

**THE HIGHLAND COUNCIL**

**SOUTH PLANNING APPLICATIONS COMMITTEE**  
**25 February 2014**

|             |            |
|-------------|------------|
| Agenda Item | 5.3        |
| Report No   | PLS/012/14 |

**13/02546/FUL: Nevis Estate**  
**Former Village Hall, East Bay, Mallaig**

**Report by Area Planning Manager - South**

**SUMMARY**

**Description** : Demolition of former village hall, erection of marina facilities building (comprising toilets, showers and laundry) and retail unit on ground floor, and 2 residential units on first floor (shorebase building); mixed use in separate "Crannog" building with linking deck/terrace; and construction of a jetty.

**Recommendation - GRANT**

**Ward** : 12 - Caol and Mallaig

**Development category** : Local Development

**Pre-determination hearing** : None required

**Reason referred to Committee** : Timeous objections from members of the public residing at 5 or more separate addresses.

**1. PROPOSED DEVELOPMENT**

1.1 Planning permission is sought to replace the former village hall in Mallaig with a pair of buildings, comprising one rectangular 2 storey building and a second smaller round structure in the form of a Crannog. The rectangular building would provide shore facilities to complement the recently constructed marina in East Bay and it would overlay part of the former village hall building. Approximately a quarter of the proposed Crannog would overlay the footprint of the existing village hall. The remainder would extend to the south and east and part of it would project into the harbour.

The buildings would be in natural stone and slate, and timber, with timber decking between and around the buildings. A jetty would extend 40m into the harbour from the seaward facing gable of the larger building.

The site is in the middle of Mallaig, just beyond the centre of the village, past the shops and before the parking around East Bay and the new marina.

- 1.2 No pre-application consultation with Planning Authority - not mandatory. It is understood that informal discussions had taken place with local people in Mallaig and with the Roads Department prior to the application being submitted.
- 1.3 The former village hall has most recently been used as a store, and a new community centre has been built at the other (NW) end of the village next to the main village car park. The toilets at the former village hall have been closed for some time. The existing building has no dedicated parking, although there is parking just beyond it around East Bay. The existing building is right on the road side, and there is a "pinch point" past it, where the footpath narrows and railings separate the path from the road.  
There is mains water supply and foul drainage to the existing building.
- 1.4 Strutt and Parker have submitted a letter on behalf of the applicant, Nevis Estate, to address various points raised by objectors. A Flood Risk Assessment and topographical survey plan have been submitted in response to SEPA's objection. Further information on the parking has been provided indicating that 2 disabled parking spaces would be lost plus 1 other parking space, however 2 parking spaces would be made into dedicated disabled parking spaces in the village centre in lieu of those lost. 2 spaces next to the proposed development would be earmarked for the occupants of the flats.
- 1.5 **Variations:** The incorrect labelling of the elevations has been corrected. The detailed layout plans for the toilets and for the 2 first floor flats have been amended (the 2 flats have been amended from 2 x 1 bedroom flats to 1 bedsit and 1 x 2 bedroom flat). Clarification has been provided that the entire shorebase building would be clad in stone - and no part would be in render as originally intended. The retail space has not yet been let, however the applicant anticipates that it would be of interest to marina related users. The Crannog would contain 1 or 2 kiosks under an open covered space - expressions of interest include use as a tour boat/ferry ticket office, marina office and/or a takeaway coffee kiosk.

## **2. SITE DESCRIPTION**

- 2.1 The site is beyond the shops and boatyard in the centre of Mallaig and before the marina. There are guest houses and B&Bs opposite the site on the other side of the road. The site is right on the shore at the back of the harbour. It is a level site. The existing building projects out on stilts over the water.

## **3. PLANNING HISTORY**

- 3.1 No recent planning history for this site.

## **4. PUBLIC PARTICIPATION**

- 4.1 Advertised : Schedule 3 development  
Representation deadline : 17 October 2013

Timeous representations : Objections from 9 households, plus a petition signed by 17 individuals and households, and comments (supportive in principle) from the Community Council.

Late representations : Support from 2 local residents plus a link to a Facebook page in support of the proposal which has over 550 supporters.

4.2 Material considerations raised are summarised as follows:

- Inaccurate drawings submitted
- Building is higher and bigger than initially proposed
- Loss of parking
- Loss of views
- Loss of use of the existing slipway (affecting local crofters rights)
- Lack of space for service and delivery vehicles
- Congestion around and associated with the new buildings
- No new parking provision for the occupants of the proposed flats
- Conflict with the adjacent boat yard in terms of noise, dust and fumes
- This site would be better used to allow the boatyard to expand, for a yacht yard or bus station
- No need for more retail units in Mallaig
- Added competition for existing cafes and restaurants which struggle to survive financially
- Re-introduction of a noisy use in an area which is predominantly residential and provides holiday accommodation
- Would provide a focus for anti-social behaviour
- The toilets would not be available for public use, putting pressure on commercial establishments in the village centre
- The proposal to turn the existing informal parking spaces in the village centre into 2 disabled parking spaces in lieu of the spaces lost due to this development would take up space already used for parking and servicing the adjacent fish restaurant

In support:

- Replacement of an eyesore with an attractive development
- Mallaig needs the facilities to complement the existing marina
- Anything to enhance the attractiveness of the village to tourists is welcome

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet [www.wam.highland.gov.uk/wam](http://www.wam.highland.gov.uk/wam). Access to computers can be made available via Planning and Development Service offices.

## 5. CONSULTATIONS

5.1 **TECS Roads:** No objections. Technical issues would be addressed through the Road Construction Consent and it would be necessary to alter the Traffic Order for this part of Mallaig with respect to the disabled parking spaces.

- 5.2 **TECS Contaminated Land:** No objection subject to condition.
- 5.3 **TECS Flood Team:** Initial objection due to site being partly within the 1 in 200 year flood risk area. A Flood Risk Assessment is required. Following receipt of further information objection withdrawn subject to a condition requiring a minimum floor level of 5.5m AOD.
- 5.4 **SEPA:** Initial objection; further information submitted showing foundations and cross sections; objection subsequently withdrawn provided conditions are recommended relating to land raising to 3.83m AOD, and taking into account a minimum freeboard of 500mm - 600mm in determining finished floor levels, and preventing the use of the Crannog building for residential, or any similarly vulnerable use.
- 5.5 **Lochaber Disability Access Panel:** Concern regarding loss of disabled parking at East Bay, and proposed replacement provision in the village centre will be abused and used by non-disabled persons; loss of public toilets from this location; dropped kerbs should be provided to pavements; and the gradient of the jetty should be suitable for wheelchair users.
- 5.6 **Marine Scotland:** No response.

## 6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

### 6.1 Highland-wide Local Development Plan 2012

|    |                                      |
|----|--------------------------------------|
| 28 | Sustainable design                   |
| 29 | Design Quality and Place Making      |
| 34 | Settlement Development Areas         |
| 40 | Retail development                   |
| 42 | Previously used land                 |
| 43 | Tourism                              |
| 44 | Tourist Accommodation                |
| 49 | Coastal development                  |
| 57 | Natural, Built and Cultural Heritage |
| 61 | Landscape                            |
| 64 | Flood Risk                           |

### 6.2 West Highland and Islands Local Plan - as continued in force

## **7. OTHER MATERIAL CONSIDERATIONS**

### **7.1 Draft Development Plan**

Not applicable

### **7.2 Highland Council Supplementary Planning Policy Guidance**

Sustainable Design

Flood Risk and Drainage Impact Assessment

### **7.3 Scottish Government Planning Policy and Guidance**

Development on the functional flood plain is contrary to SPP.

### **7.4 Other**

Roads and Transport Guidelines for New Developments

Special Landscape Area Citations

## **8. PLANNING APPRAISAL**

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

### **8.3 Development Plan Policy Assessment**

#### **8.3.1 Principle**

The proposed development would be sited on the edge of the village centre. Mallaig is relatively small with the main west end car park, village centre and marina all within easy walking distance - less than half a kilometre. The proposed development would be between the village centre and the new marina. There is a footpath along the road between these parts of the village.

The facility would provide facilities for persons using the marina, a retail unit and facilities to the visiting public and local people, plus 2 small flats. Policies 34, 43 and 44 direct such developments to central locations such as this where they would complement existing services and facilities and where there are good existing transport links. The development would replace the former village hall building which is an unsightly building with a poor quality extension. Policy 42 supports the redevelopment of previously developed land as an efficient use of land. A condition is recommended to deal with any potential contamination of the site. A condition is also proposed to control the proposed use of the Crannog building which could accommodate a range of uses. The proposal would therefore accord with Policies 28, 29, 34, 42, 43 and 44 in principle.

### 8.3.2 Siting and Flood Risk

Most of the site area is within the 1 in 200 year flood risk zone. To be acceptable it was necessary for the applicant to undertake a Flood Risk Assessment and to demonstrate that the building would not be at an unacceptable risk of flooding, it would not increase the risk of flooding elsewhere, and the proposed uses would be appropriate given the waterside location. There was a significant flood in Mallaig in 2005 when a flood level of 6.15m was recorded at the more exposed site of Mallaig police station. During that event waves lapped the end of the fish pier, which is in a more sheltered position than the police station. The proposed development is in one of the most sheltered parts of the back of the harbour. The 1 in 200 year flood level is estimated to be 3.83m AOD based on calm water conditions, and a freeboard of 500mm - 600mm is recommended to inform the minimum floor level for the new development.

Based on this information, the applicant would land raise up to 3.83m AOD where necessary, and provide a minimum finished floor level of 5.5m AOD, which would be over 1.5m above the level of the existing fish pier. Most of the existing site is at a level of 4.6m AOD and therefore very little landraising is likely to be necessary in any event. SEPA and the Council's Flood Team are satisfied with the proposed floor level. SEPA are also satisfied that the proposed development would represent a net reduction (by about 50%) in the amount of building on stilts over the water as compared with the existing building. SEPA would also require good practices and other regulatory requirements regarding building at the shore are adhered to. SEPA are satisfied with the level of the proposed jetty, as this is an operational feature. The retail and commercial elements of the proposal meanwhile are treated as "less vulnerable" whilst residential uses are "highly vulnerable". The reduction in the overall footprint of the proposed building as compared with the existing building, and its change from a village hall to a commercial/retail use with residential accommodation at first floor level would be regarded as a lesser risk in flooding terms than the existing building and its previous use. Subject to conditions regarding levels and the use of the Crannog the development would accord with Policy 64.

The former Local Plan sequentially preferred the development of the landward side of the road rather than the shore side, in order to conserve the character of the coastline. However this is a previously developed site close to the centre of Mallaig where the shore is already developed around the harbour. The development would not conflict with Policy 49 in this respect.

### 8.3.3 Impact on amenity

The development would be close to the centre of the village where it would be expected to find a mix of commercial as well as residential uses. The buildings would be across a main road from existing residential dwellings, guest houses and B&Bs. The former use as a village hall could legitimately continue at the premises and it is considered that the proposed use would be no noisier, and no more likely to attract anti-social behaviour, than the lawful use. It is likely that the level of noise and disturbance would be less than a village hall use.

Being in a village centre location next to a boat yard, working harbour and marina, the residents of the flats could expect there to be a certain amount of noise. Modern building standards would address this to some extent, and other legislation is available should a statutory noise nuisance occur.

The proposed shorebase building would be built gable-on to the road and shore, and it would be narrower than the existing building when viewed from the road or from the harbour, and therefore it would appear less bulky than the existing building. It would be no higher than the existing building. The Crannog would extend the built up part of the frontage slightly, however the properties opposite do not have a right to a view of the harbour. The replacement buildings would provide a considerable improvement in appearance overall. The impact of the buildings on the residential properties across the road would be acceptable in terms of their mass and proximity. The development would accord with Policy 28 in this respect.

#### **8.3.4 Design and impact on Area of Great Landscape Value (now re-designated as Special Landscape Areas)**

The design of the buildings would be a significant improvement on the existing building. The use of stone and slate and timber, and timber terracing, would be appropriate in this location. The timber terrace and decking around the buildings would open up a part of the shore front which has not previously been accessible and it would improve the appearance of the site considerably from the marina, from East Bay and from seaward approaches into the harbour. The proposed development would accord with Policies 28 and 29.

The site is within the Loch Quoich - Loch Morar AGLV. The improvement to the overall site would enhance the character and quality of this part of the AGLV/SLA, and it would accord with Policies 57 and 61 in this respect.

#### **8.3.5 Parking, Access and Services**

The previous marina development resulted in the loss of a number of parking spaces from East Bay. That is not a consideration that is material to this proposal. This development would result in the re-location of 2 disabled parking spaces from adjacent to the existing village hall building, into the village centre, and the loss of 2 other spaces from the parking just beyond the former village hall at East Bay. Given the edge of centre location and the existing parking facilities at East Bay and at the main west end car park, and as the village is well served by public transport, no additional parking provision is justified here. The railway station is close to the village centre, and tourist coaches mainly drop off at the west end car park, both within walking distance of this site. The proposed building is mainly intended for use in conjunction with the marina in any event. It is acknowledged that there is significant parking pressure during the tourist season in the centre of Mallaig. However, it is not considered that this proposed development would exacerbate this significantly. The proposed disabled spaces would require a Traffic Order for their designation, and this would be dealt with separately under Highways legislation. The potential displacement of the space for delivery lorries to the fish restaurant is similarly a separate highways matter.

An area between the gable of the main building and the pavement edge has been identified for bin storage, and this could be screened by a stone wall. This area would also be readily accessible by delivery lorries and the refuse lorry.

#### **8.4 Material Considerations**

The loss of a view of the harbour from a small number of guest houses and B&Bs is not a justification to resist the proposed development.

#### **8.5 Other Considerations – not material**

##### **8.5.1 Commercial competition**

The potential competition resulting from any new retail or food use of the site is not a material planning consideration.

##### **8.5.2 Loss of public toilets/provision for marina users only**

There is no statutory requirement for the provision of public toilets, which were formerly provided in the village hall building. These toilets have been closed for some time. Toilets are provided in the community centre by the main village car park, and it is proposed that these be made more accessible and made available for public use. The applicant has stated that they would contribute towards the improvement of this facility - however this is not a requirement of this application.

##### **8.5.3 Need**

The need (or perceived lack of a need) for a particular development is not a material planning consideration in this instance. It is for the developer to weigh up whether a proposed development is viable or desirable.

##### **8.5.4 Loss/re-location of slipway**

The existing slipway would not be affected by this application. It is anticipated that a further application is to be submitted for an enhanced promenade along the shore front adjacent to the proposed development linking it with the marina, and that this would extend across the top of the existing slipway. Part of that proposal would include the provision of a new improved slip way at Lovat Beach in the village centre in place of the existing slip at East Bay which is very steep and difficult for vehicles to use because of its position in relation to the public road. That is a matter for a future application.

##### **8.5.6 Alternative uses of site/expansion of the boatyard**

It is for the Planning Authority to consider the proposal before it. The Planning Authority should not resist an acceptable proposal on the basis that it would prefer another use for the site, where no formal application has been made.

#### **8.6 Matters to be secured by Section 75 Agreement**

None



## 9. CONCLUSION

- 9.1 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## 10. RECOMMENDATION

**Action required before decision issued** No

**Subject to the above**, it is recommended the application be **Granted** subject to the following conditions and reasons:

1. The land under the footprint of the buildings hereby approved shall be raised where necessary to a level no lower than 3.83m AOD, and the finished ground floor levels of the two buildings hereby approved shall be no lower than 5.5m AOD unless otherwise approved in writing by the Planning Authority.

**Reason** : The site would otherwise be at risk of flooding, and to accord with Policy 64 of the Highland-wide Local Development Plan.

2. The round "Crannog" building hereby approved shall not be brought into use until the uses of the kiosk(s) have been submitted to and approved in writing by the Planning Authority. Only the approved uses shall thereafter be undertaken from these units, unless other uses are submitted to and approved in writing by the Planning Authority. No residential use shall be made of these kiosks.

**Reason** : The uses within the "Crannog" building need to be compatible with the level of flood risk, and to accord with Policy 64 of the Highland-wide Local Development Plan.

3. Unless otherwise approved in writing by the Planning Authority the walls of the rectangular shorebase building hereby approved shall be finished in natural stone laid with its natural quarry bed horizontal with mortar of a colour to match the natural colour of the stone and with flush or very slightly recessed joints, and the stonework shall be laid as random stonework brought to course; and the roof shall be of natural slate.

**Reason** : To ensure that the development is sensitive to, and compatible with, its context in accordance with Policies 29, 49, 57 and 61 of the Highland-wide Local Development Plan.

4. No development or work shall commence on the "Crannog" building hereby approved until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

**Reason** : To ensure that the development is sensitive to, and compatible with, its context in accordance with Policies 29, 49, 57 and 61 of the Highland-wide Local Development Plan.

5. No development shall commence until a scheme to deal with potential contamination on site has been submitted to and agreed in writing by the Planning Authority. The scheme shall include:
- a) the nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment), the scope and method of which shall be submitted to and agreed in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS10175:2011 Investigation of Potentially Contaminated Sites - Code of Practice;
  - b) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works, and proposed verification plan to ensure that the site is fit for the uses proposed;
  - c) measures to deal with contamination during construction works;
  - d) in the event that remedial action be required, a validation report that will validate and verify the completion of the agreed decontamination measures;
  - e) in the event that monitoring is required, monitoring statements shall be submitted at agreed intervals for such time period as is considered appropriate by the Planning Authority.

No development shall commence until written confirmation has been received that the scheme has been implemented, completed and, if required, monitoring measurements are in place, all to the satisfaction of the Planning Authority.

**Reason** : In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site in accordance with Policy 42 of the Highland-wide Local Development Plan.

6. Prior to the first occupation of the development hereby approved, the car parking arrangements detailed on approved plan ref. "Initial 3" shall be completed in full and made available for use, unless otherwise approved in writing by the Planning Authority. Thereafter, the approved car parking spaces shall be maintained for this use in perpetuity.

**Reason** : In order to ensure that the level of off-street parking is adequate in accordance with Policy 28 of the Highland-wide Local Development Plan.

## **REASON FOR DECISION**

The proposals accord with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

### **TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION**

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

### **FOOTNOTE TO APPLICANT**

#### **Initiation and Completion Notices**

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

#### **Accordance with Approved Plans & Conditions**

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

#### **Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

### **Scottish Water**

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

### **Local Roads Authority Consent and Traffic Order**

In addition to planning permission, you may require one or more separate consents (such as dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local TECS Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

<http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

### **Mud & Debris on Road**

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

**Construction Hours and Noise-Generating Activities:** You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact [env.health@highland.gov.uk](mailto:env.health@highland.gov.uk) for more information.

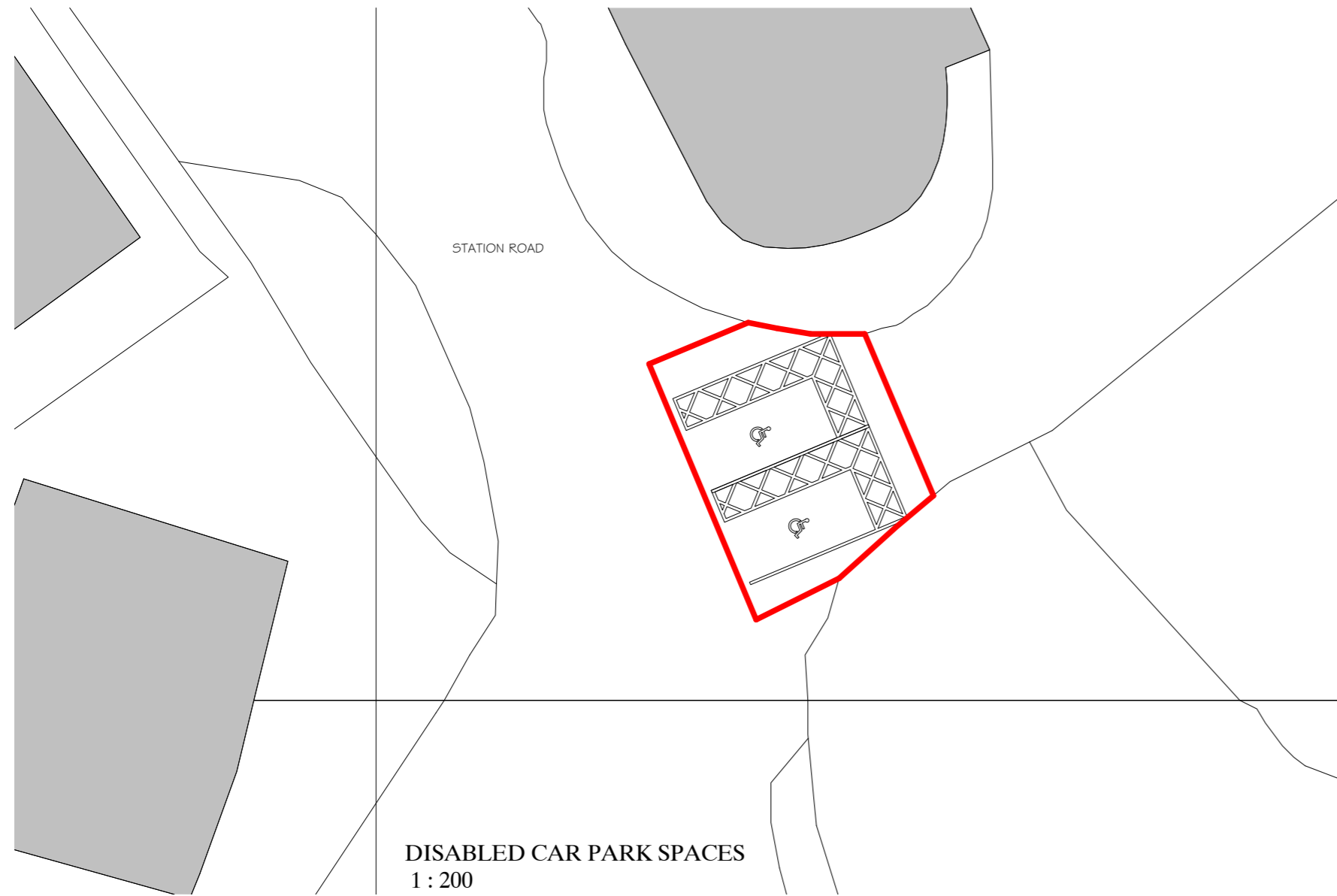
Signature: Allan J Todd  
Designation: Area Planning Manager - South  
Author: Lucy Prins  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 – Location Plan  
Plan 2 – Amended Floor /Elevation Plans  
Plan 3 – Amended General Plan  
Plan 4 - General Plan SEPA 03  
Plan 5 - General Plan SEPA 05  
Plan 6 - General Plan SEPA 06 (existing building)

Appendix – Letters of Representation

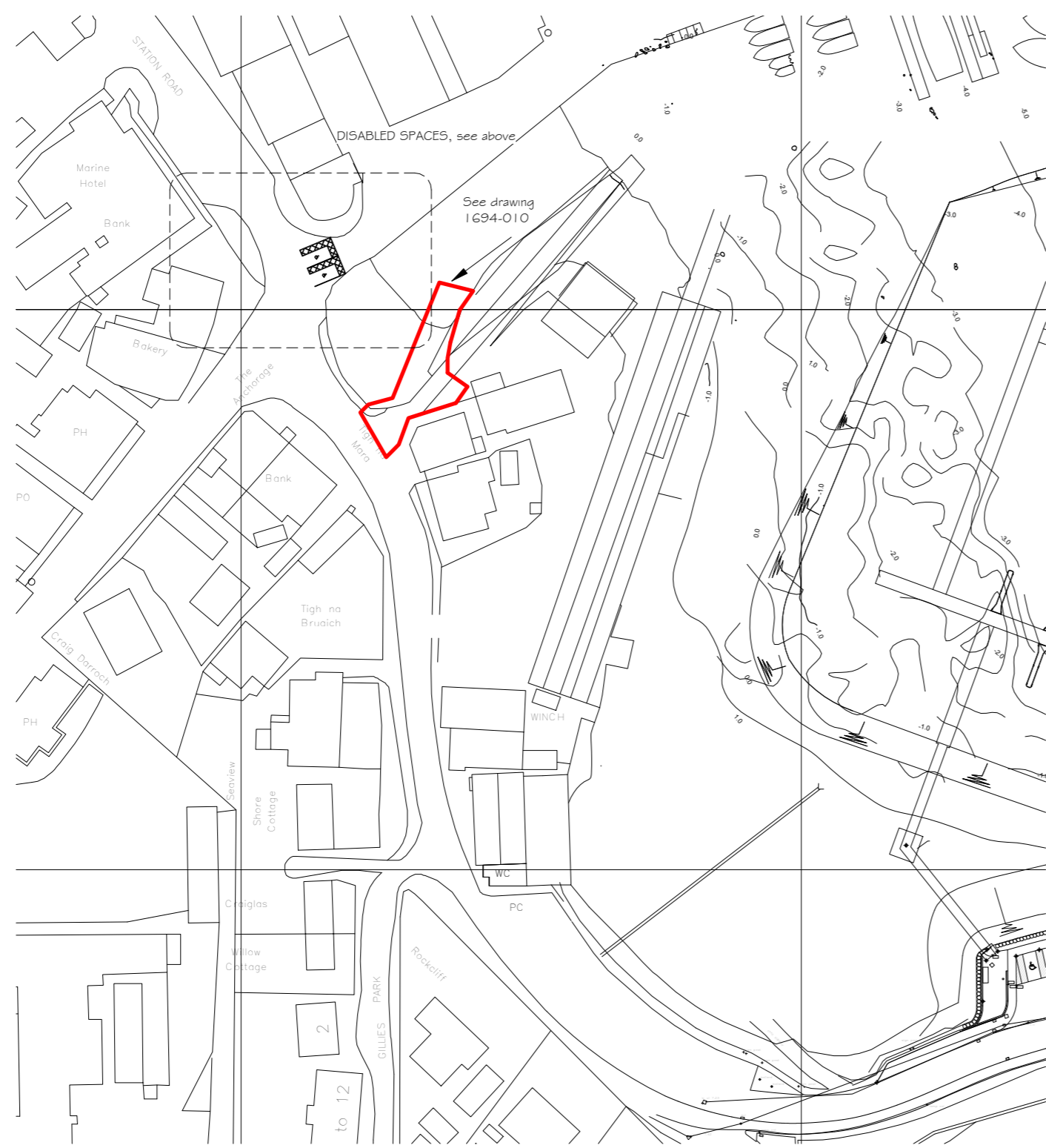
| Name   | Address                                  | Date Received                    | For/Against              |
|--|--|----------------------------------|--------------------------|
| John Henderson   | Rockcliffe, East Bay, Mallaig            | 20 Aug & 4 Oct 2013              | Against                  |
| Doreen Longmuir  | Cornerstone Restaurant, Main St, Mallaig | 3 Sept 2013                      | Against                  |
| Martin and Jenny Carty                                 | The Moorings, East Bay, Mallaig          | 4 Sept, 18 Oct 2013 & 7 Jan 2014 | Against                  |
| Martin Lamont  | Bay Cottage, East Bay, Mallaig           | 4 Sept 2013                      | Against                  |
| G Goul   | Fishmarket Restaurant, Main St, Mallaig  | 5 Sept 2013                      | Against                  |
| Linda and Peter MacLean                                | An Cal cafe                              | 5 Sept 2013                      | Against                  |
| John Summers   | Anchorage, Gillies Park, Mallaig         | 5 Sept 2013                      | Against                  |
| Michele Milligan                                       | The Steaminn, Davies Brae, Mallaig       | 5 Sept 2013                      | Against                  |
| Sheena Henderson & Norman Payne                        | The Tea Garden/Backpackers Lodge         | 5 Sept 2013                      | Against                  |
| Martin Sullivan on behalf of Mallaig Community Council | Schoolhouse                              | 6 Sept & 30 Oct 2013             | Neutral<br>No objections |
| Jeanette McMinn  | Siar Ard, Mallaig                        | 25 Nov 2013                      | Support                  |
| Joyce Liddell  | 4 Camus Crescent, Morar                  | 27 Nov 2013                      | Support                  |
| Facebook page containing +550 supporters               | Link sent by Joyce Liddell               | 27 Nov 2013                      | Support                  |

|  |                                  |             |         |
|--|----------------------------------|-------------|---------|
| Petition against development signed by : |                                  | 5 Sept 2013 | Against |
| John Henderson                           |                                  |             |         |
| Sheena Henderson                         | The Tea Garden, Main St, Mallaig |             |         |
| Paul Longmuir                            | Cornerstone restaurant           |             |         |
| Danny Higmey                             | Chlachain Inn                    |             |         |

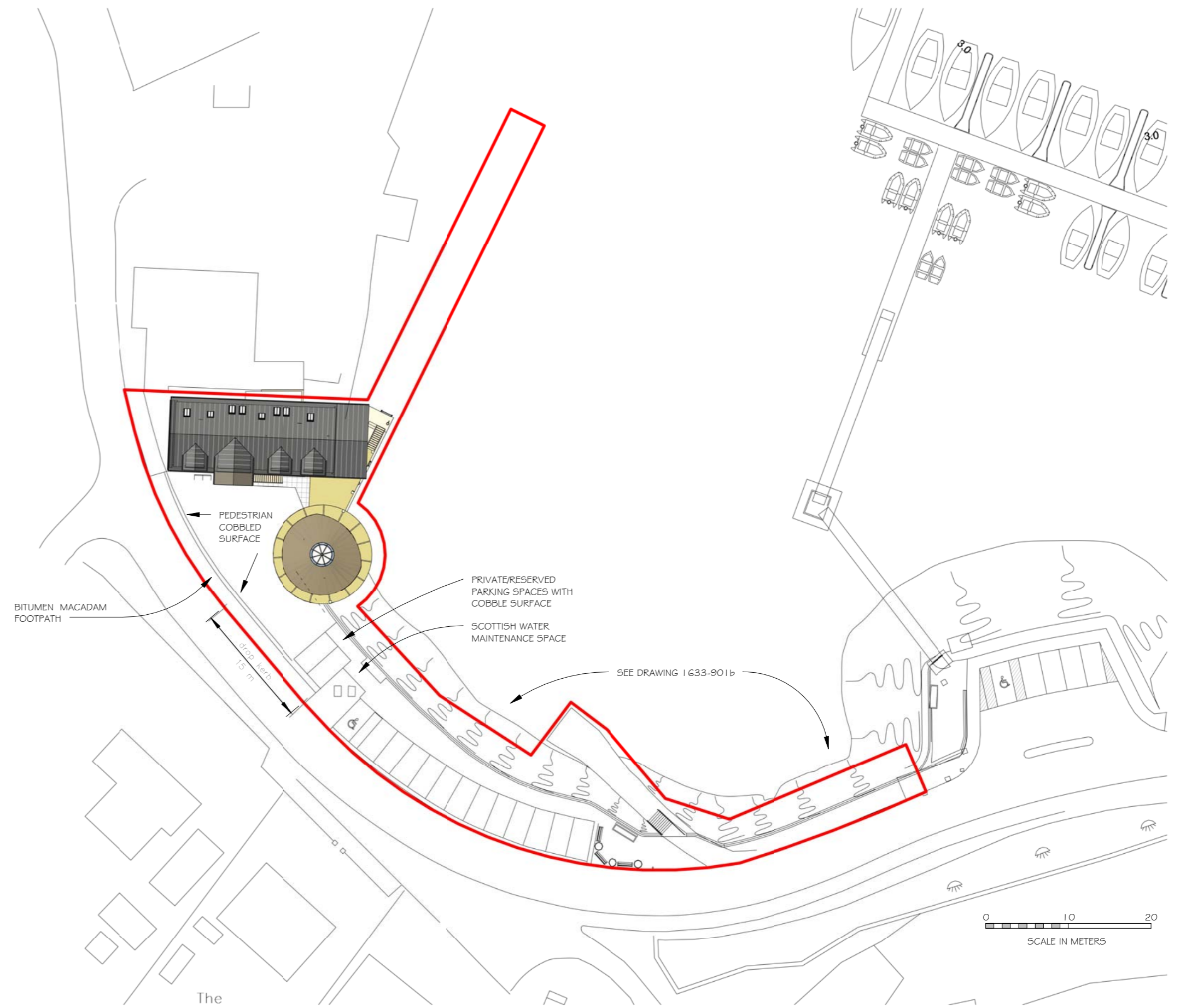
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| Andrew Hall                | Cabin restaurant                        |  |  |
| Dick Schabech              | Mission cafe                            |  |  |
| Chaudae Marinov            | Mission cafe                            |  |  |
| Grace Coul                 | Fishmarket restaurant                   |  |  |
| Sandra MacLean             | Mallaig Art Gallery                     |  |  |
| Linda MacLean              | An Cala cafe                            |  |  |
| Therese MacDonald          | Harbour Shop                            |  |  |
| Andrew & Elizabeth Fleming | Landlords of several Mallaig businesses |  |  |
| Michele Milligan           | The Steaminn                            |  |  |
| Nuna Fuste                 | Nun's snack bar                         |  |  |
| John Anderson              |   |  |  |
| John Summers               | Anchorage                               |  |  |
| Jennifer Sinclair          | Bay Cottage                             |  |  |
| Martin and Jenny Carty     | The Moorings                            |  |  |



DISABLED CAR PARK SPACES  
1 : 200



LOCATION PLAN  
1 : 1000



SITE PLAN  
1 : 500

**MALLAIG MARINA FACILITY**  
**NEVIS ESTATE**  
**SITE AND LOCATION PLANS**

NIGEL JOHNSTON  
SCALE: As indicated

Initial 3

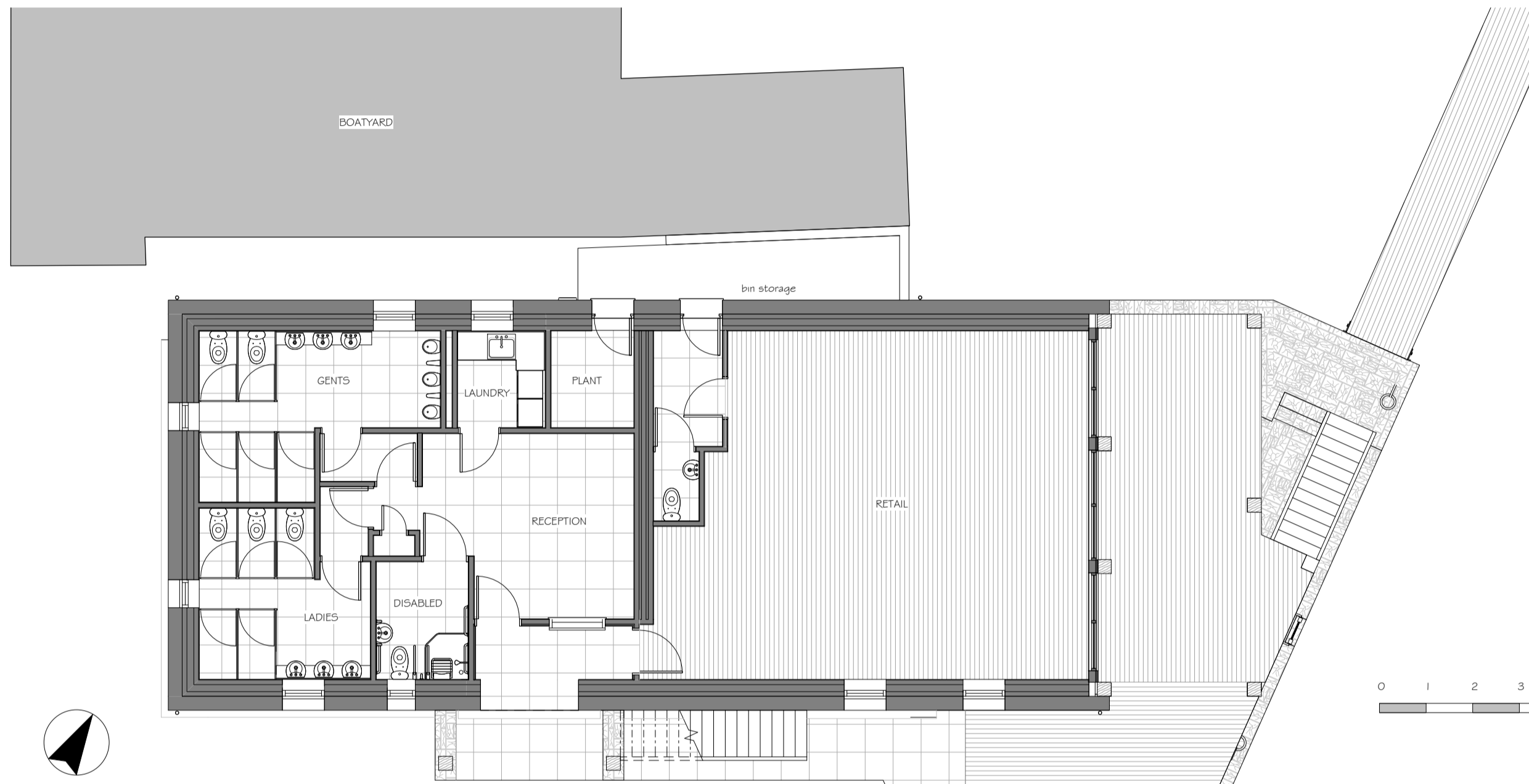




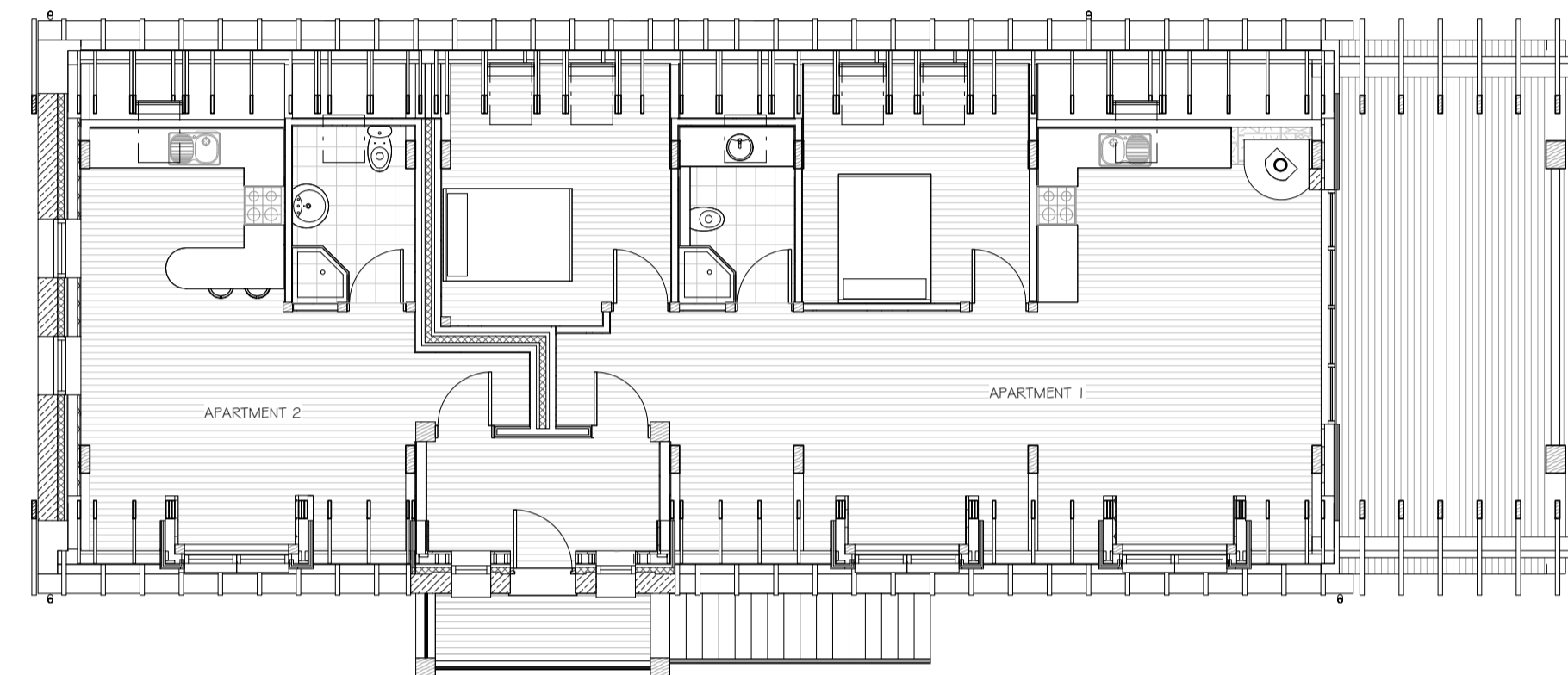
SOUTH ELEVATION



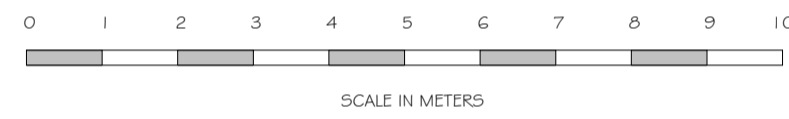
EAST ELEVATION



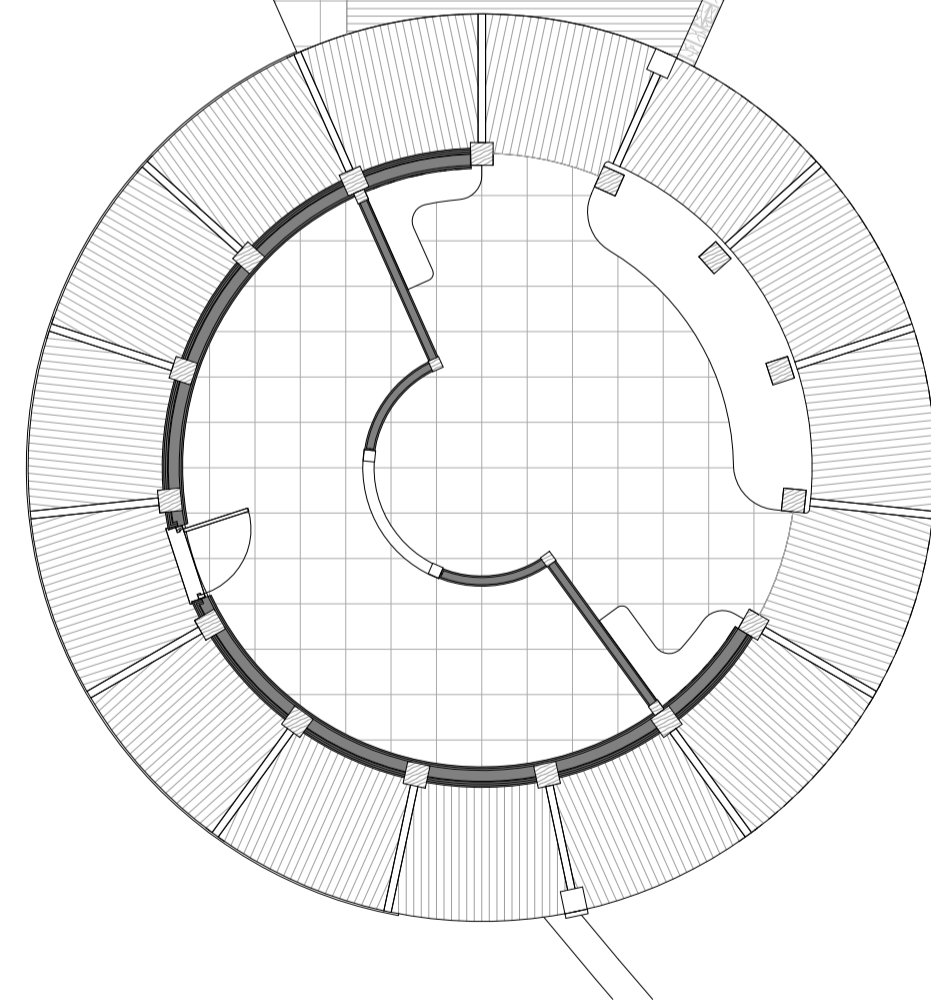
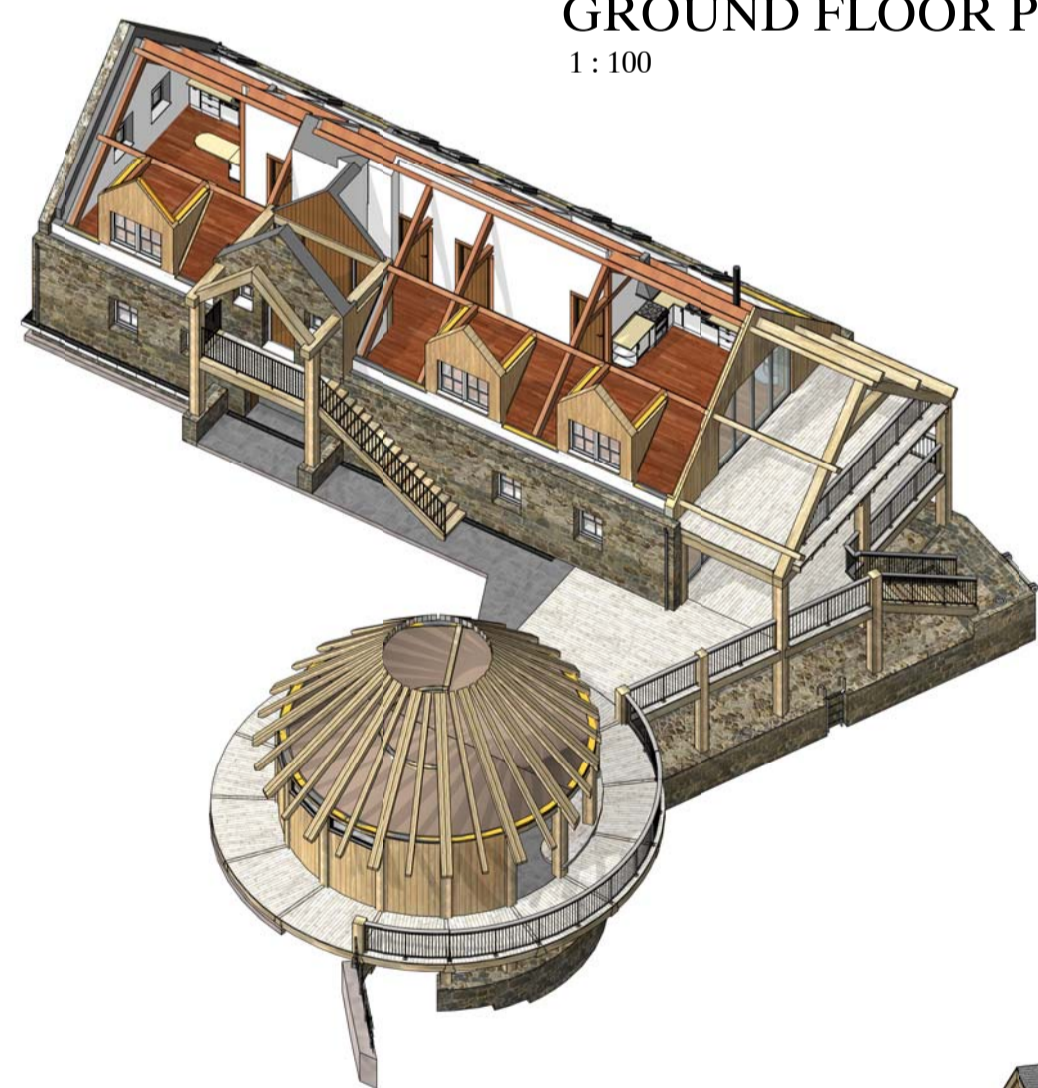
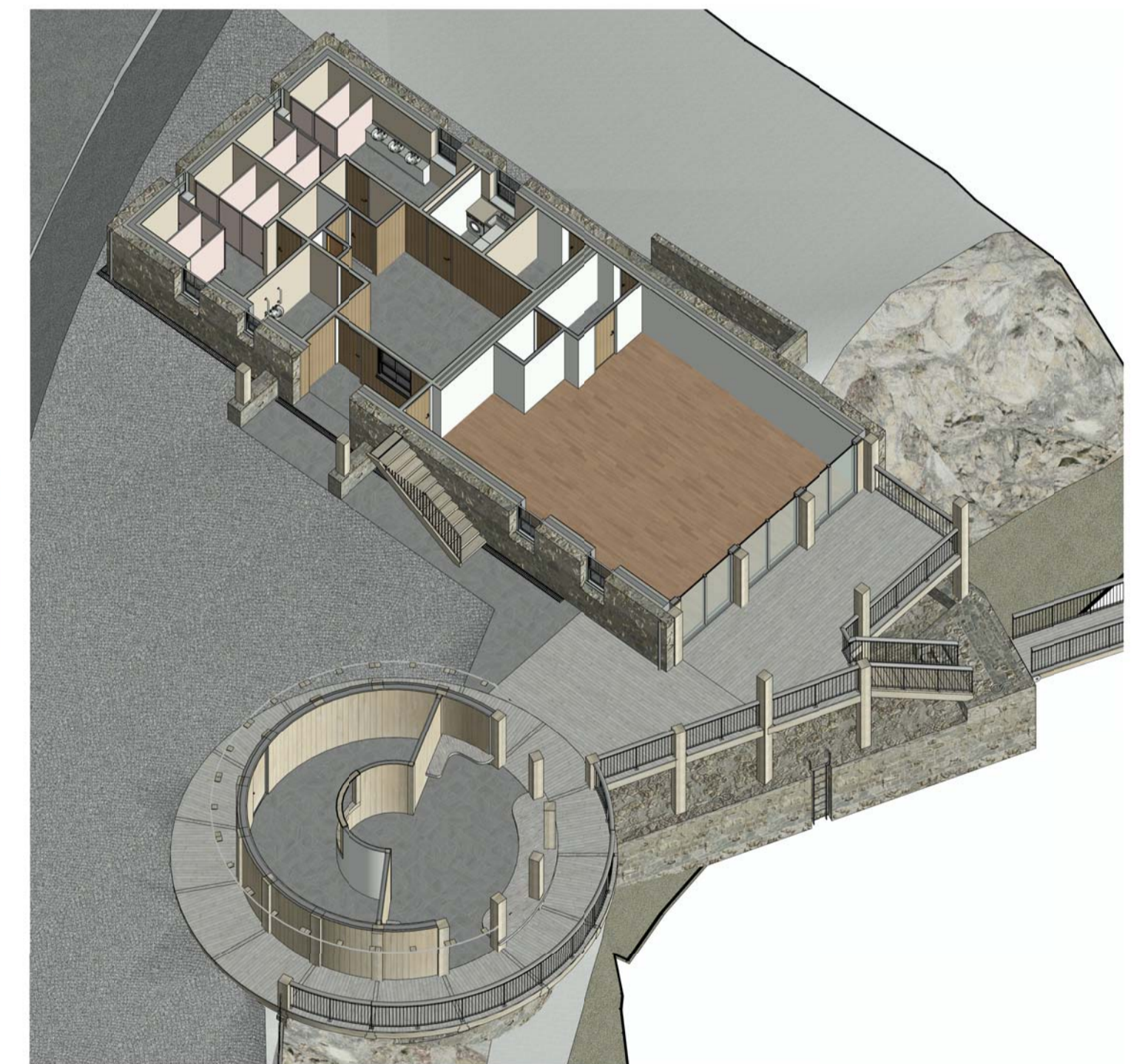
GROUND FLOOR PLAN  
1:100



FIRST FLOOR PLAN  
1:100



SCALE IN METERS



WEST ELEVATION

# MALLAIG MARINA FACILITY

NEVIS ESTATE

FLOOR PLAN AND ELEVATIONS  
NIGEL JOHNSTON  
SCALE: 1:100  
JANUARY 2014

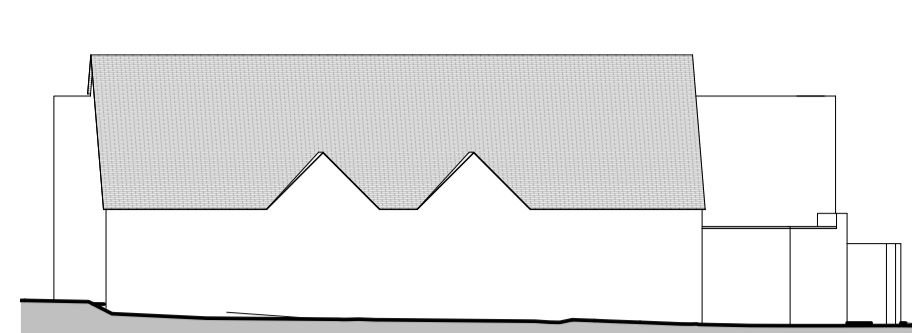
Initial 01



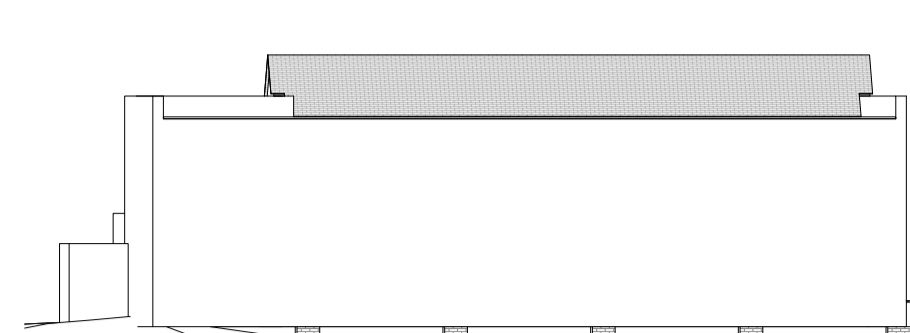
WEST ELEVATION WITH EXISTING BUILDING SUPERIMPOSED  
1:200



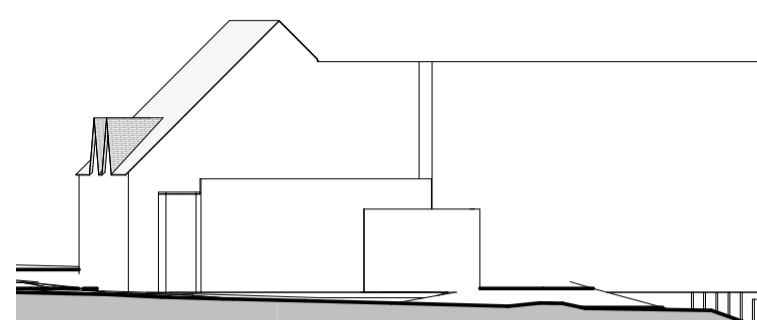
SOUTH ELEVATION WITH EXISTING BUILDING SUPERIMPOSED  
1:200



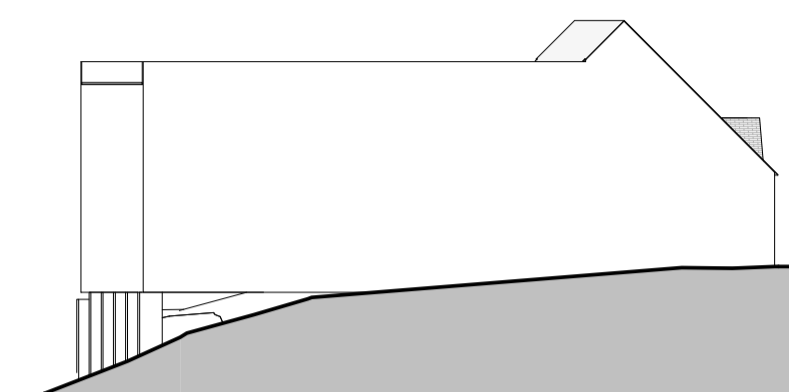
Existing - west  
1:200



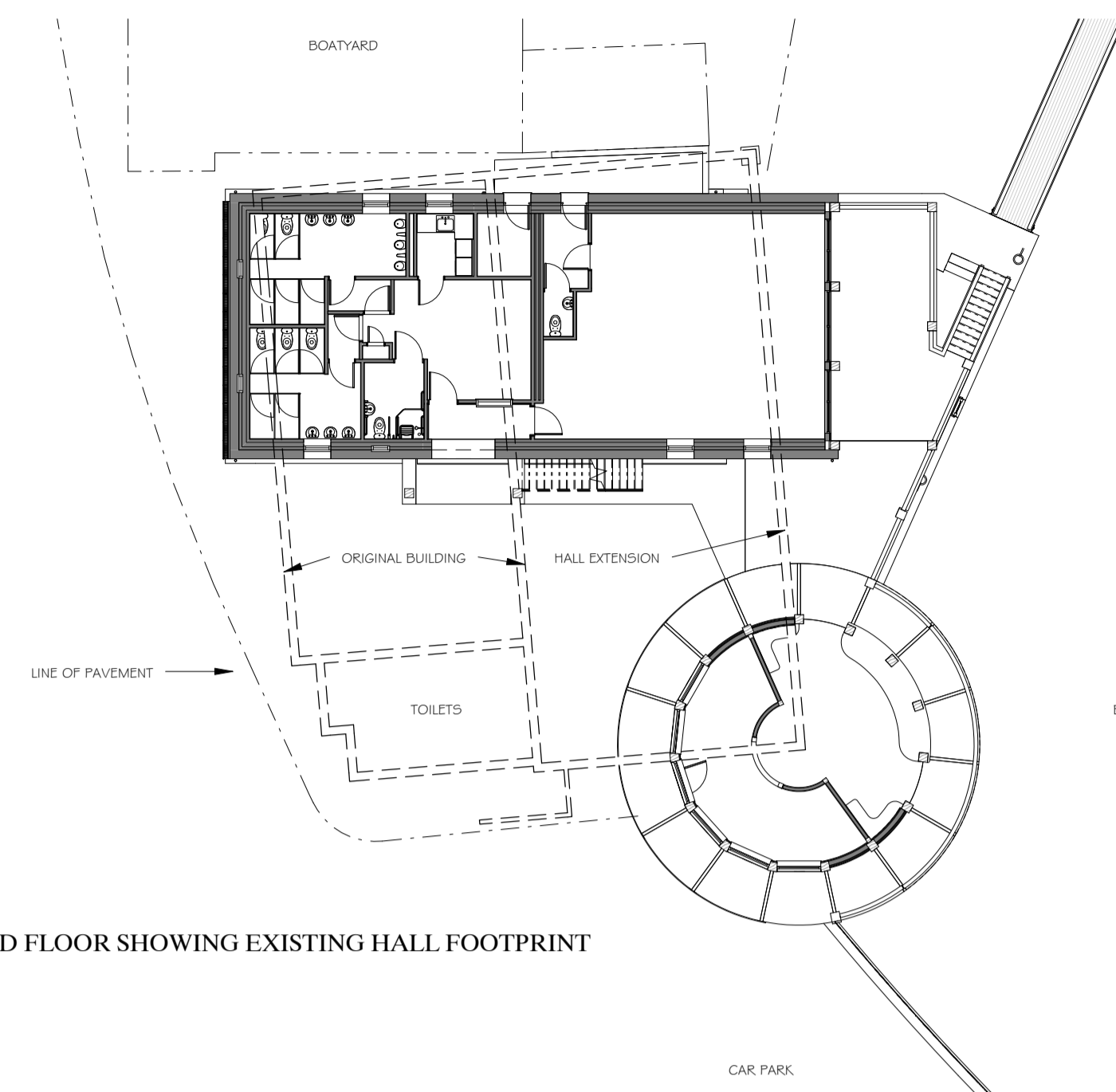
Existing - east  
1:200



Existing - south  
1:200



Existing - north  
1:200



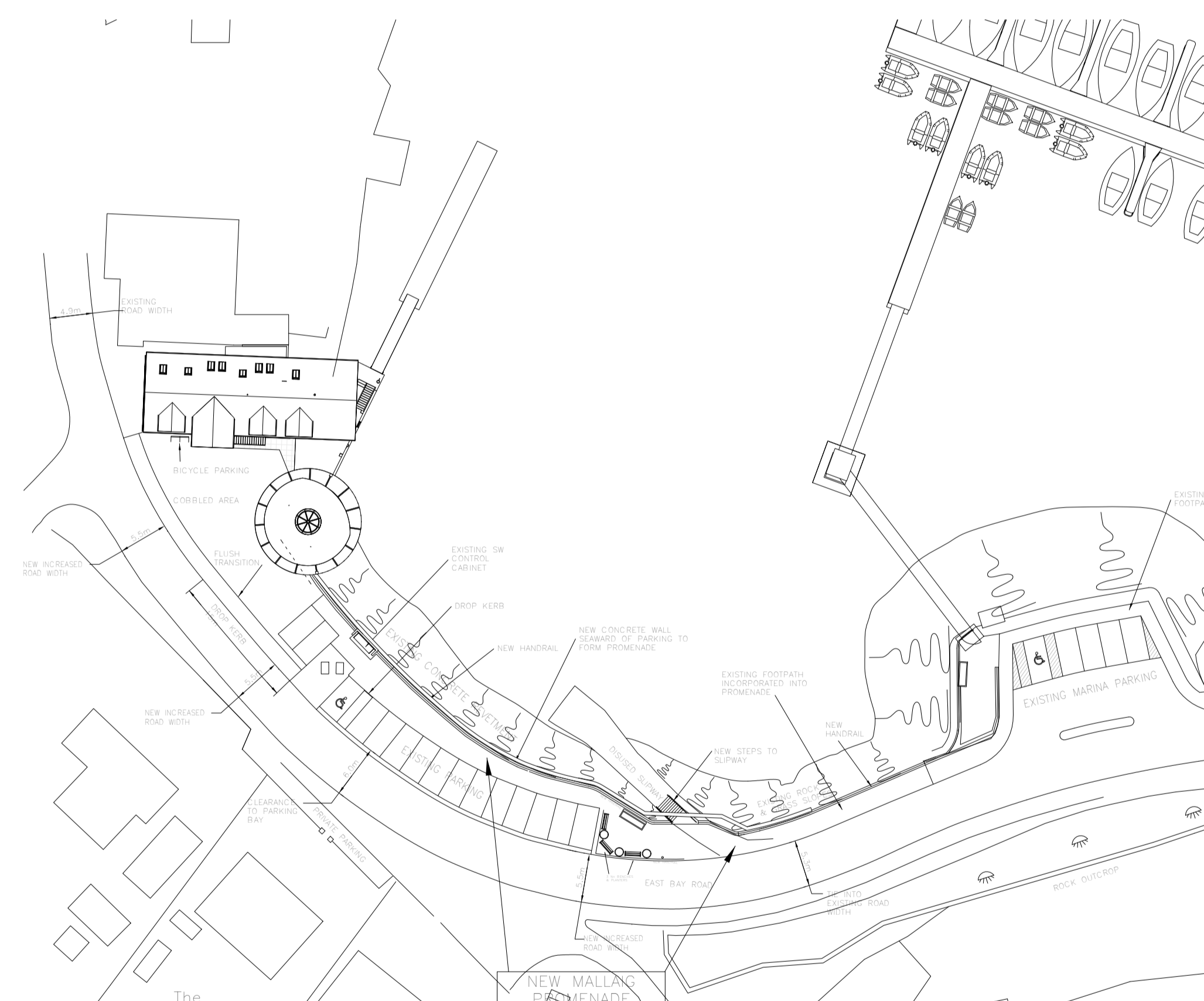
GROUND FLOOR SHOWING EXISTING HALL FOOTPRINT  
1:200



WEST VIEW SHOWING EXISTING BUILDING



WEST VIEW



SITE PLAN  
1:500

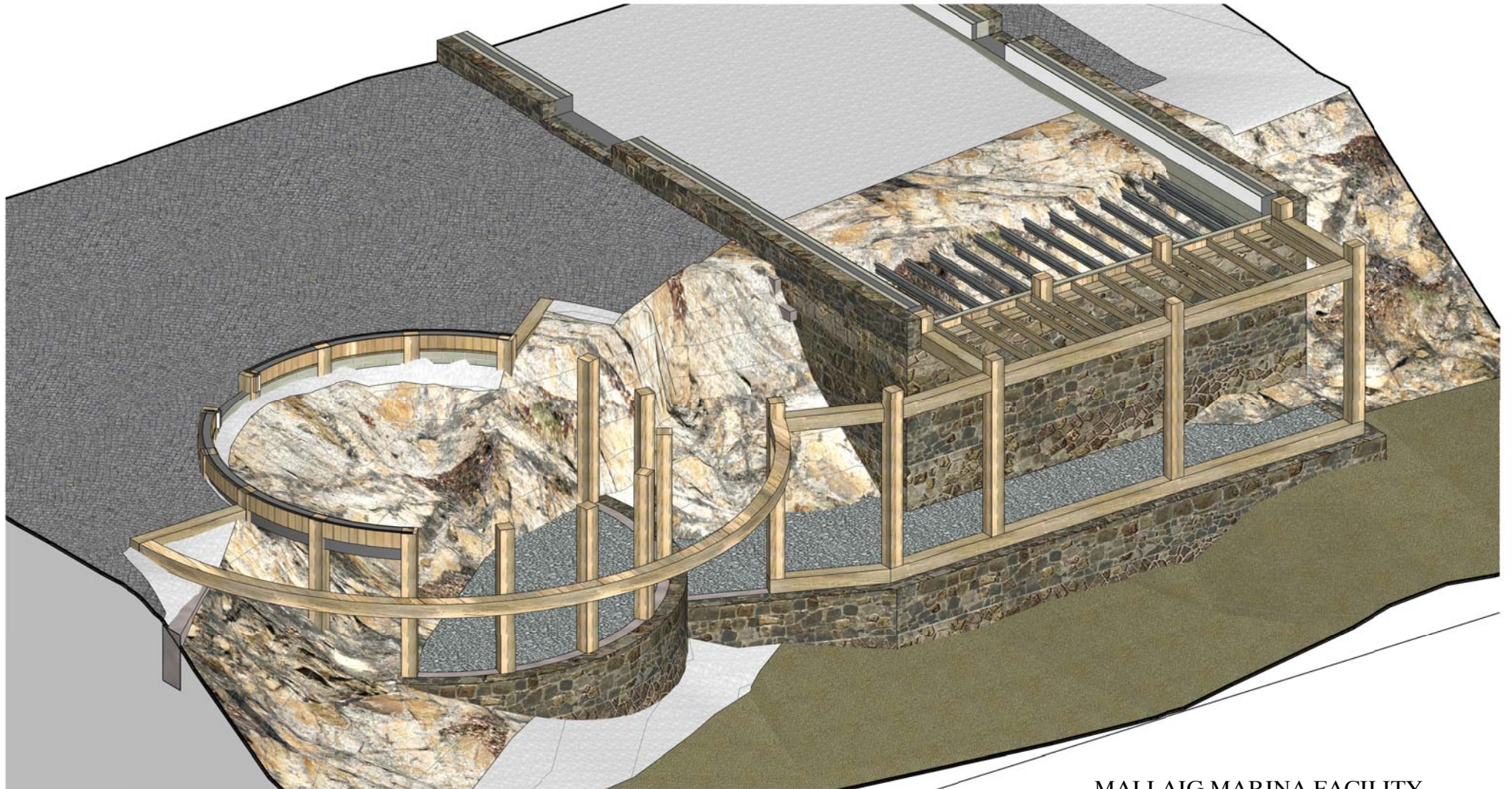


# MALLAIG MARINA FACILITY

NEVIS ESTATE

LAYOUT PLANS AND VIEWS  
NIGEL JOHNSTON  
SCALE: As indicated  
JANUARY 2014

Initial 02



MALLAIG MARINA FACILITY

NEVIS ESTATE  
FOUNDATION VIEW 1

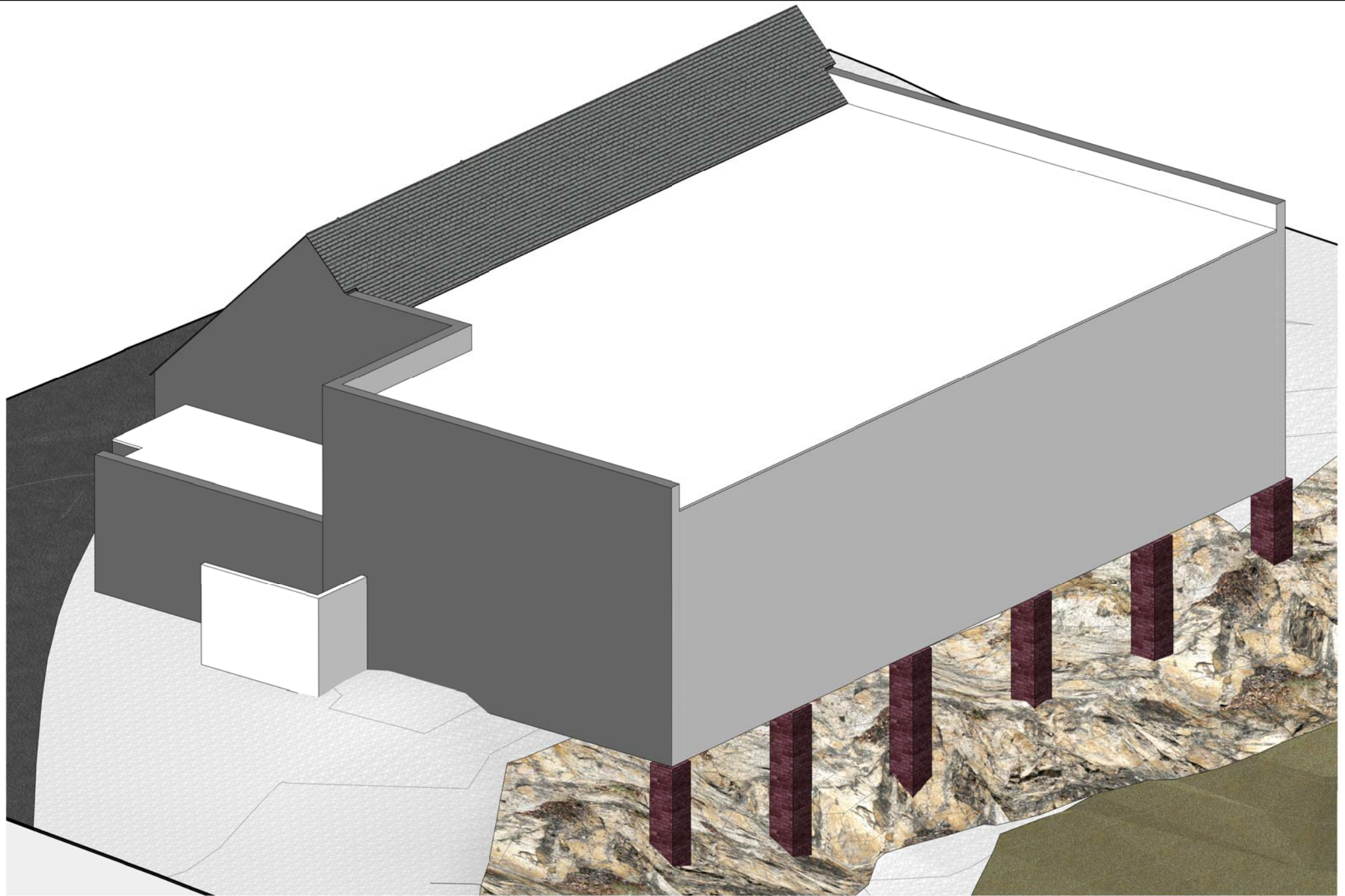
Scale

10/02/13

SEPA-03



OVERALL VIEW



EXISTING BUILDING

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