

Uig Development Brief Bhrath-Leasachaidh Ùig



June 2019

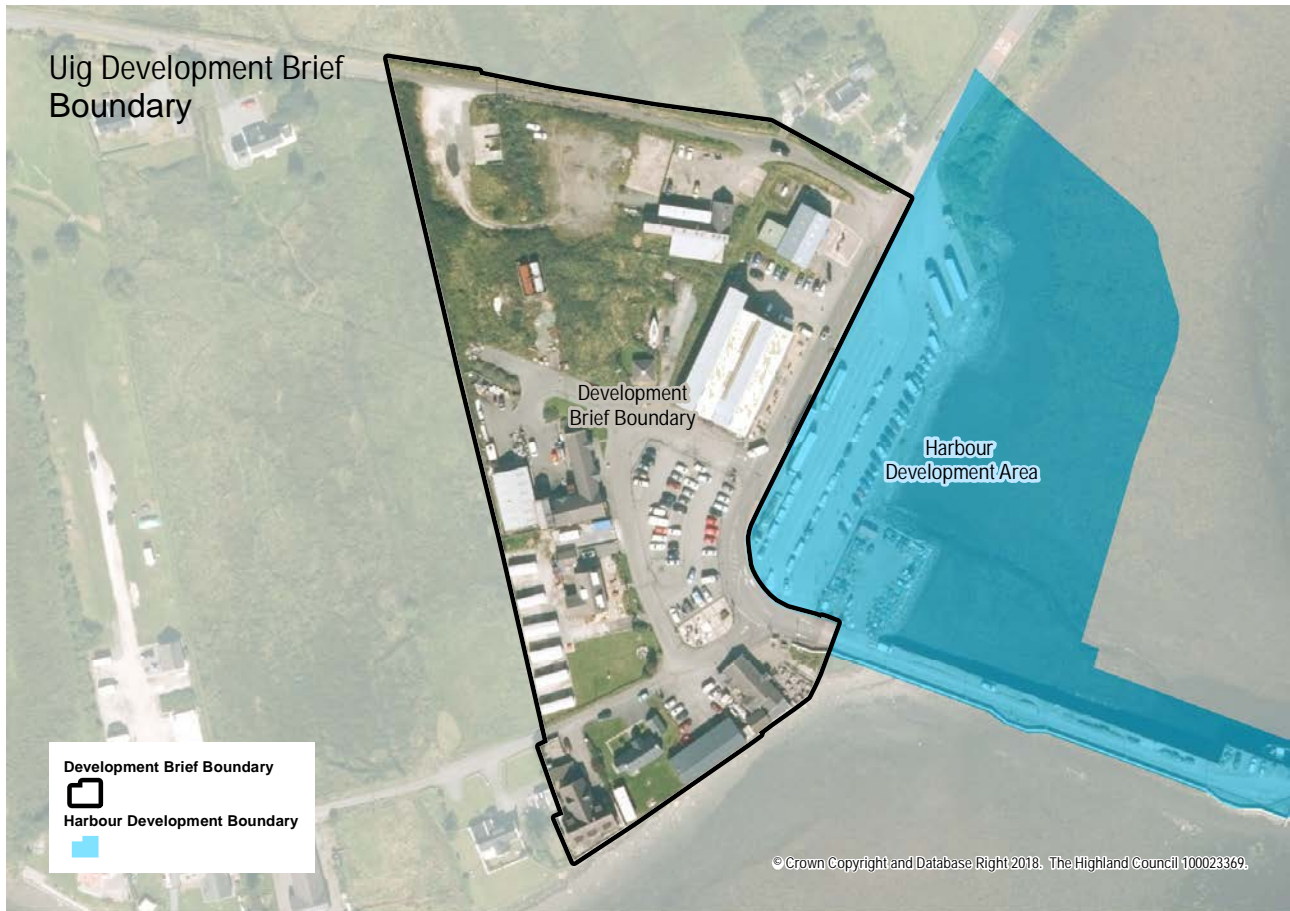
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Uig Development Brief

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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.



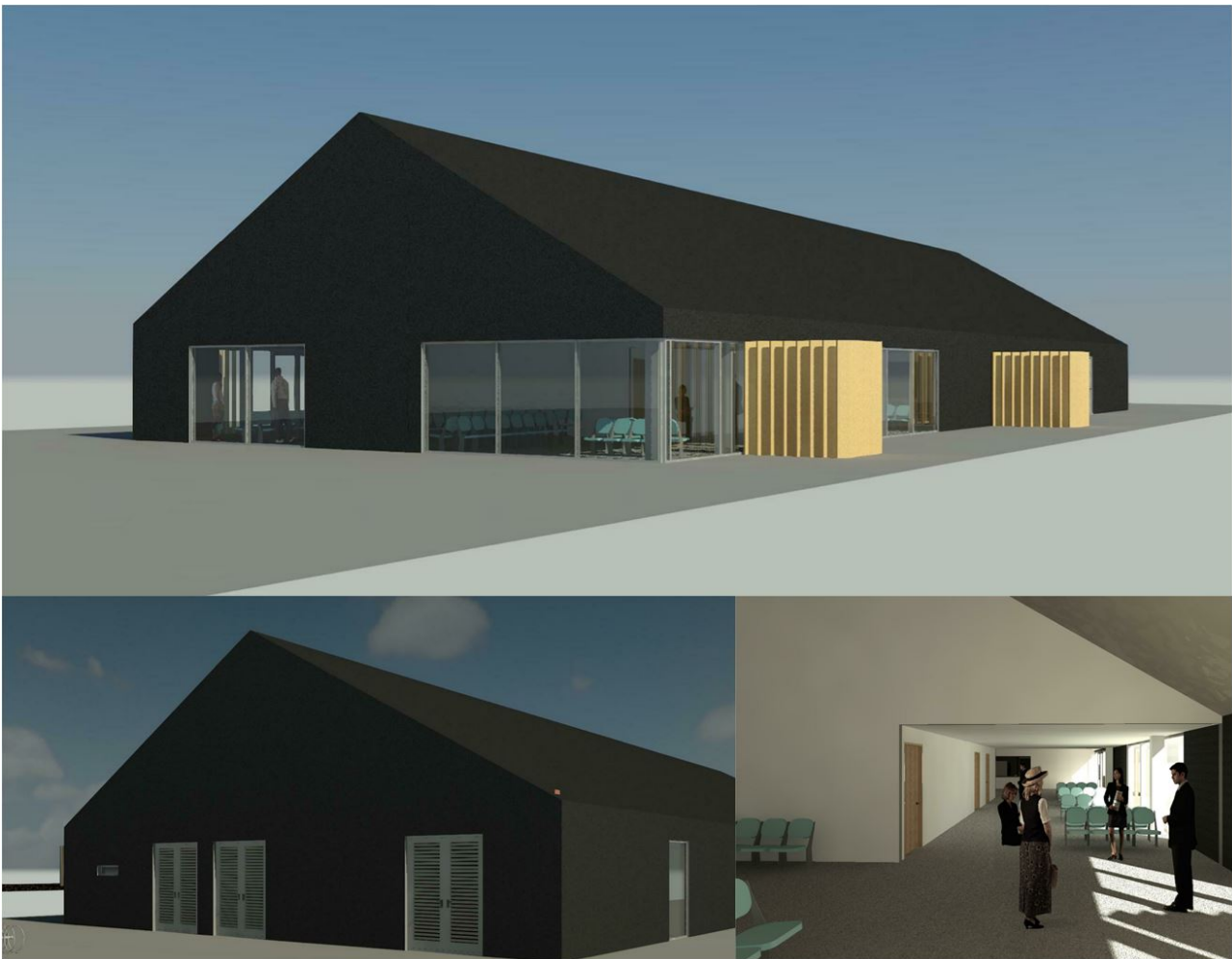
Map 1.1 Development brief boundary

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/Summer 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'.

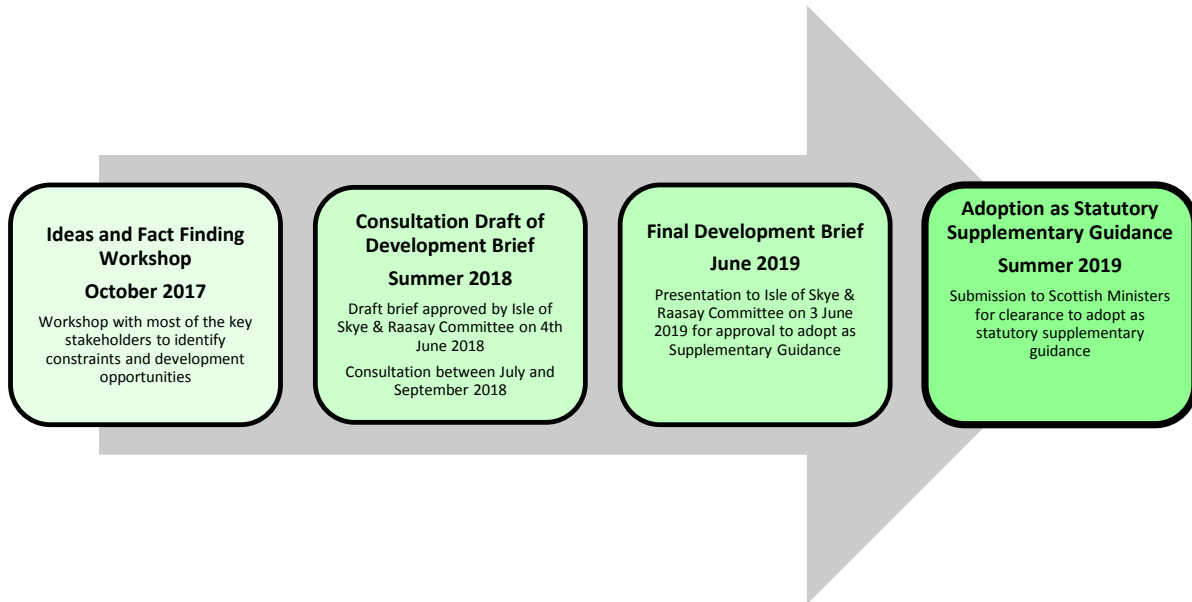


Figure 1.1 Process Diagram

- 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.

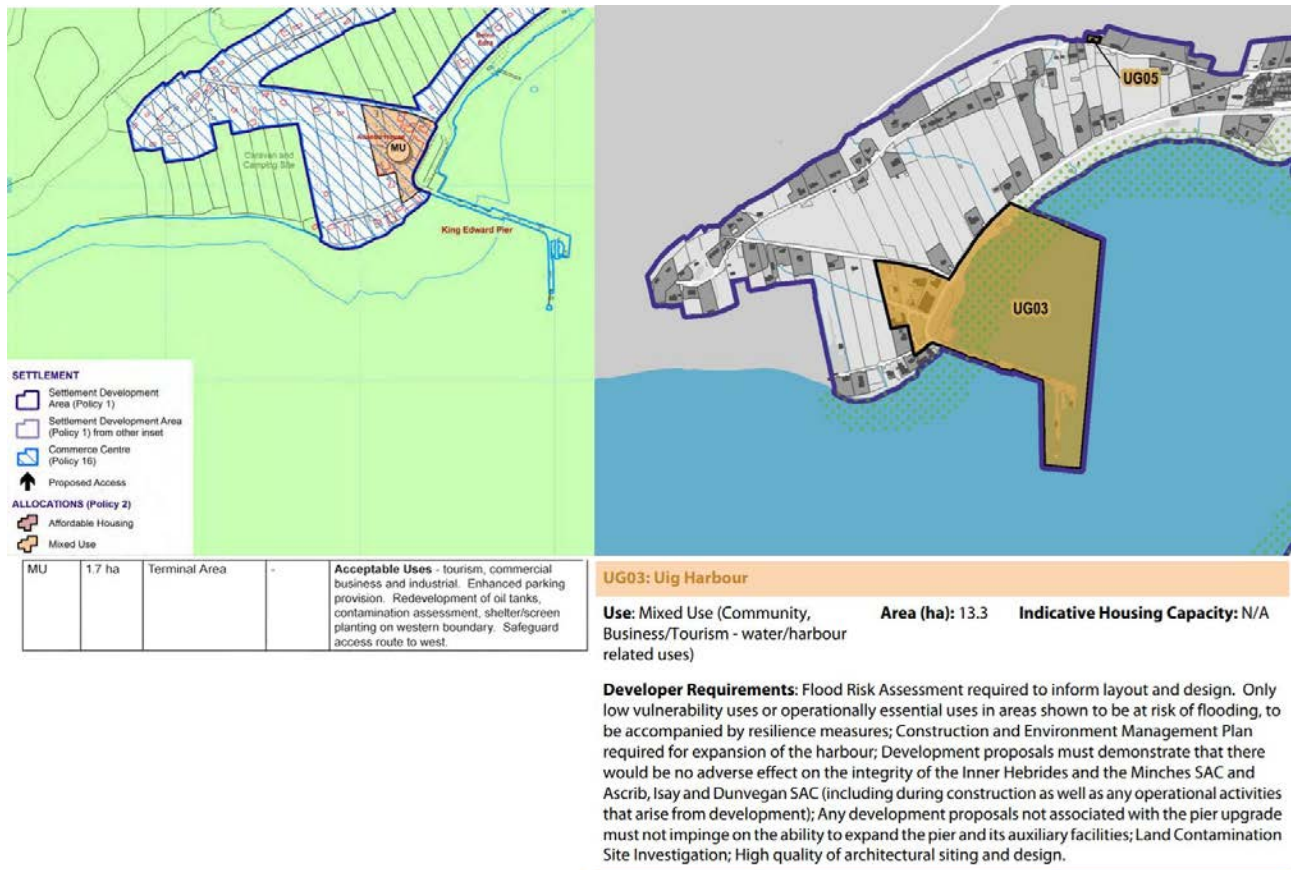
1 <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

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.



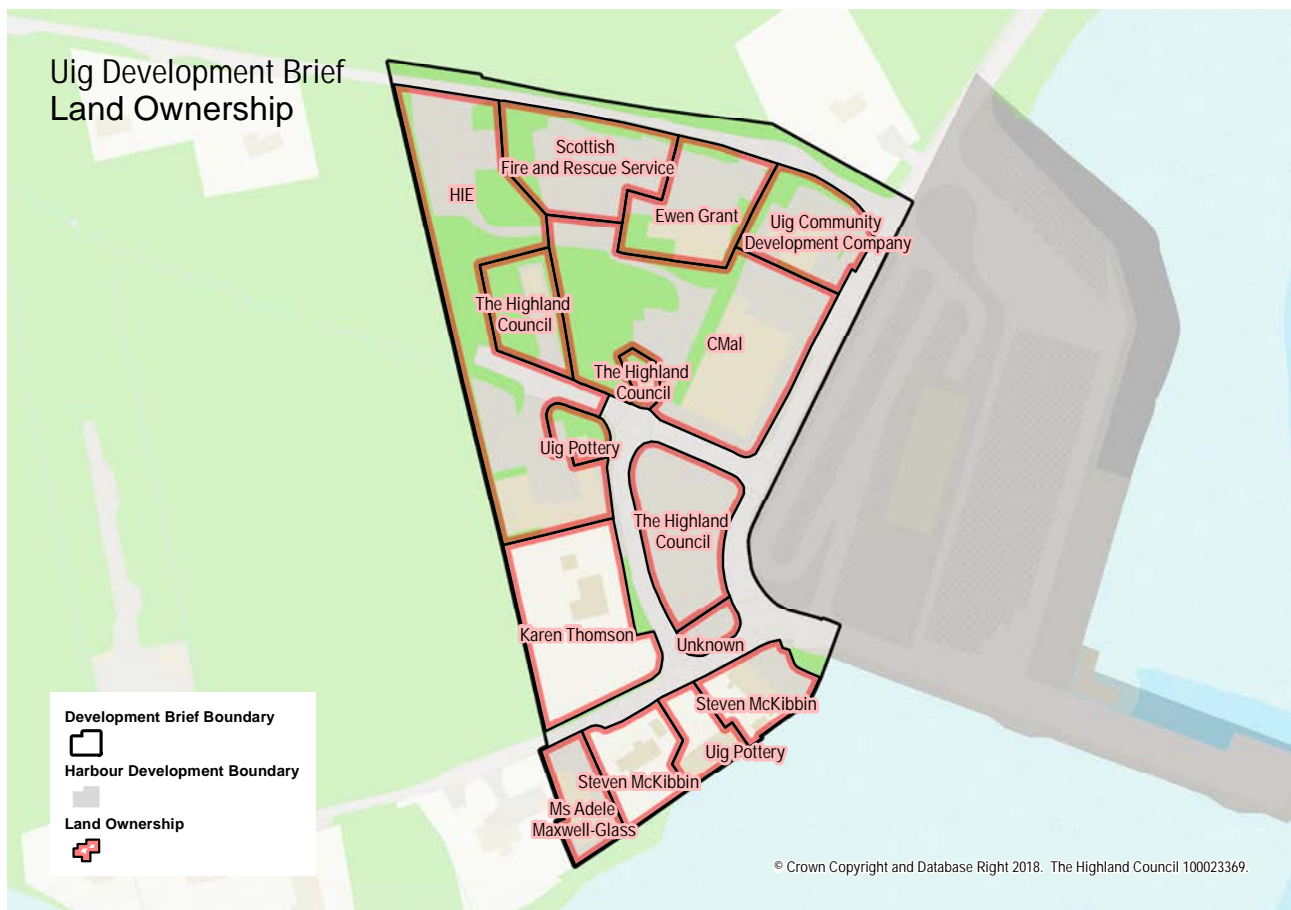
Picture 2.1 Planning policy extracts for Uig Harbour area as set out within WHILP (left) and West Plan (right)

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

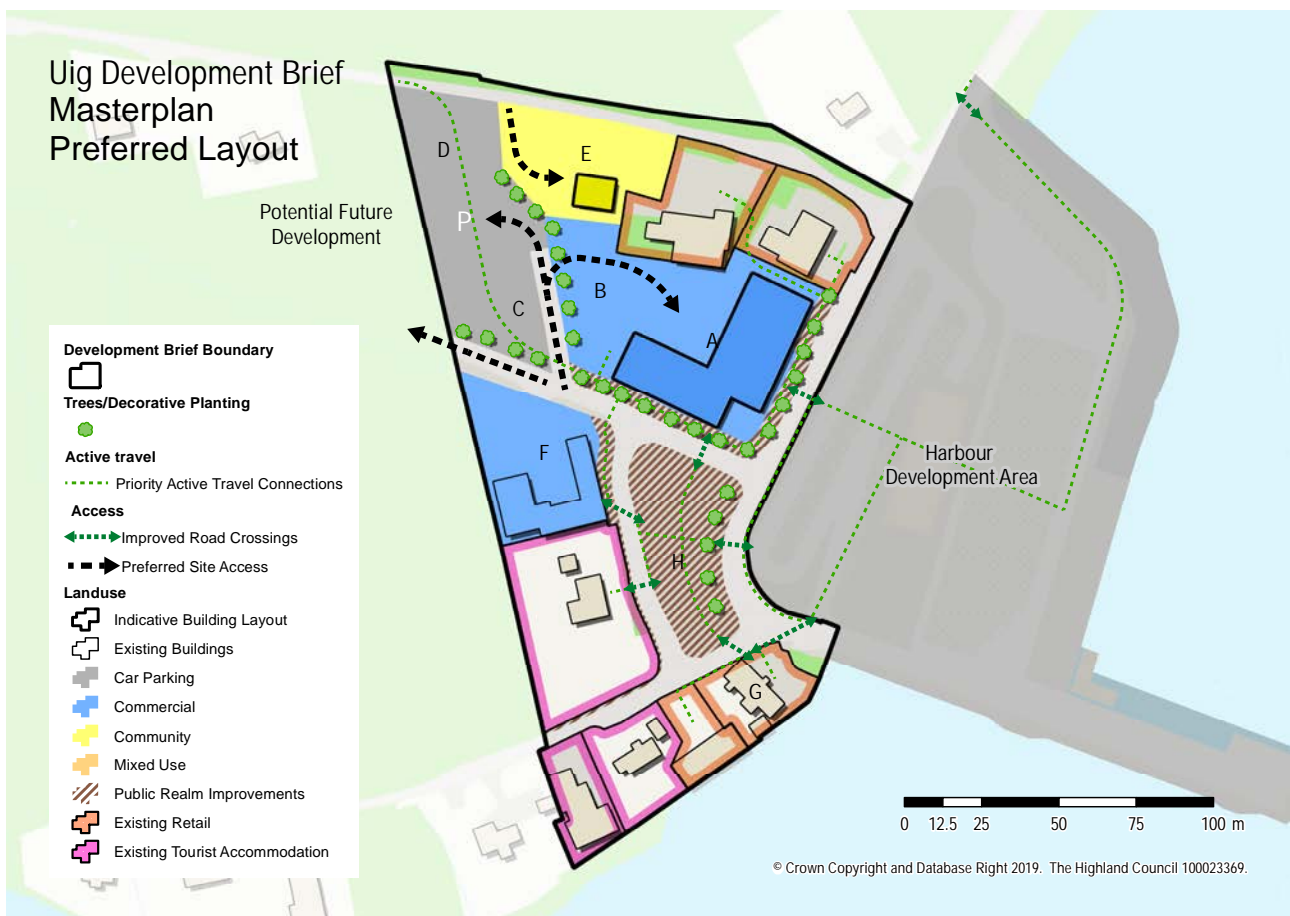
The vision for the area covered by the Uig Development Brief is represented by the following objectives:

- 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 This section sets out indicative masterplans which respond to the Development Objectives above. Sites are labeled A to H which reflect the Key Development Opportunities listed in 'Area Analysis'. Given that the timescales for certain sites becoming available for development and future demands for particular land uses remain uncertain, the Brief sets out both a 'Preferred' and an 'Alternative' layout. This allows for a relatively flexible framework and ensures that the Council can respond to suitable proposals which emerge and a wider range of uses can be supported.



Map 3.1 Preferred Layout

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

- 33 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.
- 34** 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.



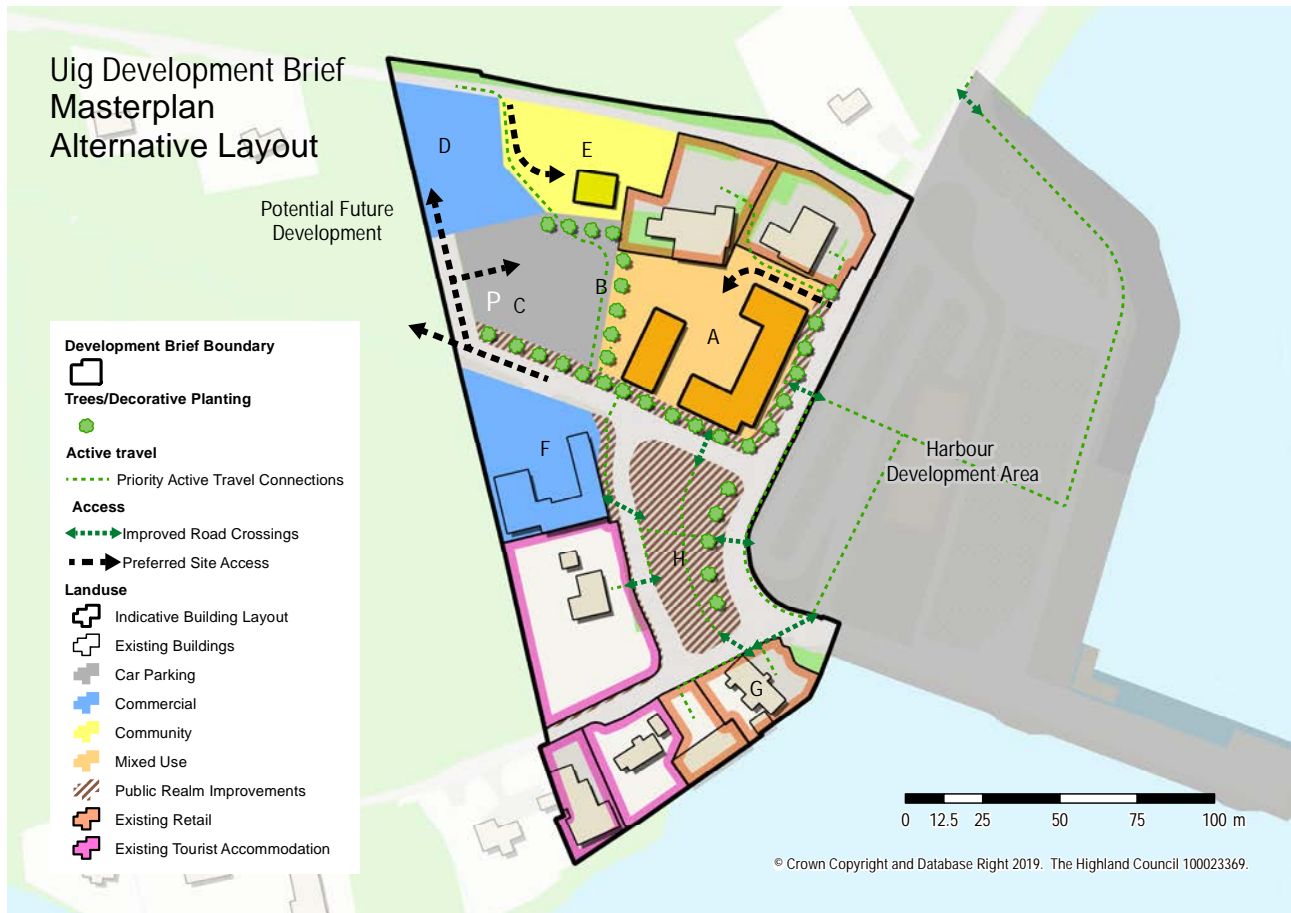
Picture 3.1 Isle of Harris Distillery - an example of a landmark seafront industrial development.

- 35** Given the 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.

- 36** 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.

3 Development Framework | Frèam Leasachaidh

37 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

38 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

- 39** 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.
- 40** 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.
- 41** 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

- 42 Preferred use:** Car parking.
- 43 Alternative use:** Light industrial or storage/distribution (Classes 4, 5 and 6).
- 44** To address ongoing issues with car parking pressures, particularly during the summer months, the preferred use of Sites C and D is 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.
- 45** Whilst car parking on land within the north eastern part of the Development Brief boundary forms part of the preferred vision, the Council would support industrial and business uses on Site D to ensure that economic development is not hindered. For instance, in the situation where Sites A and B were not available within the brewery's timescales for expansion, the Council would support Classes 4, 5 and 6 (such as a storage/distribution yard or a 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.
- 46** 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

- 47 Use:** Community/fire station (Class 10).
- 48** 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.

- 49** 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

- 50 Use:** Commercial (Classes 4, 5 and 6), Retail/Tourism (Classes 1 and 3).
- 51** 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.
- 52** 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

- 53 Use:** Bar/restaurant (Class 3).
- 54** 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

55 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.

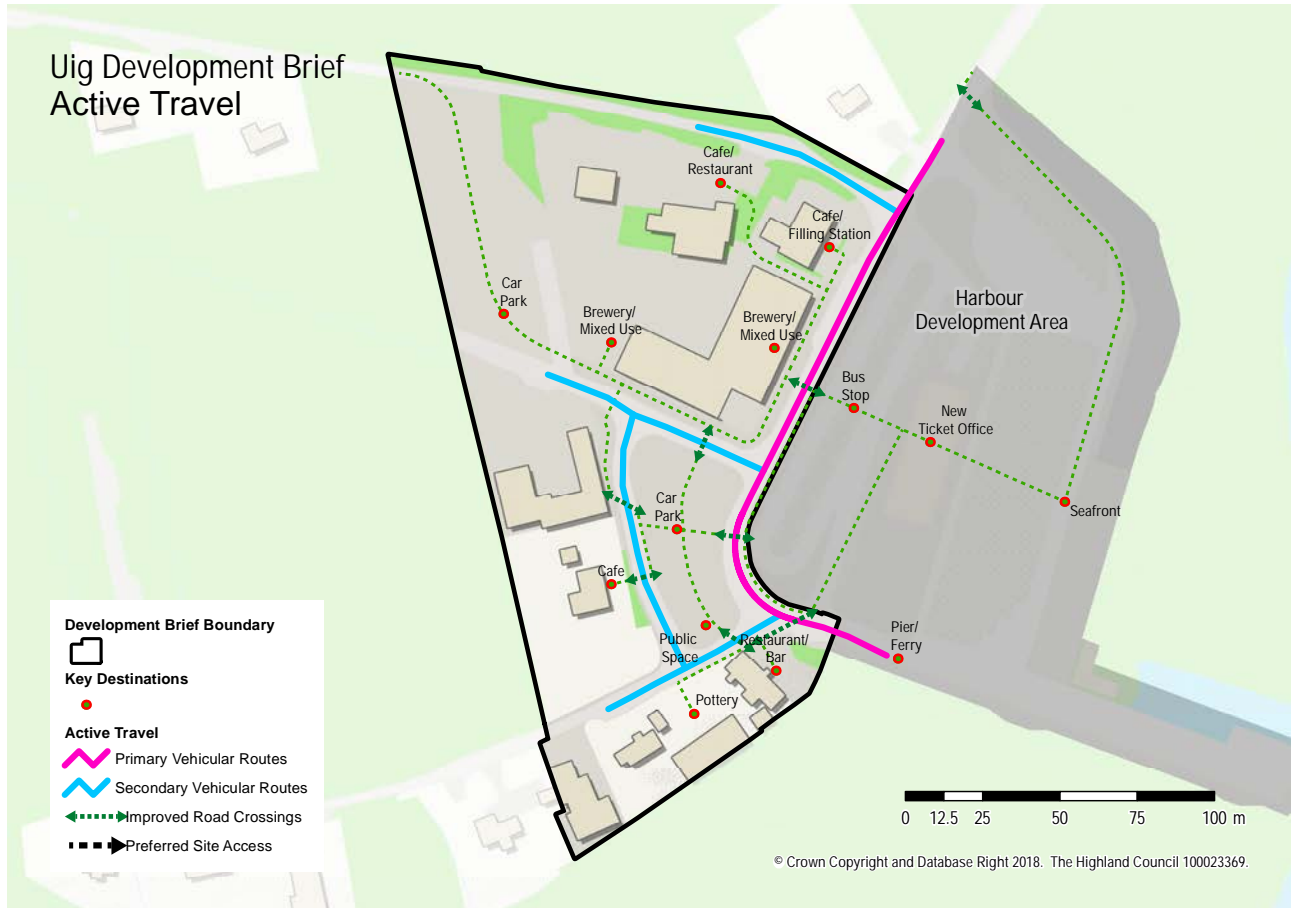
Active travel and connections

56 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.

57 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.

58 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.

- 59** 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

- 60** All development proposals should be compatible with the harbour redevelopment works wherever possible. 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.
- 61** 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

62 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

63 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)

64 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

65 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

- 66** 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.
- 67** 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

- 68** 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.
- 69** 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

- 70** 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.
- 71** 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

- 72** 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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