticipated that any surplus income and funds from the Dornie moorings will initially be used to fund installation of the proposed Dornie pontoon (for which the licence application still to be submitted).</p>
<p>- Road traffic on western side of Loch Duich:</p> <p>Some concerns were received about increased road traffic between Ratagan and Totaig (on the western shore of Loch Duich) if people access their moorings via the road.</p>	The DMA will advise all mooring users to access their moorings by sea (from the Dornie side), and will strongly discourage access to the moorings by the road on the western shore of Loch Duich. All visiting yachts will arrive by sea (not road).
Concerns over visual impact	
<p>- Impact to natural beauty:</p> <p>Totaig Bay is considered to be an unspoilt peaceful haven, with outstanding landscape</p>	The DMA will aim to minimise visual impact wherever possible, for example green mooring buoys will be used instead of yellow or orange buoys. Most boaters will only use

and coastal features. Some members of the local community felt its natural beauty will be spoilt by installation of new moorings.	moorings between April-October, and moorings can be 'dropped' in winter to reduce visual impact. It should be noted that this area is already used as a recreational anchorage, and so yachts are part of the existing 'visual landscape'.
Concerns about viability and community benefit of the moorings	
<ul style="list-style-type: none"> - Financial viability: <p>A question/concern was raised over the financial viability of installing the moorings, and whether there will be sufficient income and revenue to maintain the moorings.</p>	The cost of installation is being covered by secured grant funding, and the cost of maintenance will be covered by the mooring fees charged for hire/rental of the moorings. The DMA has recently converted to a SCIO with charitable status to increase funding opportunities.
<ul style="list-style-type: none"> - Wider Benefit to Dornie community: <p>A comment was made that the moorings will not significantly increase footfall (and spending) in Dornie village by visiting sailors, as there will only be 3-4 visitor moorings available after allocation of permanent moorings to locals. Hence there was some scepticism about the wider financial benefit to the Dornie community.</p>	There will be at least 3-4 moorings available for visiting vessels, the passengers of which may wish to visit Dornie and therefore increase footfall. The DMA recognise that this will not result in substantial increase in footfall to Dornie village, but it is still providing locals and visitors with a service (moorings) that is not currently available. The aim of the project is not just to increase footfall to Dornie, but also to provide residents with a location to keep their vessels. The DMAs proposed pontoon development is likely to have more of a positive influence on visitor numbers in Dornie.
Environmental Concerns	
<ul style="list-style-type: none"> - Disturbance to Seals: <p>Various concerns were raised over the potential disturbance to seals by visiting vessels, and whether seals are in fact protected in the local area. Some members of the community conveyed strong feelings about potential impact of increased boat traffic on seals.</p>	<p>NatureScot have advised that the proposed mooring area "is not close to any SACs with seal features or any designated seal haul-outs." Therefore, no specific conservation action is required relative to the proposals for moorings in Totaig. General advice can be found on the NatureScot website: Protected species: seals NatureScot.</p> <p>The claims that new moorings in Totaig will impact resident seal populations is not supported by robust evidence, as there is already significant vessel traffic in the area from fishfarm workboats. The DMA feel that provision of 8 new moorings in Totaig is unlikely to increase disturbance to seals relative to the current daily workboat traffic passing Totaig Bay.</p>

	<p>However, the DMA will publish posters and information on their Facebook page on steps that boaters can take to reduce disturbance to seals, such as:</p> <ul style="list-style-type: none"> - Be quite around seals - Do not approach seals - Don't feed seals - Don't litter - Don't scare pups into the sea
<p>- General disturbance to wildlife:</p> <p>There was one concern received that the new moorings will disturb birdlife and red squirrels due to increased marine traffic, noise, and pollution.</p>	<p>As above, provision of new moorings is unlikely to significantly increase disturbance from vessels relative to passing workboat traffic. The DMA can publish advice on their website about ground-nesting shorebirds, and how visiting boaters can minimise their impact during the breeding season. There is no evidence available to suggest that vessels using moorings in Totaig Bay will impact red squirrel populations.</p>
<p>- Disturbance to the seabed:</p> <p>A few concerns were noted about potential impact to the seabed in Totaig Bay and the MP/SAC protected features.</p>	<p>The DMA have consulted extensively with NatureScot on the potential impact to the seabed in Totaig Bay (see sections above), and have carried out an underwater video survey to check for protected features. Moorings will not be placed on protected Reef habitat, and the single-point mooring design will minimise impact to the seabed.</p>

Feedback regarding Loch Long 'castle' moorings: Members of the public voiced concerns over the moorings proposed in the mouth of Loch Long due to strong currents and the tidal race in that area, as well as the shallow water, narrow channel and the proximity to the causeway bridge which would make moorings unsafe and prone to drag, especially during storms and spring tides. There were also several comments that moorings in the mouth of Loch Long between the causeway and the castle would be placed in the only calm 'eddies' which would restrict safe navigation of the channel by other vessels, including local fishers, when travelling under the causeway bridge. In addition, Historic Environment Scotland have raised significant concerns over the potential visual impact of the proposed 'Dornie Castle moorings', but stated they do not have any concerns over the proposed moorings in Totaig bay (see section 3.5.2, page 2). Some members of the public felt that since vessels already anchor near the castle there would not be any additional visual impact, however NatureScot highlighted that provision of visitor moorings in this location would increase the presence of vessels obstructing the view of the castle.

As such, the DMA have decided not to apply for moorings in the mouth of Loch Long, and to only submit a marine licence application for moorings in Totaig Bay.

3.6 Key outcomes of the consultation on moorings, and amendments made to design and proposals:

- Overall, there was a good level of support for the proposed moorings, with more support for the Totaig moorings compared to the Loch Long 'Castle' moorings.
- The number of new moorings proposed for Totaig Bay has been reduced from 10 to 8, this is to minimise environmental and visual impact, and allow space for other visiting boaters to drop anchor if they do not wish to use one of the community moorings.
- The DMA are no longer proposing to install moorings in the mouth of Loch Long between the causeway and Eilean Donan Castle.
- The moorings in Totaig Bay will be single-point systems to reduce environmental impact, rather than the network of ground-chain and multiple anchors originally proposed.
- An ROV will be used to check that location of moorings does not impact reef habitat prior to/during deployment.
- The DMA will publish advice on their website educating visitors about marine life, and how to minimise disturbance to seals, otters and birdlife. However, it should be noted that Totaig Bay is not within a designated seal haul-out site or pupping site.
- Mooring users will be encouraged to access Totaig Bay from the sea only, rather than from the Letterfearn road on the western shore of Loch Duich.

4 Scotland's Marine Plan:

General Policies:

Chapter 4 of Scotland's Marine Plan details 21 general policies, all of which have been given consideration in reference to this application.

(GEN 1) General planning principal of sustainable development: The site will be managed in a sustainable manner that protects & enhances Scotland's natural marine environment. Totaig Bay is a popular anchorage due to its sheltered position, however the area is in an MPA and SAC, and anchoring by visiting vessels can cause damage to the seabed. Permanent moorings will provide vessels with an alternative to dropping and dragging anchors in the bay, which will provide some protection to seabed life and may even allow for some recovery and enhancement of biodiversity on the seafloor. Refurbished moorings equipment will be sourced and used where possible to reduce environmental impact.

Achieving a sustainable economy:

(Gen 2, 3 and 4) Economic and social benefit, and co-existence: The moorings will be split between resident moorings and visitor moorings, which will provide locals with a place to keep their vessels, and will also provide an income stream for the local community. The proposed location of the moorings has been discussed with individuals who occasionally moor in this area. The mooring locations have been selected to avoid conflict with other marine users and allow co-existence (it avoids fishing grounds for example). Individuals with existing moorings in the bay will be invited to join the Moorings Association, which brings the benefit of reduced Crown Estate Fees and annual inspections of moorings. There will still be sufficient space in Totaig bay for visiting vessel to drop anchor if they do not wish to pay for use of a community mooring.

Ensuring a strong, healthy, just society:

(GEN 5) Climate change: Provisions of moorings in Totaig Bay will improve access to local waters for yachts / sailing vessels, which are generally considered low emission, environmentally friendly forms of transport (when under sail). The DMA does not foresee negative impacts to the climate because of installing moorings.

(GEN 6) Historic environment: The proposed site is not within or near a Historic MPA, and there will be no disruption to heritage assets. The Eilean Donan Castle is across the water, and is a designated national monument. However, the Dornie Moorings Association have consulted with Historic Environment Scotland, who have confirmed that they do not have any issues with the proposed moorings in Totaig Bay.

(GEN 7) Landscape / seascape: The proposed site is within **the Kintail National Scenic Area**. The applicant has considered visual impact (in consultation with NatureScot), and the number of proposed moorings has been reduced from 10 to 8. The applicant believes that the visual impact of 8 moorings in Totaig Bay will be minimal because the area is already used as a recreational anchorage, therefore it is normal to see yachts and small vessels within the bay.

(GEN 8) Coastal process and flooding: There is no known risks of flooding and coastal erosion associated with seaweed farming.

Living within environmental limits:

(GEN 9 & 10) Natural Heritage & Invasive non-native species: The site has been located to avoid priority marine features / sensitive habitats, and measures will be taken to reduce impact to the seabed. In addition, a biosecurity plan will be developed (wash, clean, dry) to reduce risk of spreading non-native species, and biosecurity recommendations will be published on the DMA website.

(GEN 11, 12, 13 and 14) Marine litter, water quality, noise and air quality: There are no water or air quality impacts associated with the proposed moorings development. It is not anticipated that there will be significant noise impacts in relation to the use of the proposed moorings. The Dornie Moorings Association will restrict the use of the moorings for yachts and small recreational vessels rather than large, noisy, motorised watercraft. Jet skis will not be allowed to use or access the moorings, and will not be encouraged in the area. In terms of marine litter, the DMA will prohibit disposal of waste overboard by any visiting and resident vessels, and will ask a vessel to leave / forfeit their mooring if they are observed littering.

Promoting Good Governance:

(GEN 15 & 16) Planning alignments (land & sea): Access to the sea from land will not be restricted by the moorings, and no additional infrastructure is required on land to access the moorings. It is envisioned that most vessels will arrive in the area by sea and leave by sea. Any vessels that need to be launched from land to reach the moorings will need to use existing slipways (e.g. in Kyle of Kyle of Lochalsh).

(GEN 17 & 18) Fairness and engagement: Given the relatively small-scale nature of this moorings proposal (in an area where this activity already exists), there has been no requirement for a formal pre-application consultation (PAC) on these proposals. In addition, MS-LOT were asked for a pre-application consultation statement, and they confirmed that at PAC was not required for the proposed moorings. However, the Applicant has consulted extensively with

NatureScot on the proposal, and several meetings and discussions regarding the moorings have taken place with the local community. The Applicant also ran a separate PAC meeting for installation of a pontoon in the village, which is implicitly linked to any moorings. The moorings were discussed at length at this meeting, and the Applicant will continue to engage with the public regarding the proposed moorings. Should any issue arise on the view of the public, then they will be fairly considered and responded to.

Using sound science responsibly:

(GEN 19, 20) Sound evidence: The site selection process based of available evidence, e.g. through National Marine Planning Interactive, consultation with SNH, vessel traffic data, and knowledge of the local area being used as a recreational anchorage.

(21) Cumulative Impacts: There is one registered mooring in Totaig Bay, the owner of which has been invited to join the Dornie Moorings Association. If the Applicant is granted a licence to install the proposed 8 moorings, then it is unlikely that other individuals/businesses will install additional moorings in Totaig Bay due to 1) the constrained space, 2) the Dornie Moorings Association making its mooring available for long-term rent/hire to local residents. Other activities would not be disrupted in the local area by installation of this small moorings site.

Sea Fisheries (Fisheries 3): It is not considered that the proposed deposit of moorings will have an adverse impact on local fishing activity.

Wild Salmon and Diadromous Fish (Wild Fish 1): The proposed deposit of moorings will have no impact on wild salmon and other diadromous fish.

Recreation and Tourism (Rec & Tourism 1 & 6): Opportunities for marine-based tourism may be improved through the provision of moorings (and development of Dornie pontoon, which is part of the wider DMA proposal). With regards to Marine Wildlife Watching, The DMA will direct mooring users to the NatureScots “Marine Wildlife Watching Codes of Practice”, and their “Guide to Best Practice for Watching Marine Wildlife SMWWC”.

5 Appendix

5.1 Dornie Moorings Association Questionnaire:

Please only submit ONE response per person:

Name:

Date:

Primary Residential Postcode:

Email address (optional):

Please either pass your completed questionnaire to one of the committee this evening, or leave at the reception of the Dornie Hotel by the 20th February 2025.

Should you have any further queries, please do not hesitate to

email:info@dorniemoorings.co.uk

1. **To what extent do you support the proposed developments listed below** (1 = not at all, 2 not really, 3 neutral (or don't know), 4 somewhat, 5 a lot):

PONTOON:

Level of support:	1	2	3	4	5
Pontoon in Dornie village, Adjacent to the slipway (please tick):					
Comments: <i>Please explain your answer in more detail if possible:</i>					

MOORINGS in Totaig Bay:

Level of support (where 1 = no support and 5 = lots of support):	1	2	3	4	5
Installation of 8-10 moorings in Totaig Bay (please tick):					
Comments: <i>Please explain your answers in more detail if possible:</i>					

MOORINGS in Loch Long adjacent to the Castle:

Level of support: (where 1 = no support and 5 = lots of support)	1	2	3	4	5
Installation of 2-3 moorings in the mouth of Loch Long (please tick):					
Comments: <i>Please explain your answers in more detail if possible:</i>					

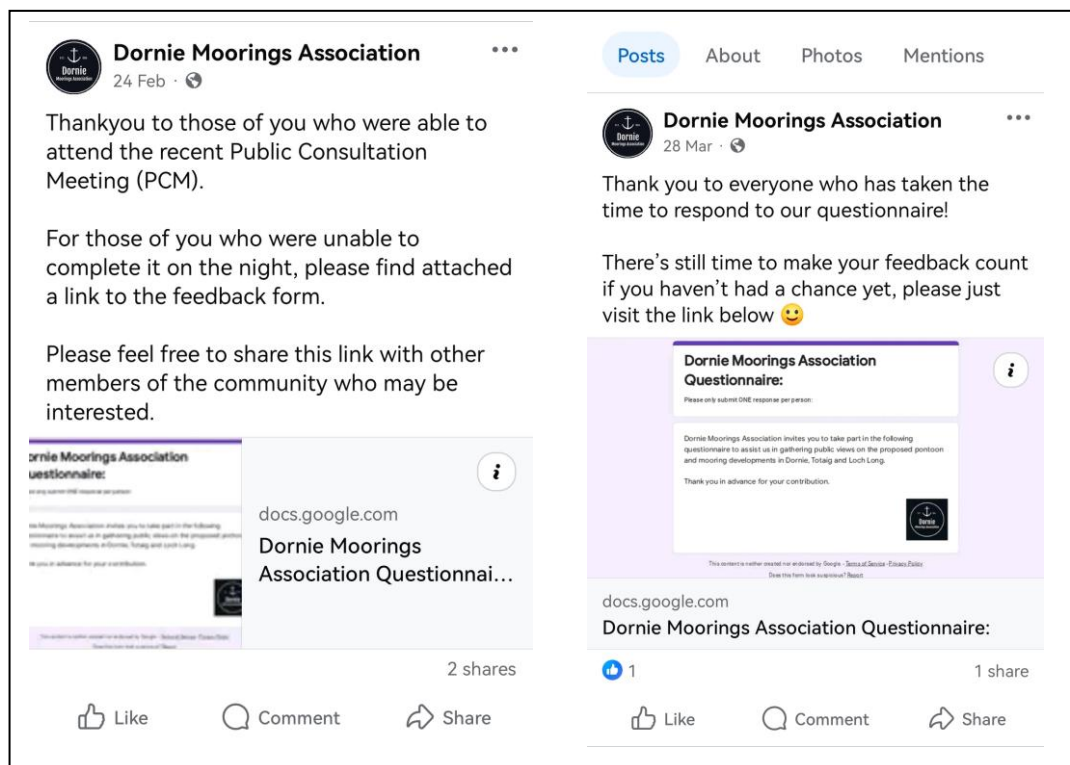


Figure 18: Posts on Dornie Moorings Association Facebook site encouraging people to fill in the feedback form about the proposed moorings and pontoon developments.