

**Delegated or Committee Planning Application Report and Report of handling as required by Schedule 2 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 relative to applications for Planning Permission or Planning Permission in Principle**

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**Reference No:** 11/00021/PP  
**Planning Hierarchy:** Local  
**Applicant:** Royal National Lifeboat Institution  
**Proposal:** Erection of new crew facilities and souvenir shop.  
**Site Address:** Port Askaig Pier, Port Askaig, Isle Of Islay

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**DECISION ROUTE**

Local Government Scotland Act 1973

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**(A) THE APPLICATION**

**(i) Development Requiring Express Planning Permission**

- Erection of a two storey detached building consisting of offices, administration areas, lifeboat crew changing areas, crew kitchen and mess areas, crew training area, workshop and storage areas plus separate Jura ferry crew admin and mess areas and R.N.L.I. souvenir shop.

**(ii) Other specified operations**

- Demolition of existing disused toilet block
  - Connection to existing public water main
  - Connection to existing public sewer
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**(B) RECOMMENDATION:**

That permission be Granted subject to the conditions and reasons contained in this report.

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**(C) CONSULTATIONS:**

Historic Scotland Planning	09.02.2011	No comment / No objection.
Health And Safety Executive	07.02.2011	Does not advise against permission being granted.
Area Roads Mid Argyll Kintyre And Islay	10.02.2011	No objection subject to note to Applicant.
Environmental Health	31.01.2011	No objection.

**(D) HISTORY:**

00/01302/NID - Redevelopment of Port Askaig pier and ferry facilities (Notification of Intent to Develop on behalf of Argyll and Bute Council) – Approved 20.09.2001

02/01477/NID – Redevelopment of Port Askaig pier and ferry facilities (Amendment to 00/01302/NID) (Notification of Intent to Develop on behalf of Argyll and Bute Council) – Approved 23.12.2002

03/00176/VARCON – Variation of planning conditions relative to 02/01477/NID – Approved 17.03.2003

04/00407/NMA – Non-material amendment to 02/01477/NID (amended layout of vehicle mustering area) – Approved 19.03.2004

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**(E) PUBLICITY:**

ADVERT TYPE:  
Listed Building/Conservation Advert  
EXPIRY DATE: 24.02.2011

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**(F) REPRESENTATIONS:**

**(i) Representations received from:**

Iain and Marion Spears, Port Askaig Hotel, Port Askaig, Isle of Islay

**(ii) Summary of issues raised:**

- The Port Askaig grouping is B listed and therefore we would ask has Historic Scotland been consulted about this proposed building? The proposed building is, in our opinion, totally out of keeping with the adjacent old and historic Pier Store building, in both size and scale. The old Pier Store is also of importance in terms of local history as it has featured in many, now archived, films both factual and fictional.
- The proposed roof height in such close proximity (1.3 metres) to the older buildings turns the whole facade into a mono slab which is much less pleasing than the contrasting aspects and roof heights which is present with the old toilet block and recently has continued to the south with a new rotunda ticket office, probably at extra expense!
- At the Port Askaig redevelopment planning inquiry which was conducted in 2001 by the Reporters unit of the Scottish Executive [now the Scottish Government] a similarly hideous proposal drew adverse criticism from Historic Scotland and was dropped from the plan, though we note that the original intention was to provide a Pier Masters flat which might still be desirable.

- We also object to other detail of this proposed building which looks as if it has been shoehorned into a site too small for it! – Namely, a) the roof lights are out of character with the site; b) the window numbers seem excessive; c) the balcony jutting out is hideous and would not be deemed necessary if the building were nearer the boats proposed mooring at the north end of the pier; d) the two parking spaces block the route from the waiting room to the ferry gangway. It is also likely that the RNLI would demand extra parking were they to occupy this site – we have some experience of this in the past; e) the doors of the proposed building open outward, which would be in the face of ferry passengers walking to the ferry.
- The proposal is also strategically bad for the following reasons regarding traffic, parking or access problems: 1) proposed building is too far from the applicant's boat which would cause them to demand and therefore waste an excessive amount of limited pier space in so called 'emergency access' (this we know from bitter experience) to the detriment of legitimate pier users among which we intend being included (our property is within 20 metres of the application site); 2) excessive size of proposed building closes off gap access to a potential parking/storage area; 3) an insultingly small amount of space is to be provided for the Jura ferry operators' crew accommodation and equipment storage. Further there does not appear to be any Jura ferry crew parking provision – this could restrict the possibility of larger vessels being deployed on this lifeline route in the future. The rumoured reason for the tiny provision is that the applicants are bearing the costs – the applicants appear to have forgotten that they are gaining a site for which the rent or lease cost over a long lease would probably equal the expenditure required to convert the existing toilet block for use by the Jura ferry operators and providing them with a much deserved superior base, in terms of size, outlook (to see their ferry, to monitor sea conditions and traffic volumes gathering on the opposite berth at Feolin).
- A different arrangement whereby the RNLI built on an alternative site to the north of the historic pier buildings, nearer the proposed location of their boat, if sympathetically designed with regard to roof heights, and a slightly increased distance from the historic buildings – and at a slightly different angle, with no out-of-keeping roof lights or balconies would be much more satisfactory [the objector has enclosed sketches to illustrate the suggested alternative scheme].

*Comments:*

- *The proposed development is on a site currently occupied by a single storey redundant public toilet block with a separate RNLI storage shed to the rear. These buildings are not listed though are flanked on both sides by the Category B listed CalMac ferry office and toilets to the south and the pier store building to the north, also a category B listed building. The proposed development is immediately adjacent to both listed buildings (it occupies a site between them) but is not physically attached to either. The proposals have been advertised as potentially affecting the setting of the adjacent listed buildings and Historic Scotland have been directly*

*consulted on these proposals. Historic Scotland raise no objections and have made no adverse comment on these proposals.*

- The proposed development is considered to be wholly appropriate with regard to its design, detailing, setting and impact upon the flanking listed buildings and on the area as a whole. Full details of the appropriate assessment of these matters are included in the report of handling below.*
- The comments regarding the previous application for the redevelopment of Port Askaig and the subsequent Public Local Inquiry (PLI) are somewhat misleading. Although Historic Scotland did raise objections to the 2000/2001 redevelopment scheme, their comments related not to the proposed replacement of the existing toilet block building which forms the focus of the current application, but to elements of the proposed alterations of the listed building to the south (now the CalMac offices/waiting room/toilet building). The proposals for this building were indeed amended at that time to take into account the concerns of Historic Scotland, but these amendments were made before the PLI and not as a result of the Reporters Unit findings. On the contrary, the previous proposals for the redevelopment of Port Askaig included a new building to replace the existing toilet block which, although not of the same scale and design as the current proposals for its replacement, was not subject to any objection by Historic Scotland and remained unchanged in its design from the plans originally submitted to those eventually approved. The Reporters Unit raised no objections to this element of the scheme. Ultimately, the previously approved building on the site of the toilet block, which now forms the current application site, was not implemented. The elements of the design of the adjacent listed building objected to by Historic Scotland and subsequently deleted from the approved scheme to allow discussions regarding a more appropriate design are in no respect similar to the design details of the currently proposed building. Historic Scotland have raised no objections to the current proposals.*
- There is no current proposal to move the existing lifeboat mooring to the north end of the pier. In response to this, the RNLI have commented as follows: "Mr. Spears has received no official communication from the RNLI stating that we intend to move the lifeboat to any alternative location. We have looked at a great variety of options in the past but remain of the opinion that the current lifeboat berth fully meets our needs and we intend to continue operating our vessel from this location".*
- It is not considered that the two proposed additional car parking spaces will block the foot-passenger route from the waiting room to the ferry gangway. There is currently no specifically designated route; foot passengers simply walk to the boarding gangway across the pier and in front of the existing row of harbour buildings. It is not considered that any aspect of the proposed development will cause an inappropriate obstruction to pedestrian ferry access. CalMac, the ferry operators, have raised no objection to this or any aspect of the proposed development.*
- The RNLI have offered a written response to the allegation that they would 'demand extra parking were they to occupy this site'. The applicant states that, "The RNLI will not be 'demanding' anything. We are a responsibly run charity and are acutely aware of the importance of our*

*hard-won reputation for working in full co-operation with the local community wherever possible. It is clear that excessive numbers of cars parked outside the proposed lifeboat station location could cause an obstruction and we would intend to respect that fact by instructing crewmembers to park in the car park adjacent to the ferry ticket office or other areas available to the public. This is current practice and has so far caused us no concern”.*

- The RNLI have offered a written response to the assertion that the proposed building is too far from the applicants’ boat which would cause them to demand and, therefore, waste an excessive amount of pier space. The applicant states that, “I do not share the opinion that the proposed facility will be too far from the lifeboat and I do not see how this would cause the RNLI to waste any pier space at all. As stated above, we would require our crew to utilise public parking spaces and would certainly not tolerate crewmembers’ cars obstructing the public highway. I think it is worthy of note that we have no parking whatsoever adjacent to our current facility yet we still manage to launch within our operational parameters - the new facility would actually offer an improvement in real terms”.*
- The RNLI have offered a written response to claims that the space to be provided for the Jura ferry crew is too small. The applicant states that, “I can confirm that the Jura Ferry operators have been consulted throughout and are happy with the proposed layout of their accommodation. Our architect has willingly incorporated changes to the original design at the request of the ferry crew and I understand the current iteration fully meets their requirements. Of course, I cannot comment on possible changes of vessel on the Jura route in the future, neither can I comment on Mr Spear’s understanding of the various rumours he refers to”.*
- The suggested alternative location for the proposed development is not a material planning consideration. The proposals as submitted have been conceived by the applicant as the best location and best form of development to serve their specific operational requirements and it is this proposed development that falls to be considered under the current planning application.*

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**(G) SUPPORTING INFORMATION**

**Has the application been the subject of:**

- |                                                                                                   |    |
|---------------------------------------------------------------------------------------------------|----|
| <b>(i) Environmental Statement:</b>                                                               | No |
| <b>(ii) An appropriate assessment under the Conservation (Natural Habitats) Regulations 1994:</b> | No |
| <b>(iii) A design or design/access statement:</b>                                                 | No |

- (iv) **A report on the impact of the proposed development eg. Retail impact, transport impact, noise impact, flood risk, drainage impact etc:** No
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**(H) PLANNING OBLIGATIONS**

**Is a Section 75 agreement required:** No

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- (I) Has a Direction been issued by Scottish Ministers in terms of Regulation 30, 31 or 32:** No
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**(J) Section 25 of the Act; Development Plan and any other material considerations over and above those listed above which have been taken into account in the assessment of the application**

- (i) List of all Development Plan Policy considerations taken into account in assessment of the application.**

'Argyll and Bute Structure Plan' 2002

STRAT DC 1 – Development within the Settlements  
STRAT DC 9 – Historic Environment and Development Control

'Argyll and Bute Local Plan' 2009

LP ENV 1 – Impact on the General Environment  
LP ENV 13a – Development Impact on Listed Buildings  
LP ENV 19 – Development Setting, Layout and Design

LP CST 1 – Coastal Development on the Developed Coast

LP RET 3 – Retail Development in the Villages and Minor Settlements

LP SERV 9 – Development in the Vicinity of Notifiable Installations

LP TRAN 6 – Vehicle Parking Provision  
LP TRAN 8 – Piers and Harbours

Appendix A – Sustainable Siting and Design Principles

Argyll and Bute Sustainable Design Guidance

- (ii) List of all other material planning considerations taken into account in the assessment of the application, having due regard to Annex A of Circular 4/2009.**

- N/A
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**(K) Is the proposal a Schedule 2 Development not requiring an Environmental Impact Assessment: No**

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**(L) Has the application been the subject of statutory pre-application consultation (PAC): No**

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**(M) Has a sustainability check list been submitted: No**

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**(N) Does the Council have an interest in the site: Yes – Land owner**

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**(O) Requirement for a hearing (PAN41 or other): No**

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**(P) Assessment and summary of determining issues and material considerations**

This application for planning permission is being reported to Committee solely because the application involves land owned by Argyll and Bute Council.

The proposals relate to an existing redundant single storey toilet block with RNLI storage shed to the rear. These buildings form part of an existing harbour-side group of operational port buildings and are located within the defined settlement boundary.

The buildings the subjects of this application are not listed themselves but occupy a site immediately between two other existing buildings, both of which are Category B listed.

It is proposed to remove the existing buildings and to replace them with a new detached two storey building to accommodate a new RNLI lifeboat crew station with ancillary souvenir shop and separate, though integral, accommodation for the Jura ferry crew.

A full assessment of the proposals is contained within Appendix A below.

The proposed building is considered appropriate to its setting in terms of its scale, design and detailing and raises no material access, servicing or infrastructure concerns. The proposed development would accord with all relevant Development Plan policies and is considered acceptable having had regard to the provisions of the Development Plan, relevant supplementary guidance, statutory consultee responses and to all other material planning considerations, including the objections raised by local residents.

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**(Q) Is the proposal consistent with the Development Plan: Yes**

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**(R) Reasons why Planning Permission or Planning Permission in Principle Should be Granted:**

The proposed building is considered appropriate to its setting in terms of its scale, design and detailing and raises no material access, servicing or infrastructure

concerns. The proposed development would accord with all relevant Development Plan policies and is considered acceptable having had regard to the provisions of the Development Plan, relevant supplementary guidance, statutory consultee responses and to all other material planning considerations, including the objections raised by local residents.

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**(S) Reasoned justification for a departure to the provisions of the Development Plan**

N/A

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**(T) Need for notification to Scottish Ministers or Historic Scotland: No**

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**Author of Report:** Tim Williams

**Date:** 24<sup>th</sup> March 2011

**Reviewing Officer:**

**Date:** 29<sup>th</sup> March 2011



**Angus Gilmour**  
**Head of Planning & Regulatory Services**



## CONDITIONS AND REASONS RELATIVE TO APPLICATION REF. NO. 11/00021/PP

1. That the development to which this permission relates must be begun within three years from the date of this permission.

Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997.

2. The proposed development shall be carried out in accordance with the details specified in the application form dated 14<sup>th</sup> December 2010; and the approved drawings and details numbered 1 of 9 to 9 of 9; and stamped approved by Argyll and Bute Council.

Reason: In order to ensure that the proposed development is carried out in accordance with the details submitted and the approved drawings.

Standard Note: In terms of condition 2 above, the council can approve minor variations to the approved plans in terms of Section 64 of the Town and Country Planning (Scotland) Act 1997 although no variations should be undertaken without obtaining the prior written approval of the Planning Authority. If you wish to seek any minor variation of the application, an application for a non material amendment (NMA) should be made in writing to Planning Services, Dalriada House, Lochgilphead, PA31 8ST which should list all the proposed changes, enclosing a copy of a plan(s) detailing these changes together with a copy of the original approved plans. Any amendments deemed by the Council to be material, would require the submission of a further application for planning permission.

3. Before any works commence on site, a sample of the proposed roofing slate shall be submitted to and approved in writing by the Planning Authority. The approved slates shall thereafter be used in the development unless otherwise agreed in writing with the Planning Authority.

Reason: In the interests of preserving the character and appearance of the development and its setting adjacent to two Category B listed buildings.

4. Before any works commence on site, full details of the design and detailing of the proposed balcony railings and any infill security screens shall be submitted to and approved in writing by the Planning Authority. The approved details shall thereafter be implemented in the development unless otherwise agreed in writing with the Planning Authority.

Reason: In the interests of preserving the character and appearance of the development and its setting adjacent to two Category B listed buildings and no such details having been submitted.

5. The retail use of this building shall be limited solely to the area within the building shown on the approved plans and shall be limited to that of an RNLI gift shop/souvenir shop ancillary to the main use of the building as an RNLI crew facility. Notwithstanding the provisions of The Town and Country Planning (Use Classes) (Scotland) Order 1997, or as subsequently amended, no other retail use of this or other any part of this building shall be permitted unless as a result of the prior submission and approval of a specific planning application in that regard.

Reason: In recognition of the specific locational requirement for an RNLI souvenir shop and in order to comply with the provisions of the Development Plan which would, in the absence of any convincing 'sequential retail assessment' or 'retail impact assessment', be unlikely to support any other form of retail development in this location.

6. This planning permission does not purport to grant any consent for the display of advertisements. The indicative signage to the front wall of the building shown on the approved elevational drawings shall be subject to the submission and approval of a specific application for consent to display advertisements unless the proposed sign boards benefit from 'Deemed Consent' under the provisions of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984 (or as subsequently amended). In which case, full details of the design and detailing of the advertisement(s) benefitting from such Deemed Consent shall be submitted to and approved in writing by the Planning Authority before they are first displayed.

Reason: In order to define the permission and in the interests of preserving the character and appearance of the development and its setting adjacent to two Category B listed buildings.

## **NOTE TO APPLICANT**

- In order to comply with Section 27A(1) of the Town and Country Planning (Scotland) Act 1997, prior to works commencing on site it is the responsibility of the developer to complete and submit the attached 'Notice of Initiation of Development' to the Planning Authority specifying the date on which the development will start.
- In order to comply with Section 27B(1) of the Town and Country Planning (Scotland) Act 1997 it is the responsibility of the developer to submit the attached 'Notice of Completion' to the Planning Authority specifying the date upon which the development was completed.
- The Area Roads manager has suggested that there may be an opportunity to increase the amount of car parking dedicated to the approved building by removing the two parallel parking spaces at the front of the building and replacing them with an estimated 6 car parking spaces arranged at 90 degrees to the front wall of the building hereby approved.

## **APPENDIX A – RELATIVE TO APPLICATION NUMBER: 11/00021/PP**

### **PLANNING LAND USE AND POLICY ASSESSMENT**

#### **A. Settlement Strategy**

The application proposes the demolition of an existing redundant public toilet building and RNLI storage shed and their replacement by a new two storey detached building to provide new crew facilities and a new RNLI lifeboat station plus crew facilities for the operational requirements of the Jura passenger ferry plus a small RNLI souvenir shop.

The proposed building is located within the defined Port Askaig settlement area, a 'minor settlement', within which Structure Plan policy STRAT DC 1 would support up to small scale development compatible with an essentially rural settlement location on appropriate infill, rounding off and redevelopment sites.

'Small scale' in the context of the current application is defined as buildings not exceeding a 200 square metre footprint and on sites not exceeding 0.5 hectares. The current proposals are for a single detached two storey building with a footprint area of approximately 109 square metres and on a site some 0.02 hectares in area.

The proposed building would be located on an infill site immediately between two existing substantial buildings and on a site currently occupied by two smaller buildings.

The proposed development is therefore considered wholly consistent with settlement strategy policy STRAT DC 1.

#### **B. Location, Nature and Design of Proposed Development**

The application site is currently occupied by a modest single storey redundant public toilet block; a detached building with a hipped and slated roof and white rendered walls to the rear of which is a small storage shed and an existing waste oil tank for the Jura ferry.

The site is within the operational pier area for the CalMac passenger ferry and is situated immediately due north of the existing CalMac ferry office/ booking area/ waiting room/toilet building and immediately due south of an existing pier store building. Both of these flanking buildings are category B listed and both have a white render and natural slate finish. The CalMac building is of two storey traditional design with gabled roofs incorporating roof skews and chimneys. The pier store building is a one and three quarter height design with a hipped roof.

This compact row of harbour buildings occupies a generally north/south axis, abutting the operational ferry pier and facing the sea, with a steep and substantial rock cliff face immediately to the rear (west).

The proposed replacement building would be of traditional two storey design with a natural slate roof incorporating roof skews and with white rendered walls. The building would be gable ended and with a rectangular footprint with overall

proportions closely matching those of the existing CalMac building immediately to the south. Windows would be of traditional timber sash and case movement with white painted hardwood frames throughout, except for four small timber casement windows to the toilets / shower rooms on the rear elevation and hard against the cliff face.

Five 'conservation' roof light windows are proposed to the front (east) elevation and four to the rear (west) elevation. These roof windows will have a very low profile to sit almost flush with the outer surface of the roofing slates and will have slender steel glazing bars and frames designed to replicate the appearance of a traditional Victorian cast iron roof light window. The glazing bars and frames will be colour matched to the slate roof covering of the proposed building and the windows will have lead flashing beneath, dressed into the gutter-line of the building.

The proposals would include a single dormer window to the front elevation incorporating a cantilevered balcony with metal barrier rails in a galvanised finish. A pair of timber framed and glazed double doors would give access onto the balcony area which would act as a viewing platform necessary for the operational requirements of the building. The dormer itself would be of traditional gabled design; slated and with a roof skew to the gable.

The proposed doors would all be of traditional hardwood framed and vertical panelled construction and brown stained. Three of the proposed doors would incorporate three small glazed panels. The remaining three would be boarded and unglazed.

The proposed building would also incorporate a 4.5 metre high flagpole for the RNLI flag. This proposed flagpole would be attached to the front face of the building and would project some 1.7 metres above the height of the ridge.

Although the proposed building would be substantially larger than the existing toilet block, it is not considered that the redevelopment of this gap site in the manner proposed would be out of character with the immediately adjacent development or the area as a whole. This group of existing harbour buildings occupies a gently sloping site which declines from south to north. The proposed building would have the same wall-head height and roof pitch as the CalMac building to the south but would appear slightly lower than the southern end of the main CalMac building due to the decreasing street level. Although the proposed building would be somewhat higher than the existing pier store building immediately to the north, the general impression would be of a building at mid-height between the two existing flanking buildings with a trend of decreasing ridge heights along the 'street' from south to north. This would make for a more uniform and attractive pattern of development rather than the current situation which is of a low ridge-height single storey toilet block building of utilitarian design, flanked by two considerably more substantial and attractive, traditional buildings.

The previous application for the redevelopment of the whole of the operational port (application reference 02/01477/NID, approved December 2002) included the replacement of the existing toilet block building with a considerably more substantial detached building of greatly increased width and height, albeit with a hipped roof. This building, although approved, was not implemented though the permission remains capable of development.

It is considered that the design, form and scale of the proposed development are appropriate in terms of its contextual setting and consistent with settlement strategy policy STRAT DC 1. The proposed development would protect and enhance the established character and local distinctiveness of the area and would accord with

Local Plan policies LP ENV 1, LP ENV 19 and with the general design principles set out in Appendix A of the Local Plan.

The intended uses of the proposed building are also considered appropriate to its location within the operational harbour-side area of a working port. The RNLI have submitted a statement in support of the current application which states that, *“The RNLI have been providing a first class lifeboat service in the Sound of Jura and the waters surrounding Islay since 1934. Like most organisations we have evolved, as have our lifeboats, equipment and standards of training. In order to continue this high level of service we need to build a larger two storey crew facility providing adequate and up to date crew changing, crew training, disabled toilets, workshop, souvenir outlet, visitors facilities, storage and administration area. We also want to encourage the general public to visit our stations and where possible inform them about sea safety and why we exist as an organisation. The existing RNLI station does not provide these facilities and there is no scope to extend or refurbish. The proposed new facility would allow the RNLI to train its staff and volunteers in a fit for purpose environment providing the appropriate equipment, training aids and personnel which is vital to keeping our crews motivated and competent when saving lives at sea. The location of the proposed new crew facility is in a prominent position on Port Askaig pier. This location would encourage locals and tourists to visit the station creating interest and good feeling within the community”*.

The proposed building would also include improved crew facilities for the Jura ferry and, in this regard, is located almost immediately adjacent to the Jura ferry slipway, thus serving an existing operational / locational need.

The proposed RNLI souvenir shop constitutes a very small part of the overall development and could be considered ancillary to the main proposed use of the building. Local Plan policy LP RET 3 would support the introduction of this small and specialised ‘convenience’ retail use within a minor settlement and without the need to satisfy any ‘sequential test’ for retail development or to provide any supporting ‘retail impact assessment’.

Local Plan policy LP CST 1, ‘Coastal Development on the Developed Coast’, would support development which requires a coastal location, is of a form and scale consistent with settlement strategy policy STRAT DC 1, would provide economic and/or social benefits to the local community, respects the landscape / townscape character and amenity of the surrounding area and is in accordance with policy LP ENV 1. The proposed development is considered wholly consistent with all aspects of policy LP CST 1.

## **C. Built Environment**

The proposed two storey detached building would replace an existing redundant toilet block building, storage shed and oil container and would, effectively, infill an existing ‘gap site’ between two substantial listed buildings within a short row of harbour-side buildings utilised for the operational requirements of this working port.

The proposed building would be sited immediately adjacent to two Category B listed buildings of differing scales and designs but displaying a uniformity of building materials and external finishes. The proposed development has been advertised as potentially affecting the setting of the two adjacent listed buildings and Historic Scotland were directly consulted on these proposals.

The proposed development is considered to be wholly consistent and compatible with the scale and design of the adjacent listed buildings. Historic Scotland have raised no objections to the proposed development and the proposals are therefore considered to be in accordance with Development Plan policies STRAT DC 9 and LP ENV 13a.

#### **D. Piers and harbours.**

This application proposes development for the operational requirements of two existing users of Port Askaig; the RNLI lifeboat service and the Jura passenger ferry.

Local Plan policy LP TRAN 8, 'Piers and Harbours', states that development within harbour areas is to be encouraged provided that such development promotes the retention of the harbour for commercial marine related uses in that the proposals require a harbour-side location or are ancillary to activities taking place within the harbour; that the proposals would not compromise the efficient working of the harbour, including the provision of public or commercial ferry services; that the design, scale and siting of the new development respects, as much as is reasonably possible, the character or appearance of adjacent areas, and; the improvement of existing properties and their redevelopment is considered before the development of new buildings.

The proposed development is considered wholly consistent with the provisions of policy LP TRAN 8. The proposed development is for the operational requirements of existing harbour users and requires a harbour-side location. The proposed development will enhance the efficient working of the harbour, including improved facilities for an existing ferry operator. The scale, design and siting of the proposed development respects the character and amenity of the immediate surrounding area and there is no realistic scope for the redevelopment or improvement of the existing RNLI lifeboat station building.

#### **E. Road Network, Parking and Associated Transport Matters.**

The proposed development is a replacement facility, enlarged and improved, for the existing RNLI lifeboat station crew plus new facilities for the Jura ferry operators. Both of these users currently have no dedicated parking spaces and there is adequate public car parking within the immediate vicinity of the site which has served, and would continue to serve, the operational parking needs of the users/occupiers of the proposed development.

The proposed development would include two dedicated parking spaces parallel to the building. This is an improvement on the current parking provision and the area roads manager has stated that this is acceptable within the context of the current development but that there may be scope to improve the parking facilities for this building yet further by providing instead five spaces positioned at 90 degrees to the front wall of the building. Whilst this would appear feasible in principle, there is insufficient space within the current application site boundary to achieve this within the context of the current application. The area roads manager has proposed that this potential alternative parking arrangement be put to the applicant by means of an informative note attached to any planning permission. It is considered that such a note would be appropriate in this case.

The proposed development raises no access or parking concerns and will have no material impact upon the local road network. The proposed development is therefore considered to be in accordance with Local Plan policy LP TRAN 6.

**F. Development in the Vicinity of Notifiable Installations**

The proposed development lies within the Health and Safety Executive consultation zone of Port Askaig pier due to the presence of an explosives license consent granted allow the possibility of the need to transport explosives onto or off the Island.

Local Plan policy LP SERV 9, 'Development in the Vicinity of Notifiable Installations', requires the Planning Authority to formally consult the Health and Safety Executive (HSE) to assess the risk to the proposed development.

In this case the HSE have raised no objections as the scale and type of development proposed is below the threshold whereby they would advise against the development being permitted. There is therefore no conflict with policy LP SERVE 9.