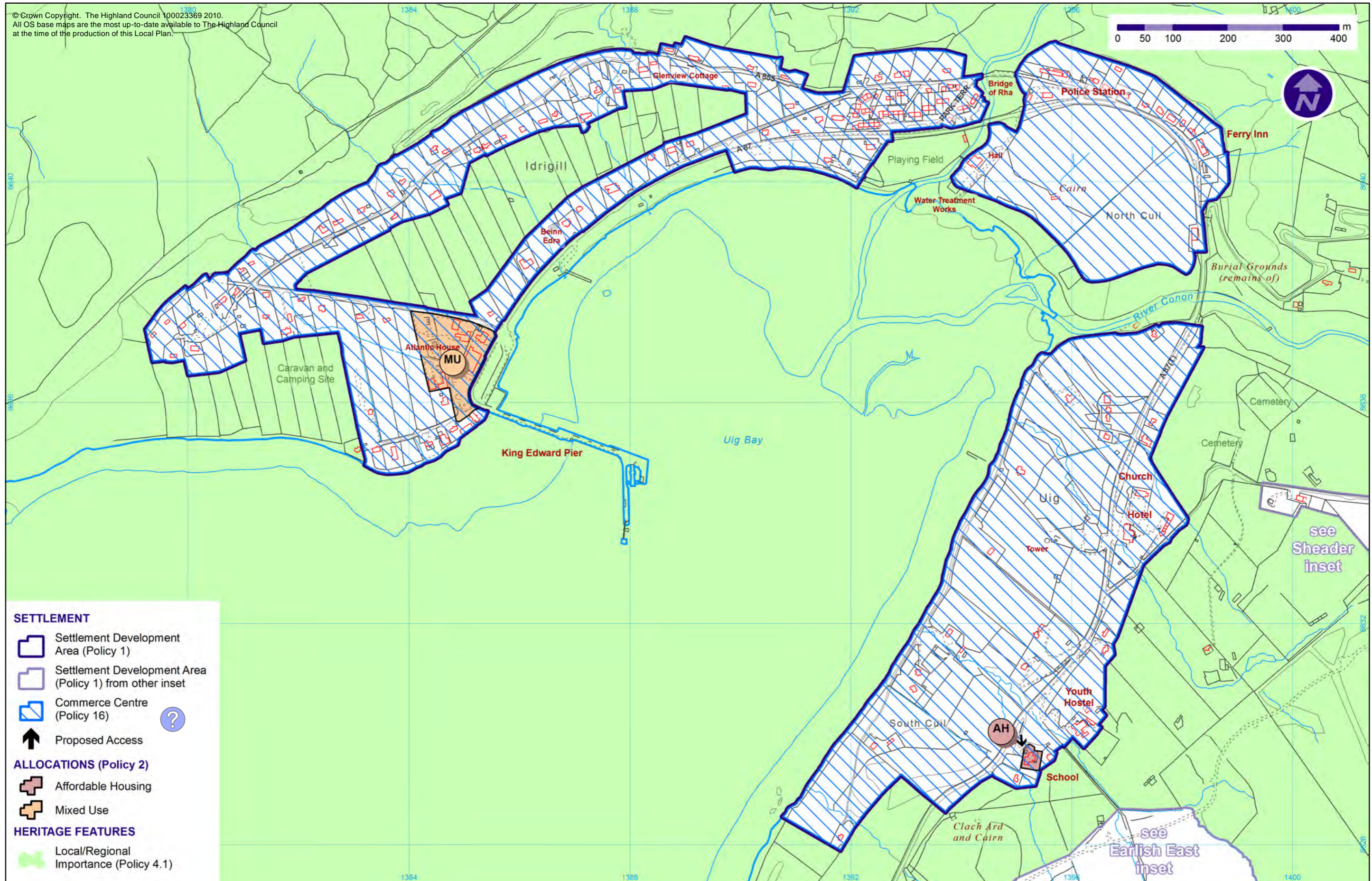
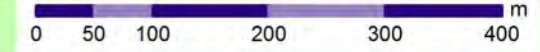


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All OS base maps are the most up-to-date available to The Highland Council at the time of the production of this Local Plan.



**SETTLEMENT**

- Settlement Development Area (Policy 1)
- Settlement Development Area (Policy 1) from other inset
- Commerce Centre (Policy 16)
- Proposed Access

**ALLOCATIONS (Policy 2)**

- Affordable Housing
- Mixed Use

**HERITAGE FEATURES**

- Local/Regional Importance (Policy 4.1)

Position in Settlement Hierarchy	Local Centre
2007 Estimated Population	236
Housing Completions 2000-2006	8
Primary School Capacity (roll/physical capacity)	32%
Water Capacity (allocations versus capacity)	limited spare capacity
Sewerage Capacity (allocations versus capacity)	limited spare capacity

**Objectives**

- To consolidate Uig’s role as the principal settlement on the western flank of the Trotternish peninsula and as a ferry terminal with the tourist traffic and custom that generates.
- Some diversification has been successful such as the brewery but marine related enterprises less so. Unfortunately, the settlement is marginal in terms of its size and location in terms of attracting further public and private investment. Land availability, gradient, water and sewerage and trunk road constraints may mean that significant development proposals go elsewhere. The Plan’s limited land allocations reflect this position.
- To take account of the following development factors: physical/heritage barriers such as Uig Bay to the west, steep ground to the north and east, Conon and Rha wooded river corridors; the crofting/agricultural value of land within settlement; trunk road access constraint and visual prominence of most land; attractive outlook; and the unavailability of land.
- To protect public seaward views.
- To protect the Scheduled Monument within the settlement.
- To safeguard corncrake species and habitat.

**Site Allocations**

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
AH	0.1 ha	Primary School	6 units	<b>Acceptable Uses</b> - community or affordable housing. If school provision relocated: preference for conversion rather than redevelopment, no intensification of use of access, improved pedestrian connection to village, adequate parking and turning.
MU	1.7 ha	Terminal Area	-	<b>Acceptable Uses</b> - tourism, commercial business and industrial. Enhanced parking provision. Redevelopment of oil tanks, contamination assessment, shelter/screen planting on western boundary. Safeguard access route to west.