

## Uig Harbour Redevelopment - COMMUNITY LIAISON GROUP

Minutes for liaison Meeting held on **Thursday 17<sup>th</sup> February 2022 at 1900Hrs**  
 Meeting held virtually on Microsoft Teams due to current restrictions.

<b>1</b>	<p><b>Introductions</b></p> <p>Councillor Finlayson thanked everyone for attending the meeting and opened the meeting with introductions from the members, contractor and other stakeholders.</p> <p>John Finlayson (JF) – Councillor – The Highland Council (Chair)        Garry Smith (GS) – Design Unit Manager – The Highland Council        Andrew Maciver (AM) – Principal Engineer – The Highland Council        Iain MacLennan (IM) – Project Manager – The Highland Council        Steve Scott (SS) – Project Manager – RJ McLeod        Sean Melville – Sub Agent – RJ McLeod        Darrell Broom (DB) – Project Manager Skye Triangle Upgrades – Caledonian MacBrayne        Kenny Boyd (KB) – Harbour Infrastructure Development Manager - Caledonian MacBrayne        Donald Beaton (DB) – Uig Port Manager – Caledonian MacBrayne        Stuart Macpherson (SM) – Head of Strategic Projects – HIE        Billy Harley (BH) – Local Hotel Owner        Martin Madigan (MM) – Local Campsite Owner        Angus Ross (AR) Local Resident</p> <p>There were a number of other attendees at the meeting comprising of local businesses, stakeholders and residents.</p>
<b>2</b>	<p><b>Apologies</b></p> <p>Councillor Calum Munro – The Highland Council        Colin Howell – The Highland Council</p>
<b>3</b>	<p><b>Review of Previous Meeting's Minutes</b></p> <p>Previous meeting minutes accepted.</p> <p>AM responded to the questions from previous meeting:</p> <p>Regarding MM query if parking charges would be applied on the new parking areas being created. AM confirmed that the land is owned by the Highland Council and not leased to CALMAC. Also, AM contacted THC's Traffic Management &amp; Control Principal Officer who confirmed there were no plans to charge at this time. Although the Council are rolling out 'Invitation to Pay' charges on rural /tourist parking areas in the Highlands, there are currently no plans to roll this out to any of the Council harbour and ferry facilities. The Council's parking charges and policy is reviewed annually and future charges cannot be ruled out.</p>

Regarding BH's question if an economic assessment was included as part of the Environmental Impact Assessment, AM confirmed that a Socio-Economics, Tourism and Public Access assessment is included in the EIA which was carried out as part of the Harbour Revision Order and Marine Licence and the assessment considers the potential effects of the Proposed Development on the socio-economic and tourism characteristics of the area.

Regarding the question if compensation is available to businesses as part of Harbour Act legislation, AM confirmed that this has been checked with THC's legal team who have confirmed that there is no statutory compensation due for the works that the Council are carrying out unless land is being purchased or occupied. Any business or individual is free to seek their own professional advice.

Regarding SM's request for consideration to a reduction in the speed limit through Uig given the volume of HGV movements associated with the project, AM confirmed that TS/BEAR have been consulted and advised that a reduced speed restriction on the approach to the working area could be implemented as and when required to cover material deliveries and returned to 30mph at all other times to maintain traffic flow which provides a degree of flexibility rather than a blanket reduction for the duration of the programme.

BEAR and TS have also advised that they are currently discussing internally the promotion of a Permanent Traffic Regulation Order (PTRO) for a permanent speed reduction to 30mph between the A87 / U4741 Uig Mill Road junction to King Edward Pier which will effectively remove the 30mph to 40mph and back to 30mph restrictions in place.

Regarding AMa query on the Islands Communities Impact Assessment, AM confirmed that this became a statutory requirement in December 2020 by which time the project was 4 years old and was out to the second tendering exercise. AM and GS met with Transport Scotland's Island's Communities Team today to discuss the requirements and it was agreed that an Islands Communities Impact Assessment would be provided and the process which we have gone through with the development and consultations carried out as part of the project from 2017 will be formalised with the drafting of the Islands Communities Impact Assessment.

Following on from AM running through last month's queries, BH suggests that parking should be limited at the harbour area, sometimes cars can be left for weeks on end taking up much needed space. Suggested it should be 24/48 Hour parking.

BH notes that CalMac are now selling tickets for the end of the summer period (Sept/Oct) and asks is the closure period being moved and states preference is to have the closure during the summer period as there will be no traffic through Uig at all without the winter ferry.

AM responds stating that the closure period is currently under review and there will be an update in due course.

GS reiterates that the outage has gone through several states of consultation and it is still the

	<p>preference of THC to carry out the outage in the winter season as this will be the least disruptive as a summer outage would greatly affect the island communities.</p> <p>MM explains that they were not involved in any consultation.</p>
<p><b>4</b></p>	<p><b>Progress</b></p>
	<ul style="list-style-type: none"> <li>• Preparation works ongoing ahead of starting the marshalling area.</li> <li>• Works ongoing in Kingsburgh quarry.</li> <li>• Fishermans compound equipment has been moved to temporary storage location beside toilet block.</li> <li>• Noise and vibration monitoring systems have been installed on the pier.</li> </ul>
<p><b>5</b></p>	<p><b>Community Liaison</b></p>
	<p>AR discusses the construction site compound, asks if there is any need for a generator to be run on site full time and if the lights facing up the hill could be turned down.</p> <p>SS explains that a power connection to the site cabins has been completed by SSE and that RJM just wait on a meter to be installed. RJM to review lights in compound.</p> <p>A suggestion is tabled to discuss the idea of 7 Day working on site.</p> <p>SS explains that there will be marine plant based in the harbour which will require supervision and also that specialist contractors from further afield would be attending site and it would be beneficial to allow them to work on a shift pattern that included weekends.</p> <p>BH replies that people do not want to be disturbed at the weekend when possible but that a broader discussion on the subject needs to take place.</p> <p>JF asks how the broader discussion could be held.</p> <p>MM suggests that these are held in the community hall in Uig which would provide better feedback. It is also suggested that the meetings may not be required to be held as often as every month but could be held every 3 months. With regards to 7 day working MM has no objection.</p> <p>SS clarifies that the meetings would usually be in person but due to the pandemic have been held over TEAMS. Once guidance allows then face to face meetings will continue.</p> <p>JF suggests that we can accommodate face to face meetings in the coming months.</p>

	<p>BH asks with regards to 7 day working would Angus Ross have a view being an elder in the community.</p> <p>AR explains that there are now not many local elders left in Uig and has seen a decrease in church numbers over previous years and while still being a voice in the community it is now a minority.</p> <p>JF asks the best way to canvas thoughts through the village?</p> <p>AN suggests that if weekend working is to be progressed that maybe having every second Sunday off would be a good idea and weekend working being kept.</p> <p>SS confirms that the plans of the piling contractor would be to work on a pattern of having one weekend working with the following weekend off, also explains that where possible the weekend working will be used as proprietary works for advancement on the Monday.</p> <p>MM asks having not being around any piling works before are they noisy?</p> <p>SS replies that's during the piling works it will be noisy as the piles are driven into the ground using a vibratory hammer followed by a percussive hammer. SS adds that noise monitoring and restrictions are in place on the project and RJM will look to reduce noise where possible.</p> <p>JF adds that during the piling works at MOWI in Kyleakin that the piling works can be noisy but you do get used to them. Confirmed that a wider consultation to be held on the matter.</p> <p>JF asks whether a monthly meeting at this stage is really required or can we move the meetings to every 2-3 months and have a face to face meeting?</p> <p>BH states that he would prefer the meeting to carry on as is via TEAMS but appreciates everyone else may not feel the same. Suggests that while every month may be too frequent that as works begin it may be prudent for meetings to remain monthly.</p> <p>SS states that while the meetings are held every month that RJM have an open door policy and please don't wait until the next meeting if there is something that you would like to discuss.</p> <p>JF suggests that meetings are moved to 6 weekly for now and to be reviewed in time.</p>
	<p><b>AOCB</b></p>
	<p>MM would like to thank RJM for agreeing to look at the fire alarm system at the community hall.</p> <p>AR asks for some details on the marshalling area. At present CalMac have erected a barrier on</p>

	<p>the entrance to the current ferry parking that has means cars are turning in drives on the way to the pier. Also questions that the dredging works also look minimal and asks if there is more dredging to be carried out at a later date?</p> <p>SS responds that RJM shall erect a noticeboard which shall have details of the works and asks for the best place to situate the noticeboard? Suggests that AM would be more suited to addressing the dredging query.</p> <p>AM explains that with regards to the barriers that this has been raised with CalMac recently and has suggested that they consider their current arrangement. AM confirms that information on the dredging can be shared and the dredging works have been designed after much consultation and has now been accepted by Marine Scotland.</p> <p>AN supports the importance of dredging in the north face of the pier. Also queries if the Pierhead has a solid face or shall the ferry wash sediment through the quay to the north face?</p> <p>AM responds that the Pierhead remains as is but the new bank seat shall provide protection from scour from the ferry and that if this is not sufficient then it shall be reviewed.</p> <p>MM suggests that noticeboard should be erected at the post office at the entrance to Uig.</p> <p>BH to SS states that there has been 2 No B&amp;B's in the area that have closed due to lack of sales and asks where workers shall be staying.</p> <p>SS replies that the preference is to have self-catering accommodation as opposed to B&amp;B's but confirms that if self-catering accommodation was available then RJM would certainly consider renting the property.</p> <p>GS asks if a letter drop would be the best way to get feedback regarding 7 day working.</p> <p>BH agrees that some form of letter drop and a post that can be shared on Community Facebook page would be a good idea.</p>
<p><b>8</b></p>	<p><b>Date of next meeting</b></p>
	<p>Propose Thursday 31<sup>st</sup> March at 19:00 hrs.</p>