

HIGHLAND COUNCIL

Committee: Skye and Raasay Area Committee

Date: 4 March 2019

Report Title: Uig Development Brief

Report By: Director of Development and Infrastructure

1. Purpose/Executive Summary

- 1.1 This report seeks approval for the finalised version of the Uig Development Brief along with the suggested Council responses to comments made during the public consultation. The Brief sets out an agreed planning framework which will guide 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, including those which may arise from Transport Scotland's investment in the Skye Triangle ferry routes which involves a major upgrade of Uig Harbour. Subject to Committee approval, officers will take steps to formally adopt the brief as statutory Supplementary Guidance to the Council's Development Plan.

2. Recommendations

- 2.1 Members are asked to:
- i. consider the summary of comments received on the Brief and agree the Council responses as set out in **Appendix 1**; and
 - ii. agree to adopt the Uig Development Brief (set out in **Appendix 2**) as part of the Development Plan, subject to any non-material amendments or formatting changes, and clearance by Scottish Ministers.

3. Purpose of Project and Context

- 3.1 The 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 the proposed [West Highland and Islands Local Development Plan \(West Plan\)](#) which is currently at Examination.
- 3.2 The 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, including those which may arise from Transport Scotland's investment in the Skye Triangle ferry routes which includes a major upgrade of Uig Harbour.
- 3.3 A draft Uig Development Brief was approved for consultation by the Isle of Skye and Raasay Area Committee on 4 June 2018. The draft Brief was informed by a range of discussions including an early engagement workshop aimed at identifying priorities and potential constraints which was attended by key stakeholders and members of the local community. Also taken into account was an action plan of priorities for Uig which was prepared by the Community Council and Community Trust as part of the early stages West Plan. Further information has been gathered from ongoing engagement with the lead agencies delivering the harbour redevelopment project, landowners, and partner organisations such as SNH, SEPA and Scottish Water.
- 3.4 This work helped to identify the main priorities and constraints for the land within the Brief boundary. This led to the Brief setting out a Vision which was expressed as a series of Development Objectives. An indicative masterplan 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. Public Consultation

- 4.1 The consultation on the draft Uig Development Brief ran for eight weeks from 31 July to 21 September 2018. During this time the draft Brief was available to view and comment online through the Development Plans consultation portal consult.highland.gov.uk. A paper copy was made available to view in Uig at the CalMac ferry terminal and the filling station and at the Council's offices in Portree.
- 4.2 A public consultation event was held in Uig Village Hall on 10 September which involved a drop-in exhibition during the afternoon and a workshop in the evening. The event was held jointly with the lead agencies delivering the harbour redevelopment project including the Council's Project Design Unit (PDU), Transport Scotland, Caledonian Maritime Assets Ltd (CMAL), and ferry operators CalMac.
- 4.3 The consultation was publicised in a number of ways, including:
- email notifications at the start of the consultation and reminders in advance of the deadline for comments. The mail out included key stakeholders, agencies, businesses, landowners, Community Council, Uig Community Trust and individuals registered on the consultation portal who have expressed an interest

in the West Highland area;

- a series of postings on social media (through Facebook alone we managed to reach 1,189 people with 155 of those actively clicking on the hyperlinks to find out more information about the Brief and the consultation);
- placing a notice in the local press; and
- circulating posters with information on the consultation to the service point in Portree and to CalMac ferry terminal in Uig and the Uig filling station.

4.4 The public drop-in exhibition was attended by approximately 25 people during the afternoon and about 25 people were involved in the evening workshop. Attendees included members of the public, harbour users, representatives for some of the key landholdings, Uig Community Trust, HIE, Transport Scotland, CMAL, CalMac, and the Council's Project Design Unit.

4.5 In total 36 comments by nine individual consultees were made on the draft Brief. This included three members of the public, two private landowners, one public sector landowner (HIE) and three consultation agencies (SNH, SEPA and Scottish Water). **Appendix 2** provides a summary of the comments received together with the recommended Council responses. Verbatim comments received can be viewed on the [Development Plans consultation portal](#).

5. Recommended Changes

5.1 The finalised version of the Uig Development Brief which we seek approval to adopt is shown in **Appendix 2**. Based on the comments made during the public consultation and ongoing discussions with key stakeholders the following main amendments are recommended and have been incorporated into the finalised Brief:

- the fifth Development Objective (page 15 of **Appendix 2**) has been amended to include reference to enhancing the amount of greenspace within public spaces;
- the finalised Brief continues to provide two main layouts for the future development of the key sites in Uig to ensure that the Brief can respond appropriately to emerging development opportunities and demands;
- the Preferred Layout (page 16 of **Appendix 2**) is generally in line with Option 1 as shown in the draft Brief. This identifies the existing terminal building and the land to the rear (Sites A and B) to be allocated for the relocation of the brewery. Land owned by the Council and HIE (Sites C and D respectively) which is less prominent is allocated for car parking;
- the Alternative Layout (page 18 of **Appendix 2**) is based on Option 2 as shown in the draft Brief. This identifies Sites A and B for a mix of retail and residential development. The main changes from Option 2 of the draft Brief is for Site D (owned by HIE) to be identified for commercial development and for car parking on Site C and part of Site B;
- reference to the potential opportunity to redevelop/reconfigure the existing brewery site (Site F) has been highlighted with siting and design requirements being strengthened to ensure that a high standard architectural design is required.
- reference to the future use of the existing short stay car park (Site H) has been amended to highlight the longer term aspiration of converting it to a public square with enhanced areas of greenspace;
- changes to the masterplan maps have been made to reflect the changes above.
- minor adjustments to the Developer Requirements and Developer Contributions have been made to better clarify what is required; and
- refinements have been made to the active travel requirements such as an amendment to the suggested route of the connection to the Idrigill township

road. Active travel connections have also now been incorporated within the Indicative Masterplans to better illustrate the overall vision for the area.

6. Next Steps

- 6.1 The Development Brief establishes the Council's detailed planning policy for the land to the west of Uig Harbour and it will be vital to future planning decisions in the area. It will play an important role in helping to deliver the Highland-wide Local Development Plan and the existing West Highland and Island Local Plan (2010) and emerging West Highland and Islands Local Development Plan (currently at Examination).
- 6.2 Approval of this Development Brief will enable progress to the final stage in adopting it as Supplementary Guidance. This involves the brief being submitted to Scottish Ministers for a 28 clearance period. It is intended to adopt this as supplementary guidance to the existing West Highland and Island Local Plan (2010) and the West Highland and Islands Local Development Plan (when adopted) forming part of the Council's statutory Development Plan.

7. Implications

- 7.1 Resource: Resources to complete statutory processes for the Uig Development Brief are allowed for within the service budget.
- 7.2 Legal: It is possible for a legal challenge to be made to the Development Brief but due process has been followed and therefore the Council will have a defensible position in the event of any challenge.
- 7.3 Community (Equality, Poverty and Rural): The Uig Development Brief will help to set a framework for future economic and regeneration opportunities in Uig. This will help to strengthen the local community and provide new employment opportunities.
- 7.4 Climate Change / Carbon Clever: The principle of developing land at Uig has been subject to several rounds of environmental assessment including as stand alone planning policy and 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 which requires developers to undertake further environmental and other assessment work.
- 7.5 Risk: There are no known significant risks associated with the Brief.
- 7.6 Gaelic: Gaelic headings will be added prior to publication.

Designation: Director of Development and Infrastructure

Date: 15/2/2019

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 \(WHILP\) \(as continued in force, April 2012\)](#)

APPENDIX 1: Summary of consultation comments

Summary of Comments	Officer Response
Area Analysis	
<p><u>HIE</u> Seeks clarification on the sites which the contaminated land requirement relates to.</p>	<p>Noted: The Brief highlights that due to the industrial nature of some of former/current uses there may be contamination issues which need to be resolved. The Council's Contaminated Land Unit will provide additional comments on relevant planning applications.</p>
<p><u>SNH</u> Supports the need for better active travel connections with waterfront and that there is a lack of greenspace.</p> <p>However, active travel infrastructure other than for pedestrians is particularly important to fulfil objective to improve the visitor experience of Uig.</p>	<p>Support noted</p> <p>Accepted: Confirmation has been provided from the Council's Project Design Unit that cycle parking will be incorporated within the proposed plans for the new terminal building. Clarification of this position has been added to the Brief.</p>
<p><u>SEPA</u> Seeks confirmation from Scottish Water that the additional uses being proposed within the Brief can be accommodated.</p>	<p>Noted: Since the publication of the draft Brief, Scottish Water has confirmed that the existing treatment works can accommodate certain proposed new uses (e.g. retail and residential). Early engagement with Scottish Water will be required by prospective developers of more water/waste water intensive uses to ensure sufficient capacity. Clarification of this position has been added to the Brief.</p>
<p><u>Scottish Water</u> Confirms that there is sufficient capacity for certain new uses proposed as part of the Brief. Scottish Water note that on the usage rates of other potential developments, particularly the proposed bottling plant and any future changes as part of ferry servicing, may be significant and that early engagement with Scottish Water will be important to ensure that suitable capacity can be delivered to accommodate the proposed development.</p>	<p>Noted: Clarification of this position has been added to the Brief.</p>
Development Objectives	
<p><u>HIE</u> Agrees with the purpose of the Brief and considers it presents an</p>	<p>Support noted.</p>

APPENDIX 1: Summary of consultation comments

<p>opportunity to enhance Uig as a strategic gateway location. HIE support the vision and development objectives, particularly strengthening Uig as a destination in its own right and redeveloping the vacant and derelict sites for employment generating uses. These align with HIE's strategic priorities.</p>	
<p><u>SNH</u> Welcomes the objectives as it should create more attractive and useable spaces.</p> <p>The aim of creating easy movement should be emphasised for non-vehicular access. As an objective is to improve the visitor experience and encourage people to spend more time in Uig, good quality facilities for active travel users is of particular importance, particularly as ferries to/from Uig connect with the promoted Hebridean Way cycle route / National Cycle Network route 780.</p> <p>Requests minor amendment to the Development Objective for enhancing the public realm to include reference to greenspace for people and nature.</p>	<p>Support noted.</p> <p>Accepted: Amendments have been made to the Brief to recognise the lack of active travel facilities in Uig and reference to the Hebridean Way cycle route / National Cycle Network route 780 has been added.</p> <p>Accepted: An amendment has been made to the relevant Development Objective to promote the enhancement of greenspace within public spaces.</p>
<p><u>Member of public</u> For this area to work the Harbour Redevelopment cannot become an even more enormous sterile area than is at present (current proposals are for it to more than double in scale). It is absolutely vital that the Brief area connects well with the shore front.</p>	<p>Noted: We have engaged with the leading agencies delivering the harbour redevelopment project to promote the importance of minimising areas of hard surfaces and incorporating soft landscaping and active connections.</p>
Masterplan	
<p><u>SNH</u> Considers the indicative masterplan is helpful but it would help to complete the vision by including the active travel information on it.</p>	<p>Accepted: Active travel connections are now shown on the indicative masterplans.</p>
<p><u>Member of public</u> Believes that the possibility of housing in should not be excluded as all other successful harbour towns have a mix of housing and commercial and that it helps create activity all year round.</p>	<p>Noted: It is recognised that residential development could form an important mix of the uses which would help to deliver the Development Objectives but due to uncertainties regarding its deliverability, it forms part of the Alternative Layout within the finalised Brief.</p>
Sites A and B	

APPENDIX 1: Summary of consultation comments

<p><u>HIE</u> Supports the proposals to relocate the brewery and are working with the owner. Considers that HIE's land represents the most appropriate location for this in the short to medium term to meet the Brewery's immediate expansion requirements. The bottling plant should be located on Site D to allow more visually prominent site A and B to be utilised for retail/tourism.</p>	<p>Noted: However, the proposed layout in the Brief provides sufficient land for the brewery and bottling facility to be located within Sites A and B. If the brewery remains within its existing site rather than relocating to these sites, then Site D would be a suitable location for a botting plant.</p>
<p><u>HIE</u> Should Sites A and B not be utilised for the relocation of the Brewery, HIE supports the development of this site for a mix of retail, commercial and tourism uses (potentially with residential use on upper floors). HIE has undertaken their own assessment of market demand and likely requirements and it is considered that a Market Square type retail concept could be popular. It is acknowledged that retail trade outwith the tourist season will be challenging at this location, although the tourist season is expanding and levels of traffic continues to grow.</p> <p>Supports of the encouragement of residential use within the Uig Harbour area. HIE has undertaken their own research into residential demand, particularly for affordable housing accommodation and they are aware that there is known demand from housing associations and available funding to support the delivery of affordable housing particularly on island locations. HIE supports community housing proposals, particularly if this would result in mixed use with commercial units at ground floor level.</p>	<p>Support for the proposed mix of uses, should the brewery not relocate, is noted.</p> <p>Comments on the need for residential development, particularly affordable housing, are noted.</p>
<p><u>SNH</u> The approach of setting out the options seems sensible.</p>	<p>Support noted.</p>
<p><u>Member of the public</u> Favours Option B as a mix of uses is more likely to make Uig a destination rather than assigning it all for the brewery.</p>	<p>Noted: It is recognised that a mixed use development could help to deliver the Development Objectives but due to uncertainties regarding its deliverability, it forms part of the Alternative Layout within the finalised Brief.</p> <p>The Preferred Layout is for the relocation of the brewery to Sites A and B which would allow opportunity for the creation of a new iconic style building which would also provide an anchor for visitors and free up</p>

APPENDIX 1: Summary of consultation comments

	their existing site for new businesses. It would also help to retain the business within Uig and support its growth.
<p><u>Member of the public</u> Agrees with proposals to remove the eyesore terminal building but considers more land should be allocated for Mixed Use for future growth. Not convinced that the brewery is the most suitable use for site A and maybe best placed to expand its current site.</p>	<p>Noted: Support for the removal of the existing terminal building is noted. The brewery is considered to be a suitable use for Sites A and B if it is designed to a very high architectural standard. It is recognised that the brewery may end up remaining on the existing site rather than relocating. Consequently, amendments have been made to the Brief to ensure any redevelopment/reconfiguration of the existing brewery site is done to a high architectural standard.</p>
<p><u>Member of the public</u> The existing terminal building must be removed.</p> <p>Priority should not be given to the brewery.</p>	<p>Support noted: It is agreed that should the opportunity arise, the existing terminal building should be removed and the land be made available for more appropriate uses.</p> <p>No change: Within the finalised Brief the Preferred Layout identifies Sites A and B for the relocation of the brewery as it can help to deliver the Development Objectives and is considered to be the most viable and realistic option. Should the relocation of the brewery not come to fruition, then the Alternative Layout provides support for a mixed use development.</p>
<p><u>Member of the public</u> Supports Option B as it has the greatest scope for creating a village centre.</p>	<p>No change: It is recognised that a mixed use development could help to deliver the Development Objectives but due to uncertainties regarding its deliverability, it forms part of the Alternative Layout within the finalised Brief.</p>
<p><u>Steven Mckibbin (landowner)</u> Paragraphs 32 and 35 refer to new cafes and restaurants but with several already operating in Uig the focus should be on other commercial uses. Additional eateries could displace existing ones.</p>	<p>No change: The concerns regarding the current supply of eateries is noted, however, the Development Objectives aim to strengthen Uig's role as a destination in its own right which will bring more visitors to the area and retain them for longer.</p>
Sites C and D	
<p><u>HIE</u> Considers that commercial development is the most appropriate use for Site D as these can assist in the overall regeneration objectives and meets the community aspiration of the development of new</p>	<p>Accepted: It is considered that the optimal layout would be for the brewery to be located within a single site in Uig (rather than split between two sites) and for car parking to be provided in a less prominent location. It is accepted that the timescales for Sites A and B</p>

APPENDIX 1: Summary of consultation comments

<p>business uses. It could provide accommodation/incubation units for start-up businesses.</p> <p>It is considered that each proposed development use should address their own parking needs (as per the developer contribution requirements) and that car parking provision for the Uig Harbour area should not be to the detriment of the commercial viability of HIE's land.</p>	<p>becoming available and the plans for the expansion of the brewery may not be compatible. As a result, within the Alternative Layout as shown in the finalised Brief, Site D is identified for commercial uses.</p> <p>No change: It is considered that the Brief identifies sufficient land for commercial uses. The lack of suitable car parking was identified by the local community and key stakeholders as a major issue, particularly during the summer months. The Brief addresses this problem by identifying land for up to 80 spaces on Sites C and D. In turn this would provide an opportunity to convert the existing short stay car park (which currently provides 45 car parking spaces) to a public square. It also identifies the opportunity for it to provide a space for kiosk style retail/tourism units for new business start ups.</p>
<p><u>HIE</u> It is unclear from the Brief who would be responsible for the delivery and management of the proposed communal car parking. The Brief also does not include any details on timescales for delivery of number of car parking spaces that are considered necessary to address the current parking provision pressures.</p>	<p>Noted: Given that Sites A and B is owned by both the Council and HIE it is expected that the Council or community group could lead on the delivery and management of the car park if funds become available. An initial assessment of Sites C and D showed that it could accommodate approximately 80 car parking spaces.</p>
<p><u>HIE</u> Consideration should be given to extending the Brief boundary to include the land to the west and examine the potential for car parking to be accommodated on the adjacent land.</p>	<p>No change: Since the publication of the draft Brief the landowner has confirmed that there are ecological constraints on the site and that it is not available for development. Nevertheless, it is recommended that it remains identified as a long term potential direction for growth given its proximity to the existing built development and access road,. A detailed environmental assessment of the site can be undertaken in due course to determine whether the site has development potential.</p>
<p><u>SNH</u> Welcomes the shift of car parking provision to sites C and D to free up opportunities around the harbour that make the most of sea front location.</p> <p>Although tree/decorative planting is identified on the indicative masterplan map, there is no mention of it in the descriptive text for Sites C and D.</p>	<p>Support noted.</p> <p>Accepted: Reference to tree planting has now been identified in the descriptive text for Sites C and D.</p>

APPENDIX 1: Summary of consultation comments

Site F	
<u>HIE</u> The development allocation, proposed mix of uses and developer requirements are fully endorsed by HIE	Support noted.
Site G	
<u>Landowner of Bakur Bar</u> Not aware of any pavement that goes beyond the electrical box sited at the front of the Bakur Bar and considers the land is within his ownership.	Noted: However, the Brief highlights the poor quality and narrow pavement that currently exists alongside the Bakur Bar. Any opportunity to improve the current situation and bring it in line with current standards should be taken. No amendment is proposed to the Brief.
Site H	
<u>SNH</u> Supports the aspiration of creating a civic space which will contribute to placemaking qualities.	Support noted.
<u>Member of public</u> Given the amount of marshalling area and car parking proposed at the harbour, it is suggested that the short stay car park could be converted to greenspace with seating as a focal point to the village.	Accepted: Due to the growing tourism industry, increased ferry capacity and expected regeneration there is likely to be continuing pressure for car parking provision in Uig. However, it is accepted that the long term aim of converting the short stay car park will help to deliver the Development Objectives. Consequently the finalised Brief has been amended to reflect this position.
<u>Member of the public</u> The future use of the short stay car park is key to the development of Uig. It should be a much needed centre square not a car park with a mix of housing and retail surrounding it.	Accepted: As response above.
<u>Member of the public</u> Supports the aspiration of a larger civic space but has concerns regarding the continued need for car parking provision.	Noted: The conversion of Site H to civic square would be dependent on the creation of an alternative car park being delivered (e.g. on Sites C and D). As a result, it is likely to be a longer term aspiration.
Developer Requirements	
<u>HIE</u>	Accepted: It is agreed that if the site is to be developed as a bottling

APPENDIX 1: Summary of consultation comments

<p>Request that the active travel link at Site D is amended to reflect the requested change to commercial uses (not car parking).</p>	<p>plant then the active travel link from the Idrigill road is more appropriate to be accommodated within Site E which is a much wider site with a access route being proposed from the Idrigill Road. The active travel route shown in the Alternative Layout and site requirements have been amended to reflect this position.</p>
<p><u>SNH</u> Supports the aim to improve active travel connections but seeks identification of cycle parking infrastructure.</p> <p>A better balance between green space and hard surfaces needs to be achieved and it makes sense to consider this across both the harbour masterplan and development brief sites together.</p> <p>Supports the other developer requirements, including HRA, and are sensible and should contribute to the Development Objectives.</p>	<p>Noted: Confirmation has been provided from the Council’s Project Design Unit that cycle parking will be incorporated within the proposed plans for the new terminal building. Clarification of this position has been added to the Brief.</p> <p>Accepted: The 5th Development Objective has been amended to include reference to enhancing areas of greenspace. The respondent’s comments have also been highlighted to the Project Design Unit who are leading on the Harbour Redevelopment Project.</p> <p>Support noted.</p>
<p><u>Member of the public</u> Supports an active travel link between the short stay car park/existing public toilets to the Idrigill Road and improving the links between the existing brewery/pottery/petrol station shop and the shorefront is a must.</p>	<p>Support noted.</p>
<p><u>Member of the public</u> Supports the creation of a pedestrian friendly civic space which is a safe environment for families. A primary aim of both the Harbour Masterplan and the Development Brief should be to provide such a facility. A wide promenade would be a key first step.</p>	<p>Support noted: A wide promenade is included within the proposed harbour masterplan. The respondent’s comments have also be highlighted to the Project Design Unit who are leading on the Harbour Redevelopment Project.</p>
<p><u>HIE</u> Supports requirements for car parking (onsite or commuted sum) rather than their land being utilised solely for car parking.</p>	<p>Noted: However, the Preferred Layout in the finalised Development Brief continues to identify land owned by HIE and the Council to be for car parking as it forms part of the wider aim of ensuring attractive uses are located facing the main public spaces and less desirable uses, such as car parking, are located in less prominent locations.</p>

APPENDIX 1: Summary of consultation comments

<p><u>Member of the public</u> Supports the requirement for high quality shopfronts.</p>	<p>Support noted.</p>
<p><u>Member of the public</u> Considers that frontages of all new developments must be high quality.</p>	<p>Noted: It is considered that this issue is covered already by the Siting, Design and Active Frontages section of the Brief.</p>
<p><u>SEPA</u> Positive opportunities exist to combine active travel connections with retrofitted SuDS features that will also add landscaping, biodiversity and amenity value to the area.</p>	<p>Accepted: The opportunities highlighted by SEPA are recognised and amendments have been made to the Brief to emphasise this position.</p>
<p><u>SEPA</u> Supports requirement for flood risk assessments to be undertaken to determine acceptable use, layout and design.</p>	<p>Support noted.</p>
<p><u>SEPA</u> Supports opportunities to deculvert the small watercourse to the west of the site are being investigated. The Development Brief presents an ideal opportunity to re-envision the site with a positive natural feature at its heart, which could greatly enhance the site.</p>	<p>Accepted: The opportunities highlighted by SEPA are recognised and amendments have been made to the Brief to emphasise this position.</p>
<p>Developer contributions</p>	
<p><u>HIE</u> Supports the requirement to provide additional parking as part of any new developments and/or the expansion of existing business. HIE welcomes the proposal for public realm improvements and public art to be incorporated into new development proposals.</p>	<p>Support noted.</p>
<p>Other issues raised</p>	
<p><u>Landowner</u> A major omission from the Brief is the provision of marina and other associated facilities such as showers which would help to increase visitors and create new businesses.</p>	<p>No change: Whilst the harbour is not included within the Development Brief boundary, the Development Objectives are supportive of the issues raised including the enhancement of Uig as a destination, expanding the range of facilities provided and focusing on employment generating uses. The marina proposal was also suggested to and considered by PDU as part of the consultation on the harbour redevelopment.</p>

APPENDIX 1: Summary of consultation comments

<p>It should be highlighted that no money has been allocated from the City Region Deal for Skye.</p>	<p>No change: It is not considered necessary to include this information within the Development Brief.</p>
<p><u>Member of the public</u> If the current proposals for the marshalling area to be more than doubled in size proceed the area will be dominated by tarmac.</p>	<p>Noted: This issue has been a consideration for the Council's Project Design Unit and other agencies leading on the harbour works project.</p>
<p><u>Member of the public</u> Disappointed that the Brief boundary does not also include the Harbour Development Area which is almost as large as the Brief area itself. Its inclusion in the Brief area would have provided an opportunity for the local community to influence how the harbour area is developed whilst still meeting its functional requirements.</p>	<p>Noted: The harbour development area was not included within the Brief boundary as the two projects have distinctly different purposes. The harbour redevelopment project is working within a specific set of parameters provided to them by Transport Scotland, who are funding the works. The majority of the proposed improvement works is also within the permitted development rights of the Harbour Revision Order which means it is outwith the control of the planning system. The Brief has focused on coordinating the future development opportunities of the areas of land which will become surplus as a result of the harbour works. It has always been acknowledged, however, that the two projects must be aligned where ever possible and the agreed harbour works masterplan will be taken into account in the final preparation of the Development Brief.</p>
<p><u>HIE</u> Considers it challenging to separate out the Brief area from the wider Harbour proposals and that the Brief should provide details of the proposed public realm strategy for the Harbour area.</p>	<p>No change: As response above. A public realm strategy has not yet been prepared for the harbour redevelopment works.</p>
<p><u>HIE</u> Would welcome a discussion with The Highland Council and Transport Scotland to see if any assistance or land can be provided for temporary storage/commercial accommodation during the Harbour construction period.</p>	<p>Noted: This offer has been passed to the Council's Project Design Unit for consideration as they are leading on the harbour works project design.</p>

Uig Development Brief Bhrath-Leasachaidh Ùig



February 2019

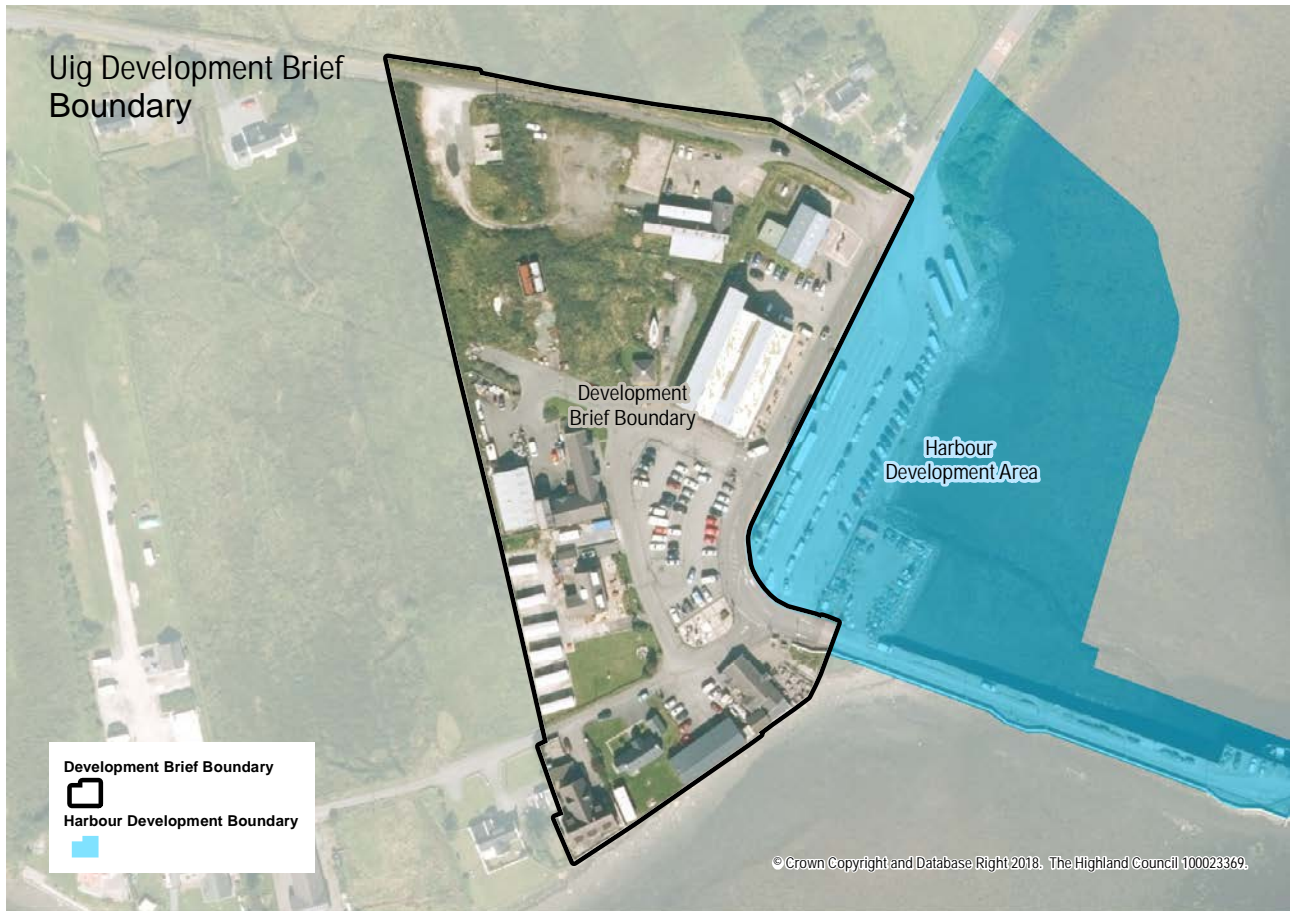
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Uig Development Brief

1 Introduction Ro-ràdh	2
Background and Purpose	2
Stages of Preparation and Consultation	5
2 Context Co-theacsa	7
Planning Policy	7
Area Analysis	8
3 Development Framework Frèam Leasachaidh	15
Development Objectives	15
Indicative Masterplan	16
Sites A and B - Existing terminal building and land to the rear	16
Sites C and D - Disused fuel tanks and HIE owned land	20
Site E - Scottish Fire and Rescue Service land	20
Site F - Isle of Skye Brewery Company	21
Site G - Bakur Bar	21
Site H - Short stay car park	22
Developer Requirements	22
Developer Contributions	26

Background and Purpose

- 1 This Development Brief covers the commercial core of Uig which lies immediately to the west of the Harbour (the boundary is shown in Map 1.1 'Development brief boundary'). The purpose of the Brief is to provide a structured framework for guiding 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. This includes those opportunities which may arise from Transport Scotland's investment in the Skye Triangle ferry service which involves a new and improved ferry vessel and major upgrade of Uig Harbour.
- 2 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 of development, phasing and service provision. In setting this out, the Brief provides a detailed planning policy framework which the Council will use to inform its decisions on future planning applications and help steer 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 redevelopment project. It also outlines the key stages in preparing the Brief and identifies the main outcomes from public and key stakeholder consultation carried out.
 - **Section 2 'Context'** – Outlines the existing planning policy framework which supports the Brief and the key considerations and constraints identified from an analysis of the 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 be a consideration for all future planning applications within the Brief area.



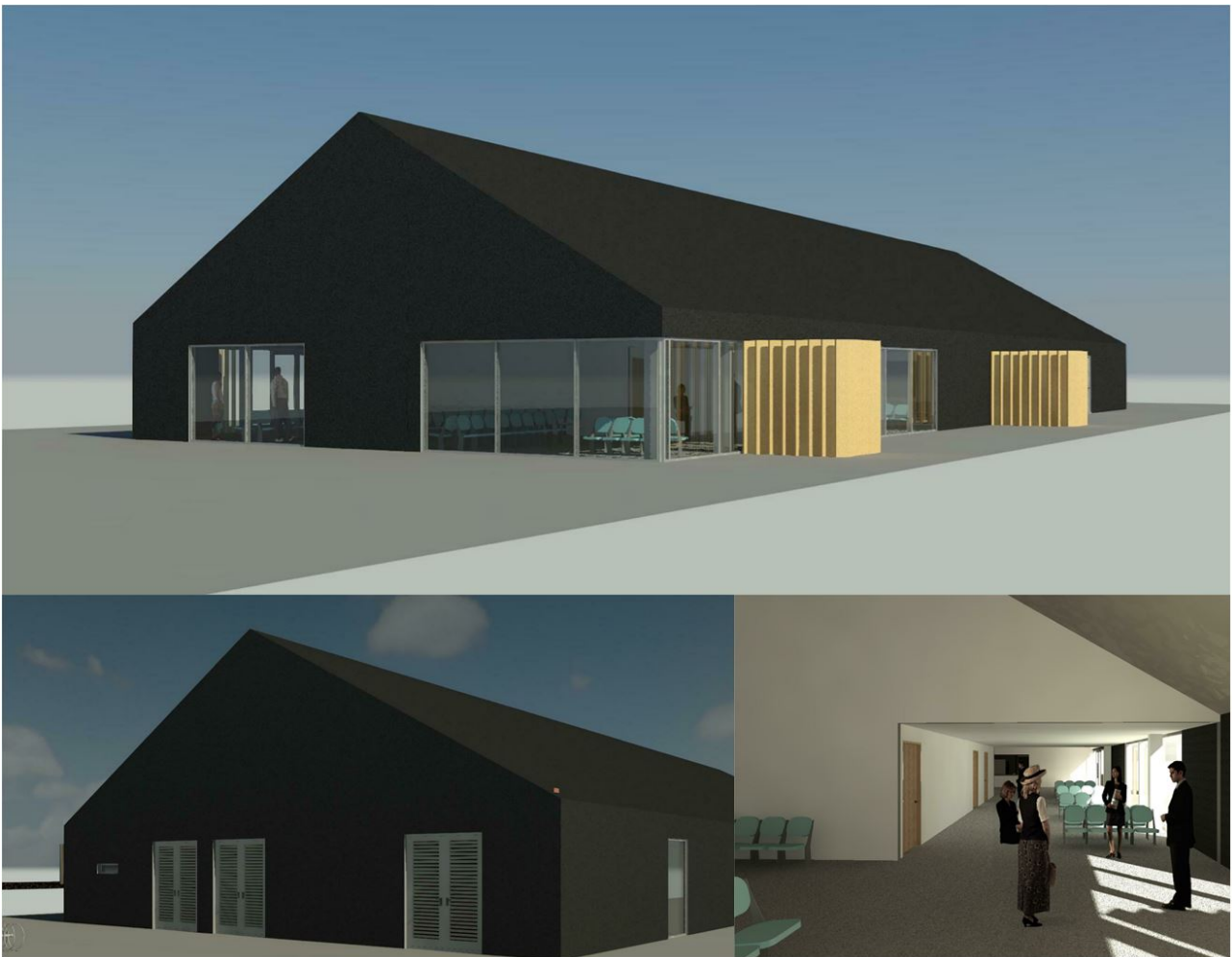
Map 1.1 Development brief boundary

Uig Harbour Redevelopment

- 4 Uig Harbour forms part of the Skye Triangle ferry service, consisting of Uig, Tarbet and Lochmaddy harbours, providing lifeline ferry services to the communities of the Western Isles. Increasing demand and an aging vessel has led the ferry operator to commission a new, larger ferry for the Skye Triangle service. To accommodate the new ferry major improvements are required to Uig Harbour. The proposed redevelopment consists of onshore and offshore elements and therefore falls under both the Council's and Marine Scotland's jurisdiction.
- 5 The harbour redevelopment project is expected to cost around £30 million and will be funded almost exclusively by Transport Scotland. 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 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.
 - Reclamation of land to provide a significantly increased marsahlling area, car park, drop off area, bus terminal and external storage .

1 Introduction | Ro-ràdh

- 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.
- 6 It is anticipated that Transport Scotland will provide a commitment to fund the detailed harbour improvement masterplan, which is being designed by the Highland Council, in Spring 2019. The project is expected to commence on-site towards the end of 2019 and with construction lasting around 2 years. Throughout the duration of the construction works the Council anticipate that a contractors compound will be established on land to the rear of existing terminal building.



Picture 1.1 Visualisations of the new terminal building

Stages of Preparation and Consultation

- 7 The formal stages involved in preparing this Development Brief are highlighted in Figure 1.1 'Process Diagram'.

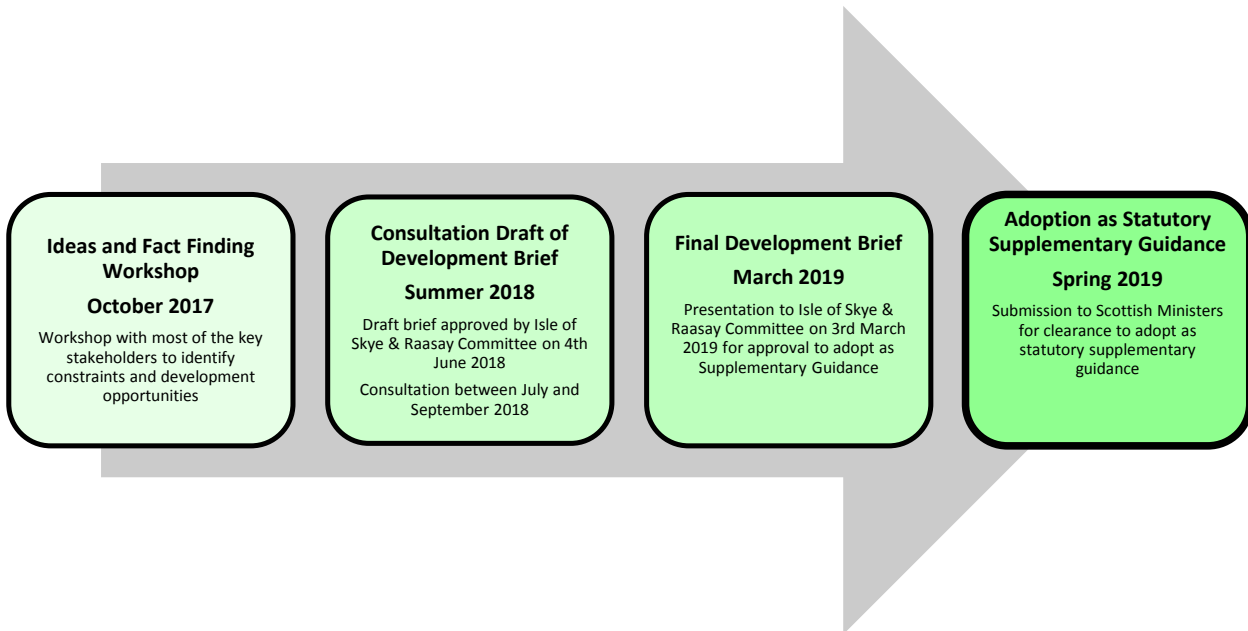


Figure 1.1 Process Diagram

- 8 A wide range of engagement and consultation with key stakeholders and the public has been undertaken to help inform the preparation of the Brief. This includes the results of the public consultation on the Draft Brief which ran for 8 weeks between July and September 2018. A joint consultation event was held on 10th September in Uig Village Hall with the lead agencies delivering the harbour redevelopment project (which includes the Council's Project Design Unit (PDU), Transport Scotland, Caledonian Maritime Assets Ltd (CMAL), and ferry operators CalMac). The event involved a drop in exhibition during the afternoon and a workshop meeting in the evening.
- 9 Consideration has also 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). In addition, the Council arranged a public meeting with the community and other stakeholders in Uig Village Hall on 26th October 2017 to learn more about the area and explore development ideas. The results of a survey of local people's opinion on the priorities for the area conducted by the Community Council in advance of the meeting was also considered.
- 10 Alongside this, extensive engagement has been undertaken as part of the preparation of the harbour works project by the leading agencies. Early consultations considered. The Council's PDU considered a number of concerns and aspirations put forward by the community and harbour users, including the preparation of technical notes as well as an optioneering report

for pontoons at Uig Harbour which would effectively provide a marina. The harbour works will not prevent this from coming forward and the technical notes prepared will help the community with future options and costing and assist them in seeking potential funding sources for such a facility. CMAL have a [dedicated webpage](#)⁽¹⁾ outlining the consultations they have undertaken.

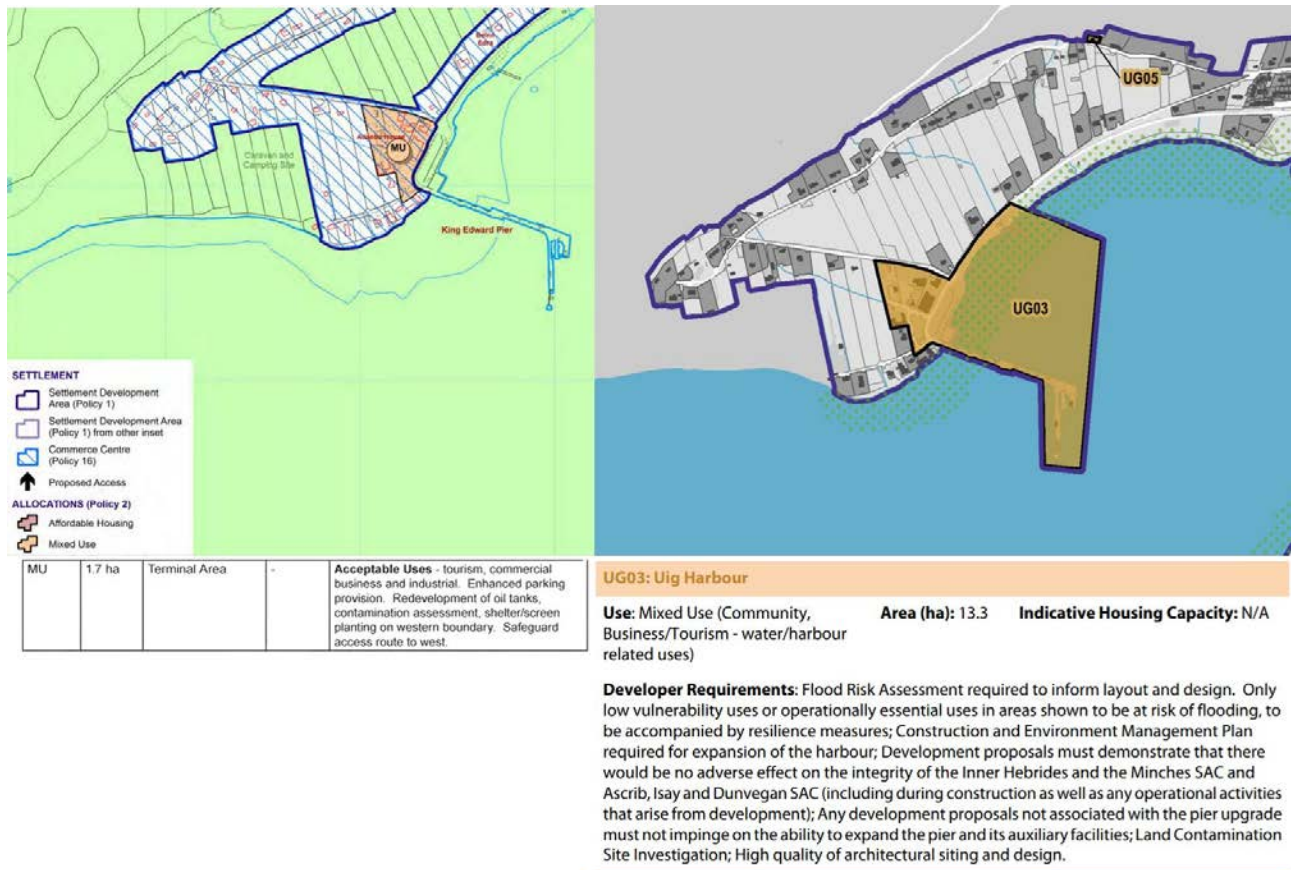
1 <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

Planning Policy

- 11** 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.
- 12** The Council submitted the Proposed West Highland and Islands Local Development Plan (WestPlan) (published in May 2017) to the Scottish Government for Examination in July 2018. 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:

WestPlan - Placemaking Priorities for Uig

- 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.



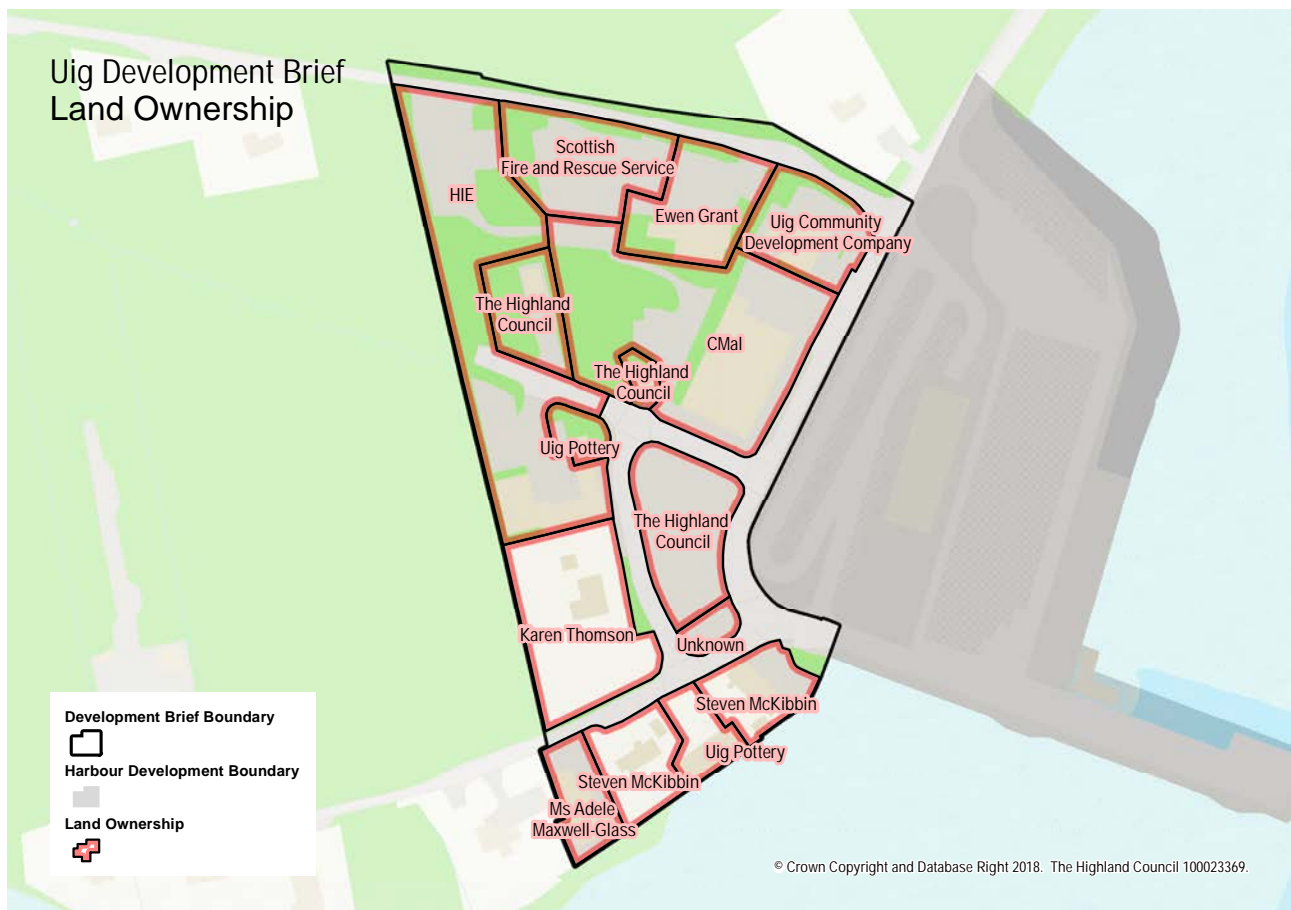
Picture 2.1 Planning policy extracts for Uig Harbour area as set out within WHILP (left) and West Plan (right)

Area Analysis

- 13 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 which has been a key factor in shaping the way the settlement has grown over time. The ferry service 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.
- 14 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

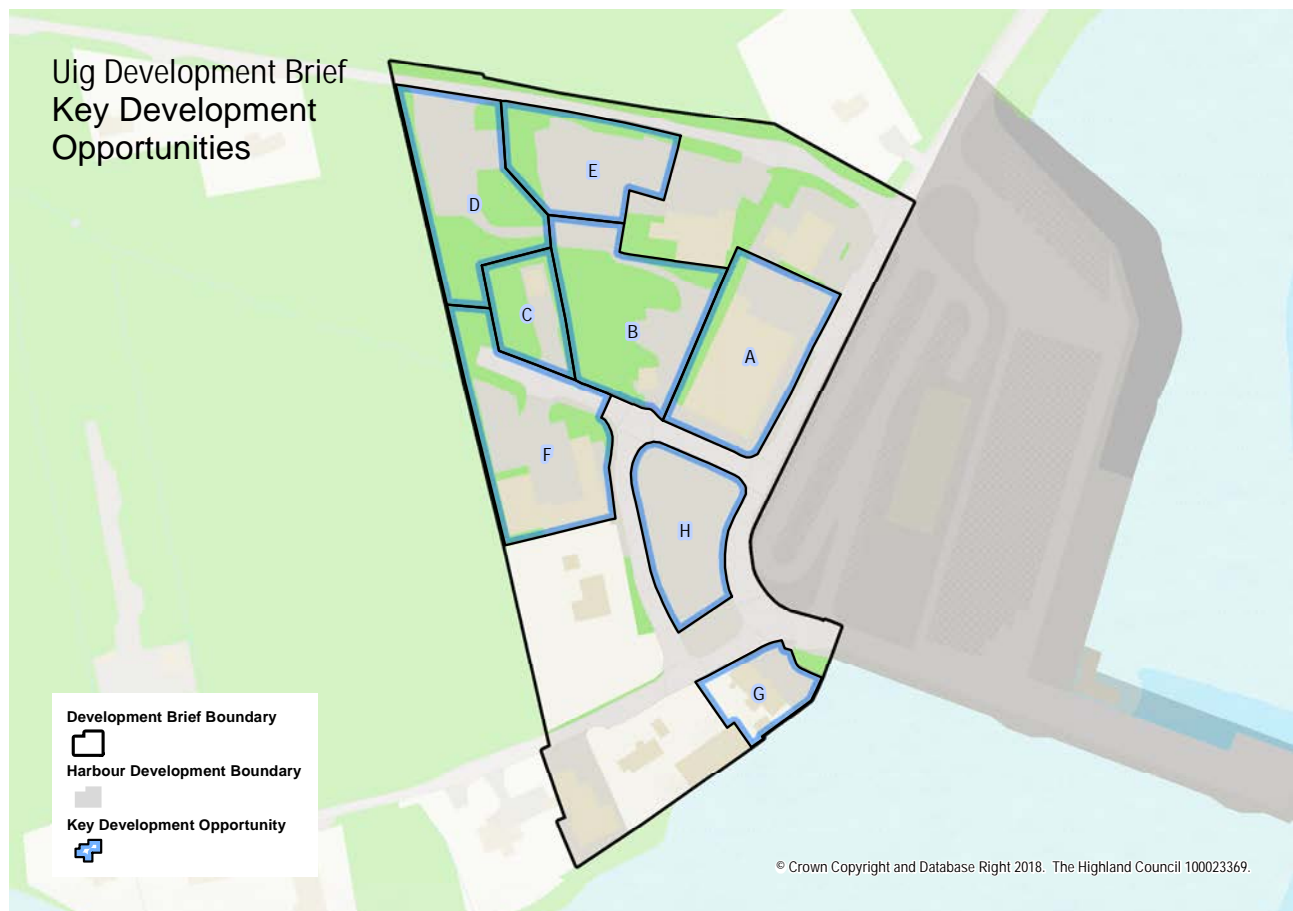
- 15 There are a number of different landowners within the Development Brief area. As can be seen in Map 2.1 'Land ownership boundaries', large areas of land are owned by public agencies, including Caledonian Maritime Assets Ltd (CMAL), Highland Council, Highlands and Islands Enterprise (HIE) and Scottish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



Map 2.1 Land ownership boundaries

- 16 Key development opportunities have been identified through site analysis and engagement with the key stakeholders. These are shown in Map 2.2 'Key development opportunities' and listed below:
- A. **Existing terminal building** - Large industrial building which currently houses the ferry terminal office, provides ferry related storage space and is partly leased to the SFRS. With the creation of a new terminal building, it is expected to become vacant following completion of the harbour works. The building is widely considered as an eye sore given its prominent position adjoining the A87 trunk road and its current condition.
 - B. **Land to rear of terminal building** - The area includes the existing public toilets block and areas of hard standing which are used for storage and car parking. The land is expected to become vacant following completion of the harbour works.

- C. **Disused fuel tanks** - Long term derelict site which contains the large former ferry fuel tanks and areas of marsh land.
- D. **HIE owned land** - Vacant, cleared site which has been used in recent years as an over-spill car park during the summer months
- E. **Scottish Fire and Rescue Service land** - Vacant, cleared site which has been used in recent years as an over-spill car park during the summer months
- F. **Isle of Skye Brewery Company** - Current site of the brewery and associated shop/cafe and additional small retail unit which were built in 1995 as part of a public sector led development.
- G. **Bakur Bar** - Long established bar and restaurant located near to the pier entrance. There is car parking spaces to the rear (west) and an area of raised decking at the shorefront (east).
- H. **Short stay car park** - One of the main public car parks providing 45 spaces in Uig which is adjoined by a small area of public open space.



Map 2.2 Key development opportunities

- 17** 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 set out in the Development Brief.



Picture 2.2 Existing terminal building



Picture 2.3 Isle of Skye Brewery

18 Contaminated land

- 19 As a result of previous and existing uses on certain sites within the Development Brief area, some areas may have contaminated land/buildings. The most notable of these include the disused fuel tanks and the existing terminal building site. Depending on the proposed use, remediation works may be required to be undertaken in advance of development commencing on site.

Environmental Designations

- 20 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 protects an important marine environment for common seals and the Inner Hebrides and the Minches SAC which protects an important marine environment for harbour porpoise. Uig is also entirely within the [Trotternish and Tianaviag Special Landscape Area \(SLA\)](#)⁽²⁾ which is characterised by distinctive landslip topography, ridgeline spines, a steep sloped coastline together with a prehistoric cultural heritage.

Flood Risk

- 21 Some areas which adjoin the shore front⁽³⁾ are shown to be at risk of coastal flooding in SEPA's existing [1 in 200 year flood risk map](#)⁽³⁾. 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.

2 https://highland.gov.uk/download/downloads/id/2937/assessment_of_highland_special_landscape_areas.pdf

3 <http://map.sepa.org.uk/floodmap/map.html>

Public spaces and greenspaces

- 22** There are two small areas of formalised civic space within the Brief boundary: the paved space around the memorial statue 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 or around the harbour.



Picture 2.4 Public space at memorial

- 23** 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.

Schools

- 24** Uig is within the catchments of Kilmuir Primary School and Portree High School. The Council's [School Roll Forecast](#)⁽⁴⁾ was last published in December 2018 and shows Kilmuir Primary School has a capacity of 74 pupils. It has a current school roll of 59% and it is not expected to rise beyond this point in the next 15 years. Portree High School has a capacity of 951 and a current school roll of 58%, which is expected to rise to 68% within the next 15 years. Therefore, both schools have sufficient capacity to accommodate new housing development in the area.

Transport and movement

- 25** 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 with a limited number of passing places and there is no footpath provision. 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.
- 26** Public transport is limited to bus services only, with a regular bus to Portree and even a daily service to Glasgow. The main bus stop in Uig is located along the southern side of the existing terminal building and positioned between two large roller doors into the building.
- 27** The range of services and facilities offered in Uig attract a large number of people which results in a great deal of pedestrian movement between them. The key destinations include the short and long stay car parks, marshalling area, ticket office, shops, cafe/restaurants and the pier itself. Despite this, there is a lack of active travel infrastructure and coherent connections with no designated crossings of the trunk road resulting with many pedestrians navigating through parked vehicles. Overall, there is a prioritisation of vehicular movements over other means of transport which poses an increased health and safety risk for pedestrians and cyclists. There is also a lack of designated cycle parking within the Brief boundary and the harbour area, despite Uig being an access point to National Cycle Route 780, the 'Herbridean Way'.

4 <https://www.highland.gov.uk/schoolroll>



Picture 2.5 View towards the existing terminal building

Water supply and waste water

- 28** The water supply in Uig is very constrained as the current source is a small watercourse 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.
- 29** Waste water in the Uig area is processed by two septic tanks, the largest of which discharges to the River Rha. Scottish Water have confirmed that whilst this system has limited capacity it is sufficient to deal with certain proposed uses, such as new housing and retail units. However, prospective developers, particularly those with water/waste water intensive uses (e.g. a new bottling plant), are strongly encouraged to engage with Scottish Water as early as possible to ensure that suitable actions can be taken to accommodate development.

Development Objectives

- 30** 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 a 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 be a consideration for all future planning applications in the Brief area.
- 31** The 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

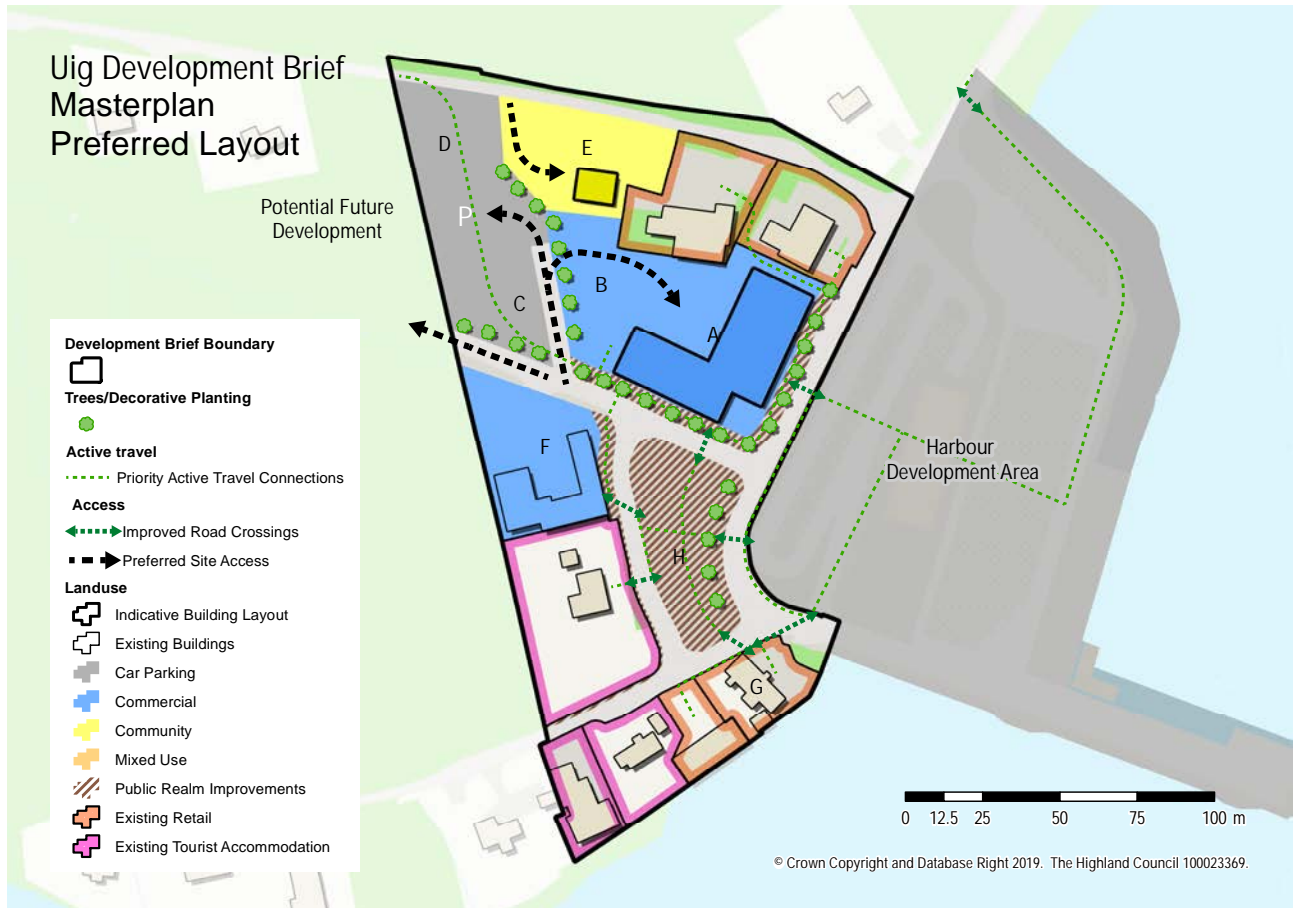
The vision for the area covered by the Uig Development Brief is represented by the following objectives:

- 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 better defined village centre
- 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 pedestrian connections between the key destinations
- Enhance the public realm and amount of greenspace to 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

- 32** Map 3.1 'Preferred Layout' shows the indicative masterplan for the area which responds to the Development Objectives. Sites are labeled A to H which reflect the Key Development Opportunities listed in 'Area Analysis'.



Map 3.1 Preferred Layout

Sites A and B - Existing terminal building and land to the rear

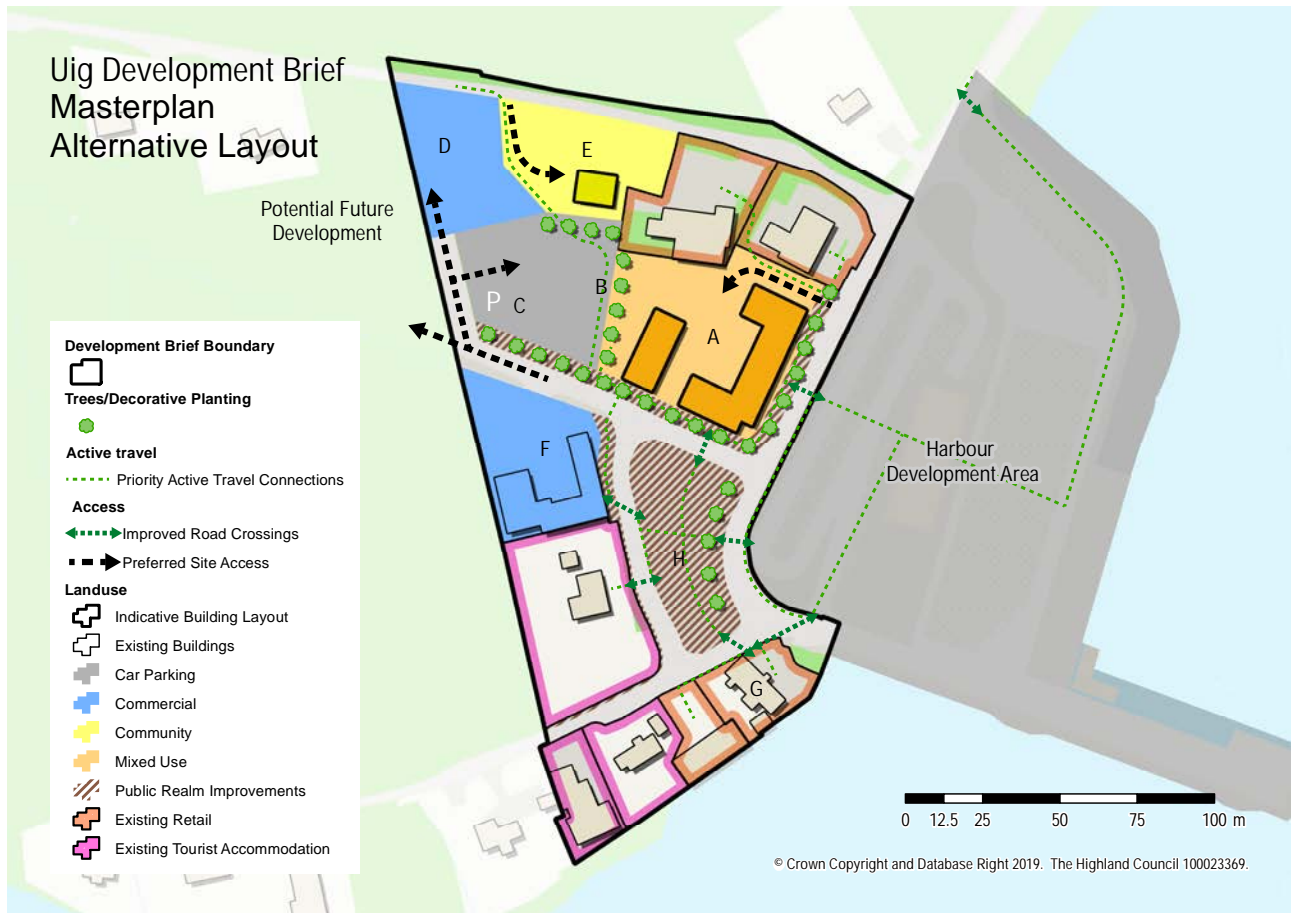
- 33** Sites A and B offer arguably the greatest opportunity to transform the central area of Uig and contribute towards delivering the Development Objectives. However, the timescales for these sites becoming available for development are not yet confirmed and future demands for particular land uses are uncertain, so the Brief sets out a relatively flexible framework for these sites. To ensure that the Brief can support and respond to suitable proposals which emerge the Brief sets out two main layouts (a preferred and an alternative).



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

- 34 Preferred Layout:** Brewery or similar single commercial occupier (Classes 4, 5 and 6) with associated retail/tourism uses (Classes 1 and 3) on ground floor facing the seafront.
- 35** The Council would support the relocation of the brewery to Sites A and B as it would help support its growth and enhance its role as a main visitor attraction and employer in north west Skye. The brewery is currently located on Site F, west of the short stay car park, and the size and current arrangement of the site provides a constraint on the future growth of the business. The brewery has aspirations to expand its operations to allow for enhanced retail space and visitor tours. The brewery also wants to create its own new bottling facility in Uig in order to avoid the current arrangement of transporting their produce to the Central Belt.
- 36** Given the very prominent location of Sites A and B, the Council would expect a very high standard of architectural siting and design with the overall aim of it becoming 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 development to maximise the amount of active frontages and make the most of the views out over the bay. The site must be accessed from the south and opportunities for creating a shared access road with any new development within Sites C and D should be considered.
- 37** Whilst this layout 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.

38 Alternative Layout: Mixture of retail/tourism uses (Classes 1 and 3) on ground floor with residential (Class 9) component facing seafront .



Map 3.2 Alternative Layout

39 The redevelopment of Sites A and B to a mixture of retail, tourism and residential uses would also be supported by the Council. With development facing the main public spaces, this mix of uses could deliver more of a traditional market square style layout which would help to create a logical village core. It would also create opportunities for more businesses to start up and/or locate to the area, such as shops, cafes/restaurants and ticket offices. A cluster of small retail units, similar to the Market Square in Broadford, may be appropriate on Sites A or B and allow for a more organic growth of new businesses. It is expected that a residential development is likely to be taken forward by an affordable housing provider which will help to deliver much needed affordable housing in the local area. This is identified as an alternative layout as the development would be more speculative and the type of developer required to deliver this type of development may be limited in this area.



Picture 3.2 Broadford's 'Market Square' - An example of a cluster of small retail units

- 40** Were a mixed use proposal of this nature to come forward, the Council would expect that residential development be located mainly on the upper floors, with an indicative housing capacity of 10 units across Sites A and B. The Council would be willing to consider a larger component of the site being developed for residential use if commercial interest was not forthcoming. In this layout vehicular access should be taken from the A87, immediately to the south of the cafe/filling station with parking courts located at the rear.
- 41** As part of either layout, 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 (at least 6 metres wide). This will allow for the creation of seating, tree/shrub planting and cafe spill-out space and helps makes the most of the southerly aspect and views out over Uig Bay. Building height should be limited to 2 storeys, however, given the central, harbour side location some larger components may be acceptable if designed to a very high architectural standard.
- 42** The potential for a new pedestrian link between the A87 (on land immediately to the south of the cafe/filling station) and The Sheiling and Ella's Cafe should be explored. This would help reduce pedestrian movement along the Idrigill township road to The Sheiling and Ella's Cafe and improve connectivity with the houses at Idrigill.

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

- 43 Preferred use:** Car parking.
- 44 Alternative use:** Light industrial or storage/distribution (Classes 4, 5 and 6).
- 45** To address ongoing issues with car parking pressures, particularly during the summer months, Sites C and D should be developed as a car park. An initial assessment has shown that around 80 parking spaces could be formed on Sites C and D, which would almost double the capacity of the existing short stay car park. This would provide opportunity to redevelop the existing car park for more desirable land uses and relocate the less attractive car parking area to the north west of the Brief area.
- 46** In the situation where Sites A and B were not available within the brewery's timescales for expansion, then the Council would support industrial/storage uses, e.g. a storage area or bottling plant, on Site D. This is not the preferred land use as it would split the brewery's operations over two physically separate sites. It would also be less effective in contributing towards the wider Development Objectives. However, it is recognised that given the timescales of the harbour works and the consequential release of CMAL's land, it may present significant constraints on the brewery to grow in the shorter term. Depending on the permanency of any brewery related development at Site D, the longer term vision may remain for the land to become the main car park and the existing short stay car park to be transformed into a public square.
- 47** Vehicular access into Sites C and D must be taken from the south, via the site of the disused oil tanks, and not from the Idrigill 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 around the car parking area, such as natural stone wall, wooden fencing or tree/shrub planting. Opportunity for the car park to accommodate the recycling banks which are currently located near the pier entrance should also be explored.

Site E - Scottish Fire and Rescue Service land

- 48 Use:** Community/fire station (Class 10).
- 49** 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 terminal building, however, is not well suited to the needs of the SFRS and it is their intention to develop a permanent, purpose built station in Uig. Site E was purchased by the SFRS to create a new fire station and a proposal was granted planning permission in 2011 (11/04049/FUL), however this 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 the meeting room, showers and toilets, which are vacant for much of the week. Any community groups who may be interested are encouraged to make early contact with SFRS.

- 50** The SFRS are also willing to consider the potential of cohabiting with a business/organisation in a different building. Were the SFRS not to proceed with plans to build a new dedicated fire station on Site E then the Council may support either residential or commercial uses on the site if it can be demonstrated that it can be suitably serviced and is compatible with any future neighbouring uses. In this situation access would be expected to be taken from the south, rather from the Idrigill township road.

Site F - Isle of Skye Brewery Company

- 51 Use:** Commercial (Classes 4, 5 and 6), Retail/Tourism (Classes 1 and 3).
- 52** It is understood that the expansion of the brewery business is becoming increasingly constrained by the existing buildings and arrangement of the site. The relocation of the brewery to Sites A and B would allow for the creation of a purpose built, landmark building and also release the existing brewery buildings for use by new businesses in Uig.
- 53** The Council would support a major redevelopment and reconfiguration of the existing site by the brewery or another developer. This could include the small retail unit adjoined to the brewery (currently owned by Uig Pottery). The existing site is located in a prime position in Uig and any intensification of the use on Site F must be designed to a high standard of architectural design. A major redevelopment would provide an opportunity to create a much more attractive frontage facing the short stay car park and deliver a landmark building.

Site G - Bakar Bar

- 54 Use:** Bar/restaurant (Class 3).
- 55** 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 eaves 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 or substantially redeveloped with a design and layout 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 northern side of the site including relocating the commercial waste bins from the public pavement.

Site H - Short stay car park

Use: Car park, Open space.

The short stay car park is owned by the Council and provides an important facility for visitors to the local area and customers of the local businesses. However, it is located in a prime position and adds to the sense that the area is car dominated. The long term aim is for new car parking provision to be delivered either on land shown as Sites C and D or on another site within close proximity to the key facilities. The existing short stay car park would then transformed to become a central public square, which could be expanded and the space linked to the land surrounding the memorial statue. Together with the new mix of commercial development on other sites, it would provide a sense of enclosure and shelter. This area could then provide opportunities for markets to be held and provide a space for small kiosk style retail/tourism outlet(s). Good connections must be made to the terminal building and any area of open space created as part of the harbour works. Additional planting and seating would then help to make an attractive and welcoming village centre.

Developer Requirements

56 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.

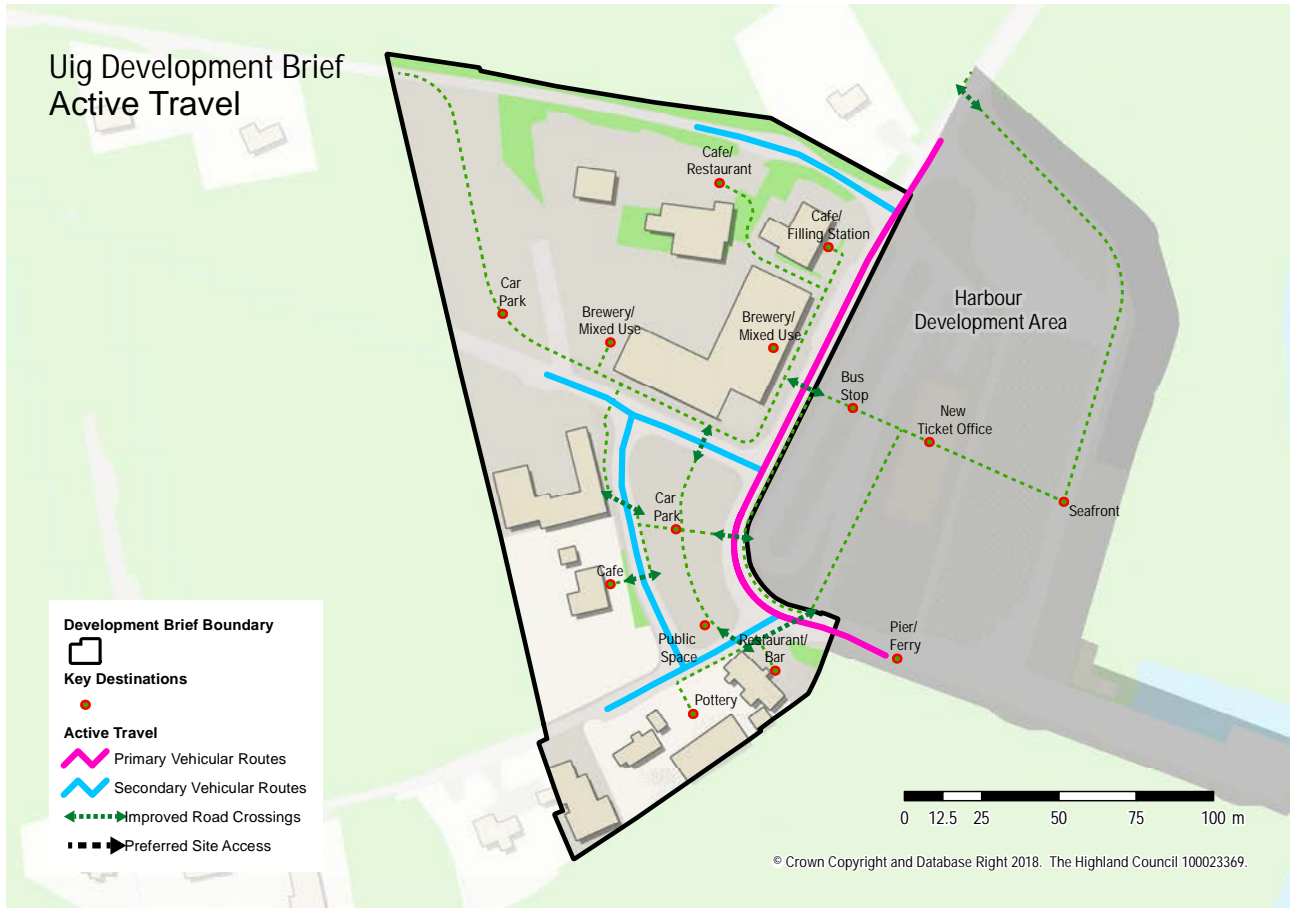
Active travel and connections

57 Uig currently suffers from having very poor active travel connections between the main destinations. Map 3.3 'Priority active travel connections and key destinations' sets out the priority active travel improvements which need to be incorporated within any development proposals within the Brief. Developers need to ensure that, where possible, connections are enhanced between areas of car parking, the main retail and tourism related businesses, the harbour and the new terminal building. This also relates to the harbour redevelopment works which should take account of the wider area when identifying active travel connections.

58 The creation of designated pedestrian crossings of the A87 trunk road are needed and opportunities for creating visitor cycle parking should be considered as part of any development, particularly those within central locations. It is understood that cycle parking infrastructure is being incorporated into the plans for the new terminal building.

59 To prevent service vehicles obstructing traffic flow, all servicing of new development 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.

- 60** Improvements to the streetscaping and pedestrian links, such as creating a designated pavement and relocating commercial waste bins from the public pavement, along the road to the campsite should also be incorporated within relevant development proposals.



Map 3.3 Priority active travel connections and key destinations

Aligning with the Harbour Masterplan

- 61** All development proposals must be compatible with the harbour redevelopment works. There are several elements of the proposed harbour masterplan 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 additional public open space. It is expected that improved pedestrian connections across the trunk road and a seafront active travel route will be delivered as part of the harbour works project.
- 62** There is also the expectation that the harbour redevelopment works are designed in a way which takes into account the proposals set out in this Development Brief. Consideration should be given to the project's compatibility with the Development Objectives, particularly the aims of creating a more welcoming village core, improving active travel connections and enhancing the public realm.

Car parking provision

63 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 in Uig at particular times of the year. 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](#)⁽⁵⁾. 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.

Contaminated land

64 Given certain previous and existing uses some sites may have contaminated land or buildings which will require remediation works to be undertaken prior to development commencing. If a developer proposes a change of use of a site then the Council's Contaminated Land Unit recommend a site investigation be carried out. If this is not submitted in support of an application it will be included as a condition on the Decision Notice, should planning permission be granted. Prospective developers are encouraged to engage early with the Contaminated Land Unit on this issue.

Habitat Regulations Appraisal (HRA)

65 HRA is the process that competent authorities must undertake to consider whether a proposed development plan is likely to have significant effects on designated Natura sites. 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 marine environment for common seals and the Inner Hebrides and the Minches SAC which is an important marine 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 operational activities arising from development such as increased shipping or water based recreation. 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 and Signage

66 Shopfronts and signage play an important role in defining the character of an area. They can create a welcoming and attractive environment, whilst also fulfilling their commercial purpose by encouraging more people to visit and spend time in an area thereby increasing business for traders. The opposite is also true in that rundown, unattractive and out of character

5 https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments

shopfronts can have a negative impact, detracting from the area they are situated in and discouraging shoppers. The Council expect that all commercial developments within the Brief area, including works on existing businesses, have well designed shopfronts, with appropriate signage and inviting entrances. They should be constructed from high quality materials and avoid unsympathetic materials such as uPVC, sheet plastics and acrylic.

Siting, design and active frontages

- 67** 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 architectural standard. Development facing the main streets are expected to use natural and traditional materials, such as natural stone, timber, slate and profile roof metal sheeting. The Council also encourages the use of permanent buildings, as opposed to temporary structures, as these can help to improve the appearance and visitor experience of the area. For example, food or ticket kiosks are preferred over trailers and holiday cabins/chalets are preferred over static caravans.
- 68** Active frontages refer to street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings. This typically means that main entrances face and open towards the street and ground floors accommodate uses such as cafes, shops or restaurants. However, for a frontage to be active, it does not necessarily need to be a retail use, nor have continuous windows. A building's upper floor windows and balconies may also contribute to the level of active frontage. For proposals within the Development Brief boundary active frontages must be maximised for public facing frontages.

Surface water drainage and flood risk

- 69** 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 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.
- 70** A flood risk assessment may be required to determine acceptable uses, 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. This could be positively tied to retrofitted SuDS features which could also be combined with active travel connections to add landscaping, biodiversity and amenity value to the area.

Waste and recycling containers

- 71** To improve pedestrian safety and reduce on-street 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.
- 72** The following standard planning condition will usually apply to residential and community developments:

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.

Developer Contributions

- 73** All developments in Highland are subject to HwLDP Policy 31: Developer Contributions and the associated [Developer Contributions Supplementary Guidance \(DCSG\) \(adopted in November 2018\)](#)⁽⁶⁾. 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 direct works or by financial payments. Listed below are the contributions which are likely be most relevant to development in Uig:

- **Community facilities**

Contributions may be sought from residential development towards the enhancement of community facilities. Please refer to the Uig section of the [WestPlan Delivery Programme](#)⁽⁷⁾ to find out if any contributions are required.

- **Education**

Contributions required towards education provision are set out in the [WestPlan Delivery Programme](#)⁽⁷⁾ and are 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 in Uig as the existing primary and secondary schools have adequate capacity remaining.

- **Open space (including sports facilities)**

Open space provision will be required in line with the Council's [Open Space in Residential Development Supplementary Guidance](#)⁽⁸⁾.

6 https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments

7 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/809/delivery_programmes

8 https://www.highland.gov.uk/downloads/file/2966/open_space_in_new_residential_development_supplementary_guidance

- **Parking**

New development and the expansion of existing businesses will be required to provide additional parking in line with the Council's guidance ([Roads and Transport Guidelines for New Developments](#)⁽⁵⁾). 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 art**

Where appropriate, developments are required to provide public art, particularly on prominent sites, at 1% of the overall build cost of the proposed development. The [Public Art Strategy: Supplementary Guidance](#)⁽⁹⁾ states that the Council's preference is for public art to be an integral part of the overall design of a development integrated to promote neighbourhood identity and a distinctive sense of place. There is an expectation that this to be delivered either on site or in the immediate vicinity.

9 https://www.highland.gov.uk/downloads/file/2387/public_art_strategy_supplementary_guidance



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