

HIGHLAND COUNCIL

Committee: Skye and Raasay Area Committee

Date: 4 June 2018

Report Title: Draft Uig Development Brief

Report By: Report by Director of Development and Infrastructure

1. Purpose/Executive Summary

1.1 This paper seeks approval for the Draft Uig Development Brief to be published for public consultation. The Brief aims to identify and coordinate development and regeneration opportunities within the commercial core of Uig and maximise benefits which may arise from Transport Scotland's investment in the Skye Triangle ferry routes. The Brief will set out detailed planning guidance which, when adopted, will inform the Council's future decisions on planning applications.

2. Recommendations

2.1 Members are asked to:

- i. approve the Draft Uig Development Brief at **Appendix 1**;
- ii. authorise officers to make minor illustrative and presentational changes prior to publication, in consultation and agreement with the chair of the Committee;
- iii. agree the approach to public consultation on the Draft Uig Development as set out in section 5 of this report; and
- iv. note that comments received on the draft Uig Development Brief will be reported back to this Committee for its consideration, together with possible amendments prior to completion of procedures leading to its adoption as interim statutory supplementary guidance.

3. Purpose of Project and Context

3.1 The Draft Uig Development Brief covers an area around the commercial core of Uig, which lies immediately to the west of the Harbour. The Council's existing Development Plan seeks to consolidate Uig's role as the principal settlement on the western flank of

the Trotternish peninsula and as a ferry terminal which generates significant economic activity for the local area. The area covered by the Development Brief is identified as a Mixed Use site allocation in both the existing West Highland and Island Local Plan (as continued in force, 2012) (WHILP) and emerging West Highland and Islands Local Development Plan (West Plan).

- 3.2 The fundamental purpose of the Brief is to provide a structured framework for the physical development and transformation of the area over the next 20 years. A key part of this is to identify and coordinate development and regeneration opportunities which may arise from Transport Scotland's investment in the Skye Triangle ferry routes which includes a major upgrade of Uig Harbour. The harbour improvement project is expected to cost around £30 million and (subject to a final commitment) will be funded almost exclusively by Transport Scotland. Highland Council's Project Design Unit (PDU) is leading on the preparation of the detailed harbour improvement masterplan. A planning application is required for certain components of these works and is expected to be submitted in June/July 2018, at which point it is anticipated that Transport Scotland will provide a formal commitment to fund the content of the masterplan. The project is expected to commence on-site in early 2019 and last for about 2 years.
- 3.3 The Brief sets out details of an agreed vision for the area including the identification development sites, acceptable land uses, together with guidance on appropriate siting and design, phasing and service provision. Once approved in its final form, the Brief will provide an up to date and detailed planning policy framework which will allow the Council to respond appropriately to any future planning applications.

4. Content of the Draft Uig Development Brief

- 4.1 The Draft Uig Development Brief is attached as **Appendix 1** to this report. The preparation of the Draft Brief has been carried out with input from a wide range of stakeholders. We have worked with the Council's Project Design Unit to align the Brief with the expected content of the harbour improvement masterplan. The aspirations for the Brief area have also been shaped through early consultation with the community and other key stakeholders. To address competing demands and timescales and to help coordinate development opportunities there has been ongoing engagement with the main landowners, many of which are public sector agencies.
- 4.2 The content of the Brief is based on the following structure:

Section 1 'Introduction' – Provides background information on the Brief and the harbour improvement works. It also outlines the key stages in preparing the Brief and identifies the main outcomes from stakeholder consultation carried out so far.

Section 2 'Context' – Describes the existing planning policy framework which supports the Development Brief and outlines the key considerations and constraints identified from an analysis of the Brief area.

Section 3 'Development Framework' – This section sets out the vision for the area which is expressed as a series of development objectives:

- Strengthen Uig's role as a destination in its own right by improving the visitor experience and range of facilities
- Improve the overall visual and spatial character of the area to create a more welcoming and attractive village core
- Redevelop vacant and under utilised sites for employment generating uses with

active frontages facing the main pedestrian areas

- Ensure that it is an easy to move around place with improved connections between the key destinations
- Enhance the public realm and create better quality and well defined public spaces
- Better integrate the functions of the area as a ferry terminal, hub for the community and a destination for visitors.

Section 3 includes an indicative masterplan (page 13 of the Brief) which responds to these objectives together with a detailed framework of acceptable land uses and specific guiding criteria for the future development of key parcels of land. It also sets out relevant developer requirements and contributions which will be a consideration for all future planning applications in the Brief area.

4.3 The main development proposals set out in Section 3 of the Brief include:

- **Existing terminal building and the land immediately to the rear** - This area of land, largely within the ownership of Caledonian Maritime Assets Ltd (CMAL) represents the greatest redevelopment opportunity within Uig. The Brief sets out two main options for this land:
 - Option 1 is for the land to be allocated for the relocation of the brewery (or similar single commercial occupier) with associated retail/tourism uses on ground floor facing the seafront. Whilst this option could help deliver a new landmark building in place of the existing terminal building, there are uncertainties about the compatibility between the timescales of the availability for the release of the land and the investment decisions of the brewery.
 - Option 2 identifies the land at the front for a mixture of retail/tourism uses on the ground floor with a residential component mainly on the upper floors. The land to the rear is shown for a smaller commercial unit(s). This option could help to create a more traditional village centre but the deliverability of individual retail units and the composition with residential uses is uncertain.
- **Disused fuel tanks and HIE owned land** – This land is identified for car parking to help address ongoing pressures in Uig, particularly during the summer months. This would allow for more the commercial/mixed-use development to be located facing the harbour and new car parking to be located on less prominent land to the north west. We are also exploring, as part of the harbour works improvements, the potential to relocate the long stay and staff from the harbour to this site. This would help in its delivery and reduce the visual impact of unnecessary parked cars along the seafront.
- **Other key elements** of the development framework include establishing priority active travel connections, with designated crossings of the A87; ensuring that new development is of a high architectural standard with active frontages facing the seafront and short stay car park; and minimising access from Idrigil township road.

5. Next Steps

- 5.1 Subject to Committee approval, the next main stage will be to undertake a public consultation on the Draft Brief. It is proposed that the consultation will run for a minimum of 6 weeks, which is expected to take place between July and August 2018. It will include at least one event which is expected to take the form of an afternoon drop-in exhibition followed by an open evening meeting. The event will be held at a

venue within Uig.

The consultation will be publicised in press releases and on social media. In addition, emails will be sent to key stakeholders, local community groups, those who took part in the previous consultation event, and relevant contacts on the Development Plans mailing list. The Draft Development Brief will be made available to view on the Council's online portal (consult.highland.gov.uk) and we intend to make a paper copy available within the local shop or community building.

- 5.2 It is our intention to report back the findings of the consultation and present the finalised Development Brief to the Skye and Raasay Area Committee for adoption as statutory Supplementary Guidance on 3rd December 2018. Once finalised and adopted as Supplementary Guidance it will form part of the Council's Development Plan.

6. Implications

- 6.1 **Resource:** Resources to complete statutory processes for the Uig Development Brief are allowed for within the service budget.
- 6.2 **Legal:** Later in the process of preparation the Uig Development Brief could be subject to legal challenge but due process will be followed in consultation on and adoption of the Brief and therefore the Council will have a defensible position in the event of any challenge.
- 6.3 **Community (Equality, Poverty and Rural):** The Uig Development Brief will help to set a framework for future economic and regeneration opportunities in Uig. This could help to strengthen the local community and provide new employment opportunities.
- 6.4 **Climate Change / Carbon Clever:** The principle of developing land at Uig has been subject to several rounds of environmental assessment as part of the preparation of the West Highland and Island Local Development Plan (West Plan). This includes Habitats Regulations Appraisal (HRA) and Strategic Environmental Assessment (SEA) which has been informed through consultation with Scottish Natural Heritage and other consultation authorities. Suitable mitigation text has been incorporated into the wording of the Brief and the "parent" West Highland and Islands Local Plan (WHILP) and the West Highland and Islands Local Development Plan (West Plan). In certain circumstances, this requires developers to undertake further environmental and other assessment work.
- 6.5 **Risk:** There are no known significant risks associated with the Brief.
- 6.6 **Gaelic:** Gaelic headings will be added prior to publication.

Designation: Director of Development and Infrastructure

Date: 24/05/2018

Author: Douglas Chisholm, Planner (Development Plans)

Background Papers:

[West Highland and Islands Proposed Local Development Plan \(Proposed Plan, May 2017\)](#)

[West Highland and Islands Local Plan \(WHILP\) \(as continued in force, April 2012\)](#)

Uig Development Brief

Bhrath-Leasachaidh Ùig

Uig Development Brief

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Background and Purpose

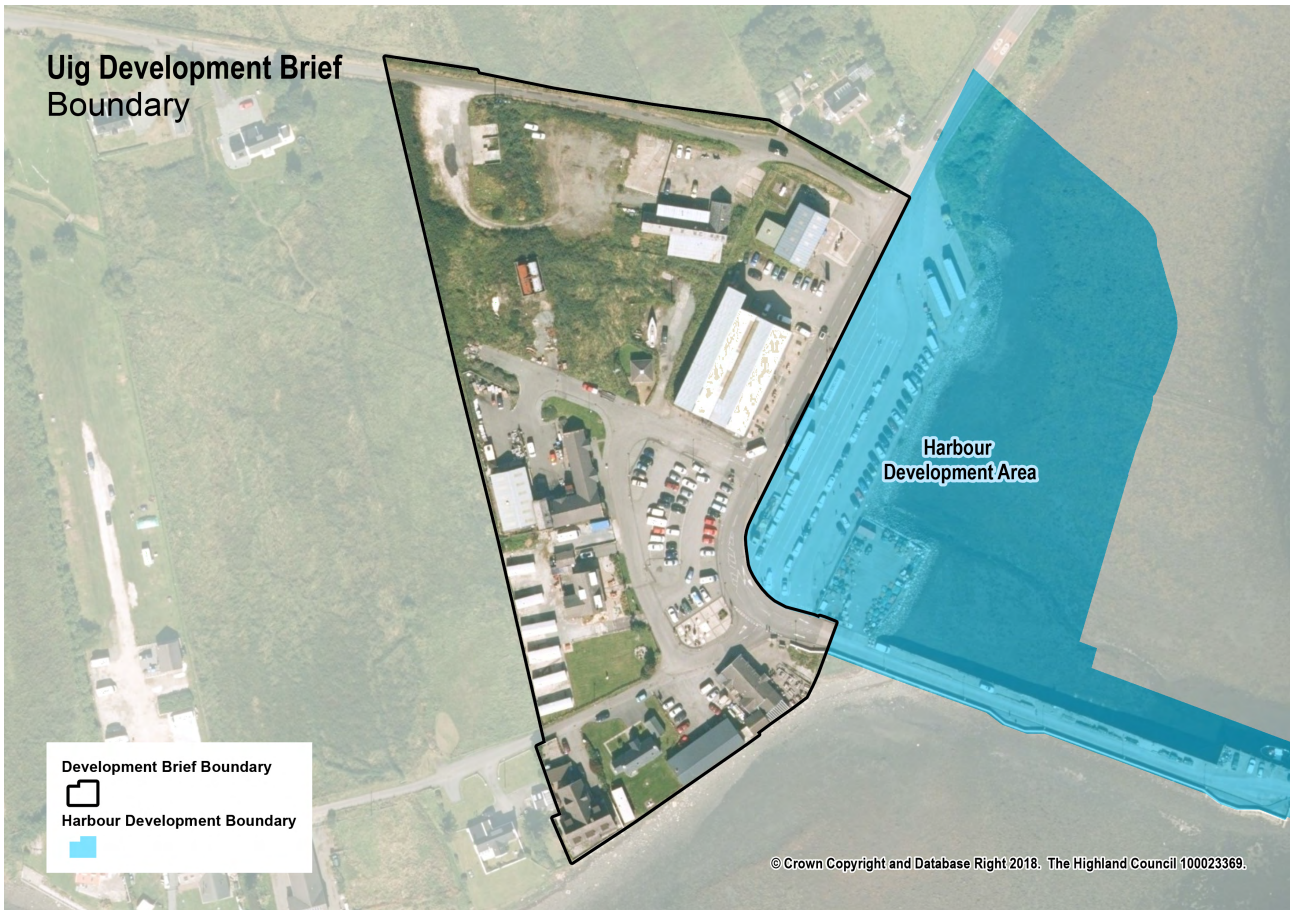
- 1 This Development Brief covers an area around the commercial core of Uig which lies immediately to the west of the Harbour (shown in Map 1.1). The fundamental purpose of the Brief is to provide a structured framework for the physical development and transformation of the area over the next 20 years. A key part of this is to identify and coordinate development and regeneration opportunities which may arise from Transport Scotland's investment in the Skye Triangle ferry routes which includes a new and improved ferry vessel and major upgrade of Uig Harbour.
- 2 The Development Brief sets out details of an agreed vision for the area including the identification development sites, acceptable land uses, together with guidance on appropriate siting and design of development, phasing and service provision. Once approved in its final form, the Brief will provide a detailed planning policy framework which the Council will use to inform its decisions on any future planning applications. It is also expected to help steer public sector investment decisions.
- 3 The content of the Brief is based on the following structure:
 - **Section 1 'Introduction'** – Provides background information on the Brief and the harbour improvement works. It also outlines the key stages in preparing the Brief and identifies the main outcomes from stakeholder consultation carried out so far.
 - **Section 2 'Context'** – Describes the existing planning policy framework which supports the Development Brief and outlines the key considerations and constraints identified from an analysis of the Brief area.
 - **Section 3 'Development Framework'** – Sets out the vision for the area which is expressed as a series of development objectives. Alongside this, is an indicative masterplan which responds to these objectives together with a detailed framework of acceptable land uses and specific guiding criteria for the future development of key parcels of land. It also sets out relevant developer requirements and contributions which will a consideration for all future planning applications within the Brief area.

Uig Harbour Redevelopment

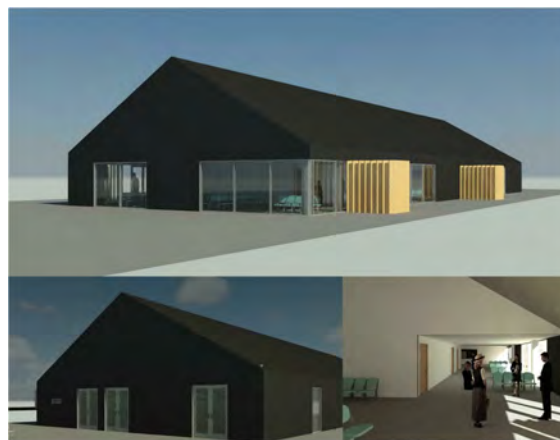
The harbour improvement project is expected to cost around £30 million and will be funded almost exclusively by Transport Scotland (subject to a final commitment) . The aim of the investment is focused on delivering the necessary upgrades to accommodate the new ferry vessel and to offset any consequential adverse impacts. The investment in the harbour is expected to include:

- Pier strengthening and widening, dredging, upgrades of the berthing structure and replacement linkspan.
- A new terminal building (shown in Picture 1.1) on the seaward side of the A87 which will include public toilets and provide a larger and more efficient building for staff, visitors and customers.
- Significantly increased marshalling area, car park, drop off area, bus terminal and external storage area on reclaimed land.
- An active travel route on the seaward edge of the marshalling area which will also act as a seafront promenade.
- Dedicated and safer active travel connections along the pier with covered walkway.

- 4 It is anticipated that Transport Scotland will provide a commitment to fund the detailed harbour improvement masterplan, which is being led by Highland Council, in summer 2018. The project is expected to commence on-site in early 2019 and last for about 2 years. Throughout the duration of the works the Council anticipate that a contractors compound will be established on land to the rear of existing terminal building.



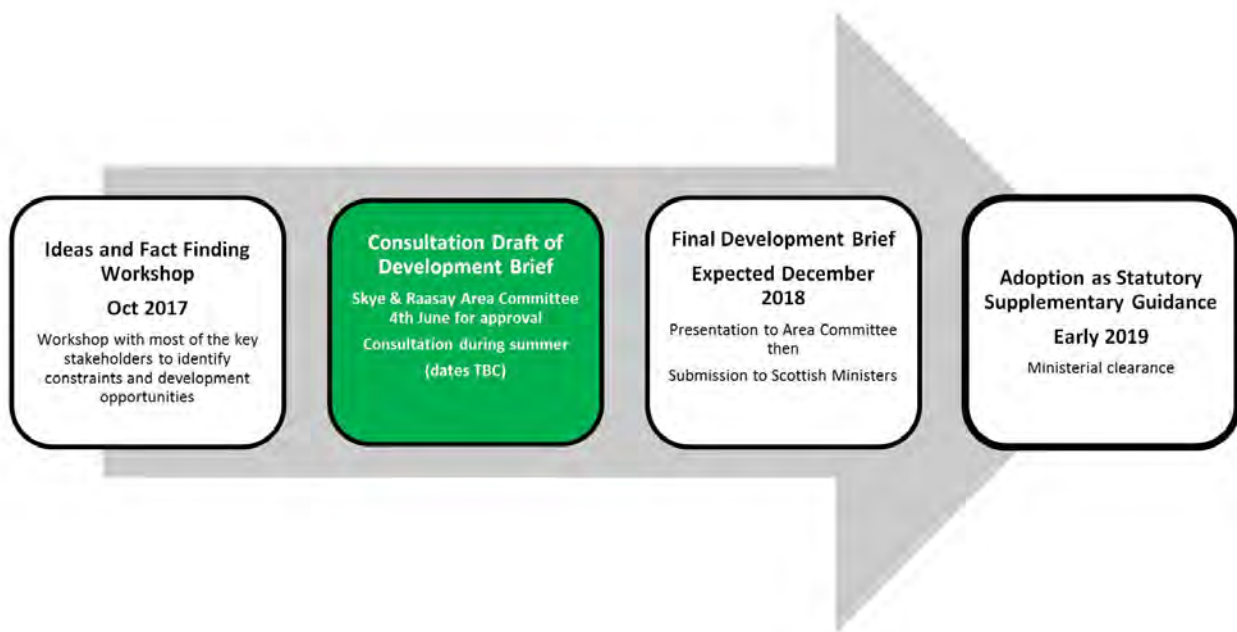
Map 1.1 Development brief boundary



Picture 1.1 Visualisations of the new terminal building

Stages of Preparation and Consultation

- 5 The process involved in preparing this Development Brief is highlighted in the diagram below (Picture 1.2). The current stage is referred to as the 'consultation draft' as it sets out the main issues and a suggested framework for future development. We are also encouraging the public and any other stakeholder to consider the content of the Development Brief and make comments during the consultation period.



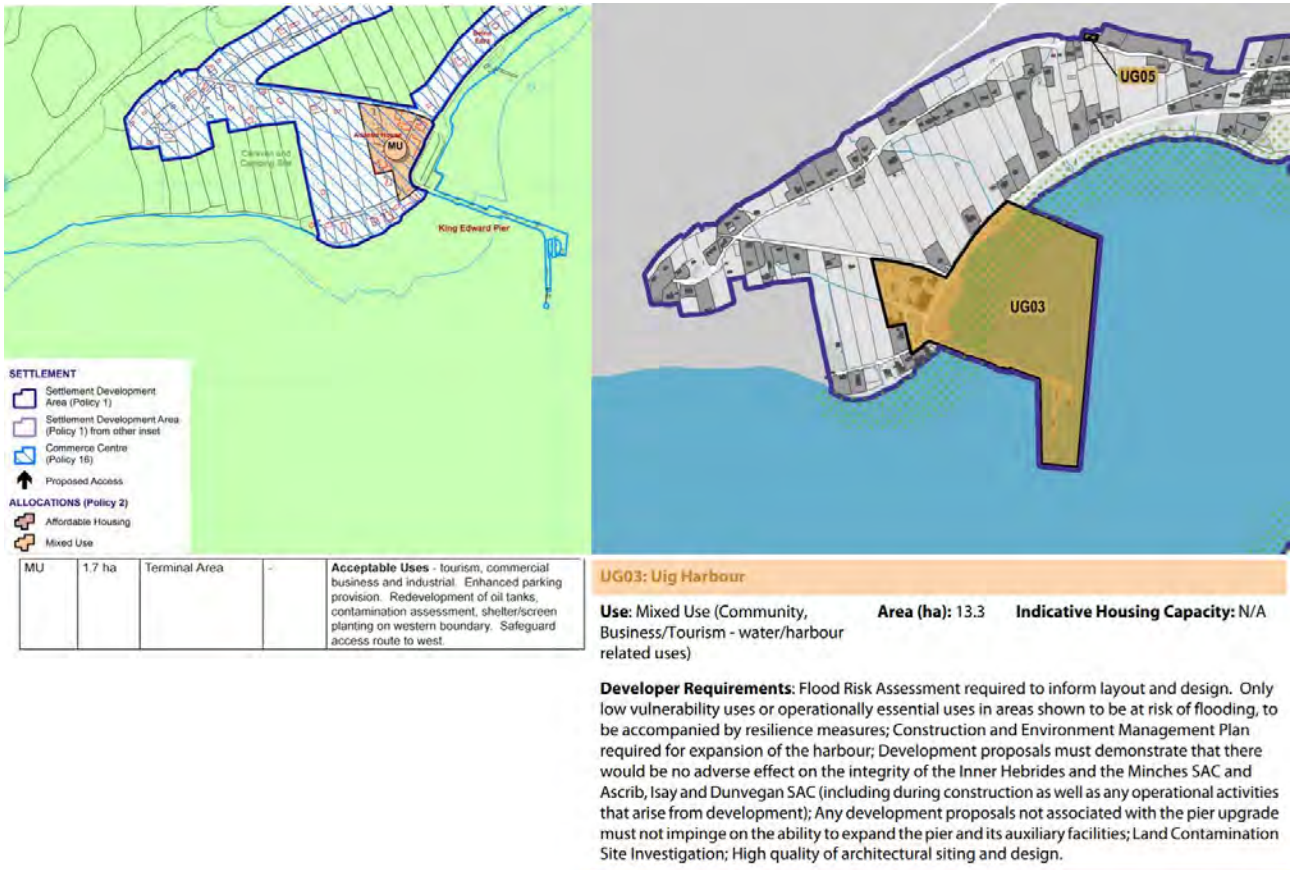
Picture 1.2 Development brief preparation process diagram

- 6 This consultation draft has been prepared in recognition of the issues and aspirations which were raised during the following stakeholder engagement. Consideration has been given to a Community Action Plan which was submitted by Uig Community Trust and Uig Community Council during the preparation of the emerging West Highland and Islands Local Development Plan (West Plan). The Council also arranged a public meeting with the community and other stakeholders in Uig Village Hall on the 26th of October 2017 to learn more about the area and explore development ideas. In advance of the meeting the Community Council conducted a survey of local people's opinion on the priorities for the area. Three of the most notable priorities, which received 100% backing from respondents, include the desire to see the removal and remediation of the disused fuel tanks, the development of new business units, and the creation of additional parking provision.
- 7 A range of issues and aspirations were raised during the workshop. One of main discussion points was around the viability of retaining the existing terminal building and potential future uses if it is vacated by CalMac Ferries following the completion of the harbour works. Caledonian Maritime Assets Ltd (CMAL), who own the building, confirmed that initial reports suggested the internal fabric of the building is in a relatively poor condition and contains asbestos. Consequently, the opportunity to have the building removed as part of the harbour works ended up gaining a lot of support. Other issues discussed include increasing car parking pressures, the lack of quality open space, pedestrian safety and the need for additional commercial units.

- 8** Overall, several common themes emerged:
- An aspiration to create a more welcoming and attractive village core and harbour area
 - The need for more commercial space to exploit the growing tourism market and assist with growing the local economy
 - Better connections with the waterfront and make the most of the attractive coastal location
- 9** On the 4th June 2018 Members of the Skye and Raasay Committee will be asked to approve the draft Development Brief for consultation. This will run for at least a 6 week period allowing the local community and stakeholders to comment on the proposals set out in the Brief. Following the consultation period, all comments will be considered and appropriate changes will be made to the Development Brief. The Skye and Raasay Committee will then be asked to approve the Brief as interim statutory Supplementary Guidance to the Development Plan. The final version of the Development Brief will then become a material consideration for the determination of development proposals. It will also help to steer investment decisions and help to ensure that proposals in the area are taken forward in a coordinated manner.

Planning Policy

- 10** Uig plays a important role as the principal settlement on the western flank of the Trotternish peninsula and as a ferry terminal which generates significant economic activity for the local area. The Development Plan has sought to consolidate this position and maximise the benefits for the local community. The area covered by the Development Brief is identified as a site allocation in both the existing local plan and emerging new local development plan. The West Highland and Island Local Plan (as continued in force, 2012) (WHILP) represents the Council's current statutory adopted local plan and it allocates the land (site reference 'MU') for a range of uses including Tourism, Commercial, Business and Industrial uses. The following developer requirements are also included within WHILP for the site: enhanced parking provision, redevelopment of the oil tanks, contamination survey, shelter/screen planting on western boundary, and safeguard access route to west.
- 11** In March 2018 the Skye and Raasay Committee agreed to submit the Proposed West Highland and Islands Local Development Plan (WestPlan) (published in May 2017) to the Scottish Government for Examination. WestPlan allocates the land covered by the Development Brief as a Mixed Use allocation (site reference 'UG03') for a mix of uses including Community, Business and Tourism. It also sets out Placemaking Priorities for the Uig area (listed below) which are important consideration for how the settlement as a whole should grow and will help to guide future planning decisions:
- Strengthen Uig's role as the principal settlement on the western side of the Trotternish peninsula.
 - Upgrade infrastructure at Uig pier and ferry terminal to support a new ferry vessel and diversification and enhancement of facilities.
 - Capitalise on the strategic location of Uig in order to maximise the economic benefits from tourism and ferry users.
 - Protect heritage interests including public seaward views, the setting of the North Cuil cairn scheduled monument and other built heritage, and to safeguard corncrake species and habitat.
 - Encourage and safeguard crofting interests and, in particular, in bye croft land.
 - Redevelop opportunity sites for Business, Tourism and Housing uses at several small derelict sites such as land at and adjoining the former co-op at Idrigill and immediately south of The Ferry Inn.
 - Work with Scottish Water and potential developers to secure additional water supply capacity to service expected growth.



Picture 2.1 Planning policy extracts for Uig Harbour area as currently set out within WHILP (left) and West Plan (right)

Area Analysis

- 12 Uig is a key population and service centre, located in a sheltered bay on the Trotternish peninsula on the north west of Skye. The harbour has provided ferry services to the Outer Hebrides for many decades and this has helped to shape the way the settlement has grown over time. The current ferry terminal is now a central part of the local economy, helping to support a range of facilities including a variety of visitor accommodation, restaurants, brewery, pottery and filling station. Uig also benefits from being located on the A87 trunk road, which runs from Invergarry in the Great Glen and terminates at Uig Harbour. Whilst public transport is limited to a bus service only, there are regular buses to Portree and even a daily route to Glasgow.
- 13 Outlined below are the main constraints or sensitivities relating to the land within the Development Brief area. Constraints and sensitivities do not necessarily prevent or hinder development but may simply require further assessment and mitigation measures to address the issue. These requirements are outlined within Section 3 Development Framework.

Landownership and key development sites

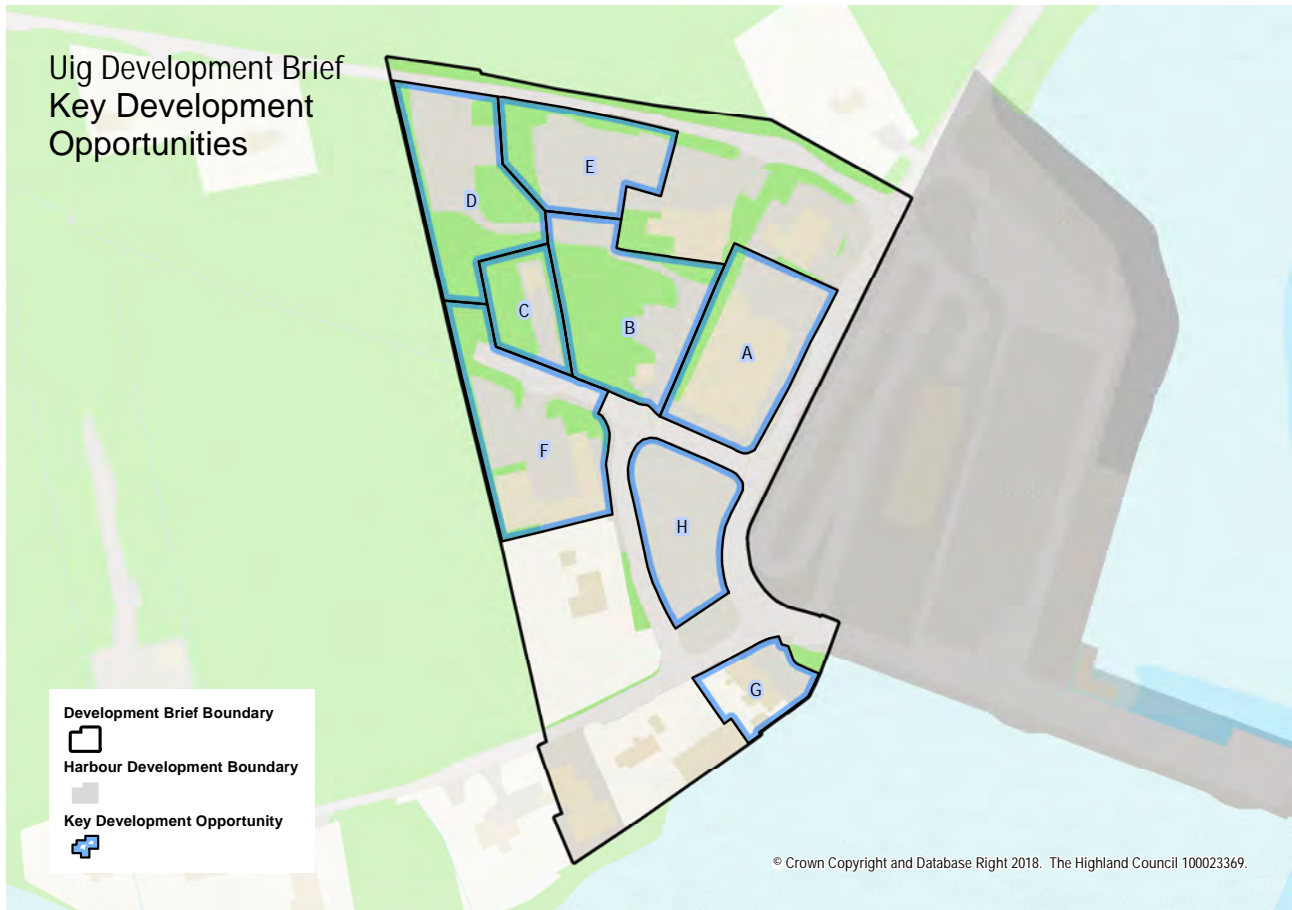
- 14** There are a number of different landowners within the Development Brief area. As can be seen from the map below (Map 2.1), large areas of land are owned by public agencies, including the Caledonian Maritime Assets Ltd (CMAL), Highland Council, Highlands and Islands Enterprise (HIE) and the Scottish Fire and Rescue Service. Whilst this has the potential to create opportunities, it also adds a level of complexity to assemble sites for development.



Map 2.1 Land ownership boundaries

- 15** Map 2.2 shows the key sites which have been identified as having development opportunity through site analysis and engagement with the landowners. Whilst each of these sites have been promoted for development, the Council would welcome proposals to come forward on other sites that help to deliver the aims and aspirations of the Development Brief.
- Existing terminal building** - Expected to become vacant following completion of the harbour works
 - Land to rear of terminal building** - Public toilets and storage space which is expected to become vacant following completion of the harbour works
 - Disused fuel tanks** - Long term derelict site containing former ferry fuel tanks
 - HIE owned land** - Vacant, cleared site used in recent years as an over-spill car park during the summer months
 - Scottish Fire and Rescue Service land** - Vacant, cleared site used in recent years as an over-spill car park during the summer months

- F. **Isle of Skye Brewery Company** - Current site of brewery and associated shop/cafe
- G. **Bakur Bar** - Long established bar and restaurant located near to the pier entrance
- H. **Short stay car park** - One of the main public car parks in Uig



Map 2.2 Key development opportunities

16 Transport and movement

- 17 The area is accessed from two vehicular routes: the A87 trunk road and the local township road to Idrigill. The trunk road has sufficient capacity to accommodate further development. However, the local road is narrow and has a limited number of passing places. The potential to improve the junction with the trunk road is also restricted due to lack of available land between the residential property to the north and the filling station to the south.
- 18 The range of services and facilities offered in Uig attract a large number of people. This results in a great deal of pedestrian movement between the short and long stay car parks, marshalling area, ticket office, shops and restaurants. Despite this, there are no designated crossings of the trunk road and a lack of coherent connections with many pedestrians navigating through parked vehicles to reach their destination.

Public spaces and greenspaces

- 19 There are two small areas of formalised civic space within the Brief boundary: the paved space around the memorial statute which includes a bench and small planting; and, the widened pavement in front of the existing terminal building which also includes some seating. Despite its attractive coastal location, there are currently no public spaces adjoining the seafront of around the harbour area.
- 20 There is also a lack of green spaces with only a few small pockets of vegetation within the Development Brief boundary and around the harbour. The most noteworthy is at the south western corner of the garden ground of Orasay B&B which includes a couple of small trees and some shrubs. Despite some suggestions otherwise, there are indications that there are good climatic and ground conditions for growing plants around Uig Bay with large areas of mature woodland and a wide variety of species being grown in private gardens, including exotic palm trees.

Education infrastructure

- 21 Uig is within the catchments of Kilmuir Primary School and Portree High School. The Council's [School Roll Forecast](#) published in December 2017 shows Kilmuir Primary School has a capacity of 74 and a current school roll of 53%, which is not expected to go beyond this point in the next 15 years. Portree High School has a capacity of 982 and a current school roll of 52%, which is expected to peak at 62% within the next 15 years. Therefore, both these schools have plenty capacity to accommodate new housing development in the area.

Environment

- 22 There are several environmental interests which need to be considered as part of development proposals in this area. These include the Ascrib, Isay and Dunvegan Special Area of Conservation (SAC) which is an important environment for common seals and the Inner Hebrides and the Minches SAC which is an important environment for harbour porpoise. Uig is also entirely within the Trotternish and Tianavaig Special Landscape Area (SLA) which is characterised by distinctive landslip topography, ridgeline spines, a steep sloped coastline together with a prehistoric cultural heritage.
- 23 Some areas which adjoin the shore front are shown to be at risk of coastal flooding in SEPA's existing [1 in 200 year flood risk map](#). It should be noted that the Coastal Flood Boundary levels for Scotland are being updated together with climate change predictions and these are likely to alter the coastal flood risk maps currently available.

Water supply and waste water

- 24 Waste water in the Uig area is processed by three large septic tanks which it is understood to have capacity to deal with the proposals set out in this Brief. The water supply in Uig, on the other hand, is very constrained. The current source is a small watercourse at Uig which, despite meeting existing demand, has a limited yield, i.e. the amount of water capable of being sustainably abstracted. Scottish Water are currently carrying out a yield study to identify if a greater amount of water can be abstracted from the existing source or whether another source is required. It is hoped that more definitive information will be available for inclusion

within the final version of the Development Brief. Nevertheless, prospective developers are encouraged to engage early with Scottish Water to ensure that suitable actions can be taken to accommodate development.

Contaminated land

- 25** Given some of the previous and existing uses of sites within the Development Brief area, some sites may have potentially contaminated land. The most notable of these include the disused fuel tanks and the former site of Touchwood Recycling (land owned by HIE). If a developer proposes a change of use of a site then the Council's Contaminated Land Unit would recommend a site investigation. If this is not submitted in support of an application it will be included as a condition on to the Decision Notice should planning permission be granted.

Development Objectives

- 26** This section presents a structured framework for the physical development and transformation of the area over the next 20 years. Set out below is the vision for the area which is expressed as series of development objectives. This is followed by the indicative masterplan together with a detailed framework of acceptable land uses and specific guiding criteria for the future development of key parcels of land. It also sets out relevant developer requirements and contributions which will a consideration for all future planning applications in the Brief area. This framework builds on the existing planning policy, including the placemaking priorities identified in WestPlan for Uig. It also responds to the aspirations of the community and key stakeholders and takes account of the opportunities and constraints identified for the area.

Development Objectives

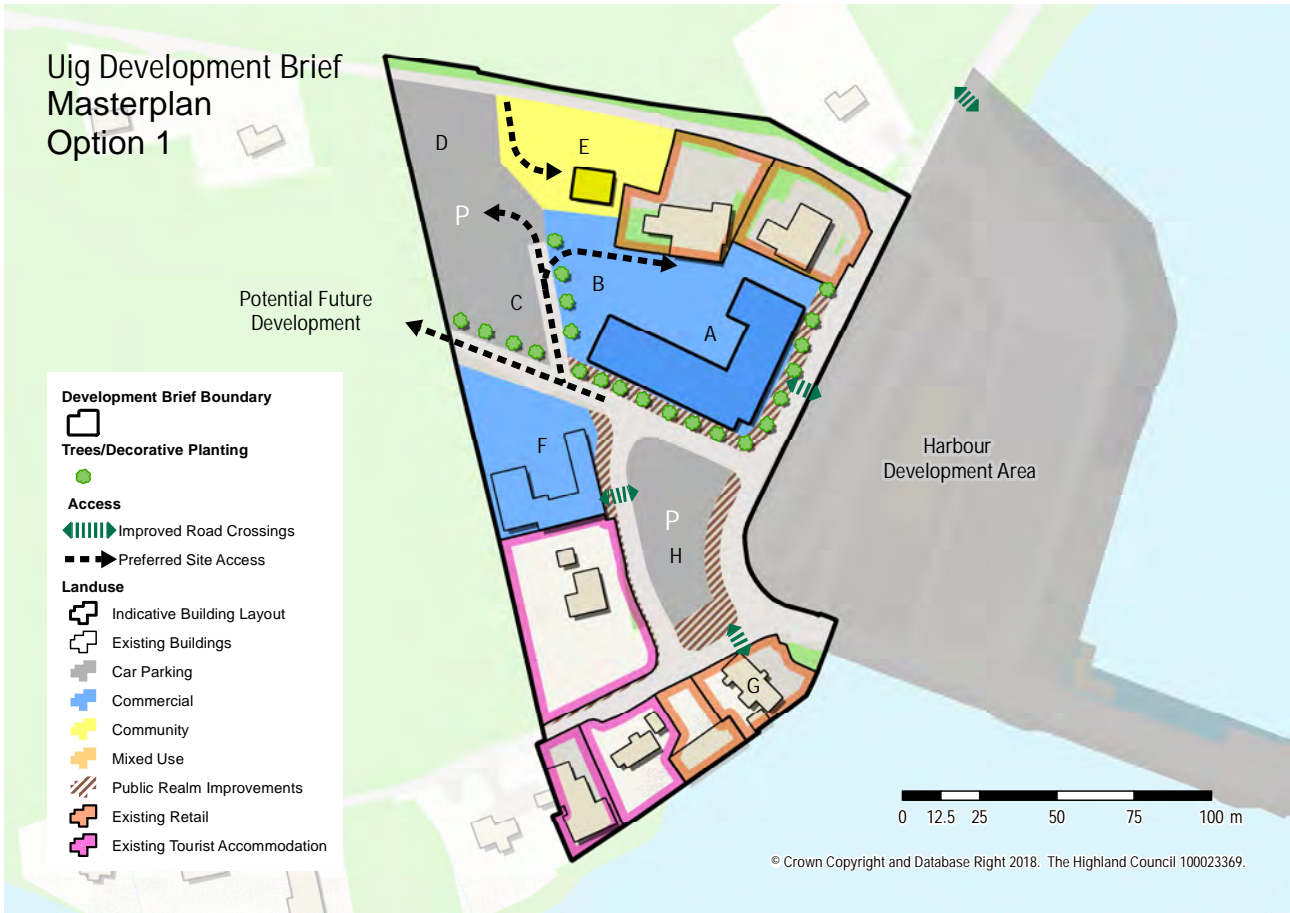
The vision for the area covered by the Uig Development Brief is represented by the following objectives:

- Strengthen Uig's role as a destination in its own right by improving the visitor experience and range of facilities
- Improve the overall visual and spatial character of the area to create a more welcoming and attractive village core
- Redevelop vacant and under utilised sites for employment generating uses with active frontages facing the main pedestrian areas
- Ensure that it is an easy to move around place with improved connections between the key destinations
- Enhance the public realm and create better quality and well defined public spaces
- Better integrate the functions of the area as a ferry terminal, hub for the community and a destination for visitors.

All development proposals within the Brief area must be able to demonstrate compatibility with these objectives.

Indicative Masterplan

- 27** The map below (Map 3.1) shows the indicative masterplan for the area which respond to the Development Objectives. Sites are labeled A to H which reflect the key development opportunities listed in Section 2 'Area Analysis'.



Map 3.1 Land ownership boundaries

Site A & B - Existing terminal building and land to rear

28 Two layout options are presented below for Sites A and B:



Map 3.2 Option 1: Brewery with visitor centre and cafe/bar on ground floor facing the harbour.



Map 3.3 Option 2: Mixture of commercial/tourism uses on ground floor with residential component.

3 Development Framework | Frèam Leasachaidh

- 29 Option 1:** Brewery (or similar single commercial occupier) with associated retail/tourism uses on ground floor facing the seafront
- 30** Sites A and B have been identified for the relocation of the brewery as it would help support its growth and enhance its role as a main visitor attraction in north west Skye. The brewery is currently located on Site F, west of the short stay car park, which has limited potential for further development. The brewery has aspirations to create a new bottling facility in Uig in order to avoid the current arrangement of transporting their produce to the Central Belt. This would help to secure the future of the business in Uig and generate additional employment opportunities.
- 31** Given its prominent location of Sites A and B, the Council would expect a very high standard of architectural siting and design in order to create an iconic/landmark building. Active frontages must be incorporated into the design and associated retail/tourism uses, such as a visitor centre and cafe/bar, must front the A87 and short stay car park. The Council would also support additional, smaller retail units being delivered as part of the scheme to maximise the amount of active frontages and make the most of the views out over the bay. The site should be accessed from the south and there may be opportunity to share an access road with the proposed new car park on Sites C and D.
- 32** Whilst this option could help deliver a new landmark building in place of the existing terminal building, there are uncertainties about the compatibility between the timescales of the availability for the release of the land and the investment decisions of the brewery.
- 33 Option 2:** Mixture of retail/tourism uses on ground floor with residential component facing seafront with smaller commercial units behind.
- 34** Development could take more of a traditional harbour side style by creating a mixture of retail/tourism uses on the ground floor with residential uses being located mainly on the upper floors. This may provide more opportunities for new businesses to start up or locate to the area, such as cafes/restaurants, shops and ticket offices, but it is acknowledged that demand is more uncertain. In this situation, the Council would support other commercial uses, such as a bottling plant, on land to the rear of the existing terminal building if it can be demonstrated that it is suitably compatible with the proposed neighbouring uses.
- 35** An indicative housing capacity has been identified of 8 units, however, the Council would be willing to consider a larger component as residential use if no commercial interest was forthcoming for the site. It is expected that any residential development is likely to be taken



Picture 3.1 Isle of Harris Distillery - An example of a landmark seafront industrial development

forward by an affordable housing provider which will help to deliver much needed affordable housing in the local area. Residential access could be taken from the A87, immediately to the south of the cafe/filling station.

- 36** This option could help to create a more traditional village centre but the deliverability of individual retail units and the composition with residential uses is uncertain.
- 37** As part of either option, the building line of any new development along the trunk road and fronting the short stay car park should be set back to accommodate a wider pavement or outdoor space (approximately 7 metres wide). This will allow for seating, tree/shrub planting and cafe spill-out space. It also reflects the position of the existing terminal building which includes public seating and some planting alongside the trunk road and helps make the most of the southerly aspect and views out over Uig Bay. Building height should typically be to up 2 storeys, however, given the central, harbour side location some larger components may be acceptable if designed to a very high standard.
- 38** The potential for a new pedestrian link between the A87 (on land immediately to the south of the cafe/filling station) and the Sheiling should be explored. This could help to improve connectivity to the Sheiling and reduce the need for pedestrian access along the Idrigill township road.

Sites C & D - Disused fuel tanks and HIE owned land

- 39** Preferred use: Car parking
- 40** Alternative use: Light industrial or storage/distribution
- 41** To address ongoing issues with car parking pressures, particularly during the summer months, additional land for car parking is identified to the north west of the Brief area. This allows for more desirable uses being located facing the seafront and car parking situated at the rear. There may be opportunity to relocate long stay and staff car parking from the harbour which would also help in the delivery of the new car park, reduce the visual impact of unnecessary parked cars along the seafront and minimise the environmental impacts from land reclamation.
- 42** Access must be taken from the south, via the site of the disused oil tanks, and not from the local township road. To rationalise the number of roads dissecting the site, a spur off the access road should be provided for the service access to the land behind the terminal building (Site B). Some form of boundary treatment should be created for the car parking area, such as natural stone wall, fencing or planting. The car park could also be designed in a way to accommodate the recycling banks which are currently located near the pier entrance.
- 43** Whilst not preferred, the Council would support industrial/storage uses on Site D to accommodate the expansion of the brewery. This is due to the recognition that the timescales of the harbour works and the consequential release of CMAL's land may present significant constraints on the brewery to grow in the shorter term. The longer term vision would continue to be for the brewery to relocate to Sites A and B and the land to be used to address the need for more car parking.

Site E - Scottish Fire and Rescue Service land

44 Use: Community (fire station)

45 The Scottish Fire and Rescue Service (SFRS) currently lease a section of the terminal building as a temporary location for a retained fire station. The building, however, is not particularly suited to SFRS and they intend to develop a permanent, purpose built station in Uig. Site E was purchased by the SFRS to create a new fire station and a scheme was granted planning permission in 2011 (11/04049/FUL) which has since expired. The SFRS welcome the opportunity to work with a local organisation to create a 'community fire station' by designing it in a way to allow others to make use of its facilities, such as a meeting room, showers, toilets. Any community groups who may be interested are encouraged to make early contact with SFRS.

Site F - Isle of Skye Brewery Company

46 Use: Commercial, Retail/Tourism

47 It is understood that the expansion of the brewery business is becoming increasingly constrained by the existing buildings and layout of the site. The preferred outcome for both the Council and the owner is for the brewery to relocate to Sites A and B. This would not only allow for the creation of a purpose built, landmark building but also release the existing brewery buildings for new businesses to open in Uig. Alternatively, the Council would support a major redevelopment of the existing site but the impact of this on the operation of business is expected to be impractical. Some further intensification of the existing site is also supported in principle, however, the the Council would expect a high standard of architectural design from any new development and the proposal to meet expectations in terms of car parking provision.

Site G - Bakur Bar

48 Use: Bar/restaurant

49 The owner of Bakar Bar has intentions to extend the premises in the future, which the Council supports in principle. However, due to the low eves and low roof pitch of the existing building, the siting and design options for extensions are limited. Should proposals to significantly expand the property come forward, the preferred option would be to see the existing building being replaced with a development which is much more sympathetic to its prominent and central location. It is recognised that this may not be financially practical for the existing business so proposals for extensions will be supported if they are designed to a high standard and provide design solutions to the issues identified above. Development proposals on this site should also look to address the poor quality and narrow pavement around the site including relocating the commercial waste bins from the public pavement.

Site H - Short stay car park

50 Use: Car park/public space

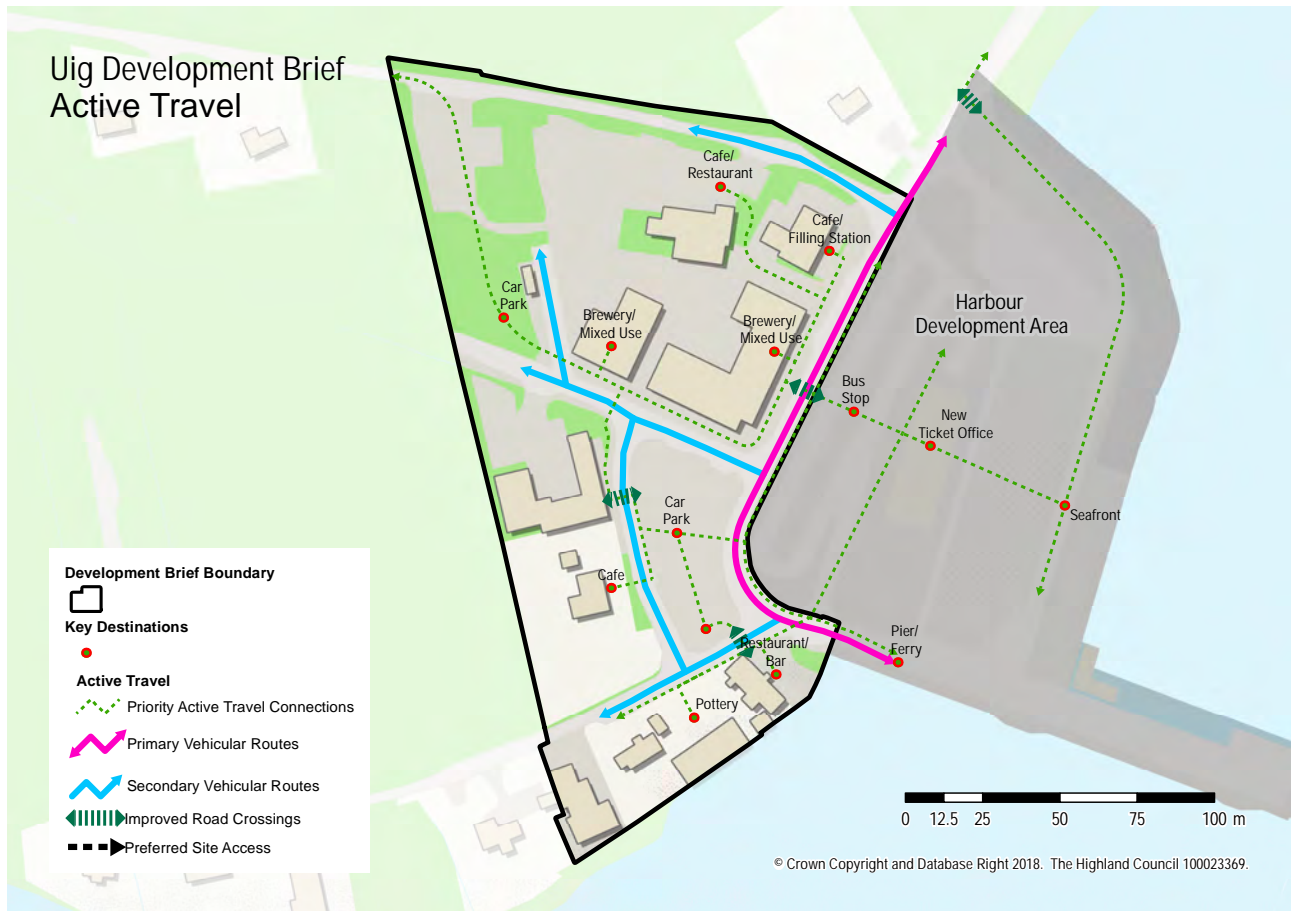
- 51** The short stay car park is owned by the Council and provides an important facility for visitors to the local area and customers to the local businesses. Should new car parking provision be delivered on land shown as Sites C and D, then opportunity may exist to convert some parking on Site H to civic space. If this was tied in with the land surrounding the memorial statue, then a much larger civic space could be created. Additional planting and seating would then help to make an attractive and welcoming village centre. There may also then be scope for a small kiosk style retail/tourism outlet(s) to be located on this site.

Developer Requirements

- 52** Developer requirements are issues which need to be addressed by the developer at planning application stage. It may include survey work to inform siting and design of a proposal or features which need to be incorporated into the final development. The developer requirements set out below underpin the vision, and seek to address strategic challenges. The developer requirements listed below will be taken into account for all future planning applications within the Development Brief area.

Active travel and connections

- 53** Uig currently suffers from having very poor active travel connections between the main destinations. The map below sets out the priority active travel improvements which need to be incorporated within the design of relevant development proposals. Developers need to ensure that, where possible, connections are enhanced between areas of car parking, the main retail and tourism businesses, the harbour and the new terminal building. Designated pedestrian crossings of the A87 trunk road are needed and should be delivered as part of the harbour works. Improvements to the streetscaping and pedestrian links along the road to the campsite should also be incorporated within relevant development proposals .



Map 3.4 Priority active travel connections and key destinations

Aligning with the Harbour Masterplan

- 54** All development proposals must be compatible with the harbour redevelopment works. As identified in Section 1, the masterplan for the harbour works has not yet been finalised. There are several elements of the harbour works which may influence the detailed layout and design of development with the Brief area. In particular, the amount of land surplus to requirements following completion of the harbour works, location of parking provision, pedestrian connections and the amount and location of public realm. Discussions are ongoing as to whether features such as pedestrian connections across the trunk road and a seafront active travel route can be incorporated into the design.
- 55** Transport Scotland are not expected to commit to the finalised harbour masterplan until June or July 2018. Whilst this will be after the publication of the consultation draft of the Development Brief, it is expected to be confirmed prior to its adoption .

Car parking provision

- 56** Due to the growing popularity of Skye as a tourist destination and the high seasonality of the tourism market there are increasing pressures for car parking provision around the harbour. Whilst businesses have grown over time, the majority of customers parking has largely been directed at the short stay car park in the centre (owned and managed by the Council) and the marshalling area and long stay car park. New development and the

expansion of existing businesses will be expected to provide additional parking in line with the Council's guidance ([ROADS AND TRANSPORT GUIDELINES FOR NEW DEVELOPMENTS](#)). If an applicant cannot meet the required car parking requirements within the proposed site then a commuted sum may be taken for the provision of additional parking space within the local area.

Habitat Regulations Appraisal (HRA)

- 57** Development in and around the harbour at Uig has the potential to have a likely significant effect on two natura sites alone or in combination with other developments. These include the Ascrib, Isay and Dunvegan Special Area of Conservation (SAC) which an important environment for common seals and the Inner Hebrides and the Minches SAC which is an important environment for harbour porpoise. Potential for impact on qualifying interest may arise from deterioration in water quality through sediment release or pollutants entering the marine environment during construction and operation of proposed developments. To ensure that these impacts are avoided, proposals within the Development Brief boundary will be required to assess and demonstrate appropriate mitigation measures which ensure avoidance of any adverse effect on the integrity of these designations.

Shopfront & Signage

- 58** Shopfronts and signage play an important role in defining the character of an area. They are highly visible and the image they project has a significant impact on the quality of the built environment and the way people experience an area. The Council expect that all new commercial developments, including works on existing businesses, should have well designed shopfronts and signage. They should be constructed from high quality materials and avoid unsympathetic materials such as uPVC, sheet plastics and acrylic.

Siting and Design

- 59** High quality architecture is an important feature of the visitor experience, helping to create a distinctive and attractive environment. All new development proposals, particularly those in prominent locations, are expected to be of a high architecture standard. Development facing the main streets must demonstrate that active frontages have been maximised and it is expected that natural and traditional materials are used, such as natural stone, timber and slate and curved profile metal sheeting. The Council also encourages the use of permanent buildings, as opposed to temporary structures such as static caravans, as these can help to improve the appearance of the area.

Surface water drainage and flood risk

- 60** Mechanisms for managing surface water run-off must be fully considered as part of any proposal within the Brief area. Where shown to be required, suitable Sustainable Urban Drainage Systems (SUDS) in accordance with CIRIA C753 should be integrated into the design and layout of the proposal at an early stage in the design process. SEPA also welcome the opportunity for the retrofitting of SUDS in the redevelopment of land at Uig.

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- 61** A flood risk assessment will be required to determine acceptable use, layout and design. Only low vulnerability uses or operationally essential uses will be acceptable in areas shown to be at risk of flooding. A small watercourse has been straightened to the west of the Brief area and is likely to be culverted under the site. Opportunities to deculvert this watercourse should be investigated so that it can be included as a water feature in redevelopment of the site

Waste and recycling containers

- 62** To improve pedestrian safety and reduce clutter all developments will be required to demonstrate that a suitable and sufficient off-street storage area is identified for associated refuse containers. The recycling banks currently located near the entrance to the pier will be relocated as part of the harbour works. These could be accommodated within the proposed car park to the north however the Council may also consider alternative options in the meantime.

Developer Contributions

- 63** All developments in Highland are subject to HwLDP Policy 31: Developer Contributions and the associated Supplementary Guidance. Developer contributions are obligations which are attached to a planning permission in order to mitigate the negative impacts which the proposals will have on existing infrastructure and services. These contributions may be made as financial payments or as direct works. Listed below are the contributions which which may be sought from developers in Uig.

Parking	New development and the expansion of existing businesses will be expected to provide additional parking in line with the Council's guidance (ROADS AND TRANSPORT GUIDELINES FOR NEW DEVELOPMENTS). If an applicant cannot meet the required car parking requirements within the proposed site then a commuted sum may be taken for the provision of additional parking space within the local area.
Public realm	Public realm improvements, potentially incorporating public art at 1% of the overall build cost, to be delivered either on site or in the immediate vicinity.
Waste	The following standard planning condition will usually apply: A suitable and sufficient off-street storage area shall be maintained at all times for refuse containers associated with this development. All refuse and recycling materials associated with the development shall be stored within the approved area detailed on the site plan REF X. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on day of collection.
Service access	To prevent service vehicles obstructing traffic flow, servicing is generally sought from a private rear or side access, rather than via the public road. Building regulation emergency vehicle paths must also be adhered to.

Community facilities	Contributions towards community facilities will be in line with the Developer Contributions Supplementary Guidance. At present no additional community facilities are identified within the Action/Delivery Programme for the West Highland and Islands Local Development Plan (WestPlan) and therefore contributions are not expected to be sought.
Open space (including sports facilities)	Open space provision will be required in line with the Council's Open Space in Residential Development Supplementary Guidance.
Education	Education contributions will be in line with the Developer Contributions Supplementary Guidance informed by the most up to date School Roll Forecasts which are reported annually on the Council's website. Contributions towards education are not likely to be sought given the existing school rolls have significant capacity remaining.