

MASTERPLAN FOR MALLAIG HARBOUR

STAKEHOLDER CONSULTATION REPORT

JANUARY 2017

Fisher Associates



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Introduction

Stakeholder engagement and participation has played a key role in the development of the masterplan for Mallaig Harbour, with a range of consultation activities executed in 2016:

- Internal discussions and brainstorming sessions with the MHA Board.
- One-to-one discussions with more than 60 stakeholders.
- Workshops attended by 24 harbour users.
- Community consultation events including drop-in sessions and an open meeting.

This document provides further information about the stakeholder consultation activities carried out. It covers the following:

- Consultation Strategy
- Stakeholder Discussions
- Harbour User Workshops
- Community Consultation

Key Aims of Stakeholder Consultation

The views and comments of stakeholders informed several core elements of the masterplan development:

- Real understanding of the issues, constraints and threats facing Mallaig Harbour, its users and the community.
- Potential opportunities for Mallaig Harbour in the future, which in turn informed the development of initial proposals for consideration.
- Setting of objectives, outline requirements and the appraisal framework.
- Finalisation of the masterplan.

Community Consultation Event

The community consultation event was pivotal in finalising the masterplan. The purpose of this activity was not only to inform the local business and resident community and wider public about the masterplan, but also to invite them to comment on the draft masterplan. This comprised:

- Making the draft masterplan available to the public for a five week period (on the MHA website and hard copies located in the library and at MHA offices).
- Drop-in sessions where members of the community could find out more about the masterplan and provide views and comments – 47 individuals attended over a two day period.
- A public consultation meeting – 16 individuals attended.

Key Outcomes

The identification of key issues, constraints and opportunities through stakeholder consultation played a key role in defining potential scenarios, and identifying a preferred option. The key issues identified are summarised overleaf.

During the community consultation there were many positive and constructive comments on the draft masterplan, and no significant objections. Comments resulted in refinements to the masterplan, and identification of issues to be considered in the future development of specific proposals.

Several amendments have been made to the masterplan as a result of the community consultation. The main amendments comprise realignment of the proposed ferry berth and the inclusion of a concrete slipway for ramp vessels, following a consultation response from and subsequent discussion with CalMac.

2. CONSULTATION STRATEGY

Consultation Strategy

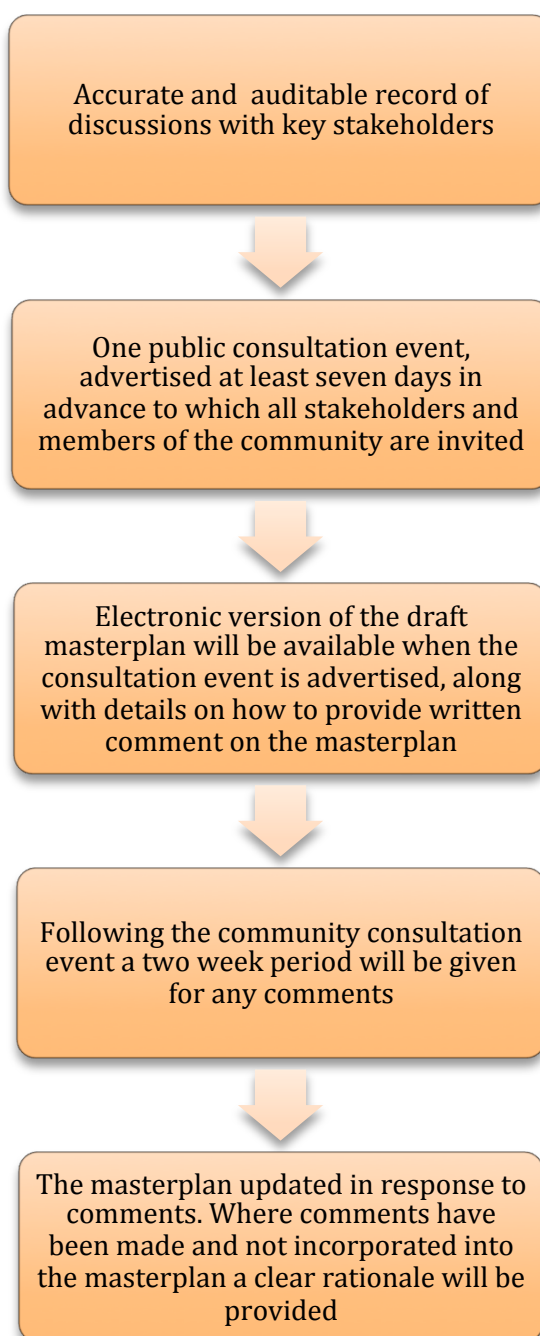
At the start of the project a detailed plan for stakeholder engagement activities was defined and agreed. This Consultation Strategy comprised the following activities:

Brainstorming sessions with Client Group	<ul style="list-style-type: none"> • The Client Group comprised Mallaig Harbour Authority (MHA) Board, Highlands & Islands Enterprise (HIE), and Nevis Estates. • Session 1: to understand Client Group/internal views on issues, constraints and opportunities. • Session 2: to further develop the initial list of high level options and the appraisal thereof. • Session 3: to discuss the shortlist of options and the detailed appraisal thereof. • Session 4: to discuss the draft masterplan content.
One-to-one discussions with stakeholders	<ul style="list-style-type: none"> • Face-to-face discussions with key stakeholders during two site visits to obtain views on issues, constraints and opportunities. • Further telephone and face-to-face discussions with stakeholders throughout the development of the masterplan to obtain views on issues, constraints and opportunities, as well as funding, planning and policy aspects.
Harbour user workshops	<ul style="list-style-type: none"> • Two workshops for harbour users/stakeholders, identified by MHA. • Discussion and verification of issues and constraints, as well as consideration of potential opportunities for Mallaig Harbour.
Community Consultation	<ul style="list-style-type: none"> • Draft masterplan publicly available online and in hard copy from 31st August 2016 for a period of five weeks. • Public meeting to present the draft masterplan. • Drop-in sessions over two days to enable members of the public to view the draft masterplan, ask questions and make comments on a one-to-one basis.

Consultation Requirements

A key requirement for the masterplan is to have it adopted as Supplementary Guidance to the emerging West Highland and Islands Local Development Plan (WHILDLP).

The consultation strategy is designed to meet the requirements of The Highland Council, comprising the aspects highlighted opposite.



3. STAKEHOLDER DISCUSSIONS

Stakeholder Discussions

A list of stakeholders was identified through discussion with MHA at the start of the project, with more being identified through the development of the masterplan.

Harbour users	<ul style="list-style-type: none"> • Businesses that lease or own property or facilities within the harbour area or directly adjacent to it. • Businesses that use the harbour (ferry operators, fishing boats, leisure boats, etc.). • Businesses that supply or transport products to/from the harbour.
Community	<ul style="list-style-type: none"> • Organisations responsible for promoting the village/area. • Businesses providing services to the village/area that have some relationship with what the harbour does or what it might do in the future • Organisations providing training and education in the village/area.
Policy/planning related	<ul style="list-style-type: none"> • Local, regional and national Government organisations.
Funding	<ul style="list-style-type: none"> • Organisations that might potentially have funding available for masterplan proposals.

Purpose of Stakeholder Discussions

Face-to-face and telephone discussions were held with these stakeholders with the following aims in mind:

- To inform them of the development of the masterplan for Mallaig Harbour.
- To hear their views on the problems, constraints and possible opportunities for Mallaig Harbour in the future.
- To obtain statistics, data and information that would assist in developing the masterplan.
- To ensure that the development of the masterplan is aligned with planning and policy guidelines.
- To identify potential sources of funding.

Discussions were held either in person or by telephone with almost 70 representatives from a wide range of organisations, which are presented in the table overleaf.

Stakeholder List

Stakeholder Type	Organisation	Representatives
Harbour	<ul style="list-style-type: none"> MHA (Board & Harbour Master) 	7
Landowners	<ul style="list-style-type: none"> Crannog Concept Nevis Estates The Highland Council 	1 2 1
Logistics/ Engineering	<ul style="list-style-type: none"> Ex-operator of Boatyard Ferguson Transport & Shipping Knoydart Construction Mallaig Boatyard Mallaig Trading Co. 	1 1 1 2 1
Aquaculture	<ul style="list-style-type: none"> EWOS Ltd Marine Harvest The Scottish Salmon Company Scottish Seafarms Ltd 	1 3 1 1
Fishing/ Fish processing	<ul style="list-style-type: none"> Andy Race Fish Merchants Denholm Fishselling Ltd/Johnstons Fuels Fishermen's Co-op J Lawrie & Sons Mallaig & North West Fishermen's Association (MNWFA) Scottish Fishermen's Organisation West of Scotland Fish Producers 	1 2 1 1 1 1 1
Ferries/ Sea freight	<ul style="list-style-type: none"> Bruce Watt (ex-ferry operator) Caledonian MacBrayne Ferries Ltd (CalMac) CMaL Glen Shipping Company GMT Sea-Freight Lochboisdale Development Trust Milligan Transport 	1 3 1 1 1 1 1
Community	<ul style="list-style-type: none"> Lochaber Chamber of Commerce Road to the Isles Marketing Group West Coast Railways West Highland College 	1 1 1 1
Marine leisure	<ul style="list-style-type: none"> Minch Adventures Sea.fari Adventures Skye Western Isles Cruises 	1 1 1

Stakeholder List (continued)

Stakeholder Type	Organisation	Representatives
Local/Regional Government	• The Highland Council	4
	• Highlands & Islands Enterprise (HIE)	6
	• HITRANS	1
National Government	• Transport Scotland	1
	• SEPA	1
	• SNH	1
Funding bodies	• European Commission	1
	• European Investment Bank	1
	• LEADER/EMFF	1
	• Scottish Futures Trust	2
	• Scottish Government	3

Stakeholder Discussions – Points Raised

Stakeholders raised a considerable number of points during the discussions, which are summarised in the tables that follow.

Stakeholder category	Points raised
Harbour	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Northerly wind makes whole harbour difficult to manage.</i> • <i>Westerly wind – lot of reflection off shore into Outer Harbour. Energy enters the harbour and doesn't leave. Spending beach doesn't mitigate it.</i> • <i>Key constraint is wave climate in strong westerly/northerly winds.</i> • <i>If bigger ferries come onto the Mallaig routes, then linkspan might be insufficient.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Some form of breakwater would have positive impact on safety in the harbour.</i> • <i>Extend Outer Harbour quay in same direction, removing stub.</i> • <i>Construct deck over spending beach.</i> • <i>Outer Harbour would be more usable if dredged.</i> • <i>Aquaculture is a thriving industry – and should be capitalised upon.</i> • <i>Indoor or outdoor storage for yachts – there are enquiries for storage/other services.</i> • <i>Create new warehouse/shed space for fish feed storage.</i> • <i>Ferguson shed may become vacant if fish feed operation declines – could MHA purchase it?</i> • <i>Fish Hall could be demolished/flatten Fish market and move to front of pier for ease of landing or to back.</i> • <i>Move CalMac ticket office backwards to create more space for marshalling/parking.</i> • <i>Maintenance dredging is required.</i> • <i>If boatyard is relocated site could be re-developed: exhibition centre for fishing/herring.</i> • <i>Work towards single ownership around Harbour Estate.</i> • <i>Create some form of walkway on the beach side around the marina.</i>
Landowners	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Boatyard is at capacity, winches and buildings are in poor condition.</i> • <i>There are safety issues even in the Inner Harbour in northerly gales.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Consider breakwater further out on the eastern shore.</i> • <i>Boatyard is in the right place – it is important for people to see a working harbour.</i> • <i>If boatyard is relocated, it could move to the current ferry pier so that it would be more visible to people from other locations – supporting the ambience of a 'working harbour'.</i> • <i>Lots could happen at the site of the existing boatyard if it was relocated.</i> • <i>Have considered development of the shed next to boatyard into art gallery or attraction.</i> • <i>Would like to see the amenity of the harbour improved – visual impressions reflect the attractiveness of the village in the context of there being a working harbour.</i> • <i>Important that the Masterplan considers the overall context of improving the attractiveness of Mallaig per se.</i> • <i>The marina needs to be substantially expanded –should be aiming for circa 150 berths - breakwater could go on the eastern side, further north to stop northerlies.</i> • <i>Should consider reallocation of the inner and middle harbours to marine leisure.</i> • <i>Need to consider future of the 'kipper building'. Could develop this into a microbrewery.</i> • <i>There might be an opportunity to use local stone for construction of breakwater.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder category	Points raised
Logistics/ Engineering	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Boatyard is running at capacity and in poor condition.</i> • <i>Additional slip that is used by boatyard is in poor condition and it may soon be redeveloped, which will have a considerable impact on the boatyard's capacity.</i> • <i>Mallaig could potentially lose its boatbuilding business, given lack of progress negotiating a sale with the current owner.</i> • <i>Lack of fishing boats, lack of continuity, makes everything unviable.</i> • <i>MPA could have a major impact on local fishing boats.</i> • <i>No advance notification or reporting or planning with regard to local fishing boats coming into the harbour and landing their fish. As a result it is difficult to plan onward logistics as it is unknown whether a boat is landing or not.</i> • <i>A vehicle can sit for 48 hours waiting on vessels coming in. This is not efficient.</i> • <i>Parking is an issue on the pier – there are vehicles parked everywhere and it can be a safety issue when forklifts are operating at the quayside.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Breakwater is most essential requirement in harbour to stop impact of northerly winds.</i> • <i>Harbour could be developed to allow more yachts.</i> • <i>Chill facility would be beneficial, particularly in the summer – then there would not be such an issue about knowing when boats are coming in.</i> • <i>If Mallaig could deal with discards it would attract more fishing boats.</i> • <i>Windbreak on boatyard slip would provide protection from weather.</i> • <i>To either refurbish boatyard or move it to a new location would enable growth.</i> • <i>A dedicated wet berth for the boatyard would be useful.</i>
Aquaculture	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Depth of water and access is a key constraint, particularly for the next generation of well boats which are too big to use the Outer Harbour.</i> • <i>Tidal constraints mean that sometimes vessels which are 5m draft have to come in earlier than the usual time of 11pm.</i> • <i>Well boat is quite far from the harvest station – as a result the pumping pipe has bends in it which is not good.</i> • <i>Ice plant is inflexible with regard to provision of slush ice – the company produces its own and trucks it up to Mallaig.</i> • <i>Distance to pump fish from vessel to tanker – at certain times of year boat has to wait several hours until tide rises.</i> • <i>Water quality in harbour is quite poor – often a lot of oil on surface.</i> • <i>Weather/ swell when discharging into tankers, skippers have commented on swell in certain wind directions.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Deepen Outer Harbour area.</i> • <i>Fill in part of spending beach to create more operational space.</i> • <i>Relocate processing plant to Mallaig (although not enough room).</i> • <i>New ice plant/machine.</i> • <i>Improve water quality.</i> • <i>Improve access for bigger boats/improve wave conditions.</i> • <i>Increase demand for ice.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder category	Points raised
Fishing/ Fish processing	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Fish market fluctuates and there has been a decline: but could be good again.</i> • <i>Landing obligations/discard ban could lead to radical restructuring of the fishing industry.</i> • <i>MPA will affect commercial side of Mallaig – potential to lose fishing boats.</i> • <i>Landing obligations – transportation and storage of discards could be a huge issue for Mallaig.</i> • <i>Can't see the fishing industry growing in the near future.</i> • <i>Lack of quota is a real issue.</i> • <i>Size of fishing fleet is a key issue – there are only a few local boats left. There is no young blood coming through.</i> • <i>Maintaining a chandlery involves buying a lot of stock, even though there are very few boats/customers now. A lot of competition from the internet.</i> • <i>Water depth means that larger fishing boats do not come to Mallaig.</i> • <i>Storage and onward transportation of fish landings is an issue – because there are few boats and often insufficient volume of product for a lorry load. As a result landed catches can sometimes sit for several days.</i> • <i>There is no chill facility – boxes can be sitting in the fish market for up to 12 hours with no refrigeration.</i> • <i>Local boats don't all land on the same night – could consider creating transport windows, but then the current level of flexibility is lessened.</i> • <i>Services in the harbour for fishing industry are decreasing – there is nothing to attract visiting fishing boats – it can be difficult to get ice when you need it, there is no chill facility.</i> • <i>Ice plant is non-viable – can't provide manpower to satisfy current demand.</i> • <i>Other towns and areas are maintaining their fishing fleets better than in Mallaig.</i> • <i>Ice factory is inefficient and not fit for purpose.</i> • <i>Boatyard is limited by size of boat it can handle.</i> • <i>CalMac is not a customer oriented company.</i> • <i>Ferry traffic is growing which has implications for infrastructure.</i> • <i>Nowhere for visitors to sit and eat outside when it is raining/what is there for visitors to do in Mallaig?</i> • <i>Concerns over Marine Harvest having such a large business – particularly if they build a processing plant in Mallaig.</i> • <i>Actual timing of ferry fuelling is a constraint that impacts on the business delivering it.</i> • <i>Need to compete with fuel price of other ports, as this attracts boats.</i> • <i>No decent slipway to take yachts out of water.</i> • <i>If larger cruise ships come into Mallaig there will be issues of logistics of bussing large numbers of people to and from various locations.</i> • <i>Pier is getting old and dilapidated.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder Category	Points raised
Fishing/ Fish processing	<p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Opportunity to create a more efficient ice plant service – if taken down the current space could be developed for something else.</i> • <i>Direct fuelling to ferries – this could be done via pipe connection.</i> • <i>Opportunities in waste/handling discards. This could attract vessels.</i> • <i>Supporting the continuation/expansion of fishing fleet in Mallaig.</i> • <i>Is there an opportunity to bring fuel/oil in by tanker/sea?</i> • <i>Chill facility is a must for Mallaig.</i> • <i>Develop a fish meal plant or work with others to find a way to deal with discards that makes Mallaig an attractive port for fishing boats.</i> • <i>Identify funding opportunities to encourage young people into fishing.</i> • <i>Potential for more wildlife trips/organised diving – could develop a building to support these activities.</i> • <i>Previous aquarium was really successful with 25K footfall in one year – something similar could be done on this site.</i> • <i>Art gallery.</i> • <i>Outdoor place where visitors can sit and eat sandwich when it is raining.</i> • <i>Ferries are very important – need attractions for ferry users to make them stop in Mallaig.</i> • <i>Create attractions for cruise ship passengers: Harry Potter theme, village life, Heritage Centre, most remote pub in Scotland.</i> • <i>Opportunity to charge cruise ships dues.</i> • <i>Direct fuelling to ferries – this could be done via pipe connection.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder category	Points raised
Ferries/ Sea freight	<p><i>Constraints:</i></p> <ul style="list-style-type: none"> • <i>Outer Harbour is underutilised because of wave motion – it is really difficult to tie up as ropes break due to motion – ideally would load up fish feed in Outer Harbour.</i> • <i>If loading at low tide vessel can get stuck at low water (Jary's Wharf). Have felt nudging the bottom coming in or out – some shallow bits.</i> • <i>Fish feed store is really expensive and inconvenient as have to forklift feed down to vessel – own store next to berth would be preferable.</i> • <i>Compound with fish boxes is in inconvenient location.</i> • <i>New stores are too far away from the quayside.</i> • <i>Fenders need replacing, ladder is broken, piles are falling where boats are sitting.</i> • <i>Harbour is very rough and uncomfortable in westerly winds – four times per year.</i> • <i>Lack of Port Marine Safety Code compliance and awareness – MHA do not understand their responsibilities with regard to dealing with ferry services.</i> • <i>Loose freight for the Small Isles is an issue – volumes are growing, a large volume is refrigerated and current storage is insufficient.</i> • <i>Overnight berthing (ferry) is a constraint at present because more vessels are operating.</i> • <i>Current smaller ferries are not designed to use linkspans.</i> • <i>Current vessels operating on the Mallaig to Armadale route are not seen as the ideal vessels to be deployed – there are already issues with spring tides and use of the linkspan. There is also an issue with capacity for coaches.</i> • <i>Of the view that larger vessels would not be able to use the existing linkspan at Mallaig because of the navigational restrictions.</i> • <i>Reliability of service could impact on whether the services remain in the longer term – current evidence of demand doesn't show value for money on the Lochboisdale route.</i> • <i>Main issue is weather reliability and the Lord of the Isles being able to get into Mallaig – it is a narrow entrance and there is a sharp right turn into the linkspan. Winding is a key issue and unsure if a breakwater on its own would improve that.</i> • <i>Beyond two years there is little certainty about what will happen regarding ferry services and vessel deployment.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Boatyard is really important element within the harbour – good to expand it.</i> • <i>Breakwater will improve Outer Harbour and enable marina to be expanded.</i> • <i>Expand the marina – ideal for yachters heading up the coast.</i> • <i>Aquaculture has to be a key opportunity for harbour.</i> • <i>Expand aquaculture activity, not just Marine Harvest – but look at all players and fish feed manufacturers.</i> • <i>Slipway for moving plant.</i> • <i>New freight storage area for freight boat.</i> • <i>If you have a good, safe harbour and available storage facilities you will attract business.</i> • <i>If a bigger facility was built in Lochboisdale then there could be a precedent for bringing in larger vessels.</i> • <i>Concrete ramp – safety and resilience and flexibility of ferry vessel deployment.</i> • <i>Consolidation/groupage/refrigerated storage area for isles freight.</i> • <i>Increase marshalling space.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder category	Points raised
Community	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>West Highland College (WHC) looking for a permanent single home for marine skills centre. Existing facilities are suboptimal – not enough space to grow and there is no office space.</i> • <i>Has to be robust infrastructure in place so that people can travel – there are some real issues with the ferry service at present, which impacts on islands and Mallaig.</i> • <i>Weather is a constraint – yachting dies off as the summer weather disappears.</i> • <i>Lack of attractions and activities to keep people in Mallaig or attract more.</i> • <i>Parking is a key issue particularly during peak season.</i> • <i>Reliability of ferry services during the winter is an issue.</i> • <i>Stone steps down to passenger only ferries are a safety hazard.</i> • <i>Road around marina is suffering from subsidence.</i> • <i>Visual amenity of station for arriving passengers could be improved. It used to be an attractive station.</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Link marina developments on the west coast (e.g. Fort William, Mallaig, Portree).</i> • <i>Increase marine leisure craft capacity in Inner Harbour.</i> • <i>Add stub on East Bay shore to provide protection for the marina.</i> • <i>Create marina where moorings are at present.</i> • <i>Storage for yachts, particularly in winter/car parking provision in summer.</i> • <i>Dedicated pontoon for passenger only ferries.</i> • <i>Extend existing pier at Outer Harbour – consider options including floating breakwater.</i> • <i>Create new slipway opposite Outer Harbour which would be used by small landing craft that carry freight and plant. There could be space for parking and storage. Could also be used for kayaks, canoes, etc.</i> • <i>Potential to work with local sailing/yachting clubs to develop something in Mallaig.</i> • <i>Cruise – development of cruise needs joined up thinking and partnering between harbour and other organisations locally to ensure that the pitch is right and that visitors can be captured in the village.</i> • <i>(WHC) ideally want to have practical and classroom facilities in the same location, alongside office/reception space.</i> • <i>Harbour could play more of a role in making Mallaig more attractive to visitors by promoting activities, events and attractions – regattas, fishing demonstrations, iron man races, festivals, aquarium venue, nature/wildlife boat tours, diving, aquaculture tours.</i> • <i>Constructing breakwater will be a legacy for the future – it will protect the harbour.</i> • <i>Improve attractions and activities for visitors.</i> • <i>Extend band stand to create a central focal point in village – there is no communal outdoor place to gather.</i> • <i>Art classes/gallery.</i> • <i>Harbour has land that might offer an opportunity to develop some kind of attraction.</i> • <i>Could a turning circle for the steam train be developed as an attraction?</i> • <i>Look at renewable energy options.</i> • <i>Relocation of boatyard to where ice plant is.</i>

Stakeholder Discussions – Points Raised (continued)

Stakeholder category	Points raised
Marine leisure	<p><i>Constraints</i></p> <ul style="list-style-type: none"> • <i>Lack of proper breakwater means that in certain weather conditions the sea state in the harbour is very rough – any desire to expand marina will need a breakwater.</i> • <i>Passenger access from the tidal steps on Fish Quay is really poor – there is no protection along the edge of the pier, which is a safety issue when there is a substantial queue of people waiting to get on the boat.</i> • <i>No disabled access (to passenger only ferry).</i> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • <i>Rail along pier or dedicated pontoon/walkway for the passenger ferry – similar to what RNLI have. This could help enable growth and enable wheelchair access.</i> • <i>Important to maintain boatyard at Mallaig – it is a focal point for visitors as not many working harbours remain.</i> • <i>Could develop more retail space around the marina.</i>
Local/ Regional Government	<ul style="list-style-type: none"> • <i>Discussions with the various relevant sector teams in HIE, Highland Council and HITRANS, regarding planning, policy, research and funding opportunities.</i>
National Government	<ul style="list-style-type: none"> • <i>Need to have vessel big enough for demand on Lochboisdale – Mallaig route, that can also be accommodated at each end of the route.</i> • <i>Need to understand the long term plan on vessel deployment – do they (CMAL) build a vessel to fit the harbour or work with harbour authorities to provide suitable berths to accommodate larger vessels.</i>
Funding bodies	<ul style="list-style-type: none"> • <i>Discussions to identify potential sources of funding, eligibility criteria and timescales.</i>

4. HARBOUR USER WORKSHOPS

Harbour User Workshops

Two workshops were held in April 2016 at the Mallaig and Morar Community Centre to which harbour users were invited. A total of 24 harbour users attended these workshops:

Stakeholder Type	Organisation	Representatives
Harbour	MHA	3
Landowners	Knoydart Construction Ltd	2
Logistics/Engineering	Mallaig Boatyard	2
Aquaculture	Marine Harvest Scottish Sea Farms	3 1
Fishing/Fish processing	MNWFA Marine Scotland Fishing boat owners	1 1 3
Ferries/Sea freight	CalMac Ferries Ltd Milligan Transport	1 1
Marine leisure	Leisure boat owners/marina users Western Isles Cruises	1 4
RNLI	RNLI	1

Harbour User Workshop in Progress



Purpose of Harbour User Workshop

The main purpose of the workshops was:

- To inform harbour users of the development of the masterplan for Mallaig Harbour.
- To hear their views on the issues and constraints, on outline requirements and on possible opportunities for Mallaig Harbour in the future.

Each workshop lasted around two hours and comprised several elements:

- Presentation on the masterplan development.
- Presentation of identified issues and constraints followed by discussion.
- Presentation of draft outline requirements followed by discussion.
- Discussion on potential opportunities/ideas to be included in the development of the masterplan.

Discussing Views on Issues



Discussing Potential Opportunities



Harbour User Workshops – Points Raised

The following points were raised during the workshops.

Topic	Points raised
Marine related issues	<p>Weather:</p> <ul style="list-style-type: none"> • RNLi can't take fuel in the Outer Harbour in northerly wind as rebound is that bad. • Some fishing boats struggle to get fuel because of movements and smaller vessels can't land. • Don't need much wind to get a surge in the Harbour. Couldn't leave your boat for the weekend (owner of 60ft fishing boat). • Boat came in yesterday and found that the motion in the Outer Harbour was too much – he prefers going to Ullapool. • Ropes on boats snap on a regular basis. • Well boats won't come into harbour in a westerly (e.g. 35 knots) because of the motion – the vessel owner has stipulated that they must not enter if the wind is 40 knots or above. • Northerly wind – haven't had a good northerly since the marina has gone in. Outer pontoons are very exposed to northerly winds. There is a feeling that no way marina could be expanded without protection. • Half the marina is unusable in a strong northerly. • Wind is an issue as well as wave for ferries – providing shelter for wind is difficult. The answer is to provide additional operating room for the ferry. • Need to look at the 1m – 1.5m swell in harbour. Swell is reflected off shore side into harbour. • Breakwater out to lighthouse might still funnel waves into the harbour. <p>Water depth:</p> <ul style="list-style-type: none"> • Silting is an issue throughout the harbour/ obvious silting in the fairway from the lighthouse into the Inner Harbour. • Ronja Atlantic came in on low tide and grounded. • Vessel got stuck in the entrance channel – I also think that middle area of the Outer Harbour is silting up in certain tides. Ronja Pioneer reported touching the bottom of Outer Harbour. At this point there was 1m at the berth under the well boat. <p>Congestion:</p> <ul style="list-style-type: none"> • Congestion around ice plant berth. • Big boats can get in the way of other boats wanting ice.
Landside related issues	<p>Pedestrian access in harbour:</p> <ul style="list-style-type: none"> • For health and safety reasons want to keep people away from the pier but from tourism/ village point of view it is good: maybe not well managed. <p>Ferry:</p> <ul style="list-style-type: none"> • Marshalling will become an issue if more ferry traffic. CalMac has requested additional marshalling space. Will start to turn away cars that are not booked on the immediate ferry. • Staff on the boats now don't have anywhere to park. <p>Ice plant:</p> <ul style="list-style-type: none"> • Ice plant is not working for the boats. Have to stay on the berth until the ice is produced. Very restrictive: local boats take ice but are subject to call out charge of £60. • Real issue that fishing industry can't get ice when you need it. CAN get ice – each boat has to pay an individual fee – should be able to have a call out charge for several boats. • What about getting Marine Harvest involved in the running of an ice plant? • Guy buying prawns off the boat this morning, doesn't get ice until 6pm this evening. • What about technology for self-service ice?

Harbour User Workshops – Points Raised (continued)

Topic	Points raised
Market/ Economy related issues	<p><i>Price of fuel:</i></p> <ul style="list-style-type: none"> <i>Price of fuel/single supplier issue. Constraint is price of fuel – as only one supplier. It is a lot cheaper in other places. We will ask around price of fuel. If it was brought in by sea it would be a lot cheaper – but pier where it can be connected needs fendering.</i> <p><i>Fishing:</i></p> <ul style="list-style-type: none"> <i>Uncertainty over future viability of fishing – rather than sustainability of fishing.</i>
Community related issues	<ul style="list-style-type: none"> <i>People off steam train/fishing/integral part of the village.</i> <i>Car parking – comments that it is not a problem and that there is sufficient parking. Others agreed that there is parking but at the other side of the harbour. People don't want to park and walk.</i> <i>Lack of toilets – sudden influx of people and not very many toilets in Mallaig.</i>
Outline requirements	<p>A: Create safer marine environment at Harbour Entrance and/or reduce the impact of weather on wave conditions within the Outer Harbour</p> <ul style="list-style-type: none"> <i>Wave motion and depth of water should be priorities for longer term plan. Will be competing with harbours on west coast so need to be comparable to them.</i> <i>Need breakwater to deal with wave issue – need to watch that the funnel effect doesn't make northerly winds worse.</i> <p>B: Provide deeper water berths and improve access to accommodate larger vessels in Outer Harbour</p> <ul style="list-style-type: none"> <i>Depth of water available for Marine Harvest vessels is a priority.</i> <p>C: Safeguard and improve accessibility of Inner Harbour</p> <ul style="list-style-type: none"> <i>Silting up in the central area of the harbour needs to be addressed (e.g. Breast Wharf).</i> <i>Maintenance dredging could be a lot better throughout the harbour.</i> <p>D: Safeguard Mallaig Boatyard and facilitate its growth</p> <ul style="list-style-type: none"> <i>We need to have a boatyard for the future – it employs a lot of people in Mallaig and is important for the fishing industry.</i> <p>E: Provide infrastructure to safeguard/grow ferry services at Mallaig</p> <ul style="list-style-type: none"> <i>There is a need to alleviate the wind-related constraints associated with the larger ferries entering the harbour. The solution is to provide more operation room – but where can this be achieved?</i> <p>G: Provide appropriate facilities to support current and future fishing-related activity</p> <ul style="list-style-type: none"> <i>Need to ensure that there are facilities to deal with the landing obligations, particularly chill and box storage.</i> <p>H: Maintain and grow marine tourism/sailing market</p> <ul style="list-style-type: none"> <i>Marina needs to be developed – could pile support as opposed to chain?</i> <p>J: Safeguard the provision of ice for fishing and aquaculture</p> <ul style="list-style-type: none"> <i>Ice must be maintained for the fishing industry.</i> <p>K: Develop Mallaig Harbour as a cruise destination</p> <ul style="list-style-type: none"> <i>Is it possible to get some small cruise liners on the outside of the Outer Harbour?</i>

Harbour User Workshops – Points Raised (continued)

Topic	Points raised
Proposals, ideas and opportunities	<p><i>New breakwater:</i></p> <ul style="list-style-type: none"> • Breakwater on outside to calm wave action and be developed for berthing or cruise. • New breakwater to include linkspan that can accommodate current and future vessels, as well as sufficient marshalling area. • What about a breakwater off East Bay? • Once ferry has relocated to new breakwater, current linkspan area can be dedicated to fishing. • Outer Breakwater to lighthouse – create berth for small cruise line industry. • If you extend the Outer Harbour out the way and dog leg from eastern shore there would be no need to dredge the inner harbours. • Breakwater – make (ferry terminal) accessible for pedestrians. • Back of the net stores to Marine Harvest – there is no armour so open to westerly weather. Rock armour to protect the area. • Stones/rock armour at the stub on the Steamer Pier (to reflect swell away from the Outer Harbour). <p><i>Outer Harbour:</i></p> <ul style="list-style-type: none"> • Create new entrance to Outer Harbour to create new commercial, completely sheltered harbour – larger boats can berth on the outside new quay. • Dredge the Outer Harbour/deepen area to accommodate the well boat. • Relocate boatyard to Outer Harbour. • Boatyard relocated to area next to fish feed store with shiplift built into quayside and appropriate protection built around it. • Boatyard is fine where it is – just sort out ownership. It is an attraction for visitors. <p><i>Fish Pier:</i></p> <ul style="list-style-type: none"> • Rubber mats or curtains on fish pier to remove swell. • Solid extension to the fish pier, as opposed to a breakwater extending out from the east side or wave screen on fish pier. <p><i>Marina/marine leisure:</i></p> <ul style="list-style-type: none"> • Extension to pontoons. • Inner breakwater to develop the marina/moorings – could put more pontoons in here – this could be a floating pontoon? • Change configuration of marina layout – so that both sides can be used. • Concentrate on yachts for marina expansion – create breakwater off East Bay and create standing space for yachts to sit on. • Could have a yacht boatyard facility in tandem with a commercial boatyard? • Space between ice factory and outer breakwater – filled in to create yacht storage and small boat lift. Could take away ice plant and make larger yacht storage. • New slipway for launching small boats. • 30,000 passengers use the steps at Fish Pier a year – a pontoon similar to RNLI pontoon would increase accessibility and safety. <p><i>Ferry infrastructure:</i></p> <ul style="list-style-type: none"> • In short term to improve wind conditions for the ferry – dredge rocks on East Bay. In longer term, it might be an idea to move the ferry into the Outer Harbour, if breakwater was there already. Remove/shorten the stub. • Remove rocks on east side to create more operating space for ferry. • Take away stub to increase entrance width into harbour.

Harbour User Workshops – Points Raised (continued)

Topic	Points raised
<i>Proposals, ideas and opportunities</i>	<p><i>Fishing/ice plant:</i></p> <ul style="list-style-type: none"> • <i>Chilled areas for fish – take out fish hall and space behind.</i> • <i>Prawn Market has a limited life expectancy – could be redeveloped where it is at present. It could also be located in Outer Harbour.</i> • <i>Ice plant on stub on steamer pier.</i> • <i>Create a smaller ice facility.</i> • <i>Self service ice.</i> • <i>Ice factory – move to end of Fish Pier or somewhere close to the boats.</i> <p><i>Harbour Estate:</i></p> <ul style="list-style-type: none"> • <i>Make better use of wasted land and pier space.</i> • <i>Traffic management – it is particularly bad for lorries at the moment.</i> • <i>First area you see when you come into Mallaig – is the roundabout and ugly buildings – could be developed (e.g. marine aquarium).</i> • <i>Improve office building.</i> • <i>Demolish several buildings to create new village centre (e.g. Prawn Market, harbour office, Mission, Co-op).</i> <p><i>Community:</i></p> <ul style="list-style-type: none"> • <i>Prawn market – could be developed for tourism.</i> • <i>Fill in section on East Bay to create parking spaces.</i> • <i>Re-organise parking – island residents are using prime spaces – some are empty because £50 per year. Need to think about how this could be reconfigured. For long stay cars – maybe could find some other place.</i> • <i>Car parking is an issue on the pier – ban cars from Breast Wharf and Fish Pier. Also ban visitor cars on these areas.</i>

5. COMMUNITY CONSULTATION

Aims of the Community Consultation

The draft masterplan has been subject to a community consultation event, aligned with The Highland Council's policy and procedure for conducting such activities.

The main aims of the community consultation were:

- To inform the local community and wider public about the development of the masterplan for Mallaig Harbour.
- To invite the local community to read and make comment on the draft masterplan. The event also provided an opportunity for all stakeholders previously consulted to read and make comment on the draft masterplan.
- To inform the finalisation of the masterplan.

Publication of the Draft Masterplan

The draft masterplan was made available on the MHA website on Tuesday 30th August 2016, inviting people to read the document and make views known to no later than 4th October 2016, by post or email.

A hard copy of the document was placed in the library in Mallaig, so that anyone wishing to read it who did not have access to the internet could do so.

At the same time, advertisements were placed in two publications (The Oban Times and West Word) informing people about the publication of the document and about the community consultation event. These advertisements were published more than seven days in advance of the event.

Community Consultation : Drop-in Session

A community consultation event took place on on 15th and 16th September 2016 in the Mallaig and Morar Community Centre.

Drop-in sessions were held whereby members of the public could 'drop in' to view large maps and 3D images of the masterplan, meet the project team, ask questions and provide their thoughts and views on it.

These sessions ran throughout the day and evening on the Thursday and on the morning of the Friday. Copies of the masterplan were available for people to take away, along with a short questionnaire seeking their views on the prioritisation of proposals within the masterplan.

As well as the press advertisements, posters were placed in six locations around Mallaig including at the Co-op, Community Centre and Harbour Offices.

Over the two days a total of 47 individuals attended the drop-in sessions.

Residents	18
West Highland College teachers/ students	7
Mallaig High School teacher & pupils	6
CalMac employees	5
Kayak/Yacht/Boat Owners	3
MHA employees	3
Marine Harvest	1
Western Isles Cruises	1
Mallaig Marine Ltd	1
Lochaber Disability Access Panel	1
Road to the Isles Marketing Group	1

Attendees at the Drop-in Sessions



Community Consultation: Public Meeting

A public meeting was held at 2pm on Friday 16th September 2016, where MHA gave a presentation on the draft masterplan followed by a question and answers session.

A total of 16 individuals attended the public meeting.

MHA	6
Boat owners	3
Resident	3
Western Isles Cruises	1
Dynamic Electronics	1
Marine Harvest	1
The Highland Council	1
HIE	1
Community Council	1

Public Meeting



Consultation Responses

A wide range of comments and views were made during the public consultation:

- By attendees at the Drop-In Sessions and Public Meeting.
- By other stakeholders who did not attend the consultation events but who viewed the draft masterplan online or at the library during the consultation period.
- Attendees at the Drop-In Sessions and Public Meeting were asked to complete a short questionnaire indicating their views on how the masterplan proposals should be prioritised.

The comments and views given during the public consultation are presented in the tables overleaf, grouped by theme. This is followed by the results of the questionnaire.

The project team and MHA have considered all comments and views made, addressing them as far as practicable and incorporating several changes in the masterplan as a result. Amendments to the masterplan are presented in the next section and Appendix A presents a response to each of the comments and views.

Comments and Views from the Drop-In Sessions and Public Meeting

New Breakwater Quay

<i>New Breakwater Quay - General</i>	<i>Can the New Breakwater Quay accommodate more than one fish farm well boat, as well as other vessels? It can be the case that one or more fish farm boats come to the harbour for shelter.</i>
	<i>There is possible conflict between the different vessel types on the New Breakwater Quay.</i>
	<i>Are the fish farm well boats happy sharing a berth with cruise ships?</i>
	<i>There is potential for oil-related traffic as potential oil sites off the west of Scotland come on stream in the short to medium term (e.g. Rockall).</i>
	<i>Has the effect of wave mitigation proposals been tested?</i>
	<i>Have we thought about incorporating renewables into the breakwater development, for example tidal power options, and the use of renewables across the harbour estate as it develops?</i>
	<i>Was there not an earlier version showing a different location for a breakwater, further north? Surely this would help in delivering the marina development?</i>
<i>Cruise</i>	<i>Having cruise in Mallaig will be really good (several stakeholders stated this).</i>
	<i>What size of cruise ships is envisaged, what market testing has been done to inform plan?</i>
	<i>What kind of facilities for cruise ships will be on the New Breakwater Quay (e.g. shelter, welcome reception)?</i>
	<i>The village does not have the infrastructure to handle more visitors, particularly when the steam train is in.</i>
	<i>I do not see cruise as a priority.</i>
<i>Ferry</i>	<i>Traffic for and from ferry terminal might conflict with harbour operations – particularly lorries at the fish feed store. Is there another potential route for vehicles and pedestrians – e.g. round the western side of the Harbour estate?</i>
	<i>Will the new infrastructure for ferries take disability requirements into consideration?</i>
	<i>Will the new ferry terminal be able to handle the smaller vessels that are operating on the Skye route at present – these vessels are often used as relief vessels around the network? Will it solve the problems that are happening at the moment during low tides?</i>
	<i>It would be good to have a TV in the ferry waiting room/the current ferry vessels could be better.</i>
	<i>Has a concrete slip been considered to handle the vessels that are currently serving the Skye route?</i>

Comments and Views from the Drop-In Sessions and Public Meeting (continued)

Outer Harbour

<i>Boatyard relocation</i>	<i>The boatyard cannot handle larger work boats given water depth, so relocation will be good.</i>
	<i>The boatyard is an important feature of the town and it will be a shame to see it relocated into the Harbour.</i>
	<i>The boatyard could not relocate unless there is sufficient rock armour to prevent wind/wave topping from the west. Also need good wave climate in the Outer harbour.</i>
	<i>Tourists like to watch boatyard from the boardwalk – not sure about relocation.</i>

Middle Harbour

<i>New fish handling facility</i>	<i>Perhaps the new fish handling facility should be built in its existing location rather than building a new quay – the proposal takes up new much quayside space – the current facility is good in that there is quayside space/berths in front of it.</i>
<i>Shore power connections</i>	<i>It might make sense to have shore power running along the other side of Fish Pier as this is where boats stay longer – you don't want boats clogging up the landing area because there is shore power there.</i>
<i>Fishing (general)</i>	<i>It might be a good idea to designate 'long' and 'short' stay areas for fishing boats – e.g. Outer Harbour for longer stays, Middle Harbour for shorter stays.</i>

Comments and Views from the Drop-In Sessions and Public Meeting (continued)

Waterfront Revitalisation

<i>Marina expansion</i>	<i>What will be done with regard to local boat owners or visitors who moor their boats – given that the mooring points will be lost. Would pontoons be offered to them at a reduced fee as compensation?</i>
	<i>Might be wise to hang on to moorings because of the nature of boats that use them – the older style of boats (e.g. traditional wooden boats): pontoons don't suit all types of these boats. Will lose a visual aspect that is important for the town. Could consider reducing the size of the marina – as isn't enough full now at the tail end of the season – it will be difficult to fill so many new pontoons anyway.</i>
	<i>Proposed marina car park area is far away from the marina – a connected entrance would be better.</i>
	<i>What will happen to existing berth users during the construction period?</i>
	<i>Floating breakwater to north of marina will impede vessels entering/exiting the harbour (e.g. Fish Pier/Middle Harbour).</i>
	<i>It might be difficult to manoeuvre in an out of the Middle and Inner Harbours given the position of the floating breakwater and marina extension – particularly in bad weather.</i>
	<i>The breakwater to extend the marina would be welcome sooner rather than later and would increase number of boats using the harbour and in turn generate more income.</i>
<i>Passenger ferry berth & pontoon</i>	<i>It is a good proposal, but it would not make sense for a similar improvement to be made at Knoydart? Is there an opportunity to promote this in the masterplan?</i>
	<i>Where will the Western Isles ferry berth? If the intention is to put it on the marina, will the pontoons be able to cope with it?</i>
<i>Leisure slipway on East Bay</i>	<i>Not enough parking/space for people with kayaks – might want to consider another location south of West Bay Car Park.</i>
	<i>Slipway could be located at the existing ferry terminal.</i>
	<i>There isn't enough space on the slipway for a vehicle to reverse down with a boat.</i>
	<i>The area of water is restricted for kayak use, given the volume of other traffic in the harbour. Could be difficult to get sanctioning by RYA.</i>
	<i>Kayak user commented that an additional slipway for kayak use would be excellent as other slipway or areas are not ideal (e.g. not enough parking, water is dirty at existing slipway, other places are too rocky/steep).</i>
<i>Concrete slabs to allow boats to beach</i>	<i>If possible could some concrete slabs be positioned at various points to allow small boats to beach on at low tide to carry out small repairs or inspection if damaged. I have seen this at Sunderland where used a great deal.</i>
<i>Installation of running line poles</i>	<i>When building new piers or replacing existing can the installation of running line poles be considered? At Inverie this is very helpful if you do not know local tides – also rings or similar on slipway to assist with safely taking boats in and out due to weather conditions.</i>
<i>Yacht storage</i>	<i>All season storage is needed for yachts – where can this go?</i>
	<i>There is a need for a boatyard facility for yacht maintenance.</i>

Comments and Views from the Drop-In Sessions and Public Meeting (continued)

Other topics/comments

Parking	<i>Not enough car parking (comment from several stakeholders).</i>
	<i>Not enough car parking for the ferry: good that parking for the ferry is shown in the plan.</i>
	<i>Car parking at the West Bay Car Park is free and is 30% occupied by people who live on the islands, who leave their car there – this is an issue.</i>
	<i>As well as 'long stay' islanders, there are also tourists who park their car in Mallaig and go off on tours to the islands.</i>
	<i>Expanding the car park into reclaimed area south of the car park – seen as good proposal (comment from several stakeholders).</i>
	<i>Create areas for long stay and short stay parking.</i>
	<i>More parking for tour buses with toilet facilities.</i>
Lighting	<i>Issue is that lighting at present is not good. It is not used to create ambience, rather too many floodlights, etc. There is possibly an issue with lighting affecting shearwaters. Could be dealt with in an appropriate way in the masterplan.</i>
Toilets	<i>Marina and holiday makers along with day trippers and locals need and expect sufficient public toilets and facilities. These are not sufficient due to influx of visitors or open until late in the day. Can this be looked at when revising the plan?</i>
Shelter/Seats/ Space for visitors	<i>Develop the Prawn Market area rather than parking – consider making more of a tourist area: benches, cafes, outdoor exhibition space, stalls.</i>
	<i>There isn't enough seats to sit on around the village and nowhere to shelter when it rains.</i>
	<i>Dedicated picnic area adjacent to West Bay Car Park.</i>
Housing/ Development	<i>Important not to lose the 'seaside' ambience of Mallaig – e.g. don't spoil the waterfront with housing developments. Make sure the town does not become 'themed'.</i>
Attractions	<i>There is a real lack of things for people to do. It would be great to have something like what Marine World was. Can that be accommodated in the plan?</i>
	<i>Are there any plans to do something similar to what Marine World was, or consider public art, sculptures, etc?</i>
Rail	<i>It would be great to see freight being transported by rail, like fish feed. Could the railway be extended to the pier? Can this be incorporated/looked at in the plan?</i>
	<i>Steam Railway is very important for Mallaig and is already used by cruise line companies and other travel companies.</i>
	<i>We have tried for years to have a turning circle instated for the steam train, but have not been successful.</i>
Funding/ Implementation	<i>How will the masterplan be funded?</i>
	<i>What are the implications arising from Brexit?</i>

Comments and Views from the Drop-In Sessions and Public Meeting (continued)

Other topics/comments

<i>General</i>	<i>Thank you for the time taken to produce the draft plan – clearly a great deal of work has been undertaken.</i>
	<i>I like the overall plan for the harbour and surrounds. It should be achievable with give and take from all parties concerned and all trade bodies working together. It would enhance Mallaig and could generate work and new business to the area for a destination to come to and not just pass through.</i>
	<i>The overall plan requires that certain areas must be completed first to allow the other areas to proceed. I appreciate that commercial needs must come first, but local tourist trade must have a share of priority as well.</i>
	<i>I understand that my comments are coming from the tourism/leisure side and understand that those involved in the fishing industry will have very different priorities. It is important to get the balance right if we want to ensure a thriving future for Mallaig.</i>

Responses from Other Stakeholders

Responses from a further five organisations were received during the consultation period:

Marine Harvest (by email):

- *We are happy that the masterplan accurately represents our position and feel that what it outlines would be very positive for the harbour and the wider area around Mallaig. We do not have anything further to add.*

MNWFA (by email):

- *Generally happy with the masterplan and in particular, plans to deepen the Outer Harbour (create deeper water).*
- *Happy with the proposal to reduce impact of weather on wave conditions in the harbour.*
- *Supports making Mallaig a hub for discards, notwithstanding any possible changes that might occur through Brexit – the timescales for this do not fit in with the landing obligations and we would suggest that this should be more of a priority.*
- *Supports the regeneration of the boatyard but would have thought that this should be more of a priority in terms of timings.*
- *Why is fisheries not considered a key partner (on page 42)?*
- *What will be defined as a priority if all of the money is not forthcoming?*
- *Would like to see MHA take note of the issues that fishermen have with berthing and fishing priorities around the harbour.*

Scottish Environment Protection Agency (SEPA) (by letter):

SEPA state that they would support the Plan provided the modifications detailed below are included within the finalised masterplan:

- *Any new development within the Plan area will need to have a minimum finished floor level of 4.43m AOD.*
- *Any change of use to existing buildings will need to be to a lesser or equal vulnerability as detailed within SEPA's Land Use Vulnerability Classification Guidelines.*
- *The section on water quality should be expanded to include the following requirements: all waste water drainage including any pump out facilities at the marina must connect to the public sector; and all surface water run-off will need to accord with the CIRIA SUDS Manual 2015.*

Scottish Natural Heritage (SNH) (by email):

There have been ongoing discussions with SNH during the consultation period. Key points discussed include the following:

- *Boundaries of the proposed masterplan area should match the proposed masterplan boundary in the Local Development Plan (LDP) when it is published in 2017.*
- *Reference should be made to the likely need for an Environmental Impact Assessment (EIA) to accompany planning applications.*
- *Reference should be made to the need for a Habitat Regulations Assessment (HRA) to accompany the detailed planning application at that stage (while the Council is preparing an HRA for the LDP and this is sufficient for the LDP stage the expectation is that one will be required for a detailed planning application where there is potential impact on marine life).*

Responses from Other Stakeholders (continued)

CalMac (by letter):

A consultation response was received from CalMac. In summary:

- *The new ferry berth is in a box offering limited manoeuvring room, especially if another vessel is berthed on the breakwater berth. This berth is also currently sized for a 105m long vessel, however as CMAL are constructing vessels of this size at the moment we would contend this does not provide for long term future proofing.*
- *There is no indication of swinging area or of the proposed width of navigational channel given. This offers only marginal improvements to the current situation.*
- *Is it anticipated that vessel traffic management (traffic lights) will continue to be required and how would this be operated, or is there scope to remove the need by designing this out?*
- *There is no provision for the inclusion of a slipway/concrete ramp which, depending on ferry service requirements over the next 20 years, could impact in the use of Loch/Hybrid class vessels and thus reduce the operational flexibility of the port.*
- *The area allocated for marshalling would need to reflect service requirements/vessels used in the future.*
- *Improvements to the ferry provision are currently proposed within 6 – 8 years. This would therefore do nothing in the short term to alleviate the existing reliability issues and could ultimately potentially threaten the future of the Mallag/Lochboisdale service. Improvements to the harbour are required in the short term to avoid users losing confidence in this service.*
- *The 'do nothing scenario' states that 'the Mallaig to Lochboisdale service is at risk due to berthing and manoeuvring issues affecting Lord of the Isles'. We feel this could imply the issues lie with the vessel and not the current layout of the harbour. We would suggest this should read that the viability of the service is at risk due to the current amount of available space to safely manoeuvre a vessel the size of LOTI within the confines of the harbour.*
- *Page 25 states that there is a short term plan to actively market to cruise market to attract cruise calls but a medium term plan to improve infrastructure for ferry services. If MHA are successful in attracting cruise calls to the port in the short term, careful consideration would need to be given to how MHA would de-conflict cruise business from ferry traffic i.e. what controls would be in place to control cruise tenders entering and leaving the port.*
- *There is a statement on page 63 stating that users will also be willing to pay for greater reliability. Whilst not pre-judging any future discussions, we would caution against any assumption that Transport Scotland (who would be ultimately responsible) would automatically agree to an increase in harbour dues to fund implementation of the master plan.*
- *We would nevertheless suggest that consideration is given to retaining the existing linkspan to offer some redundancy in case of technical issues with the new linkspan.*

A subsequent meeting was held with CalMac and CMAL to discuss the points above. The outcome of this meeting is presented in Appendix B.

Questionnaire Outcomes

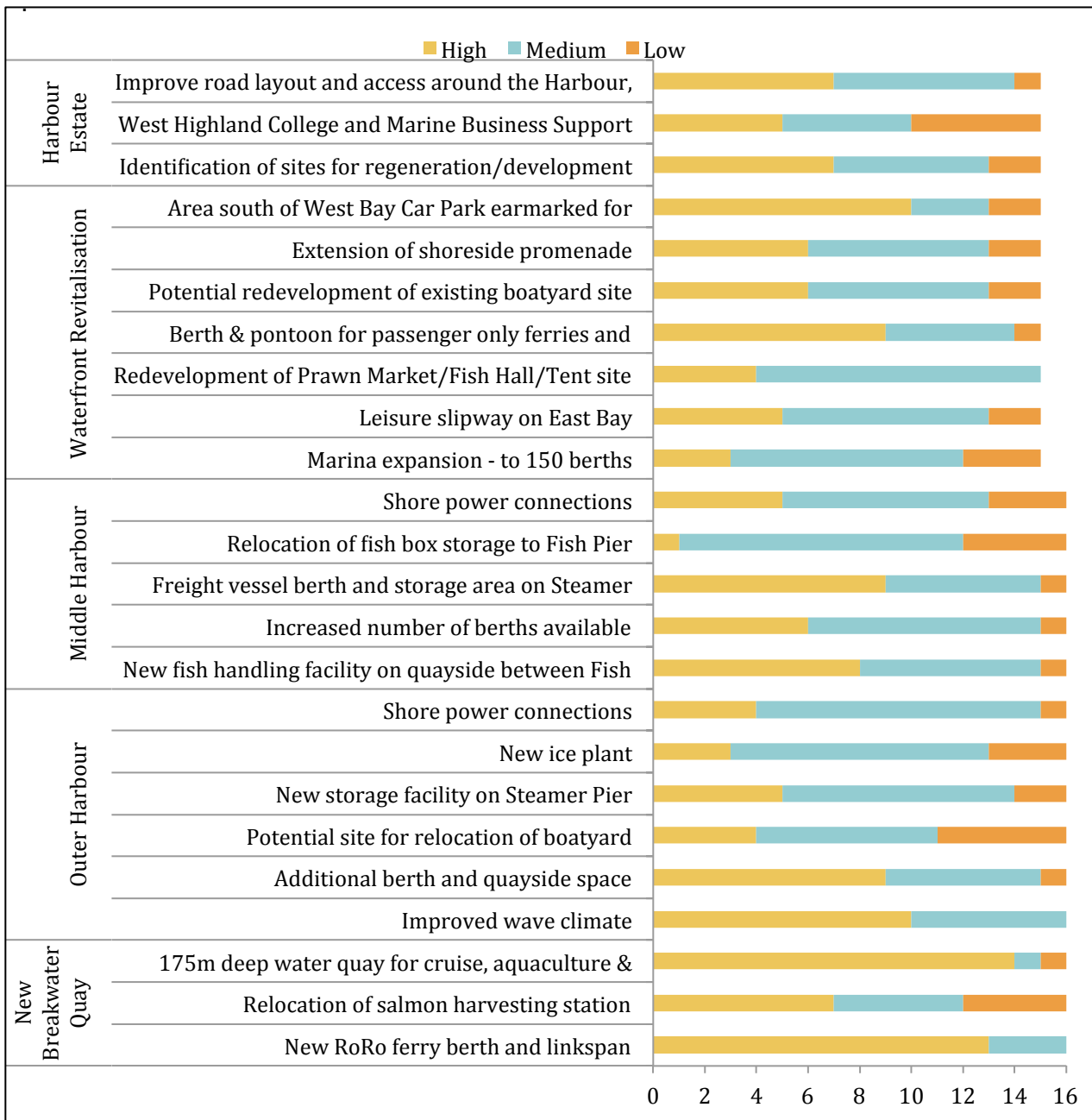
A total of 16 questionnaires were completed by attendees at the Drop-In Sessions and Public Meeting.

Respondents were asked to provide their view on how masterplan proposals should be prioritised, indicating whether this is 'High', 'Medium' or 'Low'.

Key outcomes are presented opposite while the figure overleaf presents a summary of the survey results.

- The New Breakwater Quay was regarded by the majority of respondents as a 'High' priority, particularly the proposal for a new linkspan and berth (13 respondents rating this as 'High' priority) and a new 175m multi-purpose deep water quay (14 respondents rating this as 'High' priority).
- The proposal earmarking an area south of West Bay Car Park for development/car park extension was regarded as a 'High' priority by 10 respondents, closely followed by the proposal for a berth and pontoon for passenger only ferries and yacht fuel berth (9 respondents) and the proposal for a freight vessel berth and storage area on Steamer Pier (9 respondents).
- Proposals such as the relocation of the salmon harvest station, the relocation of the boatyard and a site for West Highland College were regarded as a 'Low' priority by 4 or 5 respondents.

Questionnaire Responses – What Level of Priority Should be Attached To These Proposals?



6. AMENDMENTS TO THE MASTERPLAN

Incorporating Changes in the Masterplan

As a result of the community consultation the following amendments have been made to the masterplan.

1. Reference to the importance of the Jacobite Railway to the village:

The Jacobite Steam Railway is an important driver for tourism in Mallaig, with two trips to Mallaig per day in the summer bringing several hundred visitors to the village. (P11)

2. Additional reference to renewable energy technologies:

During the development of masterplan proposals consideration will be given to the following:

- *Potential for renewable energy production being built into the proposed breakwater (e.g. tidal turbine, small scale wind, etc.)*
- *Potential renewable energy heating systems for existing and new buildings.*
- *Infrastructure to support active travel for ferry/cruise passengers (e.g. provision of electric bicycles/bicycles for hire). (P16)*

3. Amendment in response to consultation with SNH:

MHA has undertaken early consultation with Scottish Natural Heritage with regard to potential environmental impact. SNH have highlighted that the proposed development lies partially within the Inner Hebrides & the Minches Special Area of Conservation (SAC), designated for harbour porpoise, and the potential for impacts from development and activities arising from operation of the harbour on porpoise and the marine environment supporting porpoise. It should be noted that an Environmental Impact Assessment will be required in support of a planning application where the proposed works and/or activities arising following works are considered to have the potential to bring about likely significant effects on the SAC. Similarly, a Habitats Regulations Appraisal (HRA) will be required to support such a planning application. Further guidance and advice with regard to potential impacts on the SAC and how to avoid or minimise them has been published by SNH and can be found at <http://www.snh.gov.uk/docs/A1918723.pdf>; this will be used to inform plans for the development of the harbour throughout the planning process. (P35)

Incorporating Changes in the Masterplan (continued)

4. Amendment in response to SEPA's comments regarding Flooding and Climate Change:

To ensure that any planning applications brought forward are in accordance with Scottish Planning Policy:

- Any new development within the masterplan area will need to have a minimum finished floor level of 4.43m AOD.
- Any change of use to existing buildings will need to be to a lesser or equal vulnerability as detailed within SEPA's Land Use Vulnerability Classification Guidelines. (P36)

5. Amendment in response to SEPA's comments regarding Water Quality:

*All waste water drainage including any pump out facilities at the marina must connect to the public sewer.
All surface water run-off will need to accord with CIRIA SUDS Manual 2015. (P36)*

6. Amendments in response to CalMac's comments and subsequent discussions:

- *RoRo ferry berth and linkspan to accommodate vessels up to 105m in length along with a concrete slip suitable for ramp vessels, providing a more appropriate facility for the Lochnevis or other ramp vessels and offering considerable flexibility and resilience as a back-up to the linkspan. (P32)*
- Revised masterplan map. (P33)
- *The Mallaig to Lochboisdale service is at risk due to the current amount of available space to safely manoeuvre a vessel the size of the LOTI within the confines of the harbour. (P38)*
- Revised phasing map. (P41)

Incorporating Changes in the Masterplan (continued)

6. Amendments in response to CalMac's comments and subsequent discussions (continued):

- *A new RoRo ferry berth and linkspan accommodating ferry vessels up to 105m in length will be located on the New Breakwater Quay, set within a berthing slot at the inshore end of the new breakwater. Protection by rock armouring and a high wave wall will be required for the berth, marshalling area, and along the full Outer Breakwater Pier, to protect vehicles and foot passengers using the ferry from wave overtopping in severe weather conditions.*
- *A concrete slip suitable for ramp ferries will be constructed at the inshore end of the berthing slot, providing a more appropriate facility for the Lochnevis or other ramp vessels and will also offer considerable flexibility and resilience as a back-up to the linkspan in the event of that structure's requirement for maintenance.*
- *The sides of the ferry berthing slot will be fendered to suit the vessels using the linkspan and the slipway, and sufficient berthing length is provided within the slot to allow overnight or emergency berthing for one RoRo vessel and one Ramp vessel, in addition to the emergency/overnight berth provided at the outer end of the new Breakwater. The marshalling area is capable of accommodating 20 X HGVs plus 200 cars (approx. 150% of future RoRo vessel capacity). (P54)*

7. Amendment in response to MNWFA comments:

Inclusion of 'fisheries' as a partner.(P43)

8. Amendments in response to comments regarding the marina:

At feasibility stage consideration will be given to the potential impacts on other harbour users. As a result it may be necessary to consider alternative approaches to the marina development – for example phasing the development, reducing the extent of the expansion, or an alternative configuration. (P62)

9. Consideration of shelter/places to sit/green spaces for residents/visitors:

Creating spaces for visitors and the community

Stakeholders reported a lack of places for visitors (and residents) to sit and rest, either green space or sheltered space. There are several locations where this could be developed by MHA in conjunction with local partners - picnic areas or wooden shelters could be incorporated into several masterplan proposals, such as areas earmarked for parking, the existing boatyard site and areas around the edge of the Harbour Estate. (P63)

APPENDIX A – ADDRESSING CONSULTATION RESPONSES

Addressing Consultation Responses

New Breakwater Quay

<p><i>Can the New Breakwater Quay accommodate more than one fish farm well boat, as well as other vessels? It can be the case that one or more fish farm boats come to the harbour for shelter.</i></p>	<ul style="list-style-type: none"> • At design stage there will be discussions with Marine Harvest and CalMac to determine usage of the New Breakwater Quay. • The management of the New Breakwater Quay will be the same as the management of any quayside. • With regard to cruise liner business, the dates for cruise ship visits will be known two years in advance.
<p><i>There is possible conflict between the different vessel types on the New Breakwater Quay.</i></p>	
<p><i>Are the fish farm well boats happy sharing a berth with cruise ships?</i></p>	
<p><i>There is potential for oil-related traffic as potential oil sites off the west of Scotland come on stream in the short to medium term (e.g. Rockall).</i></p>	<ul style="list-style-type: none"> • This is correct and will be explored along with all potential markets by MHA.
<p><i>Has the effect of wave mitigation proposals been tested?</i></p>	<ul style="list-style-type: none"> • Modelling of wave mitigation proposals has been undertaken and further analysis will be conducted during the detailed feasibility of the New Breakwater Quay.
<p><i>Have we thought about incorporating renewables into the breakwater development, for example tidal power options, and the use of renewables across the harbour estate as it develops?</i></p>	<ul style="list-style-type: none"> • Consideration of renewable energy technologies will be included in the feasibility stage of the New Breakwater Quay and in the development of new buildings. It will also be considered for existing buildings.
<p><i>Was there not an earlier version showing a different location for a breakwater, further north? Surely this would help in delivering the marina development?</i></p>	<ul style="list-style-type: none"> • Based on discussion with MHA and the outcome of stakeholder discussions and harbour user workshops a range of potential locations for the breakwater were considered in the initial stages of the masterplan development. The final preferred option is regarded as the optimal solution.
<p><i>Having cruise liners in Mallaig Harbour will be really good (several stakeholders stated this).</i></p>	<ul style="list-style-type: none"> • Agreed.
<p><i>What size of cruise ships is envisaged, what market testing has been done to inform plan?</i></p>	<ul style="list-style-type: none"> • It is envisaged that small to medium sized cruise ships could be attracted to Mallaig. A benchmarking exercise with other cruise destinations on the west coast of Scotland has been undertaken, which identified that there is a considerable number of cruise liners up to 160m in length that could be attracted to Mallaig. MHA will join Cruise Scotland and work with local partners in the community to develop the 'offer' and to carry out further marketing with cruise line companies.
<p><i>What kind of facilities for cruise ships will be on the New Breakwater Quay (e.g. shelter, welcome reception)?</i></p>	<ul style="list-style-type: none"> • These elements will be considered during the feasibility stage.

Addressing Consultation Responses (continued)

New Breakwater Quay

<p><i>Stakeholders commented that the village does not have the infrastructure to handle more visitors, particularly when the steam train is in.</i></p>	<ul style="list-style-type: none"> • <i>For the cruise business to benefit Mallaig it will be important that all local organisations and stakeholders come together to develop attractions and businesses that will enable Mallaig to handle these cruise liner visits.</i>
<p><i>Traffic for and from ferry terminal might conflict with harbour operations – particularly lorries at the fish feed store. Is there another potential route for vehicles and pedestrians – e.g. round the western side of the Harbour estate?</i></p>	<ul style="list-style-type: none"> • <i>This will be considering at feasibility stage.</i>
<p><i>Will the new infrastructure for ferries take disability requirements into consideration?</i></p>	<ul style="list-style-type: none"> • <i>This will be taken into account during the feasibility stage and in discussion with CMAL/ CalMac.</i>
<p><i>Will the new ferry terminal be able to handle the smaller vessels that are operating on the Skye route at present – these vessels are often used as relief vessels around the network? Will it solve the problems that are happening at the moment during low tides?</i></p>	<ul style="list-style-type: none"> • <i>The new linkspan may be able to handle the smaller vessels that are operating at present, but the same issues would likely remain (e.g. inaccessibility of linkspan during certain tides). The addition of a slipway to the proposal will provide all tides access for the smaller vessels.</i>
<p><i>It would be good to have a TV in the ferry waiting room/the current ferry vessels could be better.</i></p>	<ul style="list-style-type: none"> • <i>This could be considered in the feasibility stage.</i>
<p><i>Has a concrete slip been considered to handle the vessels that are currently serving the Skye route?</i></p>	<ul style="list-style-type: none"> • <i>A concrete slip has been considered as a potential option - initially rejected, but now included in the proposals after further consultation with CMAL and CalMac.</i>

Addressing Consultation Responses (continued)

Outer Harbour

<p><i>The boatyard cannot handle larger work boats given water depth, so relocation will be good.</i></p>	<ul style="list-style-type: none"> • <i>There are generally mixed views on whether the boatyard should remain where it is or be relocated. Relocation would be entirely dependent on the current operator of the boatyard wishing to do so and in agreement with MHA.</i> • <i>It is clear that relocation of the boatyard would enable the business to grow significantly.</i> • <i>The feasibility stage will determine whether the proposed rock armour will be sufficient to offer suitable protection to a relocated boatyard in the Outer Harbour. It is anticipated that a protecting wall around the boatyard will also be required.</i> • <i>The boatyard operation will still be visible from East Bay and with bigger boats being handled will remain part of what is an attractive working harbour.</i>
<p><i>The boatyard is an important feature of the town and it will be a shame to see it relocated into the harbour.</i></p>	
<p><i>The boatyard could not relocate unless there is sufficient rock armour to prevent wind/wave topping from the west. Also need good wave climate in the Outer Harbour.</i></p>	
<p><i>Tourists like to watch boatyard from the boardwalk – not sure about relocation.</i></p>	

Middle Harbour

<p><i>Perhaps the new fish handling facility should be built in its existing location rather than building a new quay – the proposal takes up new much quayside space – the current facility is good in that there is quayside space/berths in front of it.</i></p>	<ul style="list-style-type: none"> • <i>The current proposal is to build the new fish handling facility on the quayside. Further investigation will be carried out to determine whether this is the best location in terms of efficient landing of catch and value for money.</i>
<p><i>It might make sense to have shore power running along the other side of Fish Pier as this is where boats stay longer – you don't want boats clogging up the landing area because there is shore power there.</i></p>	<ul style="list-style-type: none"> • <i>Noted – this will be considered when planning the shore power connections. Berth assignment remains under the control of the Harbourmaster.</i>
<p><i>It might be a good idea to designate 'long' and 'short' stay areas for fishing boats – e.g. Outer Harbour for longer stays, Middle Harbour for shorter stays.</i></p>	<ul style="list-style-type: none"> • <i>This is something which MHA need to consider during the planning and feasibility stages.</i>

Addressing Consultation Responses (continued)

Waterfront Revitalisation

<p><i>What will be done with regard to local boat owners or visitors who moor their boats – given that the mooring points will be lost. Would pontoons be offered to them at a reduced fee as compensation?</i></p>	<ul style="list-style-type: none"> • <i>This is something that MHA will need to discussed with users. The moorings currently offered by the harbour are on an annual or shorter term basis, with no guarantee given on future provision or availability.</i> • <i>Moorings take up a lot of space and yield lower financial returns than pontoon berths – however, at feasibility stage consideration will be given to the possibility of including moorings and reducing the size of the marina.</i>
<p><i>Might be wise to hang on to moorings because of the nature of boats that use them – the older style of boats (e.g. traditional wooden boats); pontoons don't suit all types of these boats. Will lose a visual aspect that is important for the town. Could consider reducing the size of the marina – as isn't enough full now at the tail end of the season – it will be difficult to fill so many new pontoons anyway.</i></p>	
<p><i>Proposed marina car park area is far away from the marina – a connected entrance would be better.</i></p>	<ul style="list-style-type: none"> • <i>There will be some car parking at the marina entrance – this will be considered in more detail at feasibility stage – parking provision will need to be adequate in order to obtain planning permission.</i>
<p><i>What will happen to existing berth users during the construction period?</i></p>	<ul style="list-style-type: none"> • <i>It is envisaged that the construction of the marina will be timed so that it has a minimal impact on users. It is envisaged that some areas of the marina will remain in operation and that existing users may have to relocate to another berth during the construction period.</i>
<p><i>Floating breakwater to north of marina will impede vessels entering/exiting the harbour (e.g. Fish Pier/Middle Harbour).</i></p>	<ul style="list-style-type: none"> • <i>At the feasibility stage further analysis will be undertaken with regard to the location of the marina and the floating breakwater – to ensure that there is adequate space for other vessels to manoeuvre around it, in good and bad weather.</i> • <i>The location and size of the marina will be considered in more detail at feasibility stage – the extension may be reduced in size or phased, so that the floating breakwater does not impede other vessels.</i>
<p><i>It might be difficult to manoeuvre in an out of the Middle and Inner Harbours given the position of the floating breakwater and marina extension – particularly in bad weather.</i></p>	
<p><i>The breakwater to extend the marina would be welcome sooner rather than later and would increase number of boats using the harbour and in turn generate more income.</i></p>	<ul style="list-style-type: none"> • <i>While this would be ideal, particularly in terms of revenue generation, expansion of the marina cannot happen until a North Breakwater is constructed and the ferry terminal is relocated away from the Steamer Pier.</i>
<p><i>Where will the Western Isles ferry berth? If the intention is to put it on the marina, will the pontoons be able to cope with it?</i></p>	<ul style="list-style-type: none"> • <i>Consideration will need to be given to identify a suitable berth for the Western Isles ferry – this could be alongside a pier, or on a suitable marina berth. Discussion between MHA and Western Isles Cruises will consider and agree a solution.</i>

Addressing Consultation Responses (continued)

Waterfront Revitalisation

<p><i>It is a good proposal, but it would not make sense for a similar improvement (e.g. pontoon and ramp for passenger ferry) to be made at Knoydart? Is there an opportunity to promote this in the plan?</i></p>	<ul style="list-style-type: none"> Improving ferry access at Knoydart lies outwith the scope of the masterplan and MHA's remit. Nonetheless MHA will liaise with the Knoydart Foundation to inform them of the current plans at Mallaig and to understand if they have any plans to make similar infrastructure improvements at Knoydart.
<p><i>Not enough parking/space for people with kayaks – might want to consider another location south of West Bay Car Park.</i></p>	<ul style="list-style-type: none"> There will be some additional car parking spaces at the new slipway on East Bay, as required by Planning Permission. The adequateness of this will be considered at feasibility stage.
<p><i>Slipway could be located at the existing ferry terminal.</i></p>	<ul style="list-style-type: none"> The location of a slipway was considered at an early stage in the development of the masterplan and it was concluded that East Bay would be the best location. The existing ferry terminal will be developed into a freight ferry berth and storage area, so is not suitable for a slipway.
<p><i>There isn't enough space on the slipway for a vehicle to reverse down with a boat.</i></p>	<ul style="list-style-type: none"> The design will be such that there is ample space for a vehicle to reverse with a boat.
<p><i>The area of water is restricted for kayak use, given the volume of other traffic in the Harbour. Could be difficult to get sanctioning by RYA.</i></p>	<ul style="list-style-type: none"> This will be considered at feasibility stage – e.g. the impact of the marina development on manoeuvrability of other harbour users.
<p><i>Kayak user commented that an additional slipway for kayak use would be excellent as other slipway or areas are not ideal (e.g. not enough parking, water is dirty at existing slipway, other places are too rocky/steep).</i></p>	<ul style="list-style-type: none"> Comment noted.
<p><i>If possible could some concrete slabs be positioned at various points to allow small boats to beach on at low tide to carry out small repairs or inspection if damaged.</i></p>	<ul style="list-style-type: none"> Drying/repair berths are provided at the Lovat Pier beach. Expansion of that facility may be considered at feasibility stage, but the provision of drying or repair berths on other beaches around the harbour is not considered by MHA to be acceptable.
<p><i>When building new piers or replacing existing can the installation of running line poles be considered? At Inverie this is very helpful if you do not know local tides – also rings or similar on slipway to assist with safely taking boats in and out due to weather conditions.</i></p>	<ul style="list-style-type: none"> Appropriate quay furnishings will be considered in feasibility and design stages.

Addressing Consultation Responses (continued)

Waterfront Revitalisation

<p><i>All season storage is needed for yachts – where can this go?</i></p>	<ul style="list-style-type: none"> • <i>At an early stage in the development of the masterplan the need for yacht storage was identified. However, a suitable location was not found – the quayside at the Outer Harbour was designated for the potential relocation of the boatyard. It could be possible to store yachts during the winter on the area where the current Prawn Market and Fish Hall are located, this area is designated for marina parking/community uses.</i>
<p><i>There is a need for a boatyard facility for yacht maintenance.</i></p>	<ul style="list-style-type: none"> • <i>The market may respond to this opportunity as and when the marina expansion takes place and there is an increase in yachts wishing to over-winter and undertake maintenance.</i>

Other Topics/Comments

<p><i>Not enough car parking (comment from several stakeholders).</i></p>	<ul style="list-style-type: none"> • <i>It should be noted that provision of car parking and toilets in Mallaig (rather than for harbour facilities) is the responsibility of the local authority, The Highland Council. Nevertheless the masterplan comprises several proposals that would increase the availability of parking for the village – particularly an area south of West Bay Car Park which is earmarked for reclamation and possible development of a car park extension.</i> • <i>While not the remit of the masterplan, there is a need for a car parking strategy throughout the village.</i>
<p><i>Not enough car parking for the ferry – good that parking for the ferry is shown in the plan.</i></p>	
<p><i>Car parking at the West Bay Car Park is free and is 30% occupied by people who live on the islands, who leave their car there – this is an issue.</i></p>	
<p><i>As well as ‘long stay’ islanders, there are also tourists who park their car in Mallaig and go off on tours to the islands.</i></p>	
<p><i>Expanding the car park into reclaimed area south of the car park – this is a good proposal.</i></p>	
<p><i>Create areas for long stay and short stay parking.</i></p>	
<p><i>More parking for tour buses with toilet facilities.</i></p>	
<p><i>Issue is that lighting at present is not good. It is not used to create ambience, rather too many floodlights, etc. There is possibly an issue with lighting affecting shearwaters. Could be dealt with in an appropriate way in the masterplan.</i></p>	<ul style="list-style-type: none"> • <i>The aspect of lighting will be taken into consideration during the feasibility and design stages of masterplan proposals.</i>

Addressing Consultation Responses (continued)

Other Topics/Comments

<p><i>Marina and holiday makers along with day trippers and locals need and expect sufficient public toilets and facilities. These are not sufficient due to influx of visitors or open until late in the day. Can this be looked at when revising the plan?</i></p>	<ul style="list-style-type: none"> • <i>The provision of toilets is the responsibility of the Council rather than MHA. MHA is willing to work closely with community partners to drive this kind of development forward.</i>
<p><i>Develop the Prawn Market area rather than parking – consider making more of a tourist area: benches, cafes, outdoor exhibition space, stalls.</i></p>	<ul style="list-style-type: none"> • <i>There are areas within and around the harbour that could be developed for such purposes – sites within the Harbour Estate, existing boatyard site, Prawn Market area. Any community groups or organisations with proposals and funding should approach MHA to discuss in more detail. There needs to be a partnership approach to this aspect.</i> • <i>The area next to the rail station could be better developed so that visitors can see the steam train.</i>
<p><i>There isn't enough seats to sit on around the village and nowhere to shelter when it rains.</i></p>	
<p><i>Dedicated picnic area adjacent to West Bay Car Park.</i></p>	
<p><i>Important not to lose the 'seaside' ambience of Mallaig – e.g. don't spoil the waterfront with housing developments.</i></p>	<ul style="list-style-type: none"> • <i>Comment noted.</i>
<p><i>There is a real lack of things for people to do. It would be great to have something like what Marine World was. Can that be accommodated in the plan?</i></p>	<ul style="list-style-type: none"> • <i>There are areas within and around the harbour that could be developed for such purposes – sites within the Harbour Estate, existing boatyard site, Prawn Market area.</i> • <i>Any community groups or organisations with proposals and funding should approach MHA to discuss in more detail. There needs to be a partnership approach to this aspect.</i>
<p><i>Are there any plans to do something similar to what Marine World was, or consider public art, sculptures, etc?</i></p>	
<p><i>It would be great to see freight being transported by rail, like fish feed. Could the railway be extended to the pier? Can this be incorporated/looked at in the plan?</i></p>	<ul style="list-style-type: none"> • <i>The rail line to Mallaig cannot accommodate freight due to its infrastructure. This issue has been explored with rail freight experts.</i>
<p><i>Steam Railway is very important for Mallaig and is already used by cruise line companies and other travel companies.</i></p>	<ul style="list-style-type: none"> • <i>Agreed. Reference will be made to its importance in the masterplan.</i>
<p><i>We have tried for years to have a turning circle instated for the steam train, but have not been successful.</i></p>	<ul style="list-style-type: none"> • <i>The railway and station lie outwith the harbour area. The opportunity of implementing a turning circle for the steam railway was discussed with the rail operator – it would be a 'nice to have' but is expensive and is not essential.</i>
<p><i>How will the masterplan be funded?</i></p>	<ul style="list-style-type: none"> • <i>It is envisaged that the masterplan proposals will largely be funded through the Scottish Government and HIE.</i>
<p><i>What is the implications arising from Brexit?</i></p>	<ul style="list-style-type: none"> • <i>The main implication is that there will be limited funding from European sources.</i>



Addressing Consultation Responses (continued)

Other Topics/Comments

<p><i>Thank you for the time taken to produce the draft plan – clearly a great deal of work has been undertaken.</i></p>	<ul style="list-style-type: none"> • <i>Comment noted.</i>
<p><i>I like the overall plan for the harbour and surrounds. It should be achievable with give and take from all parties concerned and all trade bodies working together. It would enhance Mallaig and could generate work and new business to the area for a destination to come to and not just pass through.</i></p>	<ul style="list-style-type: none"> • <i>Comment noted.</i>
<p><i>The overall plan requires that certain areas must be completed first to allow the other areas to proceed. I appreciate that commercial needs must come first, but local tourist trade must have a share of priority as well.</i></p>	<ul style="list-style-type: none"> • <i>Comment noted.</i>
<p><i>I understand that my comments are coming from the tourism/leisure side and understand that those involved in the fishing industry will have very different priorities. It is important to get the balance right if we want to ensure a thriving future for Mallaig.</i></p>	<ul style="list-style-type: none"> • <i>Comment noted.</i>

Addressing Consultation Responses - MNFWA

<i>Generally happy with the masterplan and in particular, plans to deepen the Outer Harbour.</i>	<i>Comment noted.</i>
<i>Happy with the proposal to reduce impact of weather on wave conditions in the harbour.</i>	<i>Comment noted.</i>
<i>Supports making Mallaig a hub for discards, notwithstanding any possible changes that might occur through Brexit – the timescales for this do not fit in with the landing obligations and we would suggest that this should be more of a priority.</i>	<i>It is difficult to bring forward the proposal for a new fish handling facility as it is dependent on the New Breakwater Quay being implemented in the first instance.</i>
<i>Supports the regeneration of the boatyard but would have thought that this should be more of a priority in terms of timings.</i>	<i>The relocation of the boatyard is dependent on the New Breakwater Quay being implemented in the first instance.</i>
<i>Why is fisheries not considered a key partner (on page 42)?</i>	<i>Noted. Masterplan has been updated to reflect suggested change.</i>
<i>What will be defined as a priority if all of the money is not forthcoming?</i>	<i>It is envisaged that clarity on funding should be achievable by mid to late 2017. At this time, consideration will be given on prioritisation should sufficient funding not be realised.</i>
<i>Would like to see MHA take note of the issues that fishermen have with berthing and fishing priorities around the harbour.</i>	<i>Comment noted.</i>

APPENDIX B – NOTE OF CALMAC MEETING

Note of CalMac Meeting

Subsequent to the public consultation period a meeting was held between MHA, CalMac and CMAL to discuss the issues raised by CalMac in their response to the draft masterplan.

At the meeting CalMac explained that previous consultation responses which were provided by a Marine Manager who had now left the Company did not fully reflect the Company's views.

MHA noted the importance of the ferry operation to the income of the Harbour and emphasised their wish to ensure that the new ferry facilities proposed in the masterplan match current perceptions of future needs, so far as practicable.

It was accepted that a wider berthing slot could be provided at the proposed linkspan ferry berth, by moving the seaward edge of the reclamation area further northwards.

CalMac and CMAL both considered that provision of a slipway or ramp would give greater flexibility in types of ferry vessel able to operate from the Harbour, which would be particularly useful when considering temporary substitution for vessel maintenance or repair. MHA noted that to be of benefit to operations any facilities at Mallaig would require to be mirrored at other harbours served from Mallaig. It was determined that a slipway could be accommodated within the widened linkspan berthing slot. The widening of the berthing slot and fendering along its south side was also seen to offer the potential of an increase in overnight or emergency berthing space from one to two vessels capacity. Widening also increased the marshalling area to provide the CMAL preferred value of around 150% of future ferry vessel vehicle capacity.

The proposed increase in berthing space and the inclusion of a slipway were recognised as increasing the costs of the Preferred Option presented in the draft masterplan, but it was accepted that, subject to outcomes of revision of cost estimates and related updating of development option scoring, widening of the linkspan berthing slot and inclusion of a slipway would be included in the final masterplan proposals.

Operator concerns regarding approach channel width were satisfied by demonstration that the proposed channel was over three times the width of the current ferry access channel.

CMAL confirmed that the future ferry vessel size assumed in the masterplan was appropriate.

MHA undertook to consider possible short term improvements to existing ferry berth fendering and bollards, separately from the masterplan process.

MHA confirmed that ferry access to the new linkspan and slipway berths would continue to receive preferential treatment over other vessel movements/berthing in the Harbour, controlled by a traffic light system on the new North Breakwater.

Following the meeting a revised layout of the future ferry facilities was presented to CalMac and CMAL for their acceptance, and cost estimates for the Preferred Scheme were revised.