



# **Ullapool Shore Street Widening and Promenade & Small Boat Harbour Development**

## **Pre-Application Consultation Report**



**Wallace Stone**  
Consulting Civil Engineers



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## 1 Introduction

This Pre-application Consultation (PAC) report lays out the public and stakeholder engagement carried out to support the marine licence application for the Ullapool Shore Street Widening and Promenade & Small Boat Harbour development. Ullapool Harbour Trust (UHT), in collaboration with Transport Scotland and the Ullapool Promenade Group, intends to apply to the Marine Scotland to consent the proposed development. The purpose of this report is to capture, analyse and review the output of the consultation undertaken with the local community in relation to the proposed development.

This report provides a brief description of the development, and the legislative requirements that both the development itself, and the consultation process must satisfy before describing the consultation undertaken in detail and discussing the outputs of the engagement process. An evaluation of the overall process in terms of its effectiveness against the Planning Aid for Scotland's SP=EED framework (Successful Planning = Effective Engagement and Delivery) is also provided.

The report has been completed by Affric Limited in consultation with Wallace Stone, Transport Scotland, UHT, TGP Landscape Architects and SBA Architects. Views expressed are those of the respondents completing the project questionnaire and do not necessarily represent the views of the aforementioned organisations.

In preparing this document every effort has been made to ensure that the content is accurate, up-to-date and complete. In doing so, we make no warranty as to the accuracy or completeness of material supplied by those taking part in the consultation.

The temporarily modified PAC Report Form has been completed in line with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, as amended by The Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020. The details with regard to Questions 1, 4, 5, 6, 7 and 8 of the form are provided within this document to allow a comprehensive response to be provided.

In line with the relevant PAC guidance (Marine Scotland, 2020), the consultee groups are discussed, copies of advertisements and reference material have been appended, comments received and associated responses provided are discussed.

## 2 The Proposal

Shore Street, or the A893 trunk road, runs in an east-west direction along the seafront on the south edge of Ullapool and has a grid reference centre point of NH 130 940 (Drawing 63.01.04). Ullapool Ferry Terminal at Shore Street's western end provides a lifeline link between the Stornoway, Isle of Lewis and the wider Outer Hebrides, and mainland Scotland. Ullapool falls within the administrative area of the Highland Council.

The proposed development includes two main components; the widening of Shore Street and creation of a promenade, and the development of the small boat harbour. For a full project description and list of components please refer to the Ullapool Supporting Document 63/REP/03 (Affric, 2021).

### 3 Consenting Requirement

This development sits partly onshore and partly in the marine environment, and as such is subject to legislation relating to both marine and onshore environments.

#### 3.1 Marine Licence

As per Part 4, Section 21 of the Marine (Scotland) Act 2010, various activities require a Marine Licence issued by the Marine Scotland Licensing Operations Team. Construction and a capital dredge and disposal Marine Licences are being sought for the project.

The screening request opinion received from Marine Scotland on the 7<sup>th</sup> of May 2020, under the Marine Works (Environmental Impact Assessment (EIA)) Regulations 2017, did not require the submission of an EIAR to support the application for a Marine Licence.

#### 3.2 Marine Pre-Application Consultation

The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 prescribe the marine licensable activities that are subject to PAC and, in combination with the Marine (Scotland) Act 2010, set out the nature of the pre-application process. The Ullapool Shore Street Widening and Promenade & Small Boat Harbour falls within regulation 4(d) as a construction activity within the marine area that exceeds 1,000m<sup>2</sup> and therefore the project is required to go through the PAC process. Consultation was carried out to meet the requirements of the Marine Licensing (PAC) (Scotland) Regulations 2013, as modified by The Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020 to allow for online PAC events to be held during the coronavirus pandemic. This report has been developed in line with Section 8 of the Marine Licensing (PAC) (Scotland) Regulations 2013 and Section 24(1) of the Marine (Scotland) Act 2010.

#### 3.3 Onshore Consenting

Shore Street is a trunk road, hence Transport Scotland have permitted development rights covering a significant area of the development (from the northern boundary of the street to the toe of the existing revetment) under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended. However, a portion of the proposed development area above the Mean Low Water Springs (MLWS) is outwith this jurisdiction and thus will be subject to planning consent under the Town and Country Planning (Scotland) Act 1997.

The screening request opinion received from the Highland Council on the 3<sup>rd</sup> of April 2020, under the Town and Country Planning (EIA) (Scotland) Regulations 2017, did not require the submission of an EIAR to support the Planning application.

Due to the scale of the proposed project (less than 2 hectares), it is not deemed a 'Major Development' as defined in Regulation 2(1) of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. The project therefore is not required to go through the PAC process compliant with the terrestrial process laid out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

It should, however, be noted that the whole project has been the subject of the public consultation, not just the marine elements. A PAC report has been produced for submission with the Marine Licence application.

## 4 Engagement Strategy

### 4.1 Engagement Principles

The consultation and engagement strategy is founded on sound principles and best practice drawn from the organisations' professional experience as well as Planning Aid for Scotland's SP=EED framework (Successful Planning = Effective Engagement and Delivery – A Practical Guide to Better Engagement in Planning) (PAS, 2020). Further information regarding the SP=EED framework is provided in Appendix 1.

### 4.2 Engagement Objectives

The project team's aim has been to work with all stakeholders (organisations, individuals, and the local community) who have an interest in the project, whether as a result of their activities or their location. This will enable the development to benefit from the considerable experience of the stakeholders and will allow the project to develop with the involvement of stakeholders upon whom it will ultimately impact. This process is particularly pertinent in the case of the Shore Street development, due to its location at the heart of Ullapool where it acts as a leisure, commercial and transport hub for locals, tourists, and businesses. In addition, it provides a thoroughfare for private, commercial and freight vehicles travelling to the Outer Hebrides. The proposed development therefore has the potential to impact a wide range of stakeholders, and as such the consultation process started in the pre-application phase of the development, has continued as the design has progressed and will continue post application submission.

The objectives in relation to the engagement process can be summarised as follows:

- To engage with stakeholders (organisations, individuals, and the local community) who either have an interest in the project or have the potential to be directly affected by the proposed project;
- To ensure that stakeholders gain a suitable understanding of the proposals;
- To understand stakeholders' concerns and issues, to allow them to be taken account of in the development of the project;
- To receive input from stakeholders at an appropriate stage to inform the engineering design and aesthetics of the project;
- To provide information about the potential environmental issues and proposed mitigation identified to reduce and manage them;
- To fulfil marine licencing obligations; and
- To achieve best practice in engagement (including applying Planning Aid for Scotland's SP=EED criteria, aiming for level 2).

### 4.3 Engagement Definitions

Stakeholder engagement comprises two main elements; communication and consultation. These terms can be defined as follows:

- Communication: Keeping stakeholders fully informed on the progress of the development and educating them about the relevant processes involved and the project itself so that they can make informed decisions regarding the proposal. This is typically a one-way process;



- Consultation: Providing information/options and discussing these with stakeholders, thereby giving them the opportunity to influence the design of the development. This is an interactive and iterative process which involves listening and being responsive.

Engagement is a combination of both communication and consultation.

#### **4.4 States of Engagement**

Engagement activities have taken place at key milestones during the project's development and will follow the established pattern outlined below:

- Identify: identification of stakeholders;
- Communicate: provide appropriate information to stakeholders;
- Consult: discussing issues which influence the final design of the development; and
- Record: throughout the engagement, views and opinions have been systematically captured.

#### **4.5 Engagement Considerations**

The formal PAC process for the Shore Street Widening and Promenade & Small Boat Harbour development began in December of 2020 during the COVID-19 pandemic. Restrictions on social gathering therefore meant that many of the traditional forms of public engagement such as public meetings and exhibitions were unable to be held. Modifications made to the regulatory context around the PAC process now allow for virtual events to be utilised whilst coronavirus restrictions eliminate the possibility of holding such events in-person, as described in Sections 3.2 and 3.4. Extensive consideration went into ensuring this virtual form of stakeholder interaction did not detract from the ability of the public to engage with the design process and raise any concerns or comments they had, which could then be taken onboard by the project team.

A flexible approach was adopted throughout each stage of the consultation process. This allowed the project team to respond and react appropriately to new challenges as they arose.

#### **4.6 Stakeholder Engagement Tools Utilised**

##### **4.6.1 Statutory Consultee Engagement**

As part of the licensing process formal and informal consultation has been completed.

In addition to the formal EIA scoping process there has been dialogue with statutory consultees, including:

- UHT have been in direct contact with the Lochbroom Community Council (LBCC) throughout the design of the project, and members of the Community Council have attended the public PAC events.
- A meeting was held between Transport Scotland, Bear Scotland, UHT, Wallace Stone, Affric and the Highland Council Roads Team to discuss traffic impacts, including the potential need for rerouting during construction and the introduction of a 20mph speed limit once the road is widened.
- Discussions with Marine Scotland prior to pre-disposal dredge sampling being undertaken to agree the location of sample cores.

- Early dialogue with Marine Scotland identified a potential issue associated with legally protected benthic habitats and the dredge disposal site. This was followed by discussions with NatureScot whom provided the data they held for the area, which in turn informed the benthic survey work undertaken to inform the project development.

#### **4.6.2 Promenade Group Meetings**

A LBCC meeting was held in November 2017, during which members voted overwhelmingly to widen Shore Street to improve traffic and pedestrian flow. A steering group, referred to as the Promenade Group was thereafter formed, which consisted of LBCC members, representatives from Transport Scotland, consulting engineers Wallace Stone, and UHT. They met regularly over three and a half years to discuss how they may achieve the goal of improving road safety and public amenity. It was recognised that the Promenade development had the potential to reduce facilities for small boat users due to the loss of a haul out area at the west end of the street. Hence, UHT worked with Wallace Stone to develop a complimentary solution to enhance small boat facility provision. The combined project design entered the public domain during the formal Pre-Application Consultation (PAC) process, and communication with stakeholders was facilitated by UHT and their environmental consultants, Affric Limited.

#### **4.6.3 Online Public Events**

Two online public events were organised throughout the PAC process to convey information about the proposed development to any interested parties and stakeholders and provide an opportunity to provide feedback on the proposals. Each of the events were conducted over 'Zoom' video conferencing software because of the restrictions on social gatherings in place due to the COVID-19 pandemic.

An Initial Project Consultation Event was held in March 2021 to give stakeholders and members of the public the opportunity to receive information on the proposed development and give them the opportunity to comment and provide feedback on the proposals. However, due to unforeseen capacity limitations imposed by the software, not everyone that wanted to attend could join this event, and so it was repeated 11 days later. The Design Option Input Event held in May 2021 allowed the updated project design to be shown to the public, as well as present a number of potential design options developed by the landscape architects. Recordings of the presentation portion of each of the events were taken.

Transcripts of the comments and questions submitted over the Zoom 'Chat' function at both of events were obtained. Written responses to each are given in Appendix 2, including those that had already been answered directly by a panel member during the Q&A portions of the events.

Further details on each of the events are provided in Section 5. The times, dates, and number of attendees of each of the events (excluding the project team members) are given in Table 4.1.



**Table 4.1: Public Event Details**

Event	Date	Time	Number of Attendees
Initial Project Consultation Event A	04/03/2021	7pm to 8:45pm	93
Initial Project Consultation Event B	15/03/2021	7pm to 8pm	36
Design Option Input Event	20/05/2021	7pm to 8.30pm	43

#### **4.6.4 Website**

UHT have a dedicated project page on their website (<http://www.ullapool-harbour.co.uk/harbour-developments/>), with a prominent link to it from the website's main page. The website's news section has also collated information on the development, including project updates in its monthly bulletin. All the materials presented during the PAC events were made available on the website, including a recording of the presentations and the PowerPoint slides that were shown. This gave participants and those unable to attend the events the opportunity to watch or read over them at their leisure. The website also hosted event advertisements, links to the questionnaires, and press releases about the development and the consultation process. The harbours website continues to be utilised to communicate information about the development with interested stakeholders.

#### **4.6.5 Local Media**

Advertisements were posted in local newspapers and on the UHT website over 6 weeks prior to the Initial Project Consultation event and again in the week before it. A leaflet drop was also conducted during the week leading up to this event, with flyers being distributed throughout the town (see Appendix 3 for the content of the flyer). This advertisement strategy ensured compliance with PAC legislation, while increasing the chance it would be noticed by interested parties and improve turnout at the events. Adverts were included in multiple publications, further increasing the level of public exposure. Project updates and press releases were also published in the Ullapool News. The Ullapool News will continue to be utilised to provide project updates as the consenting and construction works proceed.

Table 4.2 details all the items that were published in local media, including the publication, published date, and a description of what was posted. Copies of each of these items can be found in Appendices 4 to 11.

**Table 4.2: Local Media Advertisements**

Publication	Date	Item Publicised	Appendix No.
Press & Journal Highland Edition	18/12/2020	Advertisement for the Initial Project Consultation Event.	4
Ullapool News	15/01/2021	Advertisement for the Initial Project Consultation Event.	5
Ullapool News	15/01/2021	Advertisement for repeat of the Initial Project Consultation Event.	6
Ullapool News	24/03/2021	March project update in the Harbour News section of the publication.	7
Ullapool News	09/04/2021	Press release detailing the next steps following the first event.	8
Ullapool News	26/04/2021	April project update in the Harbour News section of the publication.	9
Ullapool News	14/05/2021	Advertisement for the Design Option Input Event.	10
Ullapool News	31/05/2021	May project update in the Harbour News section of the publication.	11

#### 4.6.6 Letters

To comply with Section 6 of the Marine Licensing (PAC) (Scotland) Regulations 2013, letters were sent to the following consultees on the 22<sup>nd</sup> of December 2020 which informed them of the proposals and provided details on the first public event:

- The Highland Council;
- Maritime and Coastguard Agency;
- Scottish Environment Protection Agency;
- NatureScot;
- Northern Lighthouse Board; and
- Marine Scotland.

An example letter is provided in Appendix 12. Informal correspondence (email and phone calls) was utilised to ensure that the Lochbroom Community Council were aware of the consultation events, and representatives attended each public event.

#### 4.6.7 Email

An email address (consultation@affriclimited.co.uk) was provided in the various public notices. This allowed requests for zoom links to be sent and for direct correspondence with the project team.

#### 4.6.8 Questionnaires

Two online questionnaires were utilised during the PAC process, both of which were created using SurveyMonkey survey development software. In both surveys the question format was a mixture of free text boxes, which allowed respondents to express their own concerns and views, accompanied by several tick box questions which asked participants direct questions.

The first survey followed the Initial Project Consultation Event and allowed members of the public to feedback any comments, concerns, and questions they had at that stage that could



then be taken onboard by the project team. The questionnaire, as seen in Appendix 13, asked specific questions with regards to the development and gathered general information on those attending the event in order to provide an overview of the responding demographic. In total, 91 responses were received from the first SurveyMonkey questionnaire following the Initial Project Consultation Event.

The second survey, as seen in Appendix 14, followed the Design Option Input Event and gave the public the opportunity to vote on several design options presented by the landscape architects during the event. It also included free-text boxes for respondents to provide more detailed feedback, justifications for their choices and suggest further ideas that could be incorporated into the finalised project design. Respondents were also given the chance to express their level of support for the development as well as provide more general comments. Specific demographic questions were also included. In total, 39 responses were received from this questionnaire.

A question in the second survey asked if the respondent had previously completed the first survey and was used to establish that a total of 113 individual respondents had engaged with the PAC process through completing either of the surveys.

Links to the surveys were given at the end of each event and were also advertised on the UHT website following the events. Links to the second questionnaire were emailed to those previously expressing an interest in the project who had provided a contact email address. Word document versions and physical copies of the questionnaires were also available upon request for members of the public who could not access it or were not comfortable using the online software.

Data collected was for the specific purpose of understanding the demographic of the stakeholders attending. The data has been handled in accordance with the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. Personal data collected is for the specified explicit and legitimate purposes of PAC and not processed further in a manner that is incompatible with those purposes. Affric, UHT, Wallace Stone and Transport Scotland have ensured compliance with all requirements under the Data Protection Act 2018.

#### **4.6.9 Individual Discussions**

The first questionnaire included the following question:

*"If you would like a one-to-one discussion, please provide details of the topic in the box below so we can direct your question/comment accordingly. Please provide a phone number and ideal time."*

Offering participants the chance for a one-to-one discussion allows them to receive a detailed response from the relevant project partner and for it to be tailored to the consultee's needs, in terms of specific information provided and the level of technical detail given. A summary of the verbal or written response given to each of the consultees that requested such a discussion are included in Appendix 2.

## 5 PAC Process

### 5.1 Initial Project Consultation Event

The main event to meet the PAC regulatory requirements took the form of an Initial Project Consultation Event, held using 'Zoom' video conference software. The event was hosted by Affric and involved a presentation given by a series of specialist panel members from Wallace Stone, UHT and Transport Scotland. The presenters, supported by PowerPoint slides (Appendix 15) gave a description of the project's background and development, expected timeline, environmental considerations, technical drawings, and rough artists' impressions of the proposed design. The presentation portion was followed by a virtual question and answer session. This approach was taken to allow stakeholders and members of the public to learn about the project and receive answers to any questions they may have had.

Participants were asked to mute their cameras and microphones throughout the event and were instead encouraged to use the 'Chat' function in Zoom to ask questions. This approach allowed the well-attended event to proceed smoothly and avoided the issue of attendees having to have the confidence to speak up and ask a question in front of neighbours and peers as is the case at a public meeting. Transcripts of the comments and questions received over the 'Chat' function were downloaded at the end of each event. Written responses to each are provided in Appendix 2, including those that were also answered directly by a panel member during the live Q&A sessions. As discussed in Section 4.6.7, participants were encouraged to complete a questionnaire following the event to gather feedback on the project design presented.

The second run of the initial event followed a similar style to the first, with presentations given by the same panel members using the same PowerPoint slides. The only main difference was the inclusion of an additional slide (Appendix 16) detailing the main themes of the comments and questions that had arisen during the first event and how these were being brought forward and addressed. This was intended to avoid a significant duplication in the questions asked, as well as reassuring the attendees that their voices and concerns were being listened to and taken onboard. After the event participants were encouraged to complete the online survey and were given an extended submission deadline in response to the need to reschedule the event.

#### 5.1.1 Quality of Information Provided

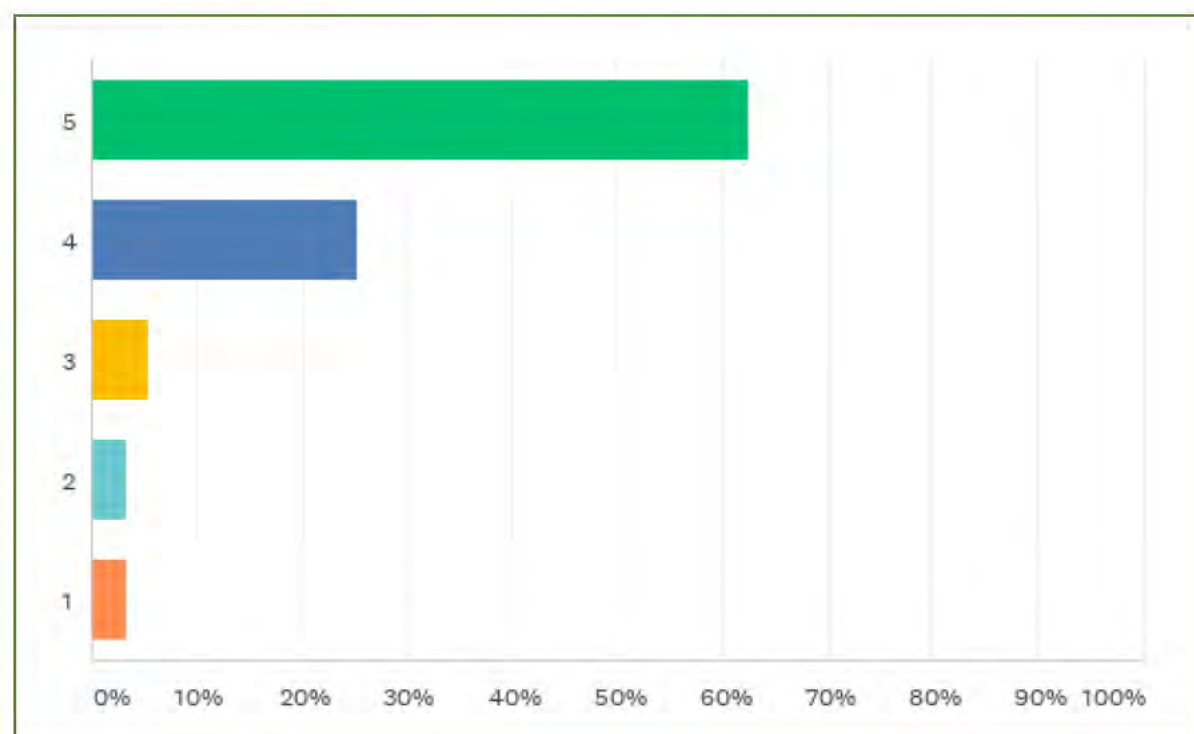
The questionnaire used to gather feedback following the Initial Project Consultation event included the following question:

*"On a scale of 1 to 5, do you consider that we have provided sufficient information during the PAC event to give a clear understanding of the proposed Ullapool Shore Street Improvements & Small Boat Harbour Development (5 is excellent and 1 is very poor)?"*

Table 5.1 and Figure 5.1 below provide a summary of the responses from all 91 completed questionnaires, broken down by how the respondent received the information.

**Table 5.1: Consultation Information Scoring Summary**

How Respondent Received Information	No. of People Selecting Each Score					No. of Responses	Average
	1	2	3	4	5		
Initial Project Consultation Event A	0	2	2	8	22	34	4.47
Initial Project Consultation Event B	1	0	2	5	17	25	4.48
Watched recording / requested a paper copy	2	1	1	10	18	32	4.28
Total	3	3	5	23	57	91	4.41



**Figure 5.1. Percentage of Total Respondents Selecting Each Score (5 is Excellent and 1 is Very Poor)**

In total 88% of respondents answered either a 4 or 5 for this question, with the majority rating the quality of information provided with the highest available score. The average scores given by those that attended the first and second runs of the Initial Project Consultation Event were almost identical. The lowest average score was from those that had watched the recording of the first event or requested a paper copy, although not by a significant margin. This could be due to them not viewing all the resource material and/or the lack of the Q&A session included in the recording. This would suggest that although recordings allow convenient access to information, they do not bring the same value as attending live events, as they lack the human interaction and ability to ask questions and receive immediate responses.



This question was followed up with a question regarding what further information could have been provided during the PAC events. 28 responses were received for this question, the main themes of which can be summarised as:

- More information regarding the background and need for the project, including what alternatives had been considered such as a one-way system;
- Further details on how the aesthetics of the project will be enhanced;
- Technical considerations around berthing options and facilities at the pontoons;
- What traffic calming and control measures will be in place on the widened road;
- Further details on the environmental studies and wave modelling carried out; and
- If further community events would be held to view and comment on finalised designs.

In addition, full written responses to each of the comments are provided in Appendix 2.

### **5.1.2 Comments Received and Responses**

In addition to the free text element of the first survey question described in Section 5.1.1, survey respondents were given two further opportunities to express comments and concerns about the project via the following two questions:

*"Do you have any specific comments regarding what has been presented for the proposed Ullapool Shore Street Improvement & Small Boat Harbour Development?"*

*"Is there anything further you think we should take into account or consider?"*

The answers given to the above questions and the issues raised during each of the live events have all been collated. In addition, the comments made in any letters that were received have also been considered. The full list of comments and responses from the project team are provided in Appendix 2. Several technical questions were asked about the engineering specifications of various aspects of the project, including the seawall, floating breakwater and Scottish Water pumping station, as well as about the environmental, wave modelling and vibration studies that were conducted. Many of these questions were answered via one-to-one discussions, although the responses that were given are also provided in Appendix 2.

The main themes of the responses broadly overlap with those given to the survey question detailed in Section 5.1.1. These are outlined in Table 5.2, along with how they have been addressed by the project team. Where appropriate, details are given as to how the project design has been altered to incorporate the main suggestions or concerns raised, and justifications are given as to why other suggestions have not been taken forward.

**Table 5.2: Common Feedback Following Initial Project Consultation Event and the Response**

Topic	Feedback	Response
Cycling Provision	<ul style="list-style-type: none"> <li>Lack of space identified for cyclists in the initial project design.</li> <li>The wall between the road and promenade could prevent cyclists from escaping off the road.</li> </ul>	<ul style="list-style-type: none"> <li>The navigable width of the promenade has been increased from 4.5m to 6.25m and it has been made a mixed-use space for both cyclists and pedestrians to utilise.</li> <li>The barrier wall has been removed and replaced with a 50cm safety strip along the northern edge of the promenade.</li> </ul>
Traffic Flow	<ul style="list-style-type: none"> <li>The wider road will increase the speed of vehicles through the village.</li> <li>Concern that the widened road will encourage large extra volumes of traffic to travel along Shore Street.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed 6.5m width of the new carriageway has been retained in the project design, although road markings will restrict the width of each lane to 3m and include a 0.5m hard strip on the seaward side. This will allow just enough space for traffic to pass in both directions with the aim of discouraging speeding.</li> <li>The barrier wall has been replaced with a 0.5m safety strip, which is anticipated to make drivers more aware of pedestrians in the area and adjust their speed accordingly.</li> <li>The potential for a 20mph zone is being investigated and discussed with Transport Scotland and the Highland Council.</li> <li>The proposed development is not expected or intended to increase vehicle numbers, it will just help the existing traffic flow travel along the trunk road more efficiently by allowing space for two vehicles to easily pass. A large proportion of the traffic on Shore Street is accessing the ferry service, which is already nearly at capacity and so there is little scope for this to increase further.</li> </ul>
Rock Armour	<ul style="list-style-type: none"> <li>The visual impact of the rock armour and whether other options could instead be incorporated into the seawall design.</li> <li>Had consideration been given to how litter and seaweed accumulate would be managed in the rock armour.</li> </ul>	<ul style="list-style-type: none"> <li>The visual concerns were considered but rock armour has ultimately been retained in the project design. Rock armour is the most effective method of absorbing the energy from breaking waves and will reduce wave reflection into the harbour that has the potential to damage the boats within. It also fulfils the important purpose of protecting Shore Street from rising sea levels in the coming decades and the predicted increase in storms. It was thus deemed appropriate to include along the length of the development. The rock armour will be installed in a neat, regular manner and will not resemble a pile of rubble as had been feared by some.</li> <li>UHT already undertake regular litter picks along the beach area and have pledged to continue and expand these operations if necessary.</li> </ul>



Topic	Feedback	Response
Small Boat Berthing	<ul style="list-style-type: none"> <li>Ensure sufficient boat berths will be available to local users, rather than visitors to the town.</li> </ul>	<ul style="list-style-type: none"> <li>There are currently no small boat berthing facilities in Ullapool, so it is an exciting prospect that this opportunity has arisen. It has not yet been decided whether local users will be able to reserve a berth, but if spaces are oversubscribed then an annual ballot has been proposed.</li> </ul>
Consultation Process	<ul style="list-style-type: none"> <li>The need for further public involvement in the project development process and clarification on how the community's views will be taken onboard by the design team.</li> <li>Further public consultation events were requested.</li> </ul>	<ul style="list-style-type: none"> <li>The repeat of the Initial Project Consultation Event included an additional slide to reassure the public their views were being listened to and explain how their suggestions would be incorporated into the project design going forward if appropriate.</li> <li>The Initial Project Consultation Event was repeated to allow those unable to attend the first the opportunity to participate. An additional Design Option Input Event was also later organised to give the public the opportunity to view and comment on several design options put forward by the architects.</li> </ul>
Project Alternatives	<ul style="list-style-type: none"> <li>The option of introducing one-way traffic on Shore Street was raised, to limit the volume of vehicles travelling along the sea front.</li> </ul>	<ul style="list-style-type: none"> <li>It was decided that introducing a one-way system along Shore Street rather than widening the road would not be pursued. This option would result in significant volumes of traffic, including HGVs, having to travel along one of the streets parallel to Shore Street, such as Pulteney Street or Argyle Street. Their narrow width, prevalence of on-street parking, and largely residential nature makes this an undesirable option.</li> </ul>
Disabled Access	<ul style="list-style-type: none"> <li>Ramps to the beach need to be wheelchair accessible.</li> <li>Access for all needs considered throughout the project's design.</li> </ul>	<ul style="list-style-type: none"> <li>The beach ramps have been redesigned to be wide enough to allow handrails at appropriate height for wheelchair users. Flat concrete platforms have also been included at the top, middle and bottom of both ramps to allow wheelchair users the chance to rest and get turned around.</li> <li>Pontoon wheelchair access will be available at high tide, although assistance will be required at lower tides. Potential mechanised assistance options are currently being investigated.</li> <li>Ongoing discussions are being conducted with owners of commercial premises on Shore Street to improve access. This joined-up approach will consider the improvements to the northern pavement provided by the project and what shop owners can do to improve the situation within their stores.</li> </ul>

Topic	Feedback	Response
Aesthetics	<ul style="list-style-type: none"> <li>• Lack of consideration been given to the aesthetics of the project.</li> <li>• Need to consider place-making.</li> <li>• Interpretation should be included within the design, with a particular focus on the Geopark, and the existing boards should be retained.</li> </ul>	<ul style="list-style-type: none"> <li>• TGP Landscape Architects and SBA Architects have been employed to ensure the design of the Promenade and Shore Quay areas fit harmoniously into the designed and natural landscapes of Shore Street and the surrounding area. They were provided with copies of the responses from the Initial Project Consultation Event so the major concerns could be taken onboard during their design process.</li> <li>• A Design Option Input Event was organised to allow interested parties the opportunity to view and comment on several designs put forward by the architects. Extensive feedback was gathered to allow further design development.</li> <li>• Further local involvement will be sought on the finer details by working alongside local artists.</li> <li>• The current interpretation board relating to the GeoPark will be retained, and the brief given to the landscape architects included to include provision for other interpretation features, such as samples of local rocks being included along the seawall.</li> </ul>



## 5.2 Design Option Input Event

As detailed in Table 5.2, two landscape architect companies were appointed to the project team in response to the feedback received around the aesthetics of the project following the Initial Project Consultation Event. They were provided with a full list of the comments received relating to the project's aesthetics and were tasked with producing a series of designs that considered the main concerns raised throughout the PAC process.

A Design Option Input Event, again held on Zoom, was then organised to inform the public how their feedback had been taken onboard by the project team and to showcase the design options produced by the landscape architects. The event was again hosted by Affric, with representatives from Wallace Stone, TGP Architects, SBA Architects and UHT on the presenting panel. The slides presented during the event can be found in Appendix 17. They detail how the main themes of the feedback had been addressed by the updated project design and covered cycling provision, speed control, disabled access and aesthetics. The latter point led on to the presentation of the three potential design options developed by the landscape architects.

The public were afforded the chance to comment on the proposed design options and to raise any further considerations that could be incorporated into the final design. Public engagement was again facilitated through the use of the 'Chat' function, as well as the Q&A session that followed the presentation portion of the event. Participants were also encouraged to complete a questionnaire (Appendix 14) following the event, as detailed in Section 4.6.7. A recording of the presentation and copies of the slides used were made available on the UHT website, which respondents could refer to when making their choices.

### 5.2.1 Comments Received and Responses

The questionnaire offered the public the chance to vote and comment on the proposed design options presented during the event. The design options included the paving layout, lighting alignment, artwork themes, and street furniture. They were also asked whether they supported the inclusion of a viewing platform into the project design, and whether they were in favour of the palette of materials presented. Respondents were also given the option to leave free text responses relating to each of the design options to provide additional comments or suggestions to be taken onboard. In total, 39 responses were received to the questionnaire, and the results were provided to the landscape architects. This allowed them to incorporate the most popular design element options into the final design and take onboard any additional comments to inform their design process.

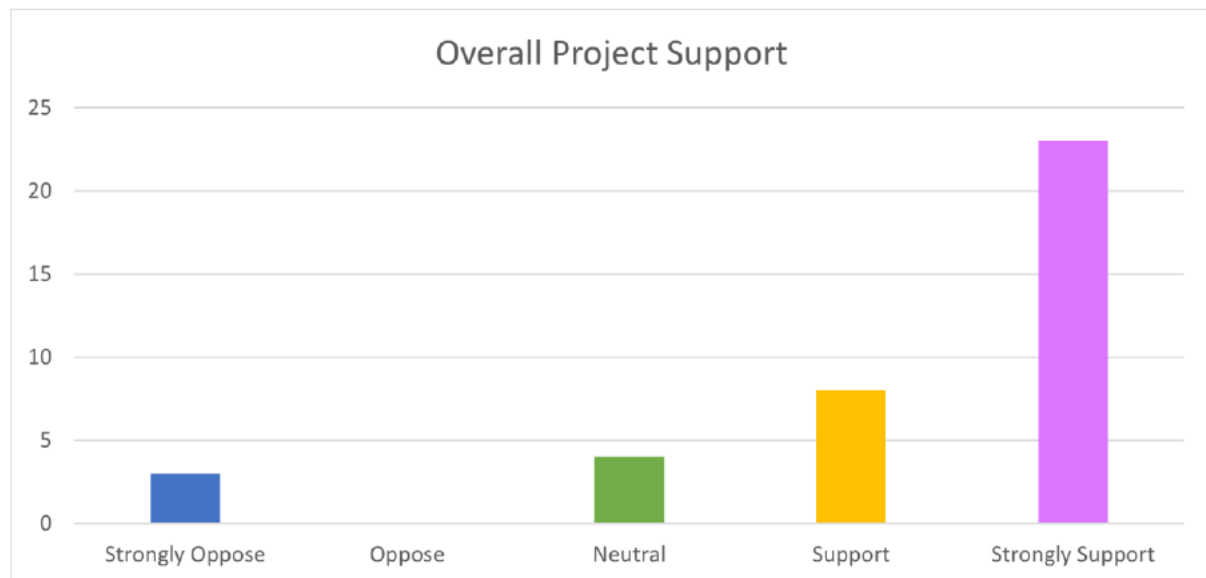
Please refer to Appendix 18 for a full breakdown of the results of the design option voting and summaries of the comments received relating to each option. The respondents were broadly in favour of the material choices used in the designs presented, which included block paving, clay-brick paving and resin-bound gravel. However, many of the comments stated that the designs were too cluttered, and that they did not approve of the use of the 'wavy' features incorporated into the seawall and paving layout. It was highlighted that the adoption of linear features may allow the development to fit more harmoniously into the town of Ullapool, which is known for its straight roads and grid-iron street pattern. These considerations will be taken forward by the landscape architects as they develop the final project design. In addition, the proposal for the inclusion of a discrete viewing platform extending seaward from the promenade was discarded following the negative public response to such a feature.



The aesthetic design and finishes continue to be developed, the details of which will be submitted in support of the planning application. It is noted that the aesthetic design does not change what is to be deposited on the seabed and hence the content of the Marine Licence application.

The Design Option Input Survey also contained the following question:

*"In light of the design options presented, do you support the proposed Shore Street & Inner Harbour Improvements development?"*



**Figure 5.2. Number of Survey Respondents Selecting Each Level of Support Option**

The results from this question demonstrate the very high level of public support for the development, particularly after the feedback received from the Initial Project Consultation Event had been incorporated into the project design. In total, 82% of respondents indicated that they either Support or Strongly Support the proposed development, with a significant majority choosing the latter option. This further validates the need for the project and the success of the design changes made in response to the feedback received throughout the PAC process.

### 5.3 Next Steps

The engineering designs for the development have now been finalised, having taken onboard the feedback received throughout the PAC process as detailed in Sections 5.1.2 and 5.2.1. As such, the project team is now in a position to submit the application for Marine Licences.

As discussed in Section 5.2.1, the detailed aesthetics of the Promenade and Shore Quay areas have yet to be finalised. There will be continued dialogue with the community regarding the aesthetics, and the engagement tools outlined in Section 4.6 will continue to be utilised as appropriate going forward. This will include continued one-to-one discussions with any interested parties that request it, and consultation with local artists around the installation of artistic features.

It is anticipated that the aesthetic design will be further developed prior to the submission of the Planning Application to the Highland Council, and full details will be provided at that stage.

## 6 Demographics of Survey Respondents

Tables 6.1 to 6.3 provide information regarding the sex, age and employment status of those responding to the two SurveyMonkey questionnaires. All but one respondent provided their demographic information in the first survey and every respondent provided the information in the second survey.

**Table 6.1: Sex of Survey Respondents**

	Sex		
	Male	Female	Prefer not to say
Initial Project Consultation Survey	46	40	4
Design Option Input Survey	18	18	3

**Table 6.2: Age of Survey Respondents**

	Age Range					
	Under 16 years	16-24 years	25-39 years	40-59 years	60 years plus	Prefer not to say
Initial Project Consultation Survey	0	1	9	40	36	4
Design Option Input Survey	0	1	4	16	14	3

**Table 6.3: Employment Status of Survey Respondents**

	Employment Status					
	Employed	Self-employed	Unemployed	Retired	Student	Other
Initial Project Consultation Survey	44	22	0	19	1	4
Design Option Input Survey	13	13	0	9	1	3

Out of the 86 completed Initial Project Consultation Surveys that provided the sex of the respondent, there were slightly more males than females. Only ten people under the age of 40 responded to the survey and all but one of these were over 25 years old. The majority fell into the 40-59 years old bracket, with only a slightly smaller number aged over 60. Almost half of all respondents to the survey were employed, and around a further quarter identified as self-employed. A slightly smaller number were completed by retired respondents and only one was returned by a student.

The Design Option Input Survey was completed by an equal number of males and females. The age breakdown of the respondents largely mirrors that of the first survey, with the majority falling into the two older age brackets. Employed and self-employed individuals made up the majority of respondents, while a slightly smaller number were retired.



## 7 Evaluation of PAC Events

The formal consultation process was done over a period of more than 6 months, as the design of the project was developing. This was to ensure that effective stakeholder engagement commenced as early as possible to allow consultees to influence the final design, and then to provide feedback on how their input was shaping the project. Learning gained from the early consultation processes informed the later events.

This assessment of the consultation carried out looks at the whole project to understand what level of consultation has been carried out for the whole process. Each of the SP=EED Criteria are considered in turn below.

### 7.1 Transparency and Integrity

The Shore Street Widening and Promenade & Small Boat Harbour development consultation achieved Level 2 relating to the transparency and integrity criteria. This was assessed against the clarity of purpose and information provided, how participants were told about the event, how further information could be accessed and explaining what aspects of the project could be influenced by the engagement process.

Events were well advertised via a leaflet drop, the UHT website and local media. Letters ensured all key stakeholders such as NatureScot and Marine Scotland were informed about the event.

Timing of the events were clearly laid out in the advertisements, letters and on the UHT website. The timeframes for providing feedback after the event were outlined at the end of the events and on the questionnaires and website. It should be noted that the deadline for feedback was extended following the decision to run the Initial Project Consultation Event again, to allow attendees unable to participate in the first event the same amount of time to respond with any comments they had. The development timeframes were also shown on the presentation slides, along with estimates of when construction will commence and its expected completion date.

It was made clear to stakeholders throughout the PAC process which elements of the project could and could not be influenced by the engagement process. For example, several comments were received about introducing a one-way system along Shore Street as an alternative to the proposed development. However, it was explained that Shore Street is a trunk road connecting to a lifeline ferry service and that this would not be considered further due to the inability of the surrounding streets to accommodate the increased traffic volumes that would result. It was also explained that although there was a lot of scope for the project design and aesthetics to be influenced by comments received during the engagement process, these could not compromise the structural integrity of the development and its ability to protect Shore Street from the sea.

The Initial Project Consultation Events were attended by key personnel from UHT, LBCC, Transport Scotland, and Affric Limited, who were also joined by TGP Landscape Architects during the Design Option Input Event. This allowed all information that was available at the time of the event to be effectively presented to interested parties. Due to the capacity restraints of the first Initial Project Consultation Event, a representative from the design consultant Wallace Stone was unfortunately unable to attend, although the engineering/design considerations were clearly conveyed by another panel member. It was

ensured that all panel members could attend the second event. If information was not available (e.g. not yet designed), this was clearly communicated to the stakeholders. The common themes of the comments and questions received during the first run of the event were summarised and during the repeat event, and stakeholders were informed how these would be addressed going forward. Feedback was actively encouraged following each event, with all participants being encouraged to complete a questionnaire.

## **7.2 Co-ordination**

Initially, a Level 1 was achieved for the co-ordination criteria. However, this rose to a Level 2 when the Initial Project Consultation Event was re-organised to rectify the access issues during the first. All public events were well advertised via a flyer drop, the UHT website and local media. Letters ensured all key stakeholders such as NatureScot and Marine Scotland were informed about the events. Advertisement aimed to ensure that any other interested parties were made aware.

The Initial Project Consultation Event was first advertised in December 2020, well over 6 weeks prior to the event in order to comply with the relevant legislation. It was advertised again in the week before the event to remind interested parties. Once the event had been advertised, there was substantial time to discuss its format and coordinate the development of the relevant material. This was undertaken by the key people involved in the project including UHT, LBCC, Wallace Stone, Transport Scotland and Affric Limited. The content was reviewed by all five parties to ensure it was correct and nothing was missing. This also allowed enough time to establish the most effective means to receive feedback during and following the events, conducted in such a manner as to comply with COVID-19 restrictions. The landscape architects were also involved in the coordination of the Design Option Input event. Both PAC events started at 7pm and ran until all the questions raised during the Q&A session had been addressed. This starting time was chosen in an attempt to encourage attendance after work and ensure as many interested parties could attend as possible.

A major hurdle that was encountered at the start of the first event was that the Zoom software being used to host it only allowed a maximum of 100 people onto the video call, inclusive of the hosts. Everyone in the Zoom "Waiting Room" was informed of the issue on the night and assured that the event would be re-run to make sure they had the opportunity to attend, ask questions and have their views taken on-board by the project team. A re-run of the event was therefore organised for 11 days later and was once again advertised in local media to remind any interested parties. As mentioned previously, the timescales for providing feedback were amended to allow those unable to attend the first event ample time and opportunity to provide comment after attending the re-run.

## **7.3 Information**

Level 2 relating to the information criteria was achieved. The information provided during both PAC events has been outlined in Section 5. Subject-specialist panel members conveyed this information during the events to ensure the accuracy and consistency of the content that was delivered.

## **7.4 Appropriateness**

The Shore Street development achieved Level 2 relating to the appropriateness criteria. Consideration was given to the best tools to present the required information to the local



community during the unprecedented restrictions on social gatherings as a result of COVID-19 restrictions.

This consideration resulted in the organisation of the online consultation events, which allowed specialists to present various aspects of the project as well as respond to any questions or comments during the Q&A portion of the event. Specialisms included: The Project Manager, Environmental Consultants, Civil Engineering, Design Engineer, Landscape Architects and representatives from Transport Scotland and LBCC. The presentations were given in clear English and technical jargon was avoided where possible. Artistic impressions of the project and clear diagrams were used to illustrate the points being made.

In addition to the high level of public interest in the project, the very high turnout at the PAC events indicates the effectiveness of the advertisements, which were posted in newspapers and via a leaflet drop around the town.

Attendees that had very technical questions around the design of the project were invited to a later one-to-one discussion if it was not deemed appropriate to discuss such details during the Q&A section of the online events.

'Zoom' video conferencing software was used to host the online events due to it being free to use, its popularity and its usability, to allow as many people to engage with the process as possible. The first online event was held at 7pm to enable as many people as possible to attend.

Interested parties were able to submit their responses and comments by various means, including directly during the online event, via the online survey and by letters, emails, or telephone calls.

## **7.5 Responsiveness**

A SP=EED level 2 regarding responsiveness was achieved. The online events allowed participants' concerns to be raised early enough in the process to be taken onboard in the final design of the development. The repeat of the Initial Consultation Event emphasised that the artistic impressions of the development were very preliminary and that it should not be assumed they reflected the project's final design. The Design Option Input Event then allowed more detailed information on the project's aesthetics to be presented and commented on by the public before the designs are finalised.

Any areas of concern or questions that were raised during the events were discussed with or answered by a relevant expert staff member. Depending on the issue, additional information provided during the event by the associated expert was sufficient in addressing the concern. By having a diverse range of expertise at the event, it was possible to address concerns immediately. When additional information was required (for example concerns that required detailed design that was not yet completed or technical considerations about the project), it was suggested to request a one-to-one discussion on the survey form. This allowed the stakeholders' details to be taken, and for dialogue to progress outwith the meeting to allow the points raised to be considered in more detail. This ensured that no concerns were lost, and the appropriate information could be provided when it became available.



## 7.6 Inclusiveness

A database was compiled throughout the consultation process using the feedback from completed surveys, which included questions on age, gender, and employment status. All attendees to the online events were encouraged to complete one, and the details of how to access and complete it were also made available on the Harbour Trust website.

As discussed in Section 6 there was not a large disparity between males and females engaging with the PAC process by completing the survey. The majority of respondents fell into the older age categories, with less than 15% of surveys being completed by people under the age of 40. This may reflect the demographics of the town, which has a higher-than-average number of older couples with no children, and/or the greater level of interest in the project by people in these age brackets.

The number of attendees was lower during the Design Option Input Event despite the advertisement content being similar and arrangements the same. This could be due to enough information being provided at the first event, a shorter distribution period for the advertisement or people deciding to access the information via other routes e.g., the recording and the slides that were posted on the UHT website.

As previously mentioned, unforeseen capacity limitations were imposed by the 'Zoom' software that was utilised to hold the first PAC event. To ensure no interested party was excluded from the PAC process and to increase inclusiveness the online event was ran a second time with the same speakers and same set of PowerPoint slides as the first. An upgraded version of Zoom was purchased for the repeat of the event, as the 500 attendee limit this provided was deemed more appropriate.

SurveyMonkey software was used to host the questionnaire as it was deemed the most user-friendly and accessible platform to host and distribute the survey, particularly amid the restrictions on social contact at the time of the PAC process. The vast majority of participants completed the questionnaire via this method, although paper and word document copies were also made available to those unable or uncomfortable using the software. The large number of survey responses indicates the success of this method of collating feedback.

One member of the public was unable to attend either of the runs of the Initial Project Consultation Event and was having difficulty accessing the recording and slides on the UHT website and so they were sent a copy of the slides as requested. No other accessibility issues were raised by interested parties during the PAC process and so it can be concluded that no one was held back from airing their views on the project due to accessibility or inclusivity reasons.

The initial SP=EED level was 1 but this increased towards a 2 as lessons were learned from the first PAC event and accessibility improved.

## 7.7 Monitoring and Evaluating

Level 2 was achieved for monitoring and evaluation. Information from the Initial Project Consultation Events and Design Option Input Events was gathered via the information and feedback provided during the events and analysis of the questionnaire responses. The questionnaire included questions on age, gender and employment status. This data enabled

an understanding of the demographics of the community that attended the events and any information the attendees believed was not included.

As discussed in Section 5.1.1, the majority of participants of the Initial Project Consultation Event believed sufficient information was provided to give a clear understanding of the proposed development. However, the respondents who had viewed the material online later gave a slightly lower average score than those that had attended the live Zoom events. This may demonstrate the benefit of attending live events and the ability to ask questions to the panel in real-time and listen to the responses given to each. Although it was discussed in the repeat of the event, in the future it may be appropriate to include a summary of the main questions previously raised and a written response to each on the website to address this issue.

## **7.8 Learning and Sharing**

Level 2 was achieved in Learning and Sharing. The project team were required to adopt a flexible approach when organising the PAC events during the unprecedented circumstances of the COVID-19 pandemic. As a result, considerable learning was gained in how to effectively host events and gather feedback via online platforms. This took the form of utilising Zoom video conferencing software and its Chat functionality, as well as hosting online questionnaires with SurveyMonkey.

A summary of the feedback received over the PAC process, removing any identifiable information, was provided to the various teams to act upon and distribute as they saw fit. Learning from the Initial Project Consultation Event was incorporated into the repeat to increase access to the event and report on how previous feedback had been taken onboard.

## **7.9 SP=EED Assessment**

The assessment has indicated that the consultation process has been undertaken successfully and has fulfilled the requirements of Level 2 of the SP=EED framework in relation to all eight of the consultation criteria. The project has undertaken extensive pre-application consultation, including more than the one event required by the regulations. By utilising the SP=EED framework, the project has learned and improved the engagement process throughout.

Stakeholder input from very early in the process has allowed the design to take on board suggestions and comments, resulting in a high-quality design for the proposed Shore Street Widening and Promenade & Small Boat Harbour development.

## 8 References

Affric Limited, (2021). *Ullapool Shore Street Widening and Promenade & Small Boat Harbour Development – Supporting Document*. Document Reference: 63/REP/03 Version 1 June 2021.

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## 9 Glossary

Acronym	Definition
EIA	Environmental Impact Assessment
GDPR	General Data Protection Regulation
LBCC	Lochbroom Community Council
PAC	Pre-Application Consultation
SP=EED	Successful Planning = Effective Engagement and Delivery
UHT	Ullapool Harbour Trust



## Appendix 1: An Overview of SP=EED

### Model for Stakeholders Engagement – SP=EED

The stakeholder management strategy will be further guided by the principles laid down in Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery). This framework was originally published in 2008 and subsequently updated in 2011 and 2020. It is derived from PAN 81 and is endorsed in the updated PAN 3/201 (which replaces PAN 81). Though neither prescriptive nor legally binding, SP=EED represents:

*"...a practical guide to engagement in planning... targeted at all stakeholders in Scotland's planning system and is designed to help design, deliver and assess the process of engagement."*

Widely recognised as an accumulation of best practice, SP=EED encourages a front-loaded engagement process in which effective stakeholder engagement commences as early as possible, before too much has been invested and/or irreversible decisions have been made.

### Details of the SP=EED Approach

The SP=EED approach is based around a matrix describing eight criteria for effective engagement, with three levels of achievement for each criterion. The levels relate to giving information, consulting and listening, and operating in partnership with stakeholders. It is worth noting that while achieving Level 3 (or even Level 2) in relation to all eight criteria may be a realist aspiration for certain types of community-led proposals or large development and regeneration projects, it is unlikely to be achievable in commercial developments such as the proposed development.

Notwithstanding the above, the SP=EED framework has been used in preparing this consultation plan with a view to:

- Planning the engagement well before the process begins;
- Explicitly stating the objectives of the process;
- Managing public expectation;
- Identifying suitable approaches;
- Effectively managing the consultation process;
- Evaluating the learning from the experience.

Table A.1 contains a summary of the SP=EED matrix.

**Table A.1: SP=EED Matrix**

	<b>Level 1: Giving Information</b>	<b>Level 2 (Level 1 +) Consulting &amp; Listening</b>	<b>Level 3 (Levels 1 &amp; 2+): Partnership</b>
<b>1. Transparency and Integrity</b>	The purpose of the engagement is clear, and people find out about it easily.	Rights to participate are clearly explained and opportunities to express opinions are publicised.	Dialogue will take place with partners about how they will be involved in the engagement process and how their input will be used.
<b>2. Co-ordination</b>	The timetable for the engagement process will be published and relevant relationships explained.	The timetable for the engagement process will include adequate periods for meetings, public events and	The timetable for the engagement process will include opportunities for partners to develop their own ideas; partners will be

		discussion with stakeholders.	involved in discussing how to co-ordinate actions.
<b>3.Information</b>	Information will be relevant, accurate and comprehensible to the target audience.	Information will be communicated and shared, aiming to invite feedback.	Identification, collection and dissemination of relevant new information by partners is encouraged.
<b>4.Appropriateness</b>	Information will be presented to suit its intended audience and can be accessed by all stakeholders at each stage of the process.	Engagement processes to fit the situation to be used, with opportunities for discussion and for answers to be raised and answered.	A collaborate approach to working with partners on proposals, and regular review of the engagement process.
<b>5.Responsiveness</b>	Relevant information will be provided at every stage of the process.	Findings from engagement process will be analysed, disseminated, and potentially incorporated.	Partners will be offered the opportunity to present and discuss their own ideas and receive feedback.
<b>6.Inclusiveness</b>	Relevant representative groups/organisations will be identified, and information will be designed and disseminated to reach them.	An emphasis will be placed on allowing the voices of seldom heard groups and those most likely to be affected to be heard.	Assistance and advice will be made available to seldom heard groups to enable them to become partners in the process; overall, a representative range of stakeholders will be consulted.
<b>7.Monitoring and Evaluation</b>	Distribution of information and feedback received on the engagement process will be analysed after the process is completed.	Monitoring and evaluation of the engagement process will take place on an ongoing basis.	Monitoring and evaluation processes will be devised in collaboration with stakeholders.
<b>8.Learning and Sharing</b>	Lessons from the engagement process will be identified and lead to ongoing improvements in quality.	Lessons from the engagement process will be reviewed and shared with a focus on learning and training.	The creation of creative, problem-solving culture where skills and experience are pooled, shared and enhanced.

### Criteria for Selecting Engagement Methods

The effectiveness of any stakeholder engagement strategy is ultimately dependent upon the appropriateness and robustness of the actual methods of engagement selected. In this regard, a number of key criteria have been considered when determining which methods to employ. These are detailed Table A.2.



**Table A.2: Criteria For Determining Engagement Methods**

Criteria	Options
<b>Stage</b>	<ul style="list-style-type: none"> <li>• Very early stages may require more informative techniques to establish a knowledge base amongst stakeholders;</li> <li>• Subsequent stages will be more participative and interactive as the consultation seeks to canvass the views and comments of stakeholders;</li> <li>• Late stages are likely to involve further informative elements to disseminate the findings and evaluate the effectiveness of engagement.</li> </ul>
<b>Stakeholders needs</b>	<ul style="list-style-type: none"> <li>• Language</li> <li>• Accessibility</li> <li>• Support services (e.g.: for those with caring responsibilities)</li> </ul>
<b>Type of data</b>	<ul style="list-style-type: none"> <li>• Quantitative – used for categorising, measuring, profiling.</li> <li>• Qualitative – gathering opinions, feelings, and suggestions.</li> <li>• Balance to be struck between capturing more complex, in depth responses from fewer stakeholders and less detailed input from a larger number of participants.</li> <li>• Methods of analysis and reporting to be applied to data.</li> </ul>





## **Appendix 2: Full List of Comments and Responses**

Comment Number	Source	Category	Comment	Response
1	PAC1A	Aesthetics	It is a very industrial aesthetic, could you include artistic input?	The visual representations shown during the Initial Project Consultation Events were just intended as a first impression before specific details such as material selection had been confirmed. Suggestions on all the finishes and colours, besides other features such as planters, interpretation, lighting and seating have been taken on-board. Appropriately experienced architects (TGP Landscape Architects and Urban Designers and SBA Architects and Urban Designers) have been appointed to input into the detailed design stage. They have worked on a clearly specified range of topics including wall appearance, ramp appearance, railings, surfacing colour, street furniture, art, information boards, all in conjunction with an appropriate level of feedback on options from public or specific bodies. Working in conjunction with the engineers has ensured that aesthetic proposals have not come at the expense of engineering effectiveness, durability or buildability. Further community consultation took place to allow interested parties the opportunity to vote on several potential design options put forward by the architects, and to have their comments taken on-board to inform the final design. Local artistic input is still being actively sought and it is anticipated that a group of artists will liaise with the architects to design and produce installations to further enhance the aesthetics of the development.
2	PAC1A	Aesthetics	There's a lot of concrete - how can you ensure it fits with the current scenic value of the village and shore street - use of different colour materials and other ideas?	Please refer to the response to comment 1.
3	PAC1A	Aesthetics	The visuals showed a very uninspiring tarmac promenade, concrete wall and token gesture planting boxes; is this not an opportunity for sustainable design, materials and planting? Public art?	Please refer to the response to comment 1.
4	PAC1A	Aesthetics	Aesthetics - very industrial especially the access ramp!	Please refer to the response to comment 1.
5	PAC1A	Aesthetics	I agree that the black tarmac surface shown for the pedestrian pavement should be different to be welcoming and pedestrian friendly.	Please refer to the response to comment 1.
6	PAC1A	Aesthetics	The visual of the promenade shows a black walkway (the same colour as the carriageway). Can this be changed to a more aesthetic colour (e.g. brick red, green, khaki etc.)?	Please refer to the response to comment 1.
7	PAC1A	Aesthetics	It would be great if green garden area was added so not so "black".	Please refer to the response to comment 1.
8	PAC1A	Aesthetics	It would be great to integrate a small garden somewhere. My grandparents built one that the council destroyed in the 1960s with the new seawall installation. It could break up the industrial look.	Please refer to the response to comment 1.



Comment Number	Source	Category	Comment	Response
9	Survey 1	Aesthetics	Please take time to make the road/promenade and promenade sea wall pleasing.	Please refer to the response to comment 1.
10	Survey 1	Aesthetics	I agree with the points made at the zoom meeting on 4th March that the aesthetic of the storm barrier needs to be given careful consideration. The design presented is very 'industrial' and not in keeping with the iconic and scenic area which the front on Shore Street constitutes. Seeking input from the creative sector in the village will be really important to help improve this.	Please refer to the response to comment 1.
11	Survey 1	Aesthetics	As much as the budget allows, I would support the proposal to incorporate some locally produced ideas to make the new structures as attractive as possible. This design input might, for instance, include some planting of suitable seaside shrub and plant species in what might be specially designed planters/troughs.	Please refer to the response to comment 1.
12	Survey 1	Aesthetics	First and foremost, I believe that any alterations must be sympathetic to the existing appearance of the area. It has long been a picture postcard view along the road and it should stay that way. I'm not a fan of rock armour, particularly in Gabions but I do appreciate the benefits of this. Caged rocks look ugly.	Please refer to the response to comment 1.
13	Survey 1	Aesthetics	Thank you, that is very well done! One question: The promenade looks like it's paved just like the road. It would be nice, if that could be done in some special stone. Having lived in Burghead Harbour, I don't suggest Caithness stone as it's a hazard when getting wet and especially when icy, although it looks very nice.	Please refer to the response to comment 1.
14	Survey 1	Aesthetics	The concrete wall and wheelchair ramp walls don't look too inviting. I know traditional dry stone walls would probably break the bank, but I am sure with a big fundraising campaign we could manage something a bit more natural looking?	Please refer to the response to comment 1.
15	Survey 1	Aesthetics	I would like to have consideration given to the "colours" of the concrete walls and ramps.	Please refer to the response to comment 1.
16	Survey 1	Aesthetics	I think it would be great to involve community imagination about how the boardwalk could be made to look really interesting without missing out on providing the essential requirements of litter, safety etc. For example carved information on the side of the boardwalk to give some history of Ullapool in an attractive way. Don't allow current billboards to be stretched all the way along. Find an alternative way to provide space for advertisers.	Please refer to the response to comment 1.
17	Survey 1	Aesthetics	Positive to the proposals but feel the promenade shown in black tarmac just looks like an extension of the road. Use this opportunity to use coloured textured surfaces, interesting street furniture, lighting and planting so that people want to use it to sit, chat, ponder and not just walk.	Please refer to the response to comment 1.



Comment Number	Source	Category	Comment	Response
18	Survey 1	Aesthetics	We will need to try to accommodate artistic input, Ullapool being such a notorious nest of artists.	Please refer to the response to comment 1.
19	Survey 1	Aesthetics	The aesthetics of the design should be paramount for such a scenic village.	Please refer to the response to comment 1.
20	Survey 1	Aesthetics	Like many people aesthetics are an issue. Why not run a competition and make it open to sculptors, artists, landscapers? You would need to allow adequate budget for that but it is important and the current proposals are quite ugly.	Please refer to the response to comment 1.
21	Survey 1	Aesthetics	With regard to the stone wall protecting pedestrians from traffic and the walls bordering the access to the beach could these be harmonised in terms of look? From the mock up the walls framing the access to the beach are fairly ugly looking and not in keeping with the more natural looking stone wall.	Please refer to the response to comment 1.
22	Survey 1	Aesthetics	The concrete walls on the seaward side and for beach access looks stark. Can this be textured and coloured to look more "natural" and sit better into the environment?	Please refer to the response to comment 1.
23	Survey 1	Aesthetics	Concrete is a useful material but with poor visual appearance and poor environmental credentials. Can we look to soften the visuals and reduce the cold starkness of grey concrete. The visuals from land are obvious but considerate view from the sea or over from viewpoints up the loch. It is already pretty utilitarian but it would be nice to try to improve this given this opportunity which is unlikely to come by us for a generation or two.	Please refer to the response to comment 1.
24	Survey 1	Aesthetics	Would it be possible to consider another material than concrete for the seaward side of the promenade and beach walkways, such as rock cladding? Such an expanse of concrete is ugly. Everything else about the project is fantastic!	Please refer to the response to comment 1.
34	PAC1A	Aesthetics	Could the wall be built using local stone or even mirror the local geological sequences? This would be a great teaching tool since Ullapool is the gateway to the Geopark.	Please refer to the response to comment 1.
35	Survey 1	Aesthetics	I saw a suggestion that the promenade wall bordering the roadside be constructed as a kind of geological timescale with appropriate rocks. I like that idea.	Please refer to the response to comment 1.
36	PAC1A	Aesthetics	I would like to ask a question about creative art work celebrating the past present and even future heritage of Ullapool harbour?	Please refer to the response to comment 1.
81	Survey 1	Aesthetics	As a basic design - it's great. Aesthetic enhancement is needed but I am confident it will be incorporated (as per the suggestions of our artistic population).	Please refer to the response to comment 1.

Comment Number	Source	Category	Comment	Response
87	Survey 1	Aesthetics	Lots to consider as the plans available are very basic and many people have expressed concerns of architectural appearance and visual impact on the village. I have total faith that the drivers and planners will make sure works will be carried out to utmost suitability	Please refer to the response to comment 1.
193	PAC1B	Aesthetics	The tarmac walkway looks very industrial. Is it possible to choose another type of paving?	Please refer to the response to comment 1.
149	PAC1A	Aesthetics	Is the low wall separating the pedestrians from vehicles actually going to be stone as shown in the image?	Please refer to the response to comment 1.
232	Survey 1	Aesthetics	I am happy with the marina proposal but the walkway needs to be more aesthetically pleasing - less tarmac and concrete.	Please refer to the response to comment 1.
239	Survey 1	Aesthetics	Sculptures, planting, art and materials should be incorporated in keeping with the village.	Please refer to the response to comment 1.
194	PAC1B	Aesthetics	Will the paved area furniture be reviewed? It looks like the seats/benches could take up space needed for people in wheelchairs or with buggies etc?	Please refer to the response to comment 1.
195	PAC1B	Aesthetics	Will you be commissioning architects to design the development as the design will be crucial to preserving the beauty of the harbour?	Please refer to the response to comment 1.
192	PAC1B	Aesthetics	The street is a conservation zone, how will that impact on your design and material choices?	Please refer to the response to comment 1.
203	PAC1B	Aesthetics	I think the aesthetic concerns go beyond pure aesthetics. I think the project needs some sort of architectural or landscape design included. The new proposal essentially creates a square in Ullapool and fundamentally changes the character of the village. This needs to be designed both aesthetically and experientially. Is there any plan to appoint a design team? I feel this is essential if the project is to be realised to its full potential.	Please refer to the response to comment 1.
250	Email	Aesthetics	This project really needs the input of people who have expertise in master planning and design in order to ensure that it is not so ugly that it ruins our surroundings and has a negative impact on tourism and on locals.	Please refer to the response to comment 1.
196	PAC1B	Aesthetics	Will there be further consultations over materials palette and any amendments to proposals?	Please refer to the response to comment 1.
252	Email	Aesthetics	I like the idea of a wide pavement or promenade on the seaward side of the street. As mentioned by numerous people in the consultation, it needs to be built with careful design and aesthetics. At a minimum it should be paved not tarmac.	Please refer to the response to comment 1.
258	Survey 1	Aesthetics	I personally would like to see granite rock armour used instead of limestone, think it would blend better with the surroundings.	Please refer to the response to comment 1.

Comment Number	Source	Category	Comment	Response
259	Survey 1	Aesthetics	Is it necessary to have concrete walls both sides of the ramps to the beach? Would one side and be open to the rock armour on the other be sufficient. I also think that a smooth surface - i.e. tarmac will be the best surface for wheelchairs & buggies.	Please refer to the response to comment 1.
260	Survey 1	Aesthetics	Low level lighting set into the inner wall. Fixings for the winter festoon lights.	Please refer to the response to comment 1.
294	PAC2	Aesthetics	Presumably traffic lighting will down light onto the pavement and promenade?	Please refer to the response to comment 1.
263	Survey 1	Aesthetics	Engaging local creative input on aesthetic/cosmetic concerns.	Please refer to the response to comment 1.
270	Survey 1	Aesthetics	I think the promenade concept is a worthwhile and very exciting improvement for what I believe is a world class location overlooking Lochbroom. There was a lot of discussion around improving the artistic and creative content regarding the structure, appearance and overall quality. This is understandable, given the relatively early stage of the project; and I very much welcome the impending appointment of an architect to pull a number of issues together.	Please refer to the response to comment 1.
274	Survey 1	Aesthetics	The project is too big for this vista and will impact what brings tourists to Ullapool to begin with - the view.	Please refer to the response to comment 1.
283	Survey 1	Aesthetics	Care taken with the choice and look of materials used. It shouldn't be too industrial. As a house owner on Shore Street I understand the need for change and improvement but want it done with due care and consideration to the local environment.	Please refer to the response to comment 1.
26	Survey 1	Aesthetics	I think that the quality of the finishes on walls/ barriers will be critical to the success of the project. I think that involvement of architects and landscape designers, as well as engineers is important. More information on finishes and sightlines from the village would be appreciated.	Please refer to the response to comment 1.
331	Email	Aesthetics	Please lets try to have a more attractive design - OK it may be more costly but we and our children and grandchildren have to live with it for many many years. I know this project is being done economically but sometimes a bolder approach is required. Cheap is not always best!	Please refer to the response to comment 1.
335	Survey 2	Aesthetics	I would like to see the involvement of Welcome Ullapool in the planting. They do such a good job with our existing arrangement.	Please refer to the response to comment 1.
336	Survey 2	Aesthetics	Not very inspiring, need more points of interest added, public art etc.	Please refer to the response to comment 1.
338	Survey 2	Aesthetics	Seating should face the view beside the wall not beside the road. Keep it simple with interesting materials and pavement design. Don't lose valuable space by adding unnecessary features.	Please refer to the response to comment 1.



Comment Number	Source	Category	Comment	Response
354	Email	Aesthetics	<p>I would urge consideration of natural materials to be used where appropriate. Caithness Flagstone would be so beautiful to see in paving the area. To see a run of that along shore street would be wonderful. So much better than the blocky "clay brick" paving or the "resin bound gravel"! (If there was to be some artists commission or involvement with specific artists/ crafts people, perhaps letter cutting could be considered into this stone? on pavement / on plaques set in wall?).</p> <p>Wood would be great to see perhaps where there is need for bollards or similar. Greenheart, or other durable wood (as used in the pier) would be durable and connect directly to the location. Some of the boards and lighting etc on the plans look more appropriate for a Mediterranean marina or a yacht club, (whist also looking cheap).</p> <p>I understand that there has been a lot of negative response to the use of too much concrete. I would not have objection to this material per se, it is functional, honest and currently what we have (well wreathed ). It is how it is used that matters. I would not like to see unnecessary and irrelevant use of too much colour in the materials: dyes etc. Natural material can speak for itself.</p>	Please refer to the response to comment 1.
355	Email	Aesthetics	<p>I am not inclined towards the planters etc. It is a salty, windblown, exposed location. Delicate flowers if they do survive with carefully tending will just look out of place. It is a beautiful location, the views down across to the busy, interesting, lively and active harbour, and further to the hills beyond would be better not interrupted by planters in my opinion. Certainly if there is to be some planting in this location I would really hope it is simple, pared back and not gaudy.</p>	Please refer to the response to comment 1.
356	Email	Aesthetics	<p>I have looked at the 3 options on the slides. Although the overall aerial plan of the updated layout looks clear and functional, I do not like the 3 options detailed. They are laced with swirly florally details with little connection to where we are. Please keep it simple. I don't like the pavement with the 2 materials swishing down the length off the street, nor the curves on the proposed decked areas, and I have stated my views on the materials and furniture.</p>	Please refer to the response to comment 1.

Comment Number	Source	Category	Comment	Response
360	Email	Aesthetics	<p>My chief feeling is that Ullapool deserves to have an area carefully designed specifically for it in terms of how it will look, not a combination of versions of other seafronts which are put together in seemingly a patchwork way, which is my impression from the drawings presented in the Design Option Input event.</p> <p>The village's heritage is seen in its current aesthetics which are clean lines, chiefly monochrome, attractive and simple structures. In my opinion the new development ought to use these principles throughout the choices that are being made. The visuals of the village and view as they stand cannot be improved on, so rather they should be respected and done justice to.</p> <p>The view from Shore Street across the water is beautiful in itself and any fussy additions such as flowers in boats, overly fancy benches, or the suggested wave-like patterns on the pavement, will all detract from what is already there. They risk making the village ugly by overcomplicating it.</p> <p>I believe the beauty of the development should instead come from a thoughtful choice of lines and materials, not from a superficial placing of flowerbeds or other seemingly 'beautifying' additions. (While it could add to the development to include thoughtful artwork, such as carefully chosen words cut into stone, or discreet shapes laid into the pavement as in Inverness city centre, these need to be a fundamental part of the design, and not an extra which is tacked on, or chosen in a piecemeal way without a vision for the whole.)</p> <p>There is a dignity to the current look of the harbour which risks being undermined by a development which does not take Ullapool seriously in its aesthetics, and fails to consider the whole visual effect as well as moral implication of what is being built. Let's use local stones for example, and create a space that is built to last, not one that seems interchangeable with any other waterfront, and therefore erodes Ullapool's identity by making us just like everywhere else.</p>	Please refer to the response to comment 1.



Comment Number	Source	Category	Comment	Response
361	Email	Aesthetics	<p>A letter was received, which contained the following comments:  I'm afraid I have been left feeling utterly dismayed by the three very similar fussy and fancy design options for the promenade presented as solutions to the feedback from the initial excellent consultation. It is such a shame a more simple and understated option is not offered. I fully support the need for a promenade/ safe walkway as an adjunct to widening the Shore Street for ferry traffic but surely we don't need to make a 'look at me' design feature out of the promenade; the buildings along Shore Street and the view across the loch are the features, and the only features that should take the eyes. All of the design options presented offer complicated, affected and fussy elements which detract not enhance the character of Ullapool which is a small fishing and sea-faring working village within an area of natural beauty in the Highlands of Scotland (not the Mediterranean or US).  If the surrounding buildings, mountains and loch are taken into consideration along with the history and working culture of Ullapool, what is wrong with linear and simple? The landscape itself provides the non-linear eye-drawing alternative and the walkway should almost disappear into this.  In my opinion all the 'waves' and patterns and different materials create a mishmash of visual clash and conflict; discordant and not at all harmonious if that is what is meant by "cadence" in the presentation. Can we not have simple, local stone and drop all the multiple colours and textures and materials? And surely viewing points are not necessary, the whole walkway is open view so do people really need to be corralled into particular platforms. I appreciate people will want to stop and gaze as they do now but the walkway is wide enough for people to do this, even with pushchairs and wheelchairs, without inconvenience.</p>	Please refer to the response to comment 1.



Comment Number	Source	Category	Comment	Response
364	Email	Aesthetics	A letter was recieved, which contained the following comments: Looking at the proposals so far I really think Ullapool deserves better in terms of the overall look. The Highlands does not have the best track record for excellence in designing internationally acclaimed public spaces and wouldn't it be great if Ullapool led the way? The designs so far seem to reference a bit of a hotch-potch of design styles and influences: exotic beach front promenades with swirling designs; strange angular lighting; municipal street furniture; art nouveau influenced lampposts. I am not sure what the concept is. How does this fit for Wester Ross? I would love to see a focus on an understated elegance. A beautiful walkway which in itself has integrity and is a quality build, something which almost 'disappears' allowing the village to still be itself. Something echoing the colours, geology and natural features. Allowing what wants to be there naturally to be there- sea pinks, lichen, driftwood. Please let's not have beached boat planters. We are a community of so many skilful people! I would hope that in the case of deciding the aesthetics of such a major change to how Ullapool looks and is experienced the team would be particularly interested in not making any final decision without consulting with those trained in this area. So inviting an expert panel of local artists, architects and designers would seem sensible. People who are invested personally in this wonderful place and who have a lived history with the area could perhaps work with the design team to bring a fresher, lasting and more beautiful solution.	Please refer to the response to comment 1.
155	Survey 1	Aesthetics	An excellent development for Ullapool which I support in principle. The proposed sheet pile wall shown on slides 10 and 21 looks ugly, are they necessary rather than continuing the rock armour wall? The beach access ramps appear from slide 20 to dominate and have too much concrete, so can they be constructed with natural stone like the road wall shown?	Sheet piling cannot be avoided as a vertical berth face needs to be created for the pontoons to work from. Concrete usage has been minimised in the design of the promenade following feedback on this issue during the consultation process.
320	PAC2	Aesthetics	Could provision be made for planting on the north side too?	This was considered but decided against as usable planters take up too much width. If planters are included it will be on the southern promenade where there is more space.
299	PAC2	Aesthetics	Contrasting colours for people living with dementia is helpful.	The materials and colour palette have been selected to help those affected by dementia or partially sighted. All designs comply to British Standard 8300:2018, which sets standards and guidance to enhance full accessibility for all.
103	Survey 1	Aesthetics	Will the existing interpretation boards; litter bins and floral displays be retained?	Yes this has been agreed.

Comment Number	Source	Category	Comment	Response
25	PAC1A	Aesthetics	Can the barrier be broken up with a grassy terrace?	This proposal considered but ultimately not incorporated. It was acknowledged that a terrace or berm might allow a change to paved or stepped revetment above it and could create a more aesthetically pleasing finish next to the sea wall. However, it would increase the take of inter-tidal shore and so comes at a cost of swapping natural shore for a manufactured green strip. The armour needs to be continuous across the berm so extra armour requirement arises. A wave study specialist has confirmed that any filling between armour stones on the berm surface will result in an increase in wave run up and overtopping than the current proposal, and any solid structure above the berm (rather than armour) will exacerbate the problem. This may not be such an issue next to the Yacht Club where the crest is higher, but problems at the low area in the centre of the street. A berm may not gain approval from Transport Scotland, as any berm infilled surface may need maintenance after a storm. An edge railing would also have been needed unless the berm was blocked off from access.
29	Survey 1	Aesthetics	The final design will make the promenade the place it needs to be to fit into the designed landscape of the village. This needs to be carefully thought out. It's a shame no promenade 'over the water' could be incorporated into the design. This would give an unique style to what is quite a boring bland design.	The Promenade Group considered an over water walkway but rejected it on the grounds of improving sea defence, pedestrian safety and cost. The existing 50 year old revetment beneath would require to be replaced first and the overall design life would be shorter than the filled option tabled. The cost of an "over water" design is much higher and seemed beyond any likely available funding.



Comment Number	Source	Category	Comment	Response
88	Survey 1	Aesthetics	The proposal is great and probably necessary given how busy the place is becoming, with every season lasting longer and tourism somehow still increasing. I am fully behind the plans from a practical point of view. However I have seen a great deal of discussion on Facebook already about the design aspect. If such a large redevelopment like this is going to change the face of Ullapool then it should be a statement rather than just a wider road and a pile of rocks on the seafront. I would really like to see a design team put together sooner rather than later. There are many artistically talented people that live here who along with a landscaping professional could really bring some ideas to elevate this project. Where the walkway meets the harbour there is a proposed area that extends 12 metres out from the main path. This is a huge space full of potential that I really hope is used for something unique and special, not just a plain space with a few picnic benches. I do think many will be happy with the redevelopment as it is currently proposed but we should aim to make people proud of their home, not just happy with it. So let's make it beautiful! I have a little experience of working on a design team and so often had to stand by while clients decide to cut corners, ignore ideas and accept dull and boring. It would suck to see the same happen to my home, and this is such a great opportunity! I'm sure everyone involved wants to do the place justice! Thanks for doing all the hard work that makes projects like this possible, it is much appreciated.	The harbour authority is focused on delivering a really smart finish to the project with all areas given in-depth consideration with regard to appearance and utilisation post project. Providing a smart, vibrant addition to village life is the purpose. Please also refer to the response to comment 1.
27	Survey 1	Aesthetics	In regard to the aesthetics of the finished project, please do not have a competition incorporating children's designs.	Noted, there have been no proposals to undertake a competition.
28	Survey 1	Aesthetics	The view of Ullapool approaching from the south is very special and should be considered very carefully when choosing materials to construct the sea barrier and wall. It would be nice to have the opportunity to view a few different material options before final choice is made.	Rock armour has been chosen for the seaward side of the defences for two very important purposes - to absorb energy from raised sea levels and storms and also to reduce waves reflecting into the harbour damaging the boats within. Rock armour has been used in developments at the Port of Cromarty Firth and Tarbert on Harris, both of which look very neat.
223	Survey 1	Aesthetics	I am concerned about the general quality of the proposed development, especially the rock armour ramp / footing. Could some examples be given of other developments in which this construction method has been used in Scotland? Shore Street is the public face of Ullapool and any impact on the beauty of the village needs to be considered very carefully.	Please refer to the response to comment 28.
302	PAC2	Aesthetics	Rock armour is still an eyesore and feels very coarse in this town setting.	Please refer to the response to comment 28.
303	PAC2	Aesthetics	Rock armour is horrific to look at.	Please refer to the response to comment 28.



Comment Number	Source	Category	Comment	Response
304	PAC2	Aesthetics	Why is there no discussion on rock armour?	Please refer to the response to comment 28.
305	PAC2	Aesthetics	So the rock armour is a done deal because that's the only engineering solution?	Please refer to the response to comment 28.
306	PAC2	Aesthetics	Would be a better option to have something like we have now rather than rock armour, at least people can lie/sit on a smooth surface and not a rocky slope.	Please refer to the response to comment 28.
307	PAC2	Aesthetics	Rock armour will be a mess and a danger to people, needs to avoid big voids/holes.	Please refer to the response to comment 28.
308	PAC2	Aesthetics	Have real life examples been shown to people of what rock armour actually looks like? I'm not sure that if you haven't seen it you can visualise how nasty it looks.	Please refer to the response to comment 28.
325	Email	Aesthetics	Rock armour is ugly, a rubbish and vermin trap, dangerous for children to play on, spatially inefficient and totally inappropriate for a Planned Georgian Village Conservation Area. OK the 1970s's concrete interlocking slab wall was also an insult to the local built heritage environment and was done when there was no Community Council to guide the development locally rather than remotely by Dingwall. It is much better to have local community leaders trying to get the best result. Apart from hypothetical prediction of 0.8m sears in 80- years time the only reason a seawall is required at all is the knock-on funnelling effect of the extended pier and the lack of water escape. No apparent requirement on West Shore Street! It would be much nicer if the seawall was built of cut natural stone or at the very least faced with it. To reduce beach area loss the format should be vertical instead of piles of random rock.	Please refer to the response to comment 28.
346	Survey 2	Aesthetics	As I have said previously, I am in favour of much needed improvements to Shore Street and was impressed by last night's presentation. The designs were well thought out and a great improvement on the previous one. However, I am strongly against the use of rock armour and I believe the beach will be completely destroyed and unusable once the highwater area is covered in rocks. Shingle has already been drastically reduced due to erosion and there will be only be a rocky, slippery, smelly, seaweed covered area left. I am surprised that this seems to have been ignored.	Please refer to the response to comment 28.

Comment Number	Source	Category	Comment	Response
351	Survey 2	Aesthetics	I think the proposed design options are good and relieved that you have pushed the project further. I do think the rock armour is a bit in your face and saw amazing ones in Australia where the rock armour forms seating at low tide, rock pools etc and actually integrates in to the coast. I feel that because it is so close to the quaint cottages it will be detrimental to the iconic view of Ullapool. I get the need to manage waves etc, but I don't think anyone on Shore Street wants to smell rubbish and rotting fish and seaweed that are bound to accumulate in the cracks. You mentioned the Tarbet sea front and I've looked but clearly it's out of town with a rugged landscape so looks more in place. Blackpool and Fleetwood have an interesting staggered step approach. Shore Street with new promenade will attract many more pedestrians so rock armour likely to be used by children / people climbing plus near pubs with drinkers and perhaps not really safe in a town setting. Please look for other options.	Please refer to the response to comment 28.
157	Survey 1	Aesthetics	Looks like a sensible plan but my only reservations are the rock armour being used as a wave break. I would like to see a sample of the rocks being used and I question the use of it right to the end of the beach at the west side as I cannot imagine there will be much need for it in that sheltered area. I think the aesthetic of the sea wall should be carefully considered too and time taken to design a bespoke dry stone wall using local stones, if possible. If it has to be concrete then I would definitely opt for grey rather than the sand/beige colour on the diagrams.	The armour has to be sized for a South East storm without the breakwater to cover the situation that the breakwater has been taken out of service for routine maintenance. Please also refer to the responses to comment 1 and comment 28.
316	PAC2	Aesthetics	Current climate change projections indicate a 0.8m sea level rise by 2100. Rock armour (that can be laid rather than rip rap) can absorb wave energy which better resists a wave overtopping risk of flooding to Shore Street. This option is not a formal flood alleviation scheme, which would have a much greater visual impact. Having had discussions with Wallace Stone I am happy with how they have considered this aspect and come up with what seems a sensible compromise.	
267	Survey 1	Aesthetics	Management of local aspirations e.g. the visual stuff - that part of the conversation seems to have gone skywards - too late now but I think insufficient emphasis made of the fact that the drawings were artist impressions only which has caused unnecessary fluff.	
286	Survey 1	Aesthetics	It's good to know that you are looking at the aesthetics of the development so that it enhances the look as well as the function of Shore Street, Ullapool harbour and the waterfront.	



Comment Number	Source	Category	Comment	Response
324	PAC2	Aesthetics	Simple is good, local materials and good curation of public art which can date very quickly and taste is subjective!	
30	PAC1A	Community	Could the building contractors maybe offer some sort of apprenticeships to local kids during the process as would be a great opportunity for some of the local kids.	This is commonly a requirement now due to the community benefits it confers. This idea is supported and consideration can be given when writing the contract.
31	PAC1A	Community	Could the design integrate some outdoor educational space for the schools and other kids and community groups to visit the shore/seafront once completed?	It is envisioned that the area next to the pontoons, as well as the wider area, will be utilised as a multi-user facility. Lots of groups come down here already to use the facilities and this will be encouraged to continue. Further enhancements for young people will be continually looked at and suggestions are welcomed.
32	Survey 1	Community	The area where the huts are currently sited in the summer offers lots of potential for small businesses. Please consider whether you could make this suitable for a market area for small traders during the summer months. Having electricity there will be really important to power fridges/freezers for food retailers for example.	Noted and agreed.
33	PAC1A	Community	Can we see this development as a starting point? Do you think that this will open up opportunities for businesses and artists to use?	Noted and agreed.
37	Survey 1	Community	To make it even more of an attraction for the village, could the design and layout be even further developed to accommodate more space for the bars and cafes to set up tables and chairs for their customers. This is done in many seaside towns in the UK and on the continent. Could even more seating be built into the walled areas along the promenade areas.	Noted and under discussion. If it is desired as a formal arrangement (e.g. splitting off areas of the promenade for tables) it would require approval by both Transport Scotland, the Highland Council and the Ullapool Harbour Trust.
38	Survey 1	Community	I think if there was a way to incorporate further opportunities for small businesses, particularly run by young people, associated with water sport that would be a huge benefit.	The widened Shore Quay area is intended as a community space that may be utilised by small businesses when appropriate. The Harbour Trust is keen to promote such ventures wherever possible.



Comment Number	Source	Category	Comment	Response
39	Survey 1	Community	Could we include some consultation on having an area for interpretation - there is already a 'rock route' sign that is part of a 'trail', but it would be good to consider what/how more information can be provided to visitors. There are a number of 'advertising' boards that are used - these have required planning permission (technically - although probably many haven't gone through this route) as have interpretation panels. It would be good to develop ideas how to accommodate 'tourism' needs. I'm sure more will be produced prior to and during planning consultation, following comments from the community. A separate focus group looking at how to develop the new proposed area to make best use of information provision as well as landscaping to fit with the village style would be useful to develop prior to the development starting (budgeting, micro-planning etc).	Noted and agreed. The existing interpretation board will be retained. One-to-one discussions have been conducted with the respondent on the best way forward to provision interpretation and information provision.
189	PAC1B	Community	What benefit will this project have for residents and homeowners of Shore Street and the rest of the conservation area?	The project has been developed to provide benefits to all users of Shore Street and the residents of the wider Ullapool area. The project team has received feedback from a wide variety of members of the local community throughout the PAC process, and these have been taken onboard into the design of the development where appropriate.
275	Survey 1	Community	This project is mainly for the benefit of the wealthier residents and tourists who will benefit from easier access to their boats. In the meantime, it will detract from what the rest enjoy every day - the natural beauty of Ullapool's surroundings.	Please refer to the response to comment 189.
237	Survey 1	Community	Two local ladies lost their lives to suicide in areas close to the new development. To be sensitive perhaps the developers should consult the families to see if there should be some form of memorial/artwork to commemorate their memories. This would be fitting as in the past highland tradition buried suicide victims facing away from the sea. Perhaps a beautiful memorial looking out to sea.	Noted. There are currently commemorative plaques on 12 harbour benches and we are open to this idea if those concerned wish it.
40	PAC1A	Cycling	Is there provision for a cycle lane or just extra space making it easier for cyclists to navigate the road? Will they be allowed on the promenade?	Extensive feedback was received during the PAC process around cycling provision, and as such it was decided that provision for cycling will be accommodated on the new southern promenade. The design of the promenade has been widened so it can act as a mixed-use space for both pedestrians and cyclists to safely utilise. This will improve cyclist safety along Shore Street as they will not have to navigate traffic on the road, particularly during peak ferry times.
41	PAC1A	Cycling	Could cycling without age use the promenade?	Please refer to the response to comment 40.
42	Survey 1	Cycling	Could a cycle lane on the shore walkway be incorporated?	Please refer to the response to comment 40.

Comment Number	Source	Category	Comment	Response
43	PAC1A	Cycling	The road width being slightly wider than two lanes of traffic encourages traffic to try to squeeze past cyclists. All efforts need to be made to encourage cycling and cyclists should be given a safe space. Can you consult with cyclists please?	Please refer to the response to comment 40.
45	PAC1A	Cycling	Looking forward to increases in cycling - access to the western isles - should we not be planning this in now?	Please refer to the response to comment 40.
76	Survey 1	Cycling	It was an excellent presentation; the changes and reasons for them were clearly articulated. The proposal overall has been clearly thought through taking into consideration most users and I welcome the invite to improve the aesthetics and supporting local employment. The exception, however, is for cyclists of which we would hope to see more despite the current lack of provision for safe or NCN routes in the North West Highlands (though notably the Hebridean Way is a Sustrans route that can be accessed by the ferry).	Please refer to the response to comment 40.
184	PAC1B	Cycling	Does it leave enough room for cyclists given that they are hemmed in by either a wall or parked cars?	Please refer to the response to comment 40.
205	PAC1B	Cycling	If cycling provision on the road is not perceived as safe, they will use the promenade instead.	Please refer to the response to comment 40.
233	Survey 1	Cycling	Provision for safe cycling should be considered.	Please refer to the response to comment 40.
236	Survey 1	Cycling	If cycling cannot be accommodated consider a road cycle lane as many people use the ferry with bicycles. I prefer a dedicated pedestrian area.	Please refer to the response to comment 40.
242	Survey 1	Cycling	I am a cyclist but do not feel there is great merit in narrowing the road for a separate cycle lane. I think the traffic should hopefully be going at a slow pace and unless there is a cycle lane planned for routes into and out of Ullapool, it may just be an added complication to the layout.	Please refer to the response to comment 40.
265	Survey 1	Cycling	Thought should go into cycling and cycle parking.	Please refer to the response to comment 40.



Comment Number	Source	Category	Comment	Response
46	Survey 1	Cycling	The barrier on the southern side of the road to protect pedestrians will limit egress of cyclists (especially with panniers) and would be a safety risk for cyclists confronted with two articulated lorries passing each other. This was seen as an issue in London when similar steps were taken to protect pedestrians but not cyclists. Whilst clearly I accept that cyclists are road users as pointed out at the presentation, their vulnerability is equal to that of pedestrians and perhaps having a marked cycleway on the promenade behind the barrier could mitigate this risk. Alternatively, reducing the speed to 20mph would allow cyclists to lift their bikes over the barrier if necessary. With the promotion of cycling generally through Sport Scotland (and the UCI World Cycling Championships in Scotland in 2023) and with the NC500 for cyclists and links with the Hebridean Way, we would hope to see more cyclists. The Ullapool Community Trust has also initiated a project and is currently in discussions with Sustrans, Hitrans and initiated discussion with Transport Scotland to improve cycling access to the village from the Lochside communities. Cycling is a green sport that promotes Health and Wellbeing and needs to be actively considered and, in my view, promoted. This inclusion would help with this.	The safety issues around the barrier wall were noted following the Initial Project Consultation Event, and the designs were amended accordingly to include a 0.5m safety strip along the northern edge of the promenade instead. Please also refer to the response to comment 40. The implementation of a 20mph speed limit is under discussion between Transport Scotland and the Highland Council.
44	PAC1A	Cycling	Is a 500mm low wall not dangerous for cyclists?	Please refer to the response to comment 46.
151	Survey 1	Cycling	The wall between the road and walkway does not seem suitable. Could it be replaced with a pebbled strip or something similar?	Please refer to the response to comment 46.
293	PAC2	Cycling	Can you please re-cap as to why there is a safety strip and not a wall.	Cyclist safety, since there are fears a wall could pose a crush risk to cyclists on the road.
300	PAC2	Cycling	Is there really a requirement to consider cyclists on Shore St at all? Why not put cycle routing signs to direct them along Argyle St?	In line with Transport Scotland's Active Travel Framework, one of the drivers of the project is to promote the use of sustainable methods of transport. As such, it was deemed appropriate to include cycling provision in the development.
363	Email	Cycling	I am also not sure about the cycle path especially as it seems to add width which takes up beach area. Can cyclists not be asked to dismount and walk bikes along the walkway if they are unhappy on the road (we share the road with traffic everywhere else on the route in and out of Shore Street). Also, unlike trucks, we have the option to use other parallel streets.	Please refer to the response to comment 300.
365	Survey 2	Cycling	I see no advantage in a cycle lane for such a short distance (i.e. from Brae cafe to the pier). Money would be better spent on extra seating and creating more area for pedestrians as this and the road widening is primarily the reason for the proposed improvement of Shore Street.	Please refer to the response to comment 300.



Comment Number	Source	Category	Comment	Response
359	Email	Cycling	Any cyclist who is using the cycle lane with the intention of travelling south out of the village will be on the wrong side of the road when they reach the end of the cycle lane. As this junction is one off the busiest in the village will any provision be made from them to cross over to the correct side of the road.	There will be a designated pedestrian crossing point at the far eastern end of the road that cyclists could also use to cross over to the correct side of the road.
334	Survey 2	Cycling	Looking out my window every day and observing how the road/shoreside is used, think ultimately should make provision for bike parking (increasingly seeing a lot of bikes tied to railings). I think this is a good starting point and hope it's successful.	Noted, this idea will be taken forward for consideration.
47	PAC1A	Environmental	Will the litter currently in the sea be cleared up prior to dredging so it doesn't stay or spread and cause further harm?	A back-hoe dredger and a long reach digger will be used to undertake dredging both of which are effective at pulling foreign objects out. These will be removed from the bulk of the dredge material for appropriate recycling (where possible) or disposal to land.
48	PAC1A	Environmental	The effect on water flow should be studied. Water flow is already poor due to previous pier extension blocking the flow from west resulting in stagnant water.	Wave and tidal processes will be considered as part of a Coastal Processes assessment, which will be submitted as part of the Marine Licence application.
49	PAC1A	Environmental	Where is the proposed dredge dump site as it was very unclear in the diagram you showed?	We have adopted a BPEO approach to the dredge disposal and there will be some scope to reuse material in the construction of the development. However, the surplus will be disposed of at the Ullapool (Loch Broom) disposal ground, which is a registered site by Marine Scotland. Its exact location can be visualised at <a href="https://marinescotland.atkinsgeospatial.com/nmpi/">https://marinescotland.atkinsgeospatial.com/nmpi/</a> , by clicking; add layer>productive>waste disposal>dredge material>open.
185	PAC1B	Environmental	Where will the dredged silt be dumped?	Please refer to the response to comment 49.
50	PAC1A	Environmental	Any concerns about rat infestation in the rock armour?	The litter cleaning organised by the Ullapool Harbour Trust will discourage potential infestations, and their contractor currently manages rat control on an ongoing basis. The lower sections of the rock armour will be inundated with seawater during various points of the tide cycle making them unattractive to rats.
51	PAC1A	Environmental	Who will do rat control for the rock armour?	Please refer to the response to comment 50.

Comment Number	Source	Category	Comment	Response
156	Survey 1	Environmental	A concern would be the loss of beach area from the west end of the project (while not a major issue given the huge area of pedestrian land in the new proposal), as the east end of that stretch of beach tends to be fully/mostly submerged at high tide and it would be nice to retain all round beach access - would a widening/building up of the beach at this end be considered?	It is proposed, subject to Marine Licence Consent, that a portion of the surplus dredged shore and seabed sandy gravel material will be used for beach replenishment between Mean Low Water Springs mark and the new revetment toe, replacing material which has been progressively lost over time and raising the current level of the shore by up to 500mm. This increase in shore level adjacent to the new revetment toe through beach replenishment will increase the period of pedestrian inter-tidal shore access between the two shore access ramps.
204	PAC1B	Environmental	How much beach will be left? Who will be responsible for clearing seaweed and keeping it safe for wheelchair users, walkers and picnickers?	The additional width of the development will take approximately a quarter to a third of the existing shore at low water. However, please also see the response to comment 156. The Ullapool Harbour Trust currently cleans the beach area and will continue to do so.
52	PAC1A	Environmental	How will you manage seaweed cumulate?	Seaweed will be managed by the Harbour Trust as required within reason, since it is a marine habitat.
53	PAC1A	Environmental	This is a conservation area, has that been considered?	Please refer to the response to comment 1 in regard to how the aesthetics of the project are being developed to fit sympathetically into the designed landscape of Ullapool Conservation Area. Please refer to the Supporting Document for details on the considerations given to the designated sites for nature conservation in the vicinity of the development.
54	PAC1A	Environmental	Will there be opportunities to develop a blue corridor between Ullapool and Coigach?	The development is not creating a significant increase in marine traffic. This idea may be better served by future dedicated schemes although suggestions and discussion around this idea are welcomed.
55	PAC1A	Environmental	Who is going to be responsible for cleaning the area, will there be allowance for Rubbish collection/bins from the new pontoon.	The Harbour Authority is and will continue to be responsible for cleaning the beach area, and waste facilities will be provided on or near the pontoons.
187	PAC1B	Environmental	As there is no longer water flowing from the west under the pier, once there is a break water and pontoons, will this area not be virtually stagnant?	The proposed Small Boat Harbour is situated in a tidal area and it is therefore not anticipated the area will become stagnant. Sediment and wave modelling have been conducted and the results confirm this.

Comment Number	Source	Category	Comment	Response
228	Survey 1	Environmental	Real environmental studies into water and air should be conducted and made available. Building damage studies caused by vibration during construction as well as increased HGV traffic.	Environmental studies have been conducted to support the Marine Licence and Planning applications. Appropriate vibration monitoring will be conducted throughout construction, as described in the Supporting Document (63/REP/03).
248	Survey 1	Environmental	There will be very little useable beach in front of East Shore Street.	The additional width of the development will take approximately a quarter to a third of the existing shore at low water, and so there will still be plenty of useable beach area left.



Comment Number	Source	Category	Comment	Response
56	Survey 1	General Comments	<p>Your presentation at first glance looks appalling - the images you show of heavy lorries thundering down Shore Street make a mockery of the idea of a pleasant promenade for tourists and habitable street and that you have taken the needs of different users into consideration. Is this really your vision for the town? How does that enhance a historic seafront which surely is one of Ullapool's best tourist features. What considerations have you given to pedestrian experience here. There is no screening from what will be a really busy road. Why no cycle lane? What studies have you completed to show that this is the most suitable proposal for managing goods traffic in the town. I can't see any evidence of community input. Consultation should have taken place at early stages of the design to produce solutions that are more town friendly. Your environmental impact studies only discuss the impact of the build itself. I can't see any studies that explore the impact on residents of heavier traffic. Your environmental impact studies only discuss the impact of the build itself. I can't see any studies that explore the impact on residents of heavier traffic.</p> <p>How about making Shore Street somewhere pedestrians would like to be - the space is a potential asset to the town yet you are running a bigger highway along it. Do you think people will want to hang out on a promenade right next to a busy polluted road. Traffic is slowed now because of congestion, but once two lanes are in place how will speed be managed? Have you not thought about placemaking. A real missed opportunity for Ullapool. This is a presentation for a completed design, not a consultation. I have concerns about the lack of proper consultation with the wider community, especially those directly impacted on Shore Street. One online questionnaire and a meeting does not constitute a good model of community involvement. You mention 'need's but fail to outline what they are other than a couple of photos of a road. This presumes the only needs are vehicles, not residents or visitors or people using other modes of transport. There are no options / alternatives / opportunities explored here, it's just a building project. You don't explain the need for a wider road, just post some pictures of a busy road. Where is the impact assessment of a wider, busier road? How does that impact on the health of local people and match planning aspirations of the Highland Council. How does this match the vision you mention the Active Travel Network 'key policy approach to improving the uptake of walking and cycling in Scotland for travel' but don't provide a cycle route and don't screen pedestrians from what will be a busy road.</p>	<p>Please refer to the response to comment 1 on how the community has been consulted in regard to the project's design and aesthetics.</p> <p>Please refer to comment 171 on the expected volumes of traffic utilising Shore Street when the development is operational. The safety issues around the barrier wall were noted following the Initial Project Consultation Event, and the designs were amended accordingly to include a 0.5m safety strip along the northern edge of the promenade instead.</p> <p>In regard to cycling provision, please refer to the response to comment 40.</p>

Comment Number	Source	Category	Comment	Response
57	Survey 1	General Comments	It seems a madness to simply give away the lovely village seafront to cars and trucks. Shore Street would be better fully pedestrianised, in keeping with humanist, rather than industrial, priorities for our communal living space. Human-driven cars and trucks will be obsolete in 20 years and so there will be no need for parking. I have visited many towns and cities which have made this same error, and dedicated their scenic sea frontage to highways instead of humans. Some are still stuck with this catastrophe, while others have spent fortunes reversing their mistakes, re-creating parks and walking spaces along the water, and re-routing the vehicles which would have been better re-routed from the start.	Please refer to the response to comment 56.
321	PAC2	General Comments	Think there is an inherent conflict between trunk road and centre of town vibe that may not yet be addressed.	Please refer to the response to comment 56.
181	Survey 1	General Comments	The wide road will create faster travelling traffic which will be dangerous for pedestrians, will cause more noise, vibration and pollution. The beach will not exist as a place for recreation. It will be slippery, rock and smelly. The ramps would be pointless as there would be nowhere pleasant to go. There would need to be a tunnel built under the pier to let the water flow in from the west. There would be nowhere for boats to be hauled ashore and the wee pier is already crowded.	The carriageway width has been reconsidered and road markings will be used to narrow the lanes to make them wide enough for two lorries to pass with care. The implementation of a 20mph speed limit is under discussion between Transport Scotland and the Highland Council. There is no current disabled access to the beach, so ramps have been proposed. It is not anticipated that the development will cause the beach to be anymore slippery and smelly than it is now. Water flow will remain adequate from the twice-daily tide cycles and no issues are anticipated. Small boat haul out will be enhanced at the small pier to compensate for the loss of such space at the western end.
58	Survey 1	General Comments	Very impressed & pleased. It will be a great improvement for the whole village.	
59	Survey 1	General Comments	A great addition to the village, thank you all for the hard work.	
60	Survey 1	General Comments	Well thought out.	
61	Survey 1	General Comments	I am wholeheartedly in favour of both the road improvements and the small boat harbour development.	
62	Survey 1	General Comments	Delighted this is at last being done!	
63	Survey 1	General Comments	It all looks so much better than the current cramped arrangements along Shore Street and in the harbour area.	
64	Survey 1	General Comments	The plans look fantastic and it's a great improvement to the existing arrangement. The timescale seems very ambitious, but with rigorous planning and organisation I imagine it should be achievable.	
65	Survey 1	General Comments	It looks very impressive and will be a boost to the village.	

Comment Number	Source	Category	Comment	Response
66	Survey 1	General Comments	Pleased with the overall proposal.	
67	Survey 1	General Comments	I approve of both proposals and see both as a much needed improvement to transport and facilities in Ullapool.	
68	Survey 1	General Comments	Excellent presentation. Sorely needed	
69	Survey 1	General Comments	A very welcome development which will benefit the village, local residents/businesses and visitors alike.	
70	Survey 1	General Comments	You seem to have done a fine job.	
71	Survey 1	General Comments	Very impressed with the proposals generally, think they will be of positive benefit to Ullapool	
72	Survey 1	General Comments	I think it sounds great, and it is important to listen to community views.	
73	Survey 1	General Comments	This has been needed for a long time especially for the fishing fleet. Also for locals to have pontoon areas for there pleasure boats. Shore street is a safety hazard as it is and has got worse over the last few years	
74	Survey 1	General Comments	I would support this development.	
75	Survey 1	General Comments	The presentation was excellent and well thought out. The initial plans are exciting and have obviously been well-researched. I think it's important to take a wider "holistic" view to the project. I'm afraid that some people just want to jump on their particular interest or bandwagon - some of the questions posed showed that they were from people from a niche minority.	
77	Survey 1	General Comments	Excellent presentation and I fully support the outlined plan. Every area appeared to have been well researched.	
78	Survey 1	General Comments	I think the proposal is a great improvement on the existing infrastructure. It adds function and resources for locals and tourists to use efficiently. As an operator of a local sea kayaking business, I believe this will vastly improve the harbour area for small boat use, while retaining sufficient space adjacent to the small jetty to operate our kayaking excursions. The extended pathway will make a great social space for the community too.	
79	Survey 1	General Comments	The development will provide much better provision for everyone.	
80	Survey 1	General Comments	Brilliant efforts by so many.. congratulations!	
82	Survey 1	General Comments	Delighted that this is happening and that the community can be involved at this stage	
83	Survey 1	General Comments	Looks like a great improvement on the existing layout.	



Comment Number	Source	Category	Comment	Response
84	Survey 1	General Comments	Overall I think it looks really good proposal and will be a significant improvement on what's there at the moment.	
85	Survey 1	General Comments	Think it's a great idea and hope it goes ahead sooner rather than later.	
86	Survey 1	General Comments	A great opportunity!	
89	Survey 1	General Comments	Road & walkway widening & inclusion of promenade improves safety for vehicles and pedestrians. The layout is aesthetically pleasing. Small boat harbour development an asset for both local and visiting boats.	
208	PAC1B	General Comments	The overall development is a positive step forward and will add to the safety and enjoyment for many. Looking forward to seeing the next iteration of design.	
221	PAC1B	General Comments	It would be great to see some more fully worked up designs that really sell the project! The current ones are a bit alarming.	
226	Survey 1	General Comments	I think the basic concept could be okay but the design needs considerable work to make it acceptable to the property owners of East Shore Street who are those most affected by the development. Need to have proper consultation. I do not consider the "Promenade Group" to be representative of the property owners of East Shore Street.	<p>The Promenade Group was set up to explore options for Shore St following a LBCC meeting at which it was proposed by TS to trim a foot off the seaward pavement as a cost effective and instant solution to trafficking the south pavement. The initial suggestion was rejected by the community. For various reasons, not least COVID it has taken a further three years of discussion to progress matters to where we are today.</p> <p>The Initial Project Consultation Events gave the Group the opportunity to share draft engineering plans with the community for the first time to understand the appetite for change and take on-board ideas and comments to enhance the finished article. Stakeholder engagement was taken forward when the project underwent the PAC process, and was facilitated by the Harbour Trust and their consultants.</p> <p>Please refer to the response to comment 1 regarding how the aesthetic design of the project has been developed throughout the PAC process.</p>

Comment Number	Source	Category	Comment	Response
229	Email	General Comments	<p>Detailed letter was received which asks whether consideration been made to the policy document "Designing Streets – A Policy Statement for Scotland". The respondent does not support the widening of the road and believes this priorities vehicular "movement" over "place". They give alternative solutions, including narrowing the width of the carriageway, removing the proposed barrier wall, including raised sections of the promenade that are dual use for pedestrians and vehicles and the implementation of a 20mph speed limit. They support the idea of widening the promenade and the northern footway, as well as installing the wave barrier.</p>	<p>Respondent replied to fully by email on 06/04/21 by UHT harbourmaster Kevin Peach. The reply gave a detailed justification of the development, including detailing Shore Street's designation as a trunk road that provides a link to a lifeline ferry service, and included:</p> <ol style="list-style-type: none"> <li>1. We have reconsidered and decided to narrow the roadway to make it wide enough for two lorries to pass with not much room to spare. Cyclists will now be accommodated on the promenade.</li> <li>2. The barrier wall between the road and promenade has been removed from the design and replaced with a 50cm safety strip. This is also intended to make drivers more aware of pedestrian users on Shore Street and is anticipated to make them proceed with a greater sense of responsibility and caution.</li> <li>3. The A893 is a trunk road which was built to connect the A835 with the ferry terminal in 1970. The harbour currently handles 300,000 tonnes of ferry freight overnight and introducing raised areas will only increase noise and disturbance to the residences.</li> <li>4. The implementation of a 20mph speed limit is under discussion between Transport Scotland and the Highland Council.</li> </ol> <p>The landscape architects involved in the development have taken into account elements of the policy document and have used it to inform elements of the final design.</p>
279	Email	General Comments	<p>A second detailed letter was received which asks whether consideration been made to the policy document "Designing Streets – A Policy Statement for Scotland". The respondent does not support the widening of the road and believes this priorities vehicular "movement" over "place". They give alternative solutions, including narrowing the width of the carriageway and removing the proposed barrier wall.</p>	<p>Please refer to the response to comment 229.</p>
287	Email	General Comments	<p>A third detailed letter was received which asks whether consideration been made to the policy document "Designing Streets – A Policy Statement for Scotland". The respondent raises the concern that improving the road may lead to an increase in traffic numbers along Shore Street.</p>	<p>Please refer to the response to comment 229, and to comment 171 regarding increased traffic levels along Shore Street.</p>



Comment Number	Source	Category	Comment	Response
288	Email	General Comments	<p>A detailed letter was received which contained comments and concerns on the public consultation and community engagement in the design process.</p> <p>1) When do you hope the current proposals will be amended and available for further comment?</p> <p>2) Funding - is there a guarantee that the whole scheme will be built and not watered down (either scale or materials) if you can't get all the funding. You mentioned that until designed, you won't know how much you'll need, but have you or are you producing any kind of feasibility study.</p> <p>3) Provide a consultation timeline with milestones including dates for further consultation and community engagement, presentation of updated designs including images that really show what it could look like with a materials palette e.g. stone walling, surfacing, seating, planting, lighting etc plus hoped for planning submission date and tendering period, plus an indication of expected completion.</p> <p>4) When will this be going out to tender?</p> <p>5) Is there a reason for not having an urban design expert on the project team. A well designed, well thought through public realm with attention to detail will only enhance these proposals which currently appear to only outline engineering solutions.</p> <p>6) There is nowhere to find any written summaries of how the 4 year consultation process has led to these proposals. It would be useful to see any evidence of early community engagement that demonstrated how the community were given a range of options and the opportunity to actively participate in the design process.</p> <p>7) Have you any evidence of consultation with more specific user groups rather than individuals e.g. local cycling groups, street residents, townscape heritage and conservation etc.?</p> <p>8) It would be useful to easily access any studies you have that support your decisions e.g. detailed traffic studies and trials, heritage, environmental impact and erosion of the beach etc.</p>	<p>1) The public was presented with the amended proposals during the Design Option Input Event on the 20/05/2021 and given the opportunity to vote on several design options presented by the architects to inform the final project design.</p> <p>2) The idea is to deliver the entire project in one visit, if money was short then aspects of the design could be added in subsequent years but we hope to avoid this.</p> <p>3) The updated designs were presented, including options for all of the listed topics, during the Design Option Input Event on the 20/05/2021. The design process is ongoing, and there will be continued dialogue with the community going forward. It is anticipated that the aesthetic design will be further developed prior to the submission of the Planning Application to the Highland Council.</p> <p>Current plan is to put tenders out in summer 2021.</p> <p>5) Two experienced landscape architects were taken onboard following the first consultation events (TGP Landscape Architects and SBA Architects).</p> <p>6) The Promenade Group are a subcommittee of the Loch Broom Community Council and have reported back to the Community Council regularly that is documented in their minutes which are published in the Ullapool news.</p> <p>7) The PAC process has been open to all, and some groups have responded and had their comments taken onboard.</p> <p>8) Environmental studies have been conducted to support the Marine Licence and Planning applications and will be in the public domain upon submission.</p>



Comment Number	Source	Category	Comment	Response
289	Email	General Comments	<p>A very detailed letter was received containing questions/comments on a variety of topics. The main concerns included;</p> <p>1) There are reservations as to the effectiveness of the proposed floating breakwater, particularly in extreme SE conditions and whether existing berths on the NE face will have effective protection. The structure may reduce the useful berth space available on the existing pier structure and there are concerns over the risk of it coming into contact with larger vessels or detaching during storm conditions. They propose a fixed breakwater would be a better solution.</p> <p>2) Concern with regards to the expanse of rock armour revetment being utilised along almost the entire length of the project and the (potential negative) visual impact this creates. West Shore Street, which sits at a similar elevation to Shore Street, has no or minimal sea defences and the existing, steeply sloping, shingle shore appears to provide adequate protection to the properties situated there.</p> <p>3) It is assumed that wave modelling has been undertaken considering the dampening effects of the proposed floating breakwater? If the output of the analysis allows for the arrangement of pontoons in the inner harbour approach channel such that they and the boats moored on them are safely protected from a SE storm, why is there the need for rock armour revetment on the shore side of the same?</p> <p>4) Prior to the installation of the current sea wall, there were a number of walled garden plots to the seaside of Shore Street these being taken care of by the residents' opposite. Replication of this feature may help soften the design.</p> <p>5) The existing emergency sewer outfall pipe - immediately below the Scottish Water pumping station midway along the road - is above the beach at its lower end and is unsightly, a hazard to boats close to the shore and potentially a health risk. This line should be renewed in its entirety, trenched and buried such that the outlet is beyond and below MLWS.</p> <p>6) The junction of Shore Street to the A835 at the Mill Street corner has to be improved.</p> <p>7) Much more thought into the management of traffic and respecting the residential nature of the road must be undertaken and schemes implemented such that there is a prioritisation of people and pedestrians using this community space and unique aspect of the village.</p> <p>It is also noted that in the long term it should be considered to move the port to another location so as to bypass the town of Ullapool completely.</p>	<p>1) Modelling has been completed to ensure the breakwater is fit for purpose.</p> <p>2) Rock armour has two very important purposes - to absorb energy from raised sea levels and storms and also to reduce waves reflecting into the harbour damaging the boats within. Rock armour has been used in developments at the Port of Cromarty Firth and Tarbert on Harris, both of which look very neat.</p> <p>3) The armour has to be sized for a SE storm without the breakwater to cover the situation that the breakwater has been taken out of service for routine maintenance.</p> <p>4) Putting gardens back instead of the promenade is not being considered, although planters may be included - please refer to the response to comment 1.</p> <p>5) Extension of the sewer emergency outfall to deeper water will be considered.</p> <p>6) The reconfiguration of this junction was considered in the past to make the trunk road continuous. However, Bear Scotland suggest it would be introducing an unnecessary risk as vehicles coming down the hill would have to break at the give way. The proposals will slightly improve the occasional congestion at the junction caused by the petrol station, with more space at the junction easing congestion.</p> <p>7) It is Transport Scotland policy to not include traffic calming measures such as speed bumps, raised areas or chicanes on trunk roads as they cause significant obstacles for traffic and cause noise and vibration to residents. The implementation of a 20mph speed limit is under discussion between Transport Scotland and the Highland Council.</p>

Comment Number	Source	Category	Comment	Response
234	Survey 1	General Comments	I think the essential idea is a good plan for Shore Street.	
238	Survey 1	General Comments	<p>I fully support your proposal to increase the width of Shore Street and build a marina for boats.</p> <p>I was wondering if a more sensitive treatment could be used along Shore street to deter fast moving traffic and make it more pedestrian friendly? The low wall on the shore side acts a visual and physical barrier. If the road and pavements were treated as one zone, a shared surface, with patterned paving or something similar, it would deter speeding. The shore side pavement could be protected with a drainage channel and a rumble strip and also trees, possibly Rowan trees, in a circular concrete protector would help soften the feel. It would also make shore street more pleasant when there is no traffic around.</p>	<p>The plan is to improve safety for all with a carefully considered and aesthetically pleasing seafront, restricting speed and traffic calming are high on our priority list. As such, the barrier wall between the road and promenade has been removed from the design and replaced with a 50cm safety strip. This is also intended to make drivers more aware of pedestrian users on Shore Street and is anticipated to make them proceed with a greater sense of responsibility and caution. Trees were considered but disregarded due to the exposed coastal conditions and the resulting level of effort required for their maintenance.</p>
241	Survey 1	General Comments	Great development.	
243	Survey 1	General Comments	An excellent presentation that made the exciting plans very comprehensible.	
245	Survey 1	General Comments	The proposal is clear and an asset to Ullapool with few physical downsides.	
246	Survey 1	General Comments	<p>Good proposal, looks well thought through. Some concerns about noise and traffic management through the construction phase.</p> <p>Concerns about the street furniture and allowing space for clear access for people with a disability, both sides of road.</p>	<p>The issues of noise and traffic management will be addressed in the environmental supporting documents that will be submitted along with the Marine Licence and Planning applications. Any street furniture in the final design will be incorporated in such a way as to not impede the passing of disabled users of Shore Street.</p>

Comment Number	Source	Category	Comment	Response
235	Survey 1	General Comments	<p>The overall plan is great, I see that shore street needs some limited widening and I like idea of the small marina to promote water activity (especially for children). There are however, two aspects which I believe should be addressed:</p> <p>1) Rock armour. This is not suitable for a village foreshore as it will gather huge amounts of debris and be near impossible to clean. It does not promote access although folk will attempt to and will be in danger (especially children). I believe a solid face with rock protrusions would be better suited (I appreciate armour is best for wave dispersal, but also suspect the scheme is too much focused on extreme events). Maybe two ramps are a bit "heavy duty", and if we can lose the rock armour, then access would be much easier. I believe they may have evolved from the "non accessible" nature of the rock armour?</p> <p>2) Segregation of the road and pavement with a wall. This is akin to Fort William and Oban where you have the feel of a race track! The road needs a 20 mph limit, but even then the wall is old style thinking - modern thinking would be to make the boundary almost non-existent and use a different colour tar, planters etc, which is shown to slow traffic. By doing away with the wee wall, the road can be 0.5m narrower which would be more suitable. Also, folk won't use the "official" crossing points and the wall will be a danger from that aspect</p> <p>One last thing to mention - the Scottish Water lay by is quite unnecessary for the limited access times need lorries can either use the road or edge onto the pavement (especially if there is no wall).</p> <p>I emphasise - great overall scheme!</p>	<p>1) Rock armour has two very important purposes - to absorb energy from raised sea levels and storms and also to reduce waves reflecting into the harbour damaging the boats within. Rock armour has been used in developments at the Port of Cromarty Firth and Tarbert on Harris, both of which look very neat.</p> <p>2) This was noted during the consultation process and the designs were amended accordingly to include a 0.5m safety strip instead of a barrier wall.</p>
251	Email	General Comments	<p>I agree with the principal of expanding shore street. However, I think the pontoons are a step too far and believe planning proposals should be broken down so we can potentially support one but not the other.</p>	<p>The proposal to widen Shore Street and create the promenade would have resulted in the removal of the area of shore currently used as a small boat haul-out towards the west end of the street. This would leave the town with no such facilities, and it was therefore deemed necessary to combine provisions for small boat berthing with the proposed Shore Street development.</p>
253	Email	General Comments	<p>I fully support the inclusion of a wider pavement on the building side of the street – it is a great idea. I also support the wave barrier, this is needed for the safety of the harbour.</p>	



Comment Number	Source	Category	Comment	Response
261	Survey 1	General Comments	<p>Poor proposal that misses so many opportunities to do something truly excellent. All seems like a forgone conclusion, where you haven't actually supplied the public with an idea of what it will be like. So far looks unattractive. No proper cycling provision. If traffic over 20mph, separate cycle lanes recommended. Current proposal forces cyclists between a solid wall or parked cars. Ugly rock armour. Why not an environmental solution good for people and planet. Looks like the cheap option, not appropriate in a conservation zone.</p> <p>Poor consultation process overall - why have drawings finally surfaced with so little time to comment. And why aren't they properly worked up with detail. Bit too top down - appears to lack community input into ideas / design. No consultation timetable.</p> <p>Not enough detail - what could it look like. Currently just looks like engineering only - what about aesthetics. Why no urban design /architect/landscape arch etc on your design team. What it looks like / quality /materials feels like it will be an afterthought. No feasibility study - how have you reached these conclusions? Will the work be going out to tender? Without timeline, it is difficult to know where this section falls within wider public consultation - when do you want to submit to planning?</p>	<p>Cycling provision has now been incorporated into the development by increasing the width of the promenade and making it a mixed-use space for both pedestrians and cyclists to utilise. Rock armour has two very important purposes - to absorb energy from raised sea levels and storms and also to reduce waves reflecting into the harbour damaging the boats within. Rock armour has been used in developments at the Port of Cromarty Firth and Tarbert on Harris, both of which look very neat. Experienced landscape architects have since been employed to enhance the aesthetics of the project and the Design Option Input Event was organised to give the public the chance to provide feedback on the options presented before the final design is decided. This included details on the proposed materials to be used. The 4-week tender process will take place in July/August 2021. Marine Licence applications are to be submitted by June, with the Planning application to follow shortly after.</p>
262	Survey 1	General Comments	Very positive and well thought-out. A great boon for the community.	
266	Survey 1	General Comments	Designed and delivered professionally, this project has the potential to transform Ullapool Village and hopefully kickstart the village's built environment. Most commercial properties in Ullapool are tenanted; they are poorly maintained, many are vacant and the overall appearance is run down. I am hopeful that the development of Shore Street as an enhanced transport/leisure space will kickstart some transformation throughout the village, encouraging visitors to slow down (in every sense) when they get here. This one step has the potential to attract high value tourism to the area, with numerous off-shoots.	
277	Survey 1	General Comments	I fully support all aspects of the development, it will be a major improvement commercially and culturally for the village.	

Comment Number	Source	Category	Comment	Response
268	Survey 1	General Comments	Firstly, I would like to thank the "Collaboration Team Panel" for organising both Zooms with an interesting informative and inclusive approach which I am sure would have been very much appreciated by those who joined. Secondly, while the process is still at a relatively early stage, I was reassured to hear from the Panel that the intention was a for a real community project for movement of people, goods and services with improved road safety and amenity, underpinned by building on the incredible maritime and fishing heritage of Ullapool".	
271	Survey 1	General Comments	A great proposal that's long overdue!	
273	Survey 1	General Comments	Excellent proposal, will be very good news for Ullapool and surrounding area.	
276	Survey 1	General Comments	What is the design and what materials will be used? What exactly will this addition look like? If I'm standing outside the FBI looking out on Loch Broom, what will I see? I understand that the possibility of using a one-way system was considered and then disregarded. Couldn't that be used to avoid adding more concrete to the shore? Unfortunately, I've been unable to participate in the zoom event or the recording. I would like to read a copy online, but don't know how to obtain one. I don't want a paper copy.	Standing at the FBI looking south to the narrows your view will be largely the same as it is now except the seawall will be approximately 6m further away. Please refer to the response to comment 1 about the aesthetics and materials used in the design, and to comment 169 about the considerations given to a one-way system.
281	Survey 1	General Comments	No evidence was provided at the consultation event to demonstrate a road safety issue, nor to indicate that detailed surveys of traffic volumes had been conducted to quantify the presence or extent of any congestion/speeding etc. and inform the design proposals. No details were given of any design principles underpinning the proposals, nor of evidence that the proposed development will achieve the desired outcomes.	The traffic considerations will be addressed in the Traffic Assessment report that will accompany the Planning Application and will be in the public domain upon submission. The main aim of the project is to increase the ease at which road vehicles, cyclists and pedestrians can traverse Shore Street, and the proposed design will achieve this goal through the widening of the carriageway and construction of a wider pedestrian promenade along the seafront, along with the widening of the northern footway. Please see the Supporting Document (63/REP/03) for the full list of principles and considerations that were used to inform the design of the development
282	Survey 1	General Comments	I believe that the scheme would be improved with a narrower parking and no cycle lanes.	The width of the parking lane in the proposals aligns with current best practice guidelines and so will not be reduced. Cycling provision on the promenade has been incorporated to promote active travel in the town.
284	Survey 1	General Comments	I think the proposals are good, carefully considered and I'm supportive of them.	
313	PAC2	General Comments	Thanks for listening to the feedback and for the time and trouble you've taken to come up with these detailed designs, ideas and proposals. Thanks too for giving us the options to consider.	



Comment Number	Source	Category	Comment	Response
332	Survey 2	General Comments	<p>In practical terms the widening of the shore street road will be of huge benefit to visitors and residents alike - especially at busy times - ferry use etc. As a local business owner I can also see further subtler but impactful benefits. I am in support of the plans in general - and applaud the vision. Making the promenade accessible and attractive - a place to visit, a destination, will have a positive impact on the wider economy. The plans promote the idea of 'slow tourism' - supporting Ullapool as place to stay rather than rush through. And if - whilst here - the new development can educate and welcome - then that is great for all of us. Ullapool is a working village with the harbour at it's heart, it is time the harbour (and what it does for the village) is acknowledged - placing the focus on Shore Street leading to the 'harbour heart' gives Ullapool a centre, and I can only see the investment sparking wider improvements. The plans should be robust and attractive, like Ullapool itself. The village is a working place, not a twee showpiece - and the materials should reflect the working nature. The developments could even go further. Perhaps an area for small local business, who otherwise struggle to find affordable premises? Or a covered events space? Again furthering the idea of Ullapool as a destination point. Whatever can be achieved I support the scheme, and hope for it's success and the wider benefits it will bring to Ullapool.</p>	
333	Survey 2	General Comments	<p>I like the ideas presented of incorporating practical elements of seating and lighting in the wall as this could prevent the promenade becoming too cluttered with street furniture. I would prefer not to have bollards, especially as a means of lighting, as I feel this would add clutter. I am pleased to see that changes such as the removal of the proposed wall between carriageway and promenade have been made, and overall am now much more in support of the scheme. I still have some concerns, for example that the carriageway width and addition of a central white line are likely to increase traffic speed, but appreciate the amendments that allow a more shared-space approach to the development.</p>	



Comment Number	Source	Category	Comment	Response
353	Email	General Comments	<p>I feel that this is such an important project to be got right, for the character and future sense of Ullapool. I love this village and I really hope the this will be a positive change, and I feel it can be if it is sensitively approached.</p> <p>This is really the face of Ullapool, and changes must be so sensitively taken if they are to happen here. There must be clarity and relevance to the design. The setting of Ullapool in Lochbroom is unique and significantly important to the area. Shore Street and the buildings which were built along and beside the harbour are really the original components, to a village which has been designed to have the space to grow and develop out from there. We have a variety of buildings from different eras through the village many of which add to the character of the place but Shore Street and the harbour area are the foundations, as I see it, to the character of the place. I say this as these are the aspects which once changed will never regain the history, or sense of origin that they now have. I am not saying that this can't be got right, but I feel so strongly that this needs to be a sensitive and clear design which does not complicate, muddy, fuss or distract from the elegance and simple honesty of what we have now. The design must be clear, and successful in its own right. It must respect what is here now and work with the character of Ullapool: original, current, and what can be. Not deploying irrelevant techniques, materials, styles, and features which do not have connection to this place. I would hate to see unnecessary "decoration" in the design for the sake of it, to-tick-the-box that "aesthetics" have been taken in to consideration. Bad design can not be made better by applying planters and motifs. The purity needs to be in it from the start to make this a positive change for Ullapool and not a missed opportunity, or worse a mistake!</p>	

Comment Number	Source	Category	Comment	Response
337	Survey 2	General Comments	<p>I may not be the only one to be surprised in a bad way by the proposed developments. My understanding was that Shore St needed to be widened, and that we didn't want to lose the width of the seaward pavement. I got the impression that we were going to look at a walkway that would extend over the existing sea wall to give us back the lost section. Possibly involving some natural material like wood. An improvement on what we have, with minimal disruption. Maybe I was naive, maybe this isn't possible. But now to be confronted with rock armour, wavy patterns, faux fossils, the loss of the little beach, "street furniture", crossing points (what for?), safety zones, lighting "options"..... it all sits so far from appropriate for this small town that I don't even know where to start. I walk down the front a lot, in and out of season. At no point have I felt the need for a designated crossing point. Or lighting. Or a safety strip for that matter. Cyclists can share the road with slow moving traffic in the 20mph zone, or go via Argyle St - their choice. Maybe factoring in more easier lowered bits for wheelchairs to cross the road than we have at present would be good. I have never felt the need for the north pavement to be wider, i.e. yet more tarmac. I can't express how depressed this all makes me feel. And the rock armour idea makes me feel physically ill. So we may expect sea level rise. Do we have an issue now? Maybe if we have a problem in 30 years there will be a much better option than rock armour. Please please don't go down this route now.</p>	<p>Your concerns are noted, however the input needs to be balanced against the needs for the development which have been highlighted by a range of stakeholders. Please refer to the response to comment 1 around public input to the aesthetic design, comment 357 on the inclusion of designated crossing points, comments 229 and 293 about the safety strip, comments 40 and 300 around cycling provision and comment 28 on rock armour.</p>

Comment Number	Source	Category	Comment	Response
341	Survey 2	General Comments	<p>I am in support of the Shore Street development. I feel designs are heading in the right direction, but need updating to show the full picture, please see comment above. Does Scottish water really need an access as big as the proposed one? Is there any flexibility in this? Re the proposed Shore St development: I appreciate very much that input of the community is now sought. I generally feel that there should be a proper public discussion and a democratic ballot on: a) should the Shore St development go ahead? b) if so, which design (with the designs being shown completely, different angles, all elements finalised). I am strongly opposed to bundling the proposed Shore St and Inner Harbour Development into one single planning application, they should be separated for that purpose. The Harbour assumes that there is 'widespread support' in the community for the Inner Harbour Development, but no democratic consent has ever been sought. I feel there needs to be a ballot for this, separately. I am strongly opposed to the Inner Harbour Development plans themselves. There is no urgent need for this development. Only a small percentage of the village would benefit from it, namely the harbour and a few small boat owners. Ullapool is more than busy in tourist season anyway, I can't see why a few boat tourists would justify such a huge development. It will impact heavily on the ocean floor, will have a severe negative impact on the marine environment, huge amounts of concrete will have to be poured to create the anchoring platform needed, which will contribute significantly to climate change, etc. I just can't see the benefit and feel that the community should be consulted properly on this issue, separately to the Shore St development.</p>	<p>The proposal to widen Shore Street and create the promenade would have resulted in the removal of the area of shore currently used as a small boat haul-out towards the west end of the street. This would leave the town with no such facilities, and it was therefore deemed necessary to combine provisions for small boat berthing with the proposed Shore Street development.</p> <p>The Scottish Water 'Stand-off' area is for Vactor maintenance vehicle use only, to allow the vehicle to be 'off-carriageway' whilst undertaking work on the pumping station so that it does not create an obstacle to traffic. However, the space is not a highway layby and is within the promenade rather than at carriageway level and is identified only by a flush surface delineation.</p> <p>The purpose of the Design Option Input Event was so engagement comments could inform and direct further design evolution, rather than presenting finished designs. Please also refer to the response to comment 1.</p>
342	Survey 2	General Comments	<p>I approve the Shore Street development, but NOT the Inner Harbour development. Main reasons: Ecological concerns: Lots of concrete. The building process and the materials used for the Inner Harbour development impact negatively the ecosystem and facilitate climate change even further. Visual impact: Obstructs even more of the view than the harbour now. The project has benefits for a tiny percentage of the village population (only some small boat users plus a few builders while constructing and the harbour itself), doesn't justify the project. Ullapool is very busy already, can't see why a few additional yacht tourists would add substantially to that. I would like to see a separate consultation on the Shore Street development and a separate ballot on the Inner Harbour development to see if the community really is in favour of the project.</p>	<p>Please refer to the response to comment 341 regarding the inclusion of the small boat harbour into the development proposals.</p> <p>A Supporting Document has been produced to support the Planning and Marine Licencing processes and includes ecological considerations. The project is subject to both marine licensing and planning consent, the Highland Council and Marine Scotland will consider views of stakeholders when determining the applications. There is no requirement for a ballot to be undertaken by developers, the PAC process has been utilised to gain feedback to help to sculpt the design.</p>
345	Survey 2	General Comments	<p>Keep it as simple and maintenance free as possible.</p>	



Comment Number	Source	Category	Comment	Response
348	Survey 2	General Comments	Please try to keep it simple and with clean lines. Rubbish disposal and collection is important, as is ease of maintenance.	
349	Survey 2	General Comments	There is a strong temptation to add more and more design detail in order to appease a range of parties' tastes, adding significantly to cost, confusion and clutter. Less is more. What we're trying to achieve is safe vehicular traffic access for the ferry, safe movement of cyclists and an enhanced (and safe) experience along the shore for pedestrians be they visitors or locals, without destroying the views of Loch Broom. The aesthetic experience is created by the space, location and broad vista we're privileged to enjoy in this special place, rather than the infrastructure itself. Thanks to all the professionals who have worked hard to get a handle on our community's aims and aspirations in developing and moving this project to fruition.	
350	Survey 2	General Comments	All of the options at the Design Options Input event look like a great improvement over what is presently there. I think it will be an asset to the village.	
90	PAC1A	Parking	Will there be alternative parking during the construction phase and where will this be located?	It is proposed that when parking is progressively (but temporarily) lost on Shore Street as the promenade topside and road widening works progress, some temporary parking provision will be available at the east end of Argyle street, in an existing car parking area. Additional spaces, including disabled parking, will be made available at the Harbour offices when parking is lost at that end of the road. In addition, at least one disabled parking space, and a space for a delivery lorry, will be maintained on the western half of Shore Street throughout the works.
197	PAC1B	Parking	Can the temporary parking during construction times also be prioritised for people with a disability needing access to shops etc, during the day?	There are currently 3 disabled parking spaces on the street and at least 1 will be maintained on Shore Street throughout the construction period. Alternatives will be provided at suitable locations, as detailed in the response to comment 90. These will be in useful locations, allowing access to both ends of the street. The project will go ahead without impinging on lives, and it will be ensured that disabled access is not cut off.
91	PAC1A	Parking	Will there be any space for paid residents parking?	The arrangements for parking are outwith the control and scope of the current project. However the majority of existing parking space will be retained, hence the development does not preclude the option in the future.
92	Survey 1	Parking	Please can we get residents parking permits?	Please refer to the response to comment 91.

Comment Number	Source	Category	Comment	Response
212	PAC1B	Parking	Will residents parking be introduced?	Please refer to the response to comment 91.
269	Survey 1	Parking	Benefits for residents were discussed, and as an owner of a property in Shore Street where one of our family works from her new home, I appreciate the wider and safer road. However, I would strongly suggest that a real benefit to help with her livelihood and security would be a paid parking permit for her as a resident.	Please refer to the response to comment 91.
93	Survey 1	Parking	Limit the car parking to a 2hr limit so you have no long-term parking or only have drop-off areas on the northern side and park cars on the shore side of the street.	The arrangements for parking are outwith the control and scope of the current project.
94	Survey 1	Parking	A couple of parking spaces valid for approx 10 minutes for locals to pop in to Boots and Parletts.	In theory that would be a good idea but it would likely be unenforceable in practice.
95	Survey 1	Parking	Have rapid charge electric vehicle charging points been considered for the parking areas?	This has not been included within the design. However, the development would not preclude the future installation of electric vehicle infrastructure.
96	PAC1A	Parking	Would you future proof for vehicle charging points in the parking areas?	Please refer to the response to comment 95.
97	Survey 1	Parking	Will there be enough spoil to widen the scheme to allow the Shore Street parking to be nose in - I think traffic is only going to increase. I think the traffic priorities at the East end of Shore St should remain as they are, the sight lines for vehicles travelling south on Mill Street are poor.	This option was considered but it was decided not to incorporate since a further 3m would need to be added to the width of the parking lane, as it would otherwise involve parked cars having to reverse onto the truck road.
98	PAC1A	Pedestrian Facilities	Are any of the 4 crossing points controlled?	These circumstances do not warrant a controlled crossing as it is not appropriate or needed and there will be clearly defined places for people to cross, which we do not currently have. Outstands through the parking lane will be provided at each crossing point to allow a better line of sight for pedestrians past parked cars. A 20mph speed limit is also being considered to help further improve safety for those crossing the road.
310	PAC2	Pedestrian Facilities	Who will have priority in crossing the road - pedestrians or cars?	Road traffic will have priority, although the outstandings at the designated crossing points will improve pedestrian safety from the current level by providing better lines of sight through the parking lane.
318	PAC2	Pedestrian Facilities	Regardless of clarity of where crossings are, people will cross at any random point if the wall is removed.	It is acknowledged that some pedestrians will cross the street at locations other than the designated points. The designated crossings have been included to improve disabled access and to provide better lines of sight for pedestrians from the outstandings in the parking lane.

Comment Number	Source	Category	Comment	Response
322	PAC2	Pedestrian Facilities	Is there actually a problem with people crossing wherever they like? I'm assuming that the crossing points are only there to provide wheelchair access.	Please refer to the response to comment 318.
339	Survey 2	Pedestrian Facilities	The areas by each lane to Argyle St, uses up valuable car parking space. Are they necessary?	2 car parking spaces will be lost as a result of the outstands at the crossing points, but the islands create a safe place to cross the road between parked cars so are essential to the safety of the public.
99	PAC1A	Pedestrian Facilities	Would there be a wheelchair accessible ramp to allow disabled users to get onto drop down boats, or is there already one?	A ramp will be provided to access the pontoons from the quay. There is already a ramp that can be accessed by disabled users to access existing pontoon, although the gradient can sometimes make it difficult depending on the tide. No pontoon to boat ramps are currently envisaged, as they would likely be very vessel-specific. This would also need a dedicated berth on the pontoon (not finger) which any boat can access.
100	Survey 1	Pedestrian Facilities	Make the footpaths wider on the shop front side to have more seating areas.	The northern footway is to be widened by over half a metre. If it were to be widened any further then parking may have had to be sacrificed. It is not envisaged that there will be any seating on the northern footway, to increase the ease at which pedestrians can travel along it unobstructed. The promenade is much more suited to the provision of additional seating.
317	PAC2	Pedestrian Facilities	My concern on the north pavement is are we just providing more space for more table and chairs and not for pedestrians.	Please refer to the response to comment 100.
315	PAC2	Pedestrian Facilities	Presumably the pavement on the north side would be replaced allowing current eyesores (badly installed lighting/junction boxes, rusting, obsolete signposts) to be removed and blocked and broken drains replaced?	The northern footway will be widened and resurfaced and the associated infrastructure will be renewed. It is anticipated that the lighting currently in place will also be upgraded to illuminate the widened street.
101	PAC1A	Pedestrian Facilities	Can we have a Segway track along the front of the village?	There are currently no plans to include this as it may lead to pedestrian and vehicle safety issues in this busy area.
104	Survey 1	Pedestrian Facilities	It's a bit unclear what the area where the picnic tables and ticket sheds are now will look like. Will that space increase?	Yes it will increase in size and be a well-maintained space for the public to use.
186	PAC1B	Pedestrian Facilities	Why the need for ramps to what will be a slippery, seaweed covered area once the usable part of the beach is covered in rock armour?	There will still be a good usable chunk of shore. The ramps cover the upper part of tide and so there will be some build up and clean up required. The Harbour Trust is committed to keeping this area clean and ensuring accessibility for everyone.
222	Survey 1	Pedestrian Facilities	As I have a tea room business in the middle of Shore Street and use the wall for extra seating, I would welcome the access to the promenade to be in front of the shop or to the side.	The designated crossing points are regularly spaced along Shore Street and will provide ample opportunity for pedestrians to move between the properties on the north and the southern promenade.



Comment Number	Source	Category	Comment	Response
202	PAC1B	Pedestrian Facilities	Which disability organisations have been consulted? I assume this plans could be DDA plus - i.e. not just compliant but best practice?	All designs comply to British Standard 8300:2018, which sets standards and guidance to enhance full accessibility for all. The designs utilise high quality materials that are both more sustainable and also provide greater longevity. Consideration has been given during materials selection to the needs of all users, regardless of physical and mental ability. Compatibility, physical dimensions, visual contrast and texture have been guiding aspect in the design process, to ensure that the evolving design fully meet the needs of existing and where possible, future users of the development.
247	Survey 1	Pedestrian Facilities	Wider consultation with relevant bodies about disability access - when asked it appeared this was just happening locally (which is good, but has limitations around wider disability concerns.) It would be good if this could be DDA plus best practice.	Despite the designs being prepared in accordance with existing guidance and standards, it is proposed that the local Access Panel will be consulted on the next stage of design evolution, with a view to identifying possible changes to optimise the accessibility arrangements.
292	PAC2	Pedestrian Facilities	On option two are the raised areas for wheelchairs, they look stepped?	All raised areas will be wheelchair accessible.
295	PAC2	Pedestrian Facilities	Will there be space between the seating areas for people in wheelchairs, so people can sit together? Some of the seating may need armrests for people with limited upper body strength to push themselves up from. Seat height is also important for some people with a disability - if it is too low they may have difficulty rising from it, more need for armrests on some. Please keep focus on access for all throughout - the illustrated seating options were not at all inclusive.	These points are all noted and will be considered when finalising the designs of the street furniture to be installed.
347	Survey 2	Pedestrian Facilities	Ensure access for all so double pushchairs, wheel chairs and mobility scooters can use but also cross the road at stages.	All areas of the development will be accessible, and the designated crossing points will increase the ease at which users can cross Shore Street, through the provision of outstandings in the parking lane, dropped kerbs and tactile paving.
231	Survey 1	Pedestrian Facilities	With such major works planned for Shore Street it would be the perfect opportunity to work alongside commercial property owners to improve wheelchair access into the shops, such as the chemist and truly improve the area for everyone, residents and visitors alike.	The Harbour Trust has engaged with the shops and businesses in question and improved access will form part of the design for the north pavement.
230	Survey 1	Pedestrian Facilities	What is planned for the bottom of the wheelchair ramps? Will there be a level area where people can sit or get turned at low tide?	Flat concrete slabs large enough for disabled users to sit and get turned around on have been incorporated into the design at the top, middle and bottom of both access ramps.
255	Email	Pedestrian Facilities	Will the proposed crossing points include dropped curbs/level access for wheelchair users at both sides of the road that are opposite each other?	Drop kerbs on both sides of the road will be included in the final design, in line with current road standards.

Comment Number	Source	Category	Comment	Response
256	Email	Pedestrian Facilities	Will the whole pavement on the shop side of Shore Street be resurfaced during the process of it being widened?	Yes, the entire length of the northern footway will be resurfaced as part of the works.
327	Email	Pedestrian Facilities	Keep things simple on the promenade and avoid clutter so the pavement width can be minimised. Visitors like sitting on the current seawall and so there is no need to have expensive seating cluttering the pavement.	The majority of respondents were in favour of plenty of additional seating and so it has been included in the design. The northern pavement is intended to be uncluttered, and the intention is to install street furniture along the promenade in such a way that minimises the potential obstruction to users.
323	PAC2	Technical Specifications	If you kept the south pavement free of clutter you could make it less wide.	Please refer to the response to comment 327.
362	Email	Pedestrian Facilities	Is street furniture necessary? All the accompanying things like extra bins that then need to go with that will just clutter what is meant to be a simple and uncluttered walkway. If bins overfill (and they do) it becomes a massive eyesore. And boat, or any, planters? These not only need maintenance but have no natural affinity to the place and so make it look twee and artificial; this is Ullapool. No doubt too rain and wind will carry away blooms and turn soil to seeping mud. Can we not, at the very minimum, leave these out for the moment and just see how it works without all these extras. Furniture and planters, if deemed essential by the majority of local residents, can be added later.	Please refer to the responses to comment 327 and comment 1.
357	Email	Pedestrian Facilities	I believe that the removal of the wall will create a greater issue. NOT having a wall or barrier will leave the whole length of Shore open to people crossing the road, this in turn would make the crossing points obsolete to a large degree. It will also give cyclists the opportunity to either join or leave, either road or cycle lane at any point. Thus in itself creating another possible safety issue. People will always do what they perceive is the easiest option - if they can save 20 steps by crossing the road where they are they will!	In addition to providing clear points to allow pedestrians to cross the new road which is considerably wider and more free flowing than the present carriageway, the crossing outstands on the northern side provide safe refuge areas for pedestrians and also denote likely pedestrians to drivers. It is recognised that when traffic volumes are lower and the road is quieter, then some able bodied pedestrians may not restrict their movement to the crossing points, when volumes are high, or for partially abled users (who require dropped kerbs to help access) then the crossing points will be of great benefit.

Comment Number	Source	Category	Comment	Response
358	Email	Pedestrian Facilities	<p>I 100% agree that the inclusion of the 500mm safety kerb is a wise and sensible inclusion into the development and would suggest, that in order to maximise safety for both road and promenade users, that a railing (something along the line of a ship's railing) be installed along the inner edge of the 500mm safety kerb. This would;</p> <ol style="list-style-type: none"> <li>1. Ensure the that designated crossings would only be used. Ensuring that both pedestrians and cyclists are unable to cross the road at any other points other than the crossing points.</li> <li>2. Safely allow the 500mm to be used if required by any traffic.</li> </ol>	<p>1) Please refer to the response to comment 293. There is no need to ensure only the designated crossings are used. The road can and is safely crossed generally along its length. There is no recent (2010 to 2019) accident history in this regard. The designated crossings are provided to optimise visibility of pedestrians to drivers and to maximise the sightlines available to those pedestrians, possibly those less able and certainly those wheeling, who wish to cross at an optimum location. When parking is full there may not be sufficient space between vehicles for wheelchair users to cross the road.</p> <p>2) The safety kerb is not intended to be utilised by traffic, although an additional 50cm strip of hard standing is included within the carriageway on its seaward side that could be used by traffic if required to allow passage.</p>
105	PAC1A	Pontoon / boat facilities	How will spaces for recreational boats be made? Would be reassuring to know that local boat users will get the opportunity for spaces rather than occasional users with big budgets.	There are currently no small boat facilities so it is an exciting prospect that this opportunity has arisen. It has not yet been decided whether local users will be able to reserve a berth, but if spaces are oversubscribed then an annual ballot could perhaps be conducted.
106	Survey 1	Pontoon / boat facilities	Will Ullapool residents be able to reserve a berth?	Please refer to the response to comment 105.
107	PAC1A	Pontoon / boat facilities	This is a great opportunity to attract visiting boats (like Mallaig has done very successfully). How many yacht berths will be available for visiting boats?	It is expected that 10 will be available, although this has not been finalised. If it is oversubscribed, then additional boats will go to moorings overnight. The pier is not intended to be used as a parking spot and so moorings are preferred in this situation.
108	PAC1A	Pontoon / boat facilities	If its found that the pontoon berth capacity regularity comes to a stage of being full, has the layout and design of the pontoons incorporated the possibility of expansion?	No, as the dredging and breakwater will only cover the area of the proposed development.
109	PAC1A	Pontoon / boat facilities	Looks like an excellent improvement without spoiling the village frontage. I wonder whether the pontoons could be extended or at least possible for extension?	Please refer to the response to comment 108.
110	PAC1A	Pontoon / boat facilities	Are there provisions for the boat/bike/kayak booking huts in the summer (electricity etc)?	Yes these will continue to be available. The design can provide a public power supply and could make a small event space for regular use, details for which could be incorporated.
111	PAC1A	Pontoon / boat facilities	Any provision for haul out maintenance such as anti fouling?	These are already available elsewhere in the harbour and will continue to be.
112	PAC1A	Pontoon / boat facilities	Will the small boat berths still have operational access / egress during the operations of cruise boat shuttles?	Yes



Comment Number	Source	Category	Comment	Response
113	PAC1A	Pontoon / boat facilities	Will boats be able to berth alongside the outer wall (south east leg of outer harbour), even just temporarily?	The floating breakwater will not accommodate berthing since a bridge and other facilities would be required, which would not be safe or practical to access in inclement weather.
115	PAC1A	Pontoon / boat facilities	Do you envisage more tourist boats visiting Ullapool once it's easier for them to berth? Am I right thinking they have to use moorings at present?	Yes it is anticipated that more tourist boats will visit the town due to the improved facilities, and they do currently have to use moorings.
116	PAC1A	Pontoon / boat facilities	Is there any provision for shore power to the small boat berths?	Yes there will be power and standard low-level lighting on the pontoons.
121	Survey 1	Pontoon / boat facilities	Will there be a power supply to marina berths?	Please refer to the response to comment 116.
216	PAC1B	Pontoon / boat facilities	Will there be lighting on the pontoons?	Please refer to the response to comment 116.
117	PAC1A	Pontoon / boat facilities	Looks brilliant, great work by so many. Can you please advise the range of vessel LOA and beam capacity of the pontoons?	A range of sizes of pontoon finger berths will be provided from 8m to 12m, which will cover up to 15m length boats.
118	Email	Pontoon / boat facilities	Have you considered the "Bull Park" as a more sheltered location for a Marina? It is the land up the Ullapool river which is below riverside terrace.	This is not something that has been given serious consideration as any development would ultimately be in the entrance to Ullapool River.
119	Survey 1	Pontoon / boat facilities	Propose we encourage all visitors who come by sea. More people are wanting to sail yachts, more circumnavigating UK and more venturing within distance of Ullapool. Very few facilities for sailors this far north & we have an opportunity to provide excellence. This would avoid extra traffic on the roads, but bring big benefits to shops, restaurants, day tours, water sports, spares and repairs etc. Suggest providing on shore facilities including washing machines, drying room for wet kit, showers, flat boulders on shore for people to sit on and get ashore transport from visitor moorings - maybe a holiday job for youth. Maybe need to have space for lifeboat in future?	All great ideas which will be adopted. A lifeboat is unlikely as RNLI are reasonably satisfied with the current level of cover.
120	Survey 1	Pontoon / boat facilities	Would it be beneficial to have a docking and lifting mechanism for larger prawn boats to be de-fowled, cleaned and painted? It would be better than beaching boats on the beach to be cleaned and painted so there is no pollution from paint scraping and other debris that are usually left behind that usually goes into the ocean.	A drying pad has been installed at the small pier for this very purpose and it is expected that those using it cover their vessel with a tarpaulin to collect any harmful debris.
122	Survey 1	Pontoon / boat facilities	Will there be facilities for refuelling small boats with a diesel hose rather than containers?	Yes, it is the aspiration of UHT to provide this service.
114	PAC1A	Pontoon / boat facilities	If attracting visiting yachts, are there plans for shoreside facilities, and fuel and water supplies?	Yes, it is the aspiration of UHT to provide these services.
123	Survey 1	Pontoon / boat facilities	I would like further information in regard to the plan for managing the operation of the pontoons, and security for boat owners.	UHT is working on such a document, which will be published in due course.

Comment Number	Source	Category	Comment	Response
124	Survey 1	Pontoon / boat facilities	Will the small boat area be open to all to access?	Yes the area will be open to all.
254	Email	Pontoon / boat facilities	I support some increase in the inner harbour through dredging if environmental standards are met. I support the pontoon space available for visiting and local boats use. I think adequate space could be achieved with just the pontoon along the harbour and newly dredged sea wall, and wonder if this could be added first and use reviewed before adding the longer arm. The longer arm will have significant visual impact.	Experience has shown that as soon as pontoons are provided in harbours they fill up, so it is considered necessary to provide the full scheme from the start to provide space for visiting boats.
257	Survey 1	Pontoon / boat facilities	<p>Harbours such as Mallaig (and Lochinver, Lochboisdale, Tobermory etc) have been very successful in attracting additional visiting yachts through their harbour developments, and in particular pontoons for visiting yachts. Ullapool is ideally located to be the key "hub" yacht harbour north of Mallaig, bringing extra custom to the shops, restaurants and bars in Ullapool. The excellent connections (eg to Inverness) also make this a strategic port for crew changes etc. Hence we are interested in learning more about the facilities planned for visiting yachts as part of the new harbour development, including;</p> <p>1) How many berths, if any, are planned to be made available for visiting yachts?</p> <p>2) What size of boats are the berths deigned for (eg many typical cruising boats today may be 12m long, 3.8m beam, 2m draft – would this be able to be accommodated)?</p> <p>3) Are there any plans to have a pump for alongside diesel refuelling (this is currently done by cans, which is very helpful, but can risk slight pollution)?</p> <p>Note that I was surprised by the answer to our question about visitor pontoon berths, when it was said that "visiting yachts prefer to use moorings". Harbours such as Mallaig, Lochinver. Lochaline etc all show that many/most visiting yachts would prefer the option of using a pontoon, particularly when planning to visit a restaurant or stock up on stores. The visitor moorings are a useful additional facility, but they are a fair distance off the landing place and can be somewhat exposed in even moderate winds, making trips ashore a wet experience. Indeed the last time I was in Ullapool I bailed out and went to anchor at Isle Martin for better shelter, and then visited Lochinver harbour on two occasions for its sheltered pontoons.</p>	<p>1) It is expected that 10 spaces for visiting yachts will be available, although this has not been finalised. If it is oversubscribed, then additional boats will go to moorings overnight. The pier is not intended to be used as a parking spot and so moorings are preferred in this situation.</p> <p>2) A range of sizes of pontoon finger berths will be provided from 8m to 12m, which will cover up to 15m length boats.</p> <p>3) It is the harbour authority's aspiration to provide this service.</p>
278	Survey 1	Pontoon / boat facilities	Would strongly suggest the east leg extension is the form of a finger pier rather the floating breakwater. To provide more berth space and shelter for vessels in the inner harbour and pontoons.	The breakwater is provided in the location that shelters both the inner harbour and the east side berth where the fishing fleet berth.

Comment Number	Source	Category	Comment	Response
125	PAC1A	Project Process / Timeline	Heartedly support the scheme. Are there any options to tweak elements prior to submission of marine licence?	Yes as part of the consenting route opportunities have been provided to put forward ideas and gain input from the public. There is also no issue with ongoing tweaking of above water elements after the Licence submission, up until completion of the tender process.
126	PAC1A	Project Process / Timeline	If there is an unfortunate delay in construction for some reason, is there an option to interrupt construction to avoid interference with the normal summer harbour and shops business?	There is the potential for this to happen but it is highly undesirable. Foreshore works could potentially continue during this period and the road could be completed at a later date. However, as long as the targets are hit and the Marine Licence is approved this should not be an issue.
127	PAC1A	Project Process / Timeline	Where can we see the information and illustrations you have provided tonight before we complete the questionnaire, without watching the video again?	The slides shown at the first public consultation event are available on the Ullapool Harbour Trust website at; <a href="http://www.ullapool-harbour.co.uk/harbour-developments/">http://www.ullapool-harbour.co.uk/harbour-developments/</a>
128	PAC1A	Project Process / Timeline	It would be great to run this event again for the others that could not make.	The event was held again with the same presenters and same presentation slides on the 15th March. The first run of the event is also available to watch as a recording at; <a href="http://www.ullapool-harbour.co.uk/harbour-developments/">http://www.ullapool-harbour.co.uk/harbour-developments/</a>
129	Survey 1	Project Process / Timeline	It would be good to run the PAC event again.	Please refer to the response to comment 128.
130	PAC1A	Project Process / Timeline	Will the 33 weeks of construction be consecutive?	Yes the construction period will take place over consecutive weeks, excluding a two-week break over the Christmas holiday.
131	PAC1A	Project Process / Timeline	After submission of marine licence can the design be amended during construction?	Finalisation of details of the above water elements of the promenade, pontoons and the road widening will continue after the submission of the Marine Licence application until the tender is issued. Tendering of works will partially overlap the Application review period. Main elements below high water mark will all be substantially complete in their design before Application, with only minor changes possible to those elements thereafter. However, above water elements can be further developed until the tender process is completed.
132	PAC1A	Project Process / Timeline	How long will the works realistically take bearing in mind that some work is tidal?	The construction programme for the development is scheduled to last around 33 weeks.
133	PAC1A	Project Process / Timeline	Who is funding this?	Ullapool Harbour Trust have some reserves and also hoping for support from Transport Scotland. Other avenues are being looked into which cannot currently be disclosed, but these will be once confirmed funding has been agreed.



Comment Number	Source	Category	Comment	Response
217	PAC1B	Project Process / Timeline	Where is the funding coming from?	Please refer to the response to comment 133.
218	PAC1B	Project Process / Timeline	Since the funding is not fully secured is there a risk that you may have to reduce aspirations and not achieve everything you hope for?	The exact cost is not yet known but funding applications are being made. During the 3-month Marine Licence application process the basic design will be tendered to get a better idea of the cost. When a contractor is chosen the budget will become clearer, and we are very confident we will get the required funding.
134	PAC1A	Project Process / Timeline	Is there an agreed budget to pay for the project?	Please refer to the response to comment 218.
135	Survey 1	Project Process / Timeline	In the unlikely event of damage to nearby buildings being caused during works to which party should insurance claims be referred to?	No damage to any buildings is predicted and every effort will be made to ensure this is the case.
136	Survey 1	Project Process / Timeline	Will works be carried out six or seven days a week?	Six days a week with perhaps the occasional seventh day if weather or tides restrict progress in any particular week.
137	Survey 1	Project Process / Timeline	My biggest question in regard to this project is: Is this design a done deal? Will the community's voice and ideas really count? Will there be an actual community presentation with scale models and renderings on display? It was good to see renderings of the design but there were not enough. There were no renderings of the hard standing at the pier end of Shore Street, and the wall separating the road from the prom should have been shown from more and differing aspects. Also, the height of the sea-wall on the renderings did not seem to show the actual new height that was talked about. Shore Street may have become a trunk road, but it is a village road too and aesthetics, greening, traffic calming, safety and 20kph zone should be part of it. Who do we contact to get more specific answers to these kinds of questions - which may seem small but have a huge impact on our village? The work could start in September 2021? How could the community's concerns be taken on board in that time? I'm afraid that the impression I got from the Zoom meeting was that we were being shown something that has already been 'signed off' and were being fobbed off with the 'decorating' part.	The PAC process has been conducted in order to gather input to the project which has been taken onboard and the design updated accordingly. Contact details of the project team have been provided throughout the consultation process and the various options available to the public to provide feedback have been made clear. The sea wall is about 600-750mm high, which tallies with the 3D renderings shown. The proposed construction programme is due to commence in autumn. Please also refer to the response to comment 1, and to comment 172 about a 20mph speed limit.
138	Survey 1	Project Process / Timeline	Would like to see the next stages prior to it going to planning application - this is such a big project with a major change (positive) for the village that it would be good to have input to the final design. For example if there is a choice of how the promenade will look, put the design ideas to the community to vote.	The Design Option Input Event was organised to give the public the opportunity to vote and comment on the designs presented by the landscape architects and have their ideas and suggestions taken onboard and incorporated into the finalised design.
201	PAC1B	Project Process / Timeline	33 weeks sounds incredibly fast for this initiative - does that allow for winter weather etc? Good luck!	The programme has been examined and it does allow for winter weather. The programme is tight but achievable.

Comment Number	Source	Category	Comment	Response
207	PAC1B	Project Process / Timeline	When does this hope to be submitted for planning? And what further consultation take place?	The Marine Licence application has been submitted in June, and the Planning application will be submitted shortly after. The goal is for construction to commence this autumn to avoid the peak tourist season in 2022. The Design Option Input Event was organised, which allowed interested parties the chance to vote and comment on their favoured designs presented by the landscape architects.
211	PAC1B	Project Process / Timeline	Surely to properly consult people they need to know the details before designs are finalised?	Please refer to the response to comment 1.
215	PAC1B	Project Process / Timeline	It would be useful to have a consultation timeline and last possible submission date.	All consultation deadlines were published. Comments received after those dates were also considered.
220	PAC1B	Project Process / Timeline	Are any of the studies you have done available to the public?	Studies will be included as part of the application and will be in the public domain upon submission of the Marine Licence and Planning applications.
343	Survey 2	Project Process / Timeline	More consultation is needed, and more time to plan and get it right. This is a very difficult phase of the project because people are now seeing the reality of the idea that was presented at the beginning.	Whilst the engineering designs of the project have now been finalised, community consultation in regard to the finer details of the aesthetics will continue after the Marine Licence application has been submitted.
139	PAC1A	Technical Specifications	Can you give us height of proposed storm wall relative to sea level?	The proposed storm largely replicates the existing one, although it is slightly higher and better-protected. The height will vary somewhat along its length. The existing lowest point on the wall is 4.5m above OD; the lowest point on the new wall is expected to be around 0.25 to 0.30m higher than the existing wall.
140	PAC1A	Technical Specifications	Could you please give some more detail into the design of the 60M breakwater?	Please refer to the Supporting Document (Ref: 63/REP/03) for details on the design of the floating breakwater.
141	PAC1A	Technical Specifications	Should we consider a higher storm wall in view of global warming and sea level change?	The proposals have not been designed as a flood prevention scheme. However the proposed design offers a useful improvement in protection against tidal inundation for the next 20 years or so The rock armour revetment will protect against overtopping in a 1 in 200 year event by 97% in terms of volume.
143	PAC1A	Technical Specifications	Are your plans adaptable for creating a higher seawall if required to protect shore Street from sea level rise in future years?	Please refer to the response to comment 141.
224	Survey 1	Technical Specifications	Has there been any consideration made for future-proofing the sea defences against global warming?	Please refer to the response to comment 141.

Comment Number	Source	Category	Comment	Response
142	PAC1A	Technical Specifications	I believe rock armour will be very poor finish. I appreciate its wave loading benefit but is there option to avoid cavities (which collect debris and are dangerous)?	Please refer to the response to comment 141. Rock armour will be installed neatly with the stones placed regularly, and will not resemble a pile of rubble. Cavities are an integral feature of rock armour as they help the wave energy dissipate. The Harbour Trust does currently conduct beach cleans but if this service needs enhanced it will be.
144	PAC1A	Technical Specifications	Is the storm wall needed for extension of the road and the promenade or is it only necessary for building an inner harbour with pontoon berths?	It is a vital part of the road and promenade improvements as it will help to reduce overtopping of waves which will improve motor and pedestrian safety along Shore Street.
145	PAC1A	Technical Specifications	The picture showed the Scottish Water Green Control box absent after development, will this be underground or otherwise hidden? Currently it abscess our view.	The Scottish Water sewage pumping station will be redesigned and positioned under the widened carriageway, whilst the screening chamber will be reconstructed off-line in the promenade. The pumping station control kiosk will be relocated adjacent to the sea wall of the promenade. An access bay will accommodate the Vactor maintenance vehicle when it is needed but will otherwise be incorporated into the promenade.
146	Survey 1	Technical Specifications	Regarding the position of the water pumping equipment, I was under the impression that originally, this would create a bottleneck at that point as the equipment could not be moved. How has this been addressed?	Please refer to the response to comment 145.
147	PAC1A	Technical Specifications	Will Scottish Water relocate the current green box?	Please refer to the response to comment 145.
330	Email	Technical Specifications	The Scottish Water pump control box should be underground as per the pump controls at the far end of West Shore Street.	Please refer to the response to comment 145.
148	PAC1A	Technical Specifications	How will the road from shore street to west shore street transition? The road past the fish shop would benefit from being wider for big buses etc. but cannot be widened due to buildings.	That stretch of road is unable to be widened as it is penned in by buildings on two sides. It would also be undesirable if the footway was sacrificed to achieve this. There is no parking on this part of the street and traffic moves slowly in this area (marshalling, junction etc.) and so it is not seen as a major issue.
150	PAC1A	Technical Specifications	What are the actual design characteristics of the breakwater. Is it on Pile? Is it chained? Can it be accessed? Can it provide additional berthing?	The floating breakwater will be chained for protection and to ensure lateral movement of no more than 1m will occur. The breakwater will not accommodate berthing since a bridge and other facilities would be required, which would not be safe or practical to access in inclement weather.



Comment Number	Source	Category	Comment	Response
152	PAC1A	Technical Specifications	Can additional hardstanding be added at the east end of the development near the smaller pier?	This has not been included in the final design. There is already an area of hardstanding at the yacht club and any additional space would require the project to extend further into the beach area.
102	PAC1A	Technical Specifications	Terrace opposite Ferry Boat Inn?	Please refer to the response to comment 152.
153	Survey 1	Technical Specifications	Minor modifications to road protection to include a 'terrace' at 6.4m above chart datum to extend small boat hardstanding by weir pier. I will send sketches separately.	The beach access ramp at the east end has been reconfigured to join the sailing club boat storage area to create such a terrace.
154	Survey 1	Technical Specifications	More information on the wave modelling (who undertook it and what was considered), what alternatives were explored? Have overtopping rates been published and is egress of water from shore street sufficient? Harbour/community council should supply information for property level protection and availability of flood notices via floodline - <a href="https://floodline.sepa.org.uk/floodingsignup/">https://floodline.sepa.org.uk/floodingsignup/</a> flood alerts are issued for wester ross when forecast of tide level expected to leave 6m Chart Datum.	Wave modelling was discussed in detail with the respondent via a phone call. RPS have been confirmed as the specialist wave modeller. The current issue is around wave overtopping and the role of armour in significantly reducing it to an acceptable level so no issues with drainage occur. Other options considered created issues e.g. reflections for solid wall, overtopping for paved slopes, and maintenance for cantilevered deck. It is not anticipated that the Harbour Authority will assume responsibility for issuing flood warnings.
240	Survey 1	Technical Specifications	Has the wave action in the small boat harbour been modelled?	Please refer to the response to comment 154.
159	Survey 1	Technical Specifications	Will there be regular small breaks in the wall to allow access to the road to cross (not just at designated crossing points)? Could drain holes/pipes be placed running from the promenade through to the rock facing to allow water to run away from the street and assist in the removal of water if needed?	The proposed barrier wall between the promenade and carriageway has since been replaced with a 0.5m safety strip. The drainage will work the same as the existing situation, with road runoff collected in drainage kerbs and passed under the promenade in carrier pipes to be discharged through the slope into the armour layer.
214	PAC1B	Technical Specifications	The sea wall has been undermined. Could it be due to the fact that there is no longer a flow of water under the pier? Will the beach continue to be eroded and eventually disappear?	The existing sea wall has reached the end of its design life (50 years). It is not anticipated that the beach will disappear as a result of erosion.
219	PAC1B	Technical Specifications	Are the ramps wave dampening or just the rock armour?	The rock armour is doing the vast majority of the work in the dampening of wave energy.

Comment Number	Source	Category	Comment	Response
225	Survey 1	Technical Specifications	I would like to understand what provisions have been made to protect Shore Street from flooding / storm surges during the construction phase when sections of the existing wall may be weakened or demolished, especially during the winter season.	The proposed sequence of work starts with the construction of the new bund for the Promenade seaward of the existing revetment, with the existing sea wall kept in place. During the shore infilling and armour works the existing wall will only be breached at the east end of Shore Street, for creation of a temporary shore access, where levels are 1.0 – 1.5m higher than at the centre low point and the road level is above predicted storm surge level. The access ramp formed will push the water/land interface seawards, and the side of the ramp will be provided with temporary armouring, such that wave overtopping at high tides will not be an issue at that location either. The new promenade bund/revetment will be armoured as construction progresses, reducing the wave overtopping risk presented by the current arrangement of smooth revetment and wall. The removal of the existing wall will be undertaken in sections as the topside works proceed (including construction of the new sea wall), and the existing wall over the length of road which lies at or below predicted storm surge level will only be removed once the new wall over and beyond that length has been constructed, thus maintaining the level of protection against tidal inundation provided by the existing wall.
249	Survey 1	Technical Specifications	Has a vertical sea wall been considered and what would be the relative cost of this compared to the proposed?	A vertical sea wall structure was considered in early discussions with the local Promenade Steering Group and the Harbour Authority, but it was rejected on the grounds that it would cause unacceptable reflection of wave energy in storm events, causing disruption to harbour berths and erosion of shore material. It would also require to have a significantly higher wall crest than the existing wall (with consequent interference with seaward views) in order to provide a similar level of protection against wave overtopping as the rock armoured revetment proposal.
158	Survey 1	Technical Specifications	Lighting for both road traffic and the promenade.	Please refer to the response to comment 294.
309	PAC2	Technical Specifications	What are the plans for lighting on the other side of the street?	Please refer to the response to comment 294.
328	Email	Technical Specifications	Would prefer that period lighting to be attached to the upper sort of East Shore Street with negotiated agreement from owners.	Please refer to the response to comment 294.



Comment Number	Source	Category	Comment	Response
312	PAC2	Technical Specifications	As the North side of the street has downlighting, is it a requirement to have column lighting too, or would wall/bollard lighting be sufficient?	Please refer to the response to comment 294.
352	Survey 2	Technical Specifications	It was not made clear during the presentation whether the 50cm safety strip between the road and promenade would be raised or by how much. If it is only kerb height we still risk poor drivers (most likely campervans) mounting the kerb if nervous at the approach of a large lorry, or even pulling onto the promenade kerb to stop to take pictures. The latter has become an increasing problem since the advent of the NC500 so the safety strip must be made in such a way as to make this impossible or we are back to square one with the safety aspect.	The 0.5m safety strip on the promenade will be constructed from Beany Blocks (combined kerbs and drainage pipes), the surface of which will be level with the rest of the promenade. There will also be an additional 0.5m demarcated hard strip on the seaward edge of the carriageway in front of the beany blocks, which will act as a further safety buffer for pedestrians against road vehicles. It is anticipated that these measures, along with the narrowing of the navigable width of the road's lanes, will be sufficient to increase pedestrian safety along Shore Street.
290	PAC2	Technical Specifications	Is the safety strip raised like a kerb?	Please refer to the response to comment 352.
326	Email	Technical Specifications	Viewing platforms are unnecessary and will rob ground floor East Shore Street properties of their sea views (we need to receive financial compensation for this as the reduced amenity will affect property value. We would prefer to see a couple of gardens built out over the wall as was pre-1970s (My Grand parents and Great Aunt's properties had them) and were destroyed by Ross & Cromarty County Council.	The majority of respondents said no to the platforms so they have not been included in the final design.
298	PAC2	Technical Specifications	A viewing platform seems totally superfluous. There's an awful lot going on here already.	Please refer to the response to comment 326.
160	PAC1A	Traffic	Could you see a need for a traffic light at the entrance to the village around the Braes road? Changes might make drivers even more complacent than they presently are.	This is not envisaged at this time but Transport Scotland will keep this under review as required.
161	PAC1A	Traffic	Will there still be a loading bay?	Yes the loading bay will remain in the same position and will be extended by an additional 4m.
162	PAC1A	Traffic	Would there be a period during construction where traffic accessing the ferry needs to be diverted to an alternative route through the village? e.g Market St?	Traffic diversions will not be required. It is anticipated that two-way traffic will be retained along Shore Street throughout the entire length of the construction stage, albeit with traffic lights at some points of the programme. Full details will be provided in the Traffic Assessment which will be submitted in support of the Planning application.



Comment Number	Source	Category	Comment	Response
172	PAC1A	Traffic	Are any traffic calming measures planned, as the wider road might encourage faster traffic speeds?	The implementation of a 20mph speed limit is under discussion between Transport Scotland and the Highland Council. It is acknowledged that a 20mph zone rather than a single street is more effective and easier to enforce, and this is also currently under consideration. It is national Transport Scotland policy to not include traffic calming measures such as speed bumps, raised areas or chicanes on trunk roads as they cause significant obstacles for buses, heavy goods vehicles, empty trailers etc. In addition, people living next to bumps will constantly be exposed to noise and vibration as vehicle pass, even at night.
163	PAC1A	Traffic	Can we make it a 20mph along shore street?	Please refer to the response to comment 172.
164	PAC1A	Traffic	What speed limit are you planning - I would like 20mph max	Please refer to the response to comment 172.
165	Survey 1	Traffic	Could a 20mph speed limit on Shore Street be implemented?	Please refer to the response to comment 172.
166	Survey 1	Traffic	With improved flow of traffic along Shore Street perhaps a 20mph speed limit might be appropriate?	Please refer to the response to comment 172.
167	Survey 1	Traffic	Speed reducing measures on Shore Street needed as speeds and two way traffic will increase. The current reduced road width does reduce speed as vehicles have to pull in to allow safe passing.	Please refer to the response to comment 172.
174	Survey 1	Traffic	The plans look OK and I would generally support them but traffic management would need to be included. Creating a wider carriageway is fine but I wouldn't want this to become a racetrack. Consider traffic calming measures and a speed limit - maybe even 10mph. There are still going to be cars and vans/campervans parked leading to blind spots for unwary pedestrians, with several crossing points.	Please refer to the response to comment 172.
175	Survey 1	Traffic	The crossings formed across the new wider road should be slightly raised to ensure traffic speeds do not increase with the new width.	Please refer to the response to comment 172.
176	Survey 1	Traffic	Is there any traffic speed calming infrastructure to be implemented on Shore Street to discourage speeding cars late for the ferry?	Please refer to the response to comment 172.
206	Survey 1	Traffic	This looks to be an excellent plan which will improve the road access and harbour substantially. Although let's hope the road widening does not result in changing from too slow to too fast traffic along Shore Street! Presumably some form of traffic calming is planned on entry to Ullapool?	Please refer to the response to comment 172.
213	PAC1B	Traffic	What will the speed limit on Shore Street be?	Please refer to the response to comment 172.

Comment Number	Source	Category	Comment	Response
291	PAC2	Traffic	Putting a 20mph speed limit onto Shore St (which I've nothing against) is likely to push even more traffic onto the (already beleaguered) parallel streets behind, namely Argyle and Pulteney, unless they also get 20mph. Can this be included in the proposal?	Please refer to the response to comment 172.
285	Survey 1	Traffic	I'm concerned about how the speed of vehicles will be managed, especially trucks and other vehicles racing to catch the ferry. I'm also concerned about the junction of Shore Street with North Road and Garve Road, where visibility is poor and trucks often have to cross into the other carriageway at some speed to get up the hill.	The eastern end of the parking lane on Shore Street is being moved several metres westward to enhance the visibility and ease of turning at that junction. Please refer to the response to comment 172 about traffic calming measures.
168	PAC1A	Traffic	At "Ferry times" can vehicles yield/give way to traffic along shore street at Brae cafe.	The reconfiguration of this junction was considered in the past to make the trunk road continuous. However, Bear Scotland suggest it would be introducing an unnecessary risk as vehicles coming down the hill would have to break at the give way. Pedestrian movements would also need to be considered if this were to go ahead. It has been noted that vehicles backing out of the petrol station occasionally cause congestion in the area. The proposals will slightly improve this, with more space at the junction easing congestion.
344	Survey 2	Traffic	Several instances have been reported to me of traffic passing through the "Give Way" junction at the east end of Shore St without stopping despite a large sign. More obvious visual cues perhaps need to be given.	Please refer to the responses to comment 168 and comment 285.
169	Survey 1	Traffic	I think doing a one way system could work better (Shore Street and Argyle Street). One lane for parking, and one lane for traffic allowing a wider area for pedestrians.	A one-way system has been discussed between Transport Scotland and the Highland Council. However, as Argyle Street, Pulteney Street and Market Street are residential with tight and limited width junctions onto Mill Street they are unsuitable for HGV traffic.
227	Survey 1	Traffic	Much expense could be avoided by making East Shore Street an East-West one-way street with reduced speed for safety.	Please refer to the response to comment 169.
183	Survey 1	Traffic	We need information on alternative studies on traffic lights, one way systems and traffic calming.	A traffic light system to control traffic at each end of Shore Street to allow large vehicles to pass is not a technically feasible solution. Long delays would occur at specific times and unnecessary interference with people going about their day to day activity for most of the time. Installation of part time traffic lights which were proposed at one point are not Transport Scotland policy. Please refer to the responses to comments 169 and 172 on one-way systems and traffic calming respectively.

Comment Number	Source	Category	Comment	Response
182	Survey 1	Traffic	Could freight be diverted to Kyle? There is a rail link and the main road goes straight to the pier, not down a residential street.	This is out of the scope of the current project. The ferry link from Ullapool to Stornoway is a vital direct link between the mainland and these communities.
199	PAC1B	Traffic	Have other studies into a one-way system and/ or traffic lights been trialled and results published?	Please refer to the response to comment 183.
272	Survey 1	Traffic	Temporary traffic lights by Brae Cafe at peak times.	Please refer to the response to comment 183.
171	PAC1A	Traffic	If the street becomes a more attractive place to drive along, will these improvements bring more traffic to the front and add possible secondary traffic issues on side streets? The development will likely change the front to a destination street bringing additional slow touring traffic. It would be helpful to be shown the associated planning for changes of traffic levels feeding off Shore Street. Perhaps more through traffic will elect to 'visit' the front and so increase volumes of touring traffic e.g. campervans.	The proposed development is not expected to increase vehicle numbers, it will just help the existing traffic flow along the trunk road more efficiently by allowing space for two vehicles to pass on the carriageway. A large proportion of the traffic on Shore Street is accessing the ferry service, which is already nearly at capacity and so there is little scope for this to increase further anyway. The parking is along the street is also normally completely full during the summer months as it stands. Safety is the main driver of the project, as traffic currently mounts pavement. Please refer to the Traffic Assessment for full details on the traffic considerations of the proposed development upon its completion.
188	PAC1B	Traffic	Will the road just bring loads more pollution, vibration and noise to shore street? How does that marry with the ambition to make this a nice place for pedestrians.	Please refer to the response to comment 171.
173	PAC1A	Traffic	If it becomes a destination street what are management options for increased traffic exiting by side streets?	Please refer to the response to comment 171.
209	PAC1B	Traffic	Existing traffic is slowed because of congestion. Once congestion is resolved and traffic flows more freely it will just become another busy road.	Please refer to the response to comment 171.
200	PAC1B	Traffic	Feels like a very heavy handed approach. Shore Street is lovely and this feels like it will really just be full of fast trucks. I cannot see how that is an improvement to the town. I realise traffic has to go somewhere, but surely there are ways of minimising the impact in one place, which is after all such an iconic view?	Please refer to the response to comment 171.
264	Survey 1	Traffic	This is mainly to turn Shore Street into a busy A-road for large lorries and buses. Not good.	Please refer to the response to comment 171.
190	PAC1B	Traffic	Noise modelling refers to installation. What studies are there about noise impact of increased traffic?	There is no predicted increase in traffic as a result of the proposed development. The widened northern footway and carriageway will mean that traffic movement is further away from the properties along Shore Street than it currently is.



Comment Number	Source	Category	Comment	Response
244	Survey 1	Traffic	Traffic flow on entering the village should clearly indicate the Latheron car park via Market Street to prevent unnecessary traffic heading for the ferry carpark.	The Harbour Trust has not observed traffic heading to the ferry marshalling area to park that would be better provisioned by the Latheron car park. Improved signage within reason would be beneficial and is the responsibility of the trunk road authority.
177	PAC1A	Vibration	Better definition of Vibration Damage control - I do not want "cosmetic damage" or any damage to my property.	Please refer to the Noise and Vibration Report for full details.
191	PAC1B	Vibration	Can you guarantee that will be no structural damage to 200 years old buildings built on shingle with no proper foundations?	Please refer to the response to comment 177.
178	PAC1A	Vibration	Will structural surveys be carried out on older buildings? Will ground survey be carried out to understand effects of piling on buildings? Will vibration monitoring be fitted to any neighbouring buildings of the piling?	Please refer to the response to comment 177.
179	PAC1A	Vibration	Will you be providing evidence of how you have come to the conclusion of minimal vibrations on buildings? I'd like to know as my house is next to the harbour and old!	Please refer to the response to comment 177.
210	PAC1B	Vibration	There has obviously been a lot of thought put into this and while there may be room for improvement it seems a good proposal. I would like to see more ground investigations to assure no damage to buildings, maybe a study of current vibration from vehicles could be undertaken and if possible mitigation built in to the road?	Please refer to the response to comment 177.
180	PAC1A	Vibration	Truck vibration is already damaging buildings, so are there any plans to reduce the performance of the road in absorbing vibration transmission?	Please refer to the response to comment 177.
198	PAC1B	Vibration	Are these mitigating factors only for the construction phase? What are the noise/vibration implications once the wider road is built?	Please refer to the response to comment 177.



## Appendix 3: Flyer Contents



# Shore Street and Inner Harbour Improvements Pre-application Consultation



Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Promenade Group, intends to apply to Scottish Ministers to consent a Community Waterfront Development to widen and improve Shore Street to the east of the Harbour including a Promenade and build a Shore Quay with associated pontoon berths in the Inner Harbour area at the east side of Ullapool Pier.

The proposals will be presented at a 'Zoom' event on Thursday 4<sup>th</sup> March 2021, starting at 7pm. To join the meeting: Visit our website: <http://www.ullapool-harbour.co.uk> or,

- use this link <https://zoom.us/j/92957021080>
- Go to <https://zoom.us> select join a meeting and enter meeting ID: **92957021080**.
- Phone **01314601196** and enter meeting ID: **92957021080** to listen in.
- If you wish to make representations on the proposed development, please contact: Fiona Henderson, Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 19<sup>th</sup> of March 2021.

Please note, representations made to Ullapool Harbour Trust or Affric Limited are not representations to the Scottish Ministers. Once the Marine Licence Application has been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.





## **Appendix 4: Press & Journal Initial Project Consultation Event 1A Advertisement**



## Notice Board

### Personal Seasons Greetings

#### NEIL ROBERSTON

Would like to wish all family, friends and neighbours a Merry Christmas and a very Happy & Peaceful New Year.

FORRIT BRAE,  
BUCKSBURN

### Personal Seasons Greetings

#### RUTH THOMSON

Wishes all relations and friends a Merry Christmas and happy and healthier 2021.

BUCKSBURN

### Personal Seasons Greetings

#### SHEILA GAULD

wishes all her family, friends and neighbours a Merry Christmas and a Happy and Healthy New Year.

KINGSWELLS

### Personal Seasons Greetings

#### NORMA McHATTIE

would like to wish all friends and family a Merry Christmas and a happy and healthy New Year

KINBROOM HOUSE,  
ROTHENORMAN

### Personal Seasons Greetings

#### SANDY COWE

wishing all family, friends and neighbours a very Merry Christmas and prosperous New Year.

THE KENNELS,  
CLOVA

### Personal Seasons Greetings

#### WILLIE & NANCY ROLLO

wish all friends and family a Merry Christmas and a Happy New Year

KININMOUTH

### Personal Seasons Greetings

#### NORMAN & MURIEL TRAIL

will not be sending cards this year but would like to wish all friends, neighbours and family a Happy Christmas and a Happy New Year.

INVERURIE

### Personal Seasons Greetings

#### PADDY BOOTH

(formerly Tarves)  
Would like to wish all friends and family a Merry Christmas and a Happy New Year.

BONNYTON CARE  
HOME, ELLON

### Personal Seasons Greetings

#### RITCHIE

Jimmy would like to wish family, friends and neighbours a Merry Christmas and a Happy New Year.

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THE JOURNALS SHOP  
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Ullapool Harbour Trust  
Marine (Scotland) Act 2010  
Shore Street and Inner Harbour Improvements

Notice is hereby given that Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Promenade Group, intends to apply to Scottish Ministers for consent to widen and improve Shore Street to the east of the Harbour, construct a Public Promenade on the seaward face of the improved road, and build a Shore Quay with associated pontoon berths in the Inner Harbour area at the east side of Ullapool Pier.

Ullapool Harbour Trust will be holding a pre-application consultation event online via the video conferencing application 'Zoom'. The event will take place on Thursday 4th March 2021, starting at 7pm. The event will provide an opportunity for stakeholders to consider and comment upon the prospective application. Further information can be found at <http://www.ullapool-harbour.co.uk/news/>. Details on how to join the event will be provided on the website 10 days prior to the event. If you wish to be emailed event details, please contact: [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk)

If you wish to make representations on the proposed development, please contact: Fiona Henderson, Affric Limited, Lochview Office, Loch Dumelichg, Farr, IV2 6AW, consultation@affriclimited.co.uk by the 19th of March 2021.

Please note, representations made to Ullapool Harbour Trust or Affric Limited are not representations to the Scottish Ministers. Once the Marine Licence Application has been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.

The Press and Journal

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## **Appendix 5: Ullapool News Initial Project Consultation Event 1A Advertisement**





# Shore Street and Inner Harbour Improvements Pre-application Consultation



Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Promenade Group, intends to apply to Scottish Ministers to consent a Community Waterfront Development to widen and improve Shore Street to the east of the Harbour including a Promenade and build a Shore Quay with associated pontoon berths in the Inner Harbour area at the east side of Ullapool Pier.

The proposals will be presented at a 'Zoom' event on Thursday 4<sup>th</sup> March 2021, starting at 7pm. To join the meeting:

- use this link <https://zoom.us/j/92957021080>
- Go to <https://zoom.us> select join a meeting and enter meeting ID: **9295702108**; or
- Phone **01314601196** and enter meeting ID: **9295702108** to listen in.
- If you wish to make representations on the proposed development, please contact: Fiona Henderson, Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 19<sup>th</sup> of March 2021.

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## **Appendix 6: Ullapool News Initial Project Consultation Event 1B Advertisement**



# Shore Street and Inner Harbour Improvements Pre-application Consultation



Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Promenade Group, intends to apply to Scottish Ministers to consent a Community Waterfront Development to widen and improve Shore Street to the east of the Harbour including a Promenade and build a Shore Quay with associated pontoon berths in the Inner Harbour area at the east side of Ullapool Pier.

The proposals will be presented at a 'Zoom' event on Monday 15<sup>th</sup> March 2021, starting at 7pm. To join the meeting visit our website: <http://www.ullapool-harbour.co.uk> or

use this link <https://zoom.us/j/92829141736>

- Go to <https://zoom.us> select join a meeting and enter meeting ID: **92829141736**
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- If you wish to make representations on the proposed development, please contact: Fiona Henderson, Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 29<sup>th</sup> of March 2021

If you do not have internet access and wish to receive a hard copy of the consultation pack please contact Affric Limited, 01808 521498 or Ullapool Harbour Trust 01854 612724.

Please note, representations made to Ullapool Harbour Trust or Affric Limited are not representations to the Scottish Ministers. Once the Marine Licence Application has been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.





## Appendix 7: Ullapool News March Project Update

### Shore Street Project Update

Following two very well attended and successful pre-application consultations with the local community via ZOOM, Affric Consultants have received 73 completed online questionnaires to accompany the Marine License application. If you have the time, please complete a questionnaire using the following link [www.surveymonkey.co.uk/r/XBZ79RK](https://www.surveymonkey.co.uk/r/XBZ79RK) as this is the primary method of communication being used. Alternatively feel free to email [info@ullapool-harbour.co.uk](mailto:info@ullapool-harbour.co.uk) or call 01854 612724 to discuss any concerns or ideas you wish to be considered. The deadline for receipt of completed questionnaires is 29<sup>th</sup> March. Please note that Ullapool Harbour Trust does not and will not respond to correspondence in the local newspaper.



## Appendix 8: Ullapool News Press Release

## Ullapool Shore Street Widening and Promenade & Small Boat Harbour Development



On 4<sup>th</sup> and 15<sup>th</sup> March 2021 Ullapool Harbour Trust (UHT) and Transport Scotland along with design engineers Wallace Stone LLP and environmental consultants Affric Limited hosted two public consultation events at which plans for the widening of Ullapool Shore Street and a Promenade and Small Boat Harbour development were presented. Over 130 people attended these events – a fantastic turnout.

Following the events feedback was sought via online questionnaire, the deadline for which has now closed. More than 90 questionnaires and letters were completed and submitted. For Affric, who regularly facilitate stakeholder events, this level of engagement is the highest they have ever experienced in a project of this nature.

Chair of Lochbroom Community Council, Topher Dawson, said “It’s great to see so many members of the community showing an interest in this important development. The volume and content of comments received demonstrate just how passionate Ullapool residents are about the area.”

A number of key themes have come through in the consultation responses, including the need for the development to be aesthetically pleasing and requests for specific considerations for cyclists.

UHT Harbourmaster Kevin Peach commented “The project is intended to develop a safe, long-lasting and attractive amenity for Ullapool and it’s important to get it right. It’s taken three years to develop to its present stage and on the whole the physical elements have been welcomed by stakeholders. We are now working through the comments raised to further improve the plans and all being well, the aim is to start construction in autumn 2021.”

Updated project plans will be displayed on the harbour website and shared with the community in the coming weeks prior to submission of planning and marine licence applications. UHT would like to thank all those who responded to the consultation for getting in touch and look forward to continuing the engagement as the project moves forward.





## **Appendix 9: Ullapool News April Project Update**

### **Shore Street Project Update**

Several teams of consultants continue to work on the pre-application responses. Wallace Stone Consulting Engineers are finalising updated drawings which include provision for cycling. Transport Scotland (BEAR) are working on the design of the road itself. UHT are co-ordinating all parties and preparing funding application paperwork. Two architectural practices have been appointed; their brief will where feasible, reflect local input raised following the recent community presentations. Once we have an updated set of drawings, they'll be uploaded onto the harbour's website.



## **Appendix 10: Ullapool News Design Option Input Event Advertisement**



# Shore Street and Inner Harbour Improvements Design Option Input



Further to the consultation held in March, Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Promenade Group, would like to provide an update on the development of designs for the Community Waterfront Development, widening Shore Street to the east of the Harbour including a new Promenade and Shore Quay. Design themes options will be presented, for which your feedback is sought.

The proposals will be presented at a 'Zoom' event on Thursday 20<sup>th</sup> May 2021, starting at 7pm. To join the meeting visit our website <http://www.ullapool-harbour.co.uk> or:

- use this link <https://zoom.us/j/91284299730>
- Go to <https://zoom.us> select join a meeting and enter meeting ID: [91284299730](https://zoom.us/j/91284299730)
- Phone [01314601196](tel:01314601196) and enter meeting ID: [91284299730](https://zoom.us/j/91284299730) to listen in

If you wish to make representations on the proposed development, please contact: Fiona Henderson, Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 28<sup>th</sup> of May 2021.

Please note, representations made to Ullapool Harbour Trust or Affric Limited are not representations to the Scottish Ministers. Once the Marine Licence Application has been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.





## Appendix 11: Ullapool News May Project Update

### Shore Street Project Update

Following on from the latest public ZOOM event on 20<sup>th</sup> May, the deadline for receipt of responses has passed and the team of architects and consultants are currently collating all feedback received. These responses will be used to shape the final design and will be drawn up as part of preparations for the licensing applications. The resultant work will be displayed on the harbour's website and in these pages.



## Appendix 12: Example Statutory Consultee Letter



Planning Team  
Scottish Environmental Protection Agency  
Graesser House, Fodderty Way,  
Dingwall Business Park,  
Dingwall. IV15 9XB

Ref: 63/SEPA/PAC01  
22<sup>nd</sup> December 2020

Dear Sir/Madam,

**Re: Ullapool Shore Street Widening, Promenade & Inner Harbour Development**

Ullapool Harbour Trust, in collaboration with Transport Scotland and the Ullapool Harbour Promenade Group, wish to widen and improve Shore Street to the east of the harbour, construct a public promenade on the seaward face of the improved road, and build a shore quay with associated pontoon berths in the inner harbour area at the east side of the Ullapool pier.

The works will require construction and dredge licences under the Marine (Scotland) Act 2010 from Marine Scotland – Licensing Operation Team, to allow the works to be carried out. Due to the scale of the alterations and improvements proposed, they are subject to a Pre-Application Consultation (PAC) as defined by the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.

Ullapool Harbour Trust are committed to ensuring a high quality of stakeholder engagement is carried out, not only to meet the legislative requirements but to ensure that their neighbours and wider stakeholders have an opportunity to comment on the proposals.

The consultation will take place online via the video conferencing application 'Zoom', on the 4<sup>th</sup> March 2021 from 7:00pm, as per the temporary modifications to the PAC legislation. You are welcome to attend the PAC event, where comments can be provided, or to provide comments afterwards in writing. Further information can be found at <http://www.ullapool-harbour.co.uk/news/>. Details on how to join the event will be provided on the website 10 days beforehand. If you wish to be emailed event details, please contact: [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk). If you wish to make representations on the proposed development, please contact Fiona Henderson at Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW or by email, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 19<sup>th</sup> March 2021.

It should be noted, that, comments made to Ullapool Harbour Trust directly or via Affric are not representations to the Scottish Ministers. As you will be aware, once the marine licence application has been submitted to Marine Scotland, they will consult the appropriate delegates directly, regarding the application.

If you have any questions, please do not hesitate to contact myself.

Kind regards,

Fiona Henderson

Affric Limited SC 426704, Lochview Office, Loch Duntelchaig, Farr. IV2 6AW  
Tel: 01808 521498 Email: [info@affriclimited.co.uk](mailto:info@affriclimited.co.uk)  
[www.affriclimited.co.uk](http://www.affriclimited.co.uk)





## **Appendix 13: Initial Project Consultation Survey**

## Ullapool Shore Street Improvement & Small Boat Harbour Development

**To assist in the development of the Ullapool Shore Street Improvement & Small Boat Harbour Development proposals, it would be appreciated if you could complete the following questions. This survey, and the results, will be summarised and used to inform the proposed development. The return deadline is the 29th of March 2021.**

Q1. Do you have any specific comments regarding what has been presented for the proposed Ullapool Shore Street Improvement & Small Boat Harbour Development?

Q2. Is there anything further you think we should take into account or consider?

Q3. On a scale of 1 to 5, Do you consider that we have provided sufficient information during the PAC event to give you a clear understanding of the proposed Ullapool Shore Street Improvement & Small Boat Harbour Development (5 is excellent and 1 is very poor)?

- ☐ 5
- ☐ 4
- ☐ 3
- ☐ 2
- ☐ 1

If you do not believe we have provided sufficient information, please let us know below what further information you would like.

Q4. How did you take part in the event?

- ☐ I took part in the live zoom event.
- ☐ I watched the recording of the zoom event afterwards.
- ☐ I requested a paper copy.

Q5. If you would like a one-to-one discussion, please provide details of the topic in the box below so we can direct your question/comment accordingly. Please provide a phone number and ideal time.

Q6. To ensure we include the views of people from across the community, please can you tell us about yourself.

Do you identify as:

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

Which age category do you fall within:

- ☐ Under 16 years
- ☐ 16-24 years
- ☐ 25-39 years
- ☐ 40-59 years
- ☐ 60 years plus
- ☐ Prefer not to say

Are you?

- ☐ Employed
- ☐ A student
- ☐ Retired
- ☐ Self-employed
- ☐ Un-employed
- ☐ Other

Q7. In the future how would you like us to keep you updated on the progress of the project?

- ☐ Newsletter
- ☐ Website news
- ☐ Email

Please provide contact details if you wish to be added to our contact database (Name, address, postcode, email address).



- ☐ We will retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the proposed Uapoo Shore Street Improvement & Small Boat Harbour Development. If you do not wish to receive these updates, please put a tick in the box.
- ☐ Please confirm we can use your comments and answers anonymously in the online application submission. Please put a tick in the box.



## **Appendix 14: Design Option Input Survey**

## Shore Street & Inner Harbour Improvements Design Option Input

To assist in the development of the Ullapool Shore Street Improvement & Small Boat Harbour Development proposals, it would be appreciated if you could complete the following questions. This survey, and the results, will be summarised and used to inform the design of the proposed development. The return deadline is the 28th of May 2021.

Q1. Three design options are given for the **Paving Layout**, as presented on the 20th May (slides available at: <http://www.ullapool-harbour.co.uk>). Please select the relevant box for your preferred option.

- ☐ Opt on 1: Three free flowing surfaces, using contrasting surfaces and elevated sections.
- ☐ Opt on 2: Three free flowing surfaces with the elevation platforms up onto sea wall. Sea wall of varying widths, to give the face of the wall some 'flow' to complement the paving layout.
- ☐ Opt on 3: Two flowing surfaces behind a near 'safety zone' adjacent to the carageway, using contrasting surfaces and elevated sections. Less free form, but including boat features to provide additional seating and planting opportunities.

Do you have any additional comments on the paving layout?

Q2. Three design options are given for the **Lighting Alignment**, as presented on the 20th May (slides available at: <http://www.ullapool-harbour.co.uk>). Please select the relevant box for your preferred option.

- ☐ Opt on 1: Linear arrangement of constant height columns, heads arranged to arrange pools of light in a wave.
- ☐ Opt on 2: Positioned along one of the material changes, along the free-flow line. Constant height columns.
- ☐ Opt on 3: Linear arrangement along the safety surface edge, with varying height columns, to create a vertical wave to the human eye.

Do you have any additional comments on the lighting alignment?



Q3. Three design options are given for the **Street Furniture**, as presented on the 20th May (slides available at: <http://www.ullapool-harbour.co.uk>). Please select the relevant box for your preferred option.

- ☐ Stone
- ☐ Timber
- ☐ Timber & Steel

Do you have any additional comments on the street furniture?

Q4. What **Artwork Themes** would you like to see incorporated into the design? Please select all that apply.

- ☐ Maritime (boats, oars, rigging, etc.)
- ☐ Fishing and harvesting
- ☐ Marine ecology (dolphins, seals, sea pens, crabs, etc.)
- ☐ Local geography

Do you have any additional comments on the artwork themes?

Q5. Do you support the inclusion of a **viewing platform** into the design, as presented on the 20th May (slides available at: <http://www.ullapool-harbour.co.uk>)? Please select Yes or No.

- ☐ Yes
- ☐ No

Do you have any additional comments on the inclusion of a viewing platform?

Q6. On a scale of 1 to 5, how do you feel about the **materials used** in the design options presented on the 20th May (slides available at: <http://www.ullapool-harbour.co.uk>)?

- ☐ 1 strongly dislike
- ☐ 2 dislike
- ☐ 3 neutral
- ☐ 4 like
- ☐ 5 strongly like

Do you have any additional comments on the materials used in the design options?

Q7. On a scale of 1 to 5, in light of the design options presented do you support the proposed Shore Street & Inner Harbour Improvements development?

- ☐ 1 strongly oppose
- ☐ 2 oppose
- ☐ 3 neutral
- ☐ 4 support
- ☐ 5 strongly support

Q8. Do you have any other comments regarding the design options presented for the proposed Shore Street & Inner Harbour Improvements that you would like to share?

Q9. Did you take part in the public consultation held in March 2021? Please tick all that apply.

- ☐ Attended zoom event
- ☐ Completed questionnaire
- ☐ Viewed consultation materials online
- ☐ Provided written feedback
- ☐ No

Q10. To ensure we include the views of people from across the community, please can you tell us about yourself.

Do you identify as:

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Prefer not to say

Which age category do you fall within:

- ☐ Under 16 years
- ☐ 16-24 years
- ☐ 25-39 years
- ☐ 40-59 years
- ☐ 60 years plus
- ☐ Prefer not to say

Are you:

- ☐ Employed
- ☐ A student
- ☐ Retired
- ☐ Self employed
- ☐ Unemployed
- ☐ Other

Q11. In the future how would you like us to keep you updated on the progress of the project?

- ☐ Newsletter
- ☐ Website news
- ☐ Email

Please provide contact details if you wish to be added to our contact database (name, address, postcode, email address).

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- ☐ We will retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the proposed Uapoo Shore Street Improvement & Small Boat Harbour Development. If you do not wish to receive these updates, please put a tick in the box.
- ☐ Please confirm we can use your comments and answers anonymously in the public app/can on submission. Please put a tick in the box.



## **Appendix 15: Initial Project Consultation Event Slides**



# Ullapool Shore Street Widening and Promenade & Small Boat Harbour Development

4<sup>th</sup> March 2021





# Welcome



- Please turn-off your camera and mute your microphone.
- The presentation is being recorded so that it can be placed on the harbours website <http://www.ullapool-harbour.co.uk/news/> after the event.
- The question and answer session will not be recorded for data protection reasons.
- If you would like to ask a question please use the 'chat' function.



# Agenda



- Purpose
- Background and Need
- Development Proposals and Design
- Construction
- Consenting Route
- Environmental Considerations
- Questions
- Questionnaire
- What's Next?



# Purpose



- Share the proposal for Shore Street Improvements and a Small Boat Harbour.
- To provide an opportunity for questions and feedback on the proposals.
- Ensure compliance with The Marine Licensing (Pre-application Consultation (PAC)) (Scotland) Regulations 2013.





# Background and Need



Key policy approaches to improving the uptake of walking and cycling in Scotland for travel.



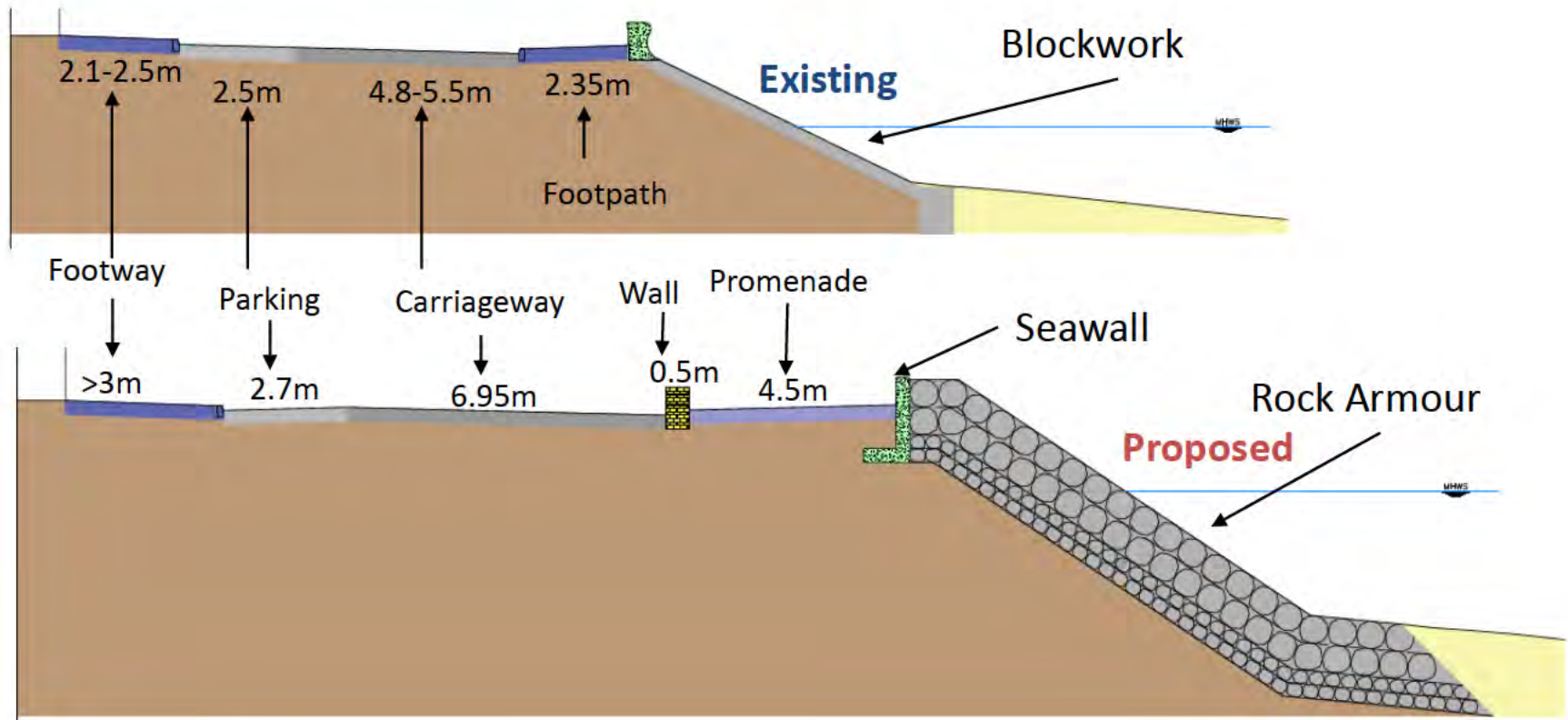
# Developing the Proposals



- Promenade Group Formed including:
  - Lochbroom Community Council members
  - Transport Scotland
  - Supported by designers – Wallace Stone
- Tasked with finding a solution to meet the need, in a way that works for all.
- Ullapool Harbour Trust supported the group.

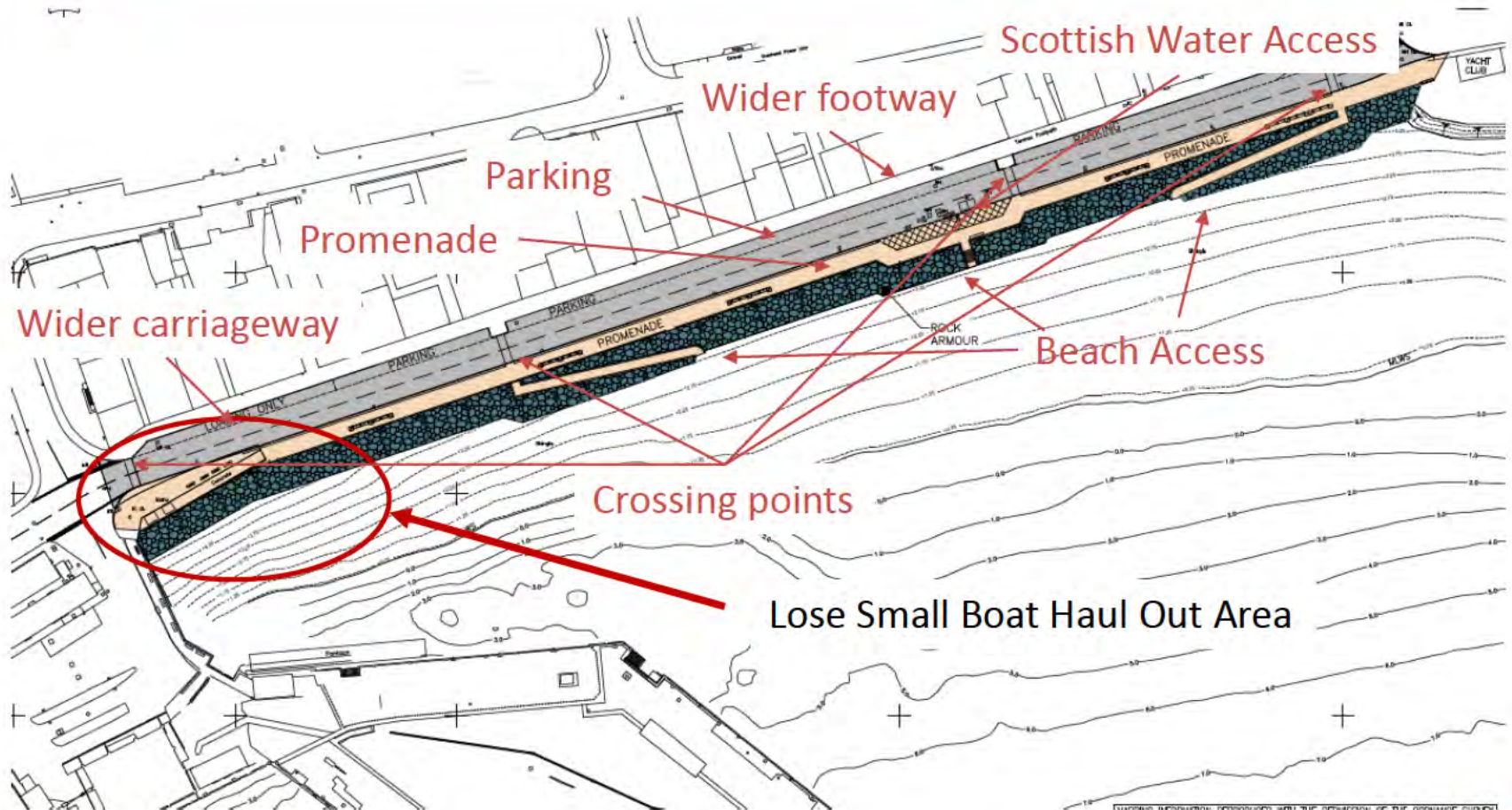


# Development Proposals and Design





# Proposals from Promenade Group



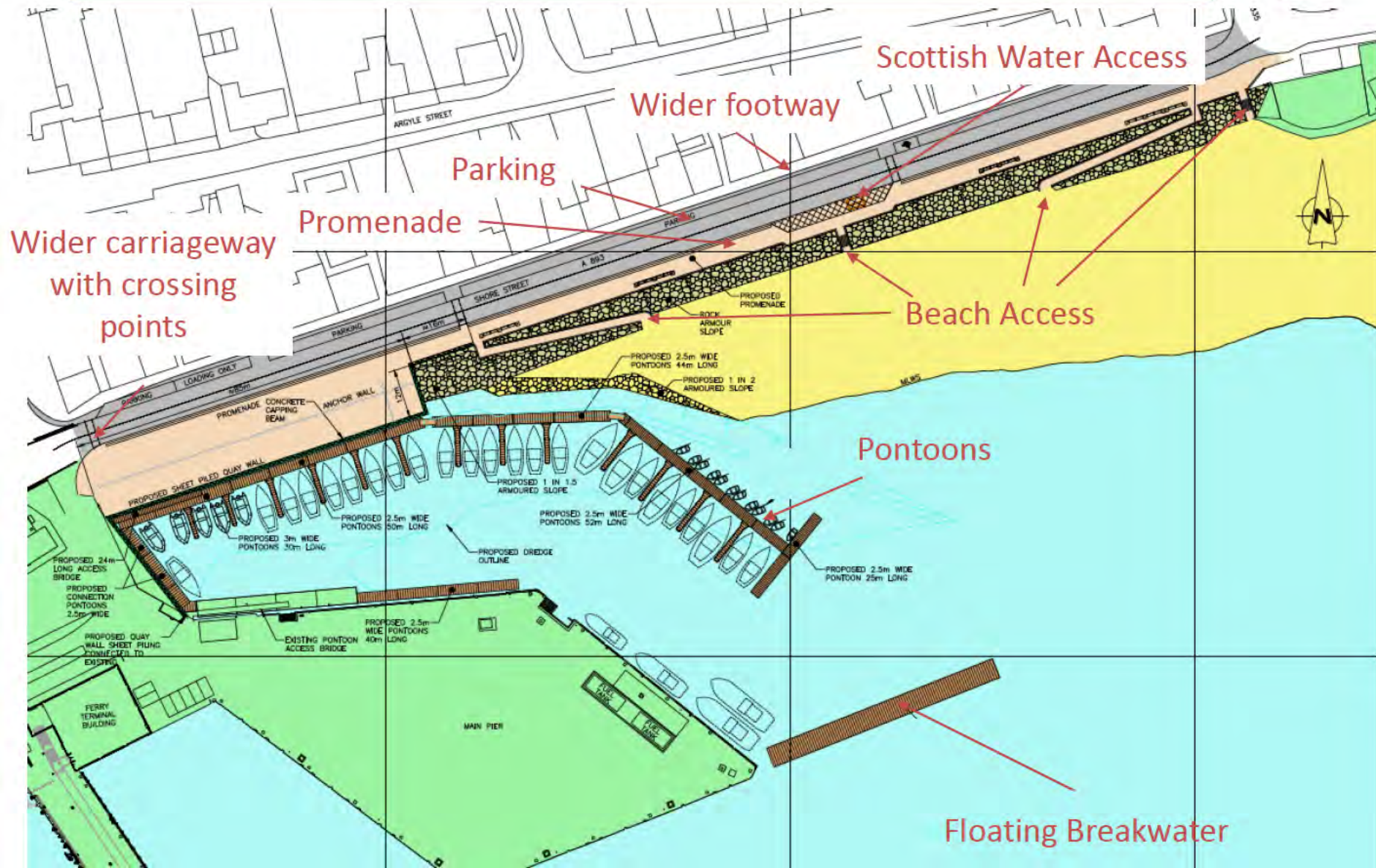
# Small Boat Considerations



- Unable to haul out so need safe berthing.
- Access at all tide states preferred.
- Need a safe wave climate
  - highlighted by recent events.
- Ideally provide additional berthing for more users.



# Current Proposals



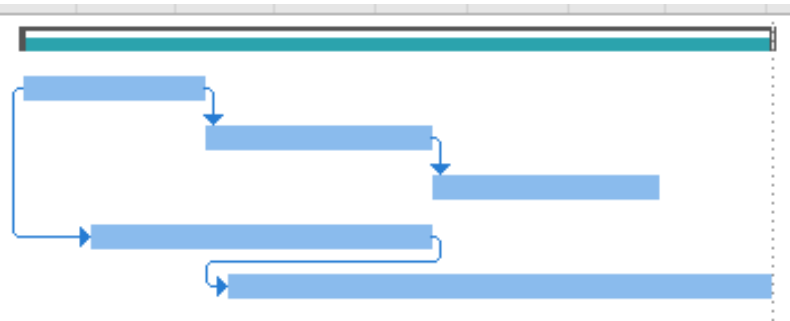


# Construction



- Overall expected duration of construction work is 33 weeks.
- Progressing the Harbour and Shore Street in Parallel.
- Aim to start Autumn 2021 so completed prior to the 2022 summer season.

▲ Construction Work	33 wks
Initial Harbour Works	8 wks
Dredge	10 wks
Quay Infill & Harbour Finishes	10 wks
Shore St. Fill & Armouring	15 wks
Shore St. Reconstruction & Surfacing	24 wks



# Consent and Permission



- The marine construction works and dredge (if required) will need a Marine Licence from Marine Scotland under the Marine Scotland Act 2010.
- Planning Consent for under the Town and Country Planning Act for terrestrial work.
- As previously mention Pre-Application Consultation is required due to the scale of the development.

# Environmental Considerations



- Screening identified that a formal Environmental Impact Assessment isn't required.
- However, environmental effects that do need considered in more detail to allow appropriate construction mitigation to be identified:
  - Benthic Ecology
  - Noise and Vibration
  - Traffic and Transport





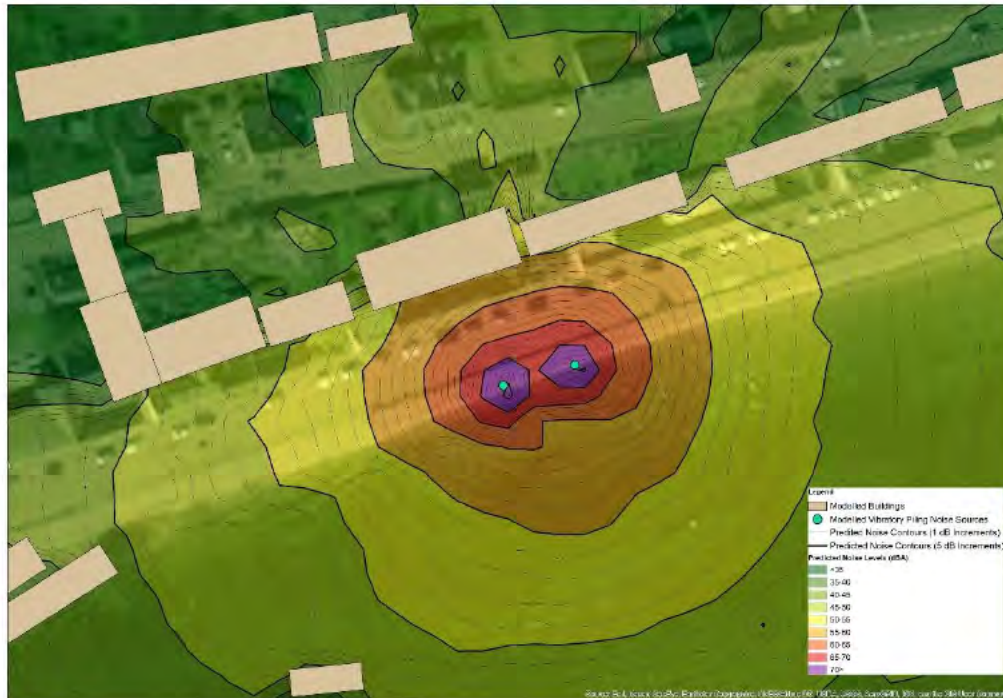
# Benthic Ecology



# Noise and Vibration Considerations



- Noise and Vibration Modelling being undertaken.



Construction primarily during the day to minimise disturbance effects.

# Noise and Vibration Considerations



- Appropriate equipment selection for location.
- Vibration levels may be perceptible to humans but well below levels that would cause even cosmetic damage to buildings.
- Monitoring during works to ensure levels are as predicted.



# Traffic and Transport



- Traffic Impact Assessment and Plan being produced.
- Pedestrian access maintained at all times.
- Minimise vehicle access restrictions during construction.
- Alternative parking arrangements being made.
- Work through the winter as far as practicable when traffic and pedestrian numbers are lower.











**Wallace Stone**  
Consulting Civil Engineers







**Wallace Stone**  
Consulting Civil Engineers







**Wallace Stone**  
Consulting Civil Engineers





# Questionnaire



- Encourage all of you to complete a questionnaire.
- The link to which can be found:
  - <https://www.surveymonkey.co.uk/r/XBZ79RK>
  - in the chat box
  - at <http://www.ullapool-harbour.co.uk/news/>
  - Or email [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) for a link, word version or paper copy.



# What's Next?



- If you wish to make representations on the proposed development, please contact Fiona Henderson at Affric Limited, Lochview Office, Loch Duntelchaig, Farr, IV2 6AW or by email, [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk) by the 19<sup>th</sup> March 2021.
- Please note, comments made are not representations to the Scottish Ministers or Highland Council.
- Following consultation, a Marine Licence Application will be submitted to Marine Scotland and Planning Application to the Highland Council who will welcome comments on the applications.



# Questions



- Please utilise the chat function to submit a question.





# Thank You



- Thank you for your time this evening.
- Look forward to receiving you feedback.

<https://www.surveymonkey.co.uk/r/XBZ79RK>





## **Appendix 16: Initial Project Consultation Event Additional Slide**

# Feedback to date



- Consider
  - Aesthetics
  - Inclusion of Interpretation Board
  - Additional Separation/Space for Cyclists
  - Disability Access
  - Litter
  - Traffic Management





## **Appendix 17: Design Option Input Event Slides**



# Ullapool Shore Street Widening and Promenade & Small Boat Harbour Development Design Update

20<sup>th</sup> May 2021

# Agenda



- Purpose
- Feedback Received and Responses
- Design Options
- Your Opinions
- What's Next?



# Purpose



- To summarise the feedback received from March consultation and how the project is responding to it.
- To gather feedback on design themes and options to allow the design to be progressed to a level suitable for planning.

# Feedback



- Main Topic Areas
  - Provision for Cyclists
  - Speed Control
  - Access for All
  - Aesthetics
- Detailed Comments

# Feedback – Provision for Cyclists



- Concern
  - Lack of space identified for cyclists.
  - The wall between road and promenade would prevent cyclist from escaping off the road.
- Solution
  - Increase promenade width and make it for both cyclists and pedestrians.
  - Remove wall and replace with a 50cm safety strip.

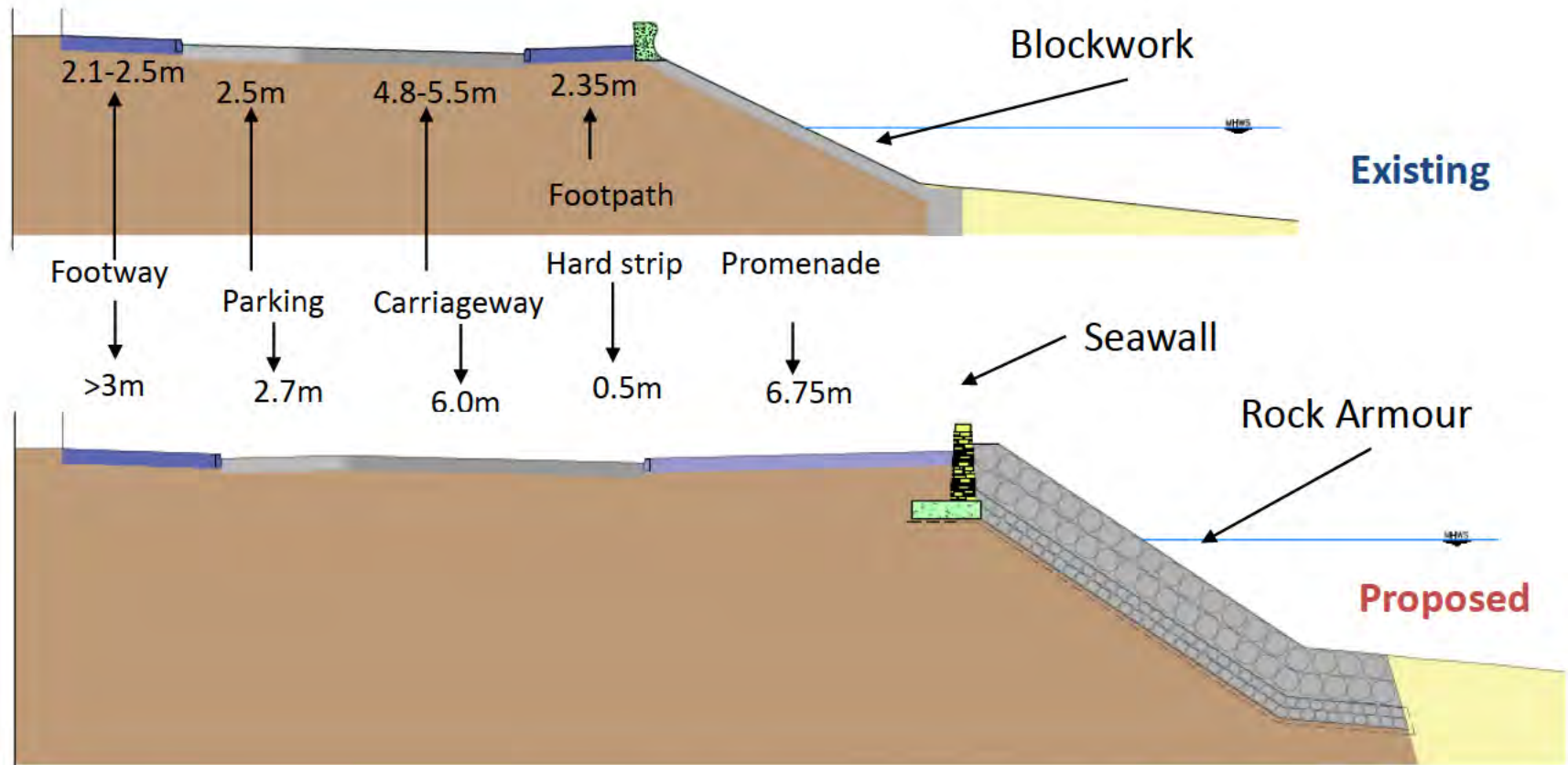


# Feedback – Speed Control



- Concern
  - Wider road will increase speed of vehicles through the village.
- Solution
  - Carriage width reduced to 3m each way.
  - Replacement of wall with safety strip, drivers are aware of pedestrians in the area.
  - Potential for 20mph zone being investigated and discussed with Transport Scotland and the Highland Council.

# Updated Design Cross Section



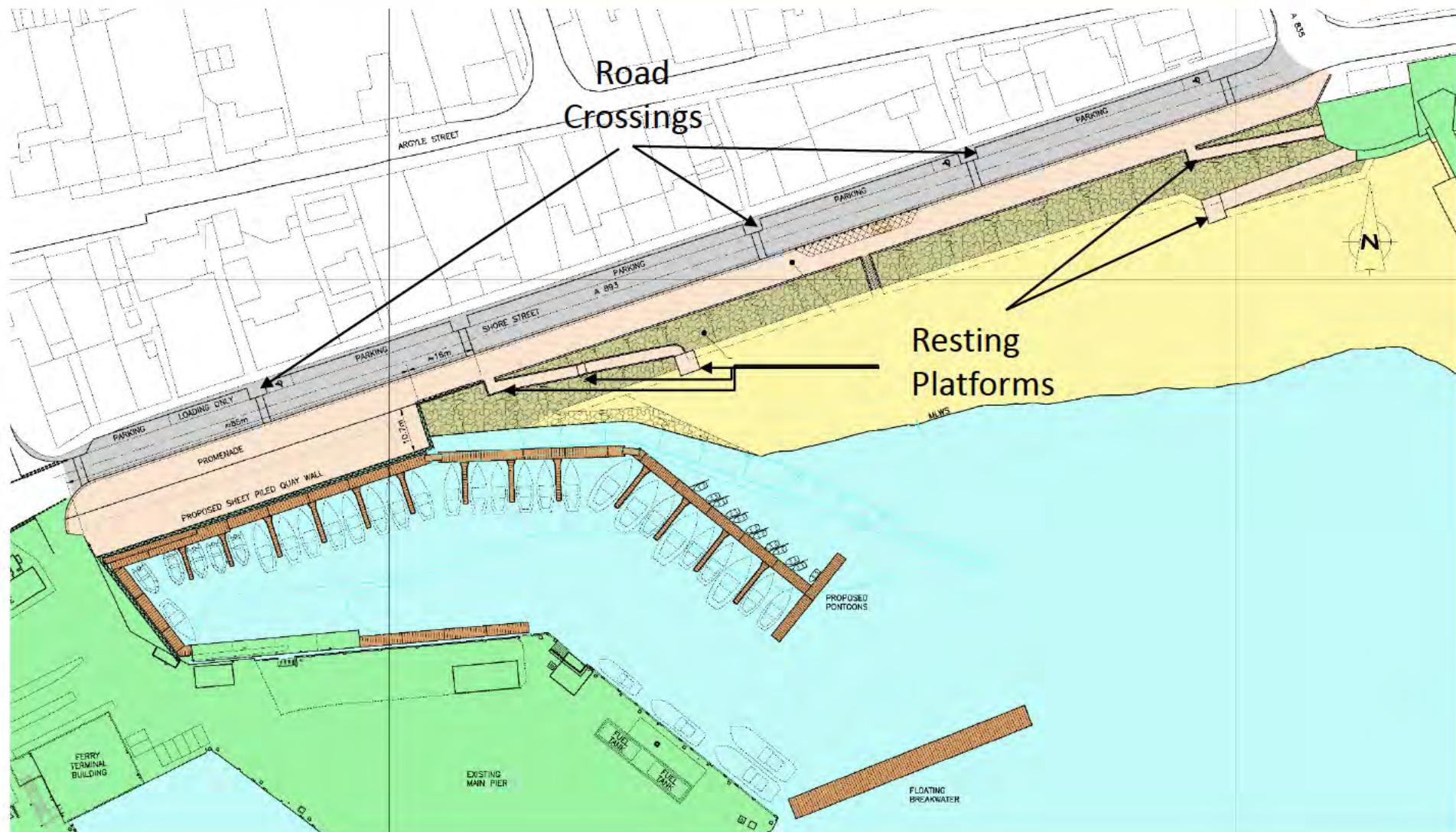
# Feedback – Access for All



- Concerns
  - Ramps to beach need to be wheelchair accessible.
  - Access for all needs considered throughout.
- Solution
  - Beach ramps redesigned wider to allow hand rails at appropriate height for wheelchair users. Flat platforms top, middle and bottom.
  - Pontoon wheelchair access available at high tide, assistance required at lower tides. Investigating potential mechanised assistance options.
  - Ongoing discussion with owners of commercial premises on Shore Street to improve access.



# Updated Layout



# Feedback - Aesthetics



- Concern
  - Lack of consideration been given to aesthetics.
  - Need to consider place-making.
- Solution
  - Invited TGP Landscape Architects and SBA Architects to join the team.
  - Develop some options and gain feedback to allow further design development.
  - Local involvement in the details.

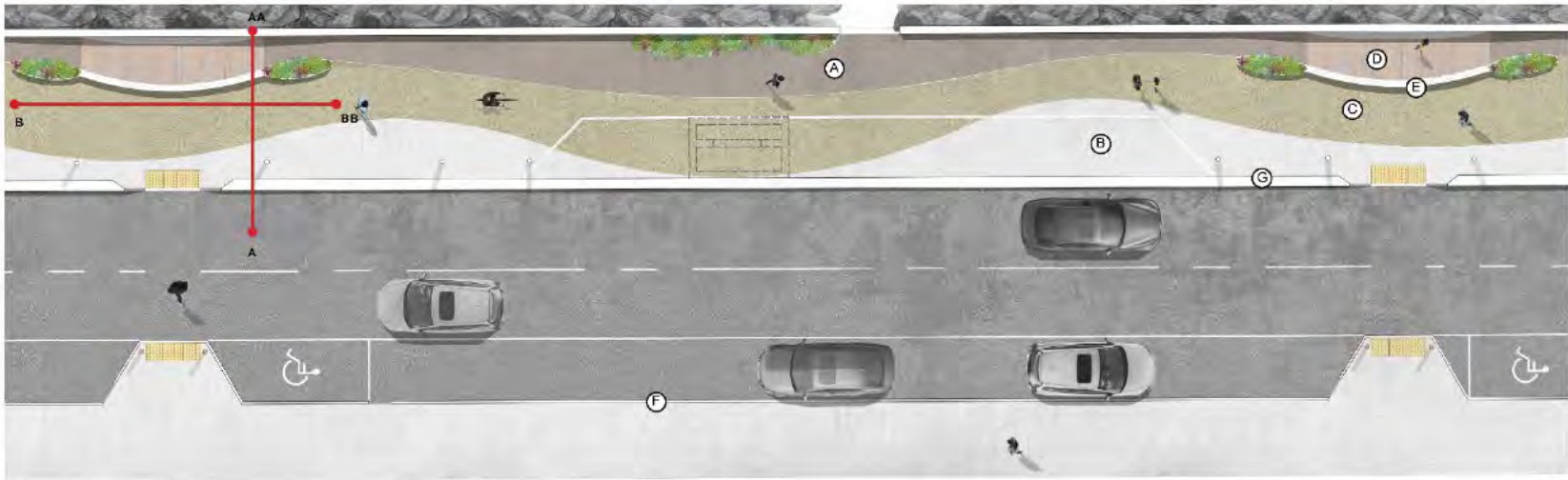
# Ullapool Option 1





# Ullapool Option 1

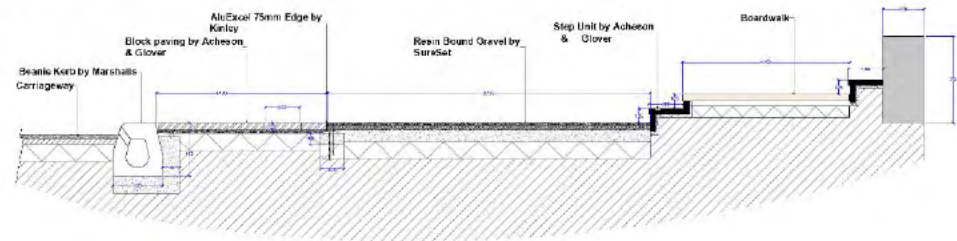
Long Plan



## Materials



## Sections



Section A-AA Carriageway to promenade wall

1:30



Elevation B-BB - Platform

1:50

## Feature Details



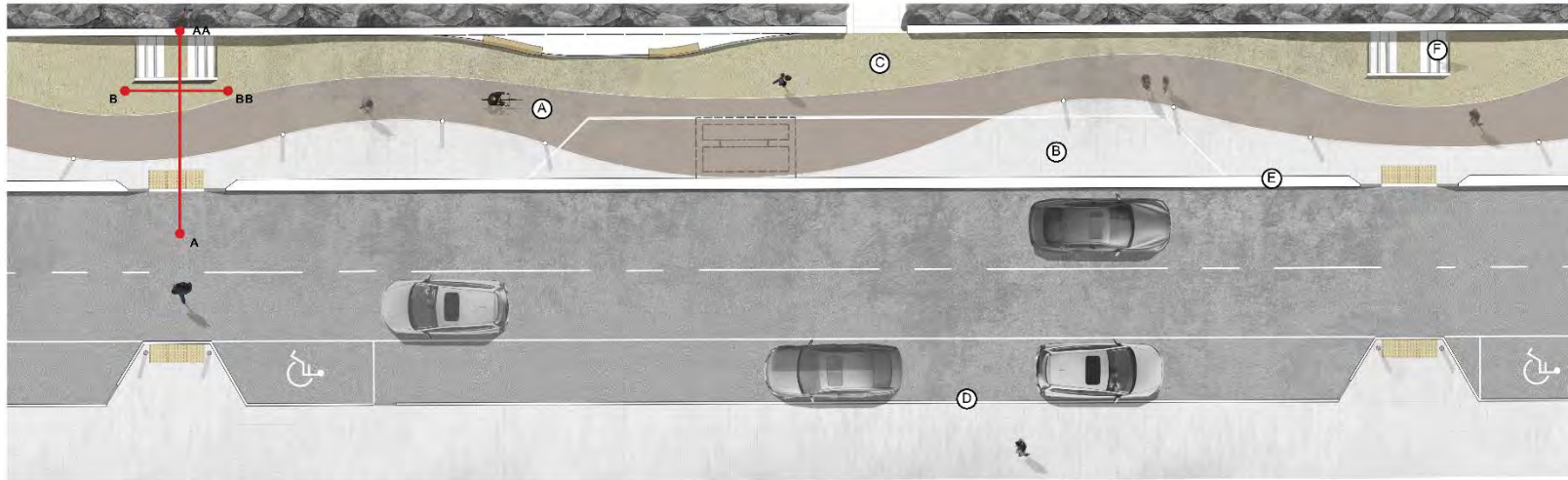
# Ullapool Option 2





# Ullapool Option 2

## Long Plan



## Materials



Clay Brick Paving by Wienerberger (200 x 50 x 65mm)



Terrapave Block Paving by Acheson & Glover (300 x 150 x 60mm)



Resin Bound Gravel by SureSet (18mm top surface depth)



Terrakerb by Acheson & Glover (255 x 125 x 900mm)

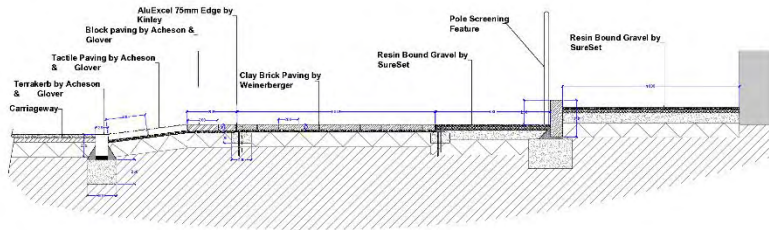


Beany Block Kerbing by Marshalls



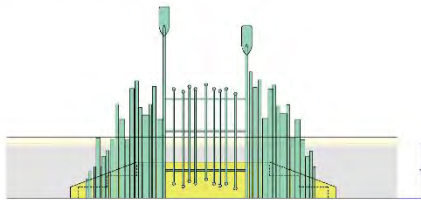
Steps by Acheson & Glover, (125 x 400mm)

## Sections



Section A-AA Carriageway to promenade wall

1:30



Elevation B-BB Platform Area

1:40

## Feature Details



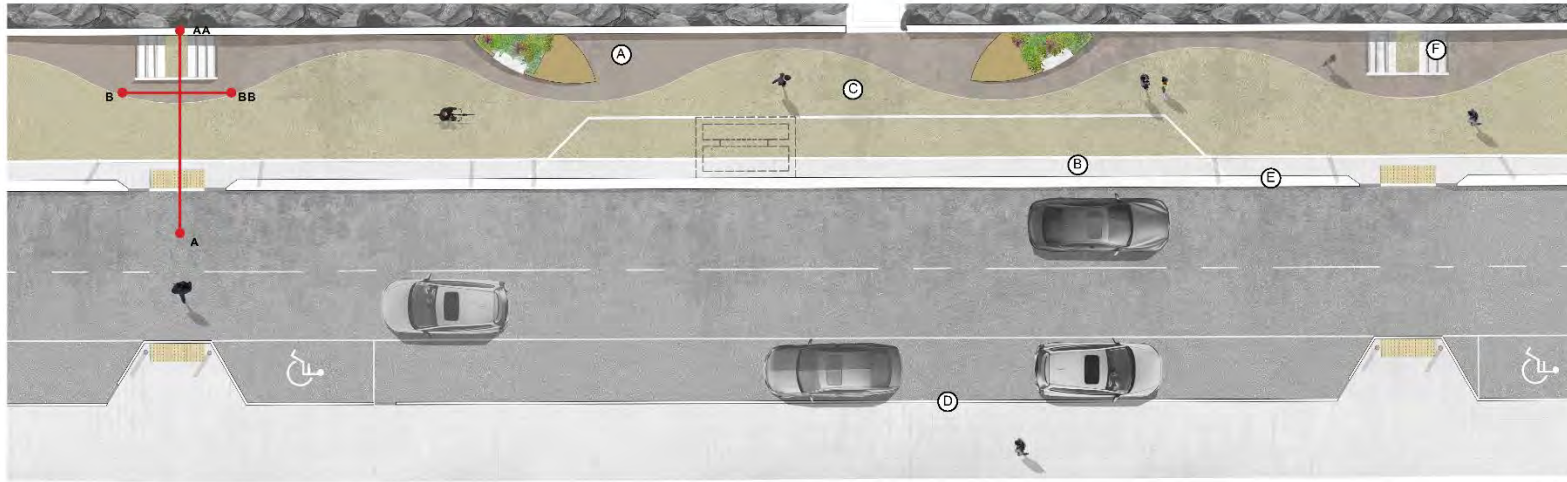


# Ullapool Option 3

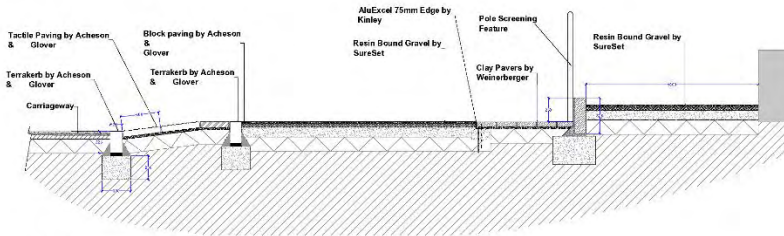


# Ullapool Option 3

## Long Plan

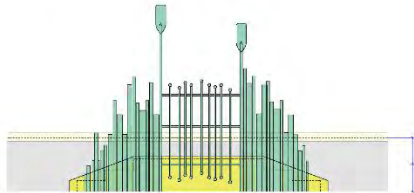


## Sections



Section A-AA Carriageway to promenade wall

1:30



Elevation B-BB Platform Area

1:40

## Materials



Clay Brick Paving by Weinerberger (200 x 50 x 65mm)



Terrapave Block Paving by Acheson & Glover (300 x 150 x 60mm)



Resin Bound Gravel by SureSet (18mm top surface depth)



Terrakerb by Acheson & Glover (255 x 125 x 900mm)



Beany Block Kerbing by Marshalls



Steps by Acheson & Glover, (125 x 915mm)

## Feature Details





# Ullapool Lighting Options

Option 1 - Lighting at same height



Option 2 - Lighting at different height



Option 3 - Lighting with differing direction



## Precedents



Wall Lighting



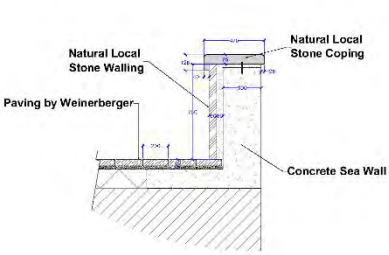
Bollard Lighting



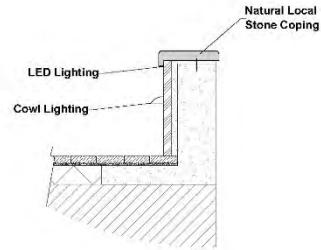
LED Lighting



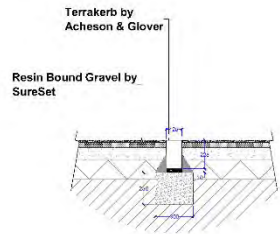
# Ullapool Details



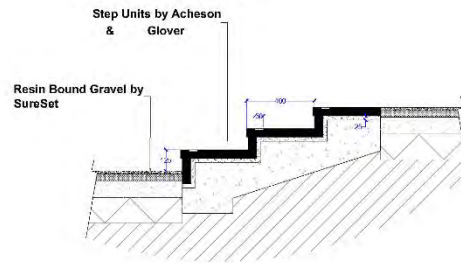
**Section - Wall Detail  
1:20**



**Section - Lighting  
Detail 1:20**



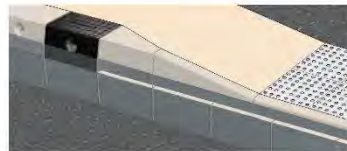
**Section - Flush  
Block 1:20**



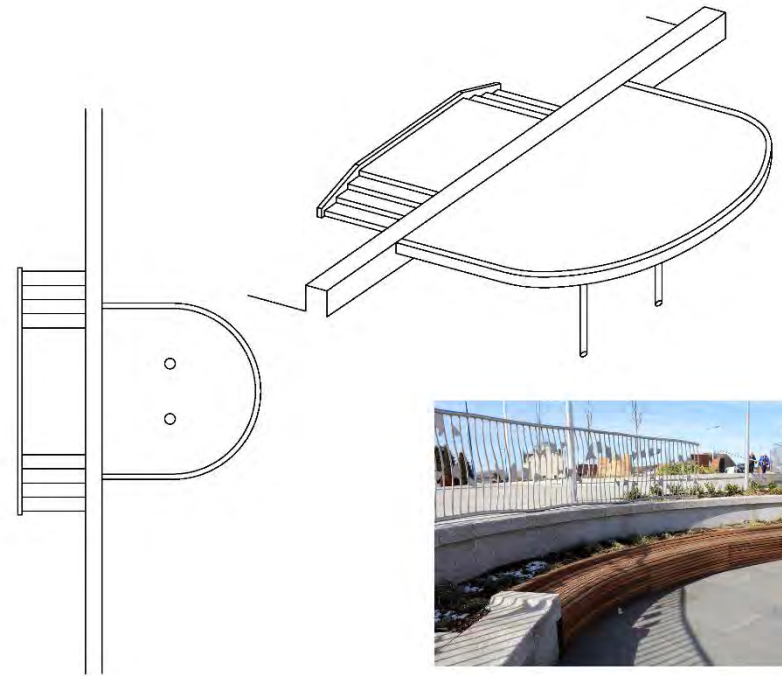
**Section - Steps  
1:15**



**Edging**



**Beany Kerbs**



**Viewing Platform Plan and Isometric**



**Timber Lighting Columns**



# Ullapool Details

## Material Palettes - Street Furniture



Stone



Timber & Steel



Timber



## Lighting



Angular



Curved



Multi-directional



# Your Opinions



- Please complete a survey monkey form:  
<https://www.surveymonkey.co.uk/r/C7DV2J8>
- Link available on:
  - <http://www.ullapool-harbour.co.uk/>
- Alternatively email [consultation@affriclimited.co.uk](mailto:consultation@affriclimited.co.uk)

**Deadline for feedback is 28<sup>th</sup> May 2021**



# What's Next?



- Feedback from tonight and received in the coming week, will be used to further develop the design.
- The option will be publicised prior to being submitted to Highland Council and Marine Scotland for consenting.
- The design details will be further developed in parallel to consenting and initial construction works.

# What's Next?



- Please note, comments made are not representations to the Scottish Ministers or Highland Council.
- Following consultation, a Marine Licence Application will be submitted to Marine Scotland and Planning Application to the Highland Council who will welcome comments on the applications.

# Thank You



- Thank you for your time this evening.
- Look forward to receiving your feedback.
  - <https://www.surveymonkey.co.uk/r/C7DV2J8>



## Appendix 18: Design Option Input Feedback

Various design option elements were presented by the landscape architects during the Design Option Input Event. The following questionnaire allowed participants to select their preferred design element options using a tick box, with a free text box available to provide comments on their reason for their option selection. A summary of the results relating to each of the design option elements are outlined below.

### Paving Layout

Design options were given during the presentation for the paving layout, and survey participants were asked to select one from the following three options;

*Option 1: Three free flowing surfaces, using contrasting surfaces and elevated sections.*

*Option 2: Three free flowing surfaces with elevation platforms up onto sea wall. Sea wall of varying widths, to give the face of the wall some 'flow' to complement the paving layout.*

*Option 3: Two flowing surfaces behind a linear 'safety zone' adjacent to the carriageway, using contrasting surfaces and elevated sections. Less free form but including boat features to provide additional seating and planting opportunities.*



**Figure 1: Paving Layout Design Option Selection of Questionnaire Respondents**

All but 2 of the survey participants answered this question. Figure 1 shows that Option 1 was the most popular option for the paving layout, with 17 respondents choosing it. Option 3 was second with 11 votes, followed by Option 2 with 9.

Participants were also given the option to leave a free-text response to this question and 20 comments were received. Although there were a few reservations the majority of comments appreciated the flowing lines of the designs, and there was also an emphasis on keeping the design as simple and uncluttered as possible.

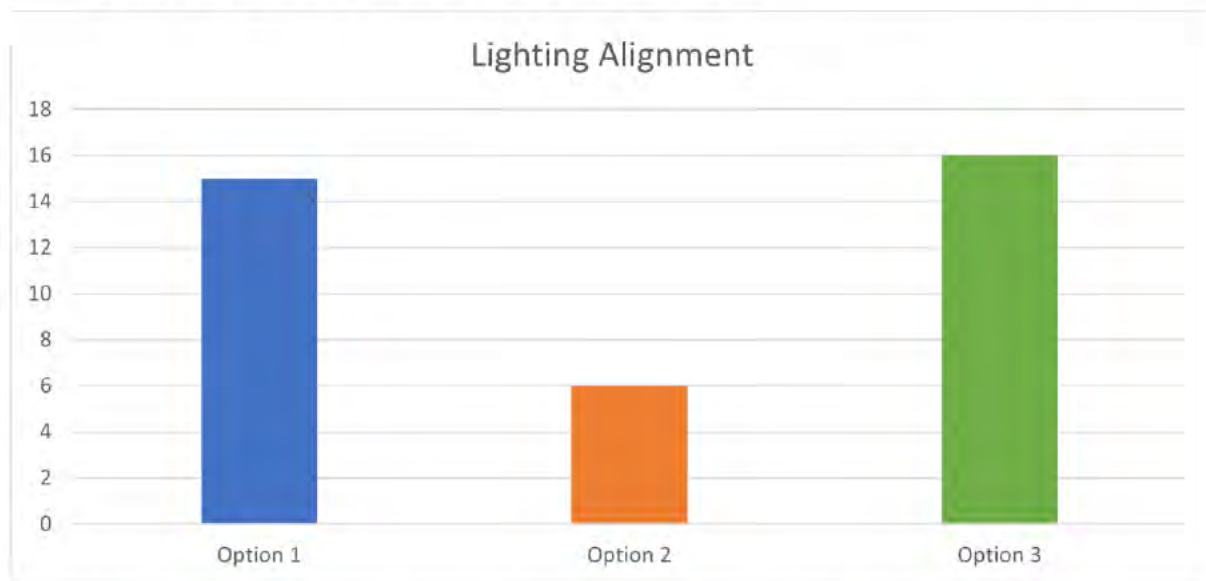
## Lighting Alignment

Design options were given during the presentation for the lighting alignment, and survey participants were asked to select one from the following three options;

*Option 1: Linear arrangement of constant height columns, heads arranged to arrange pools of light in a wave.*

*Option 2: Positioned along one of the material changes, along the 'free-flow' line. Constant height columns.*

*Option 3: Linear arrangement along the safety surface edge, with varying height columns, to create a vertical wave to the luminaires.*



**Figure 2: Lighting Alignment Design Option Selection of Questionnaire Respondents**

All but 2 of the survey participants answered this question. Figure 2 shows that Option 3 was the most popular with 16 votes, although it was only 1 vote ahead of Option 1.

Participants were also given the option to leave a free-text response to this question and 16 comments were received. The possibility of not including any lighting within the promenade was raised, as was the option to include low-level lighting either set into the ground or promenade wall. Most respondents highlighted the need for lighting to be directed downwards to avoid light spill upwards and seawards as much as possible. It was perceived that Option 2 would act as a barrier to efficiently travelling along the footway and so a linear arrangement was preferred.



### Street Furniture

Design options were given during the presentation for the street furniture, and survey participants were asked to select one from either stone, timber or timber & steel.



**Figure 3: Street Furniture Design Option Selection of Questionnaire Respondents**

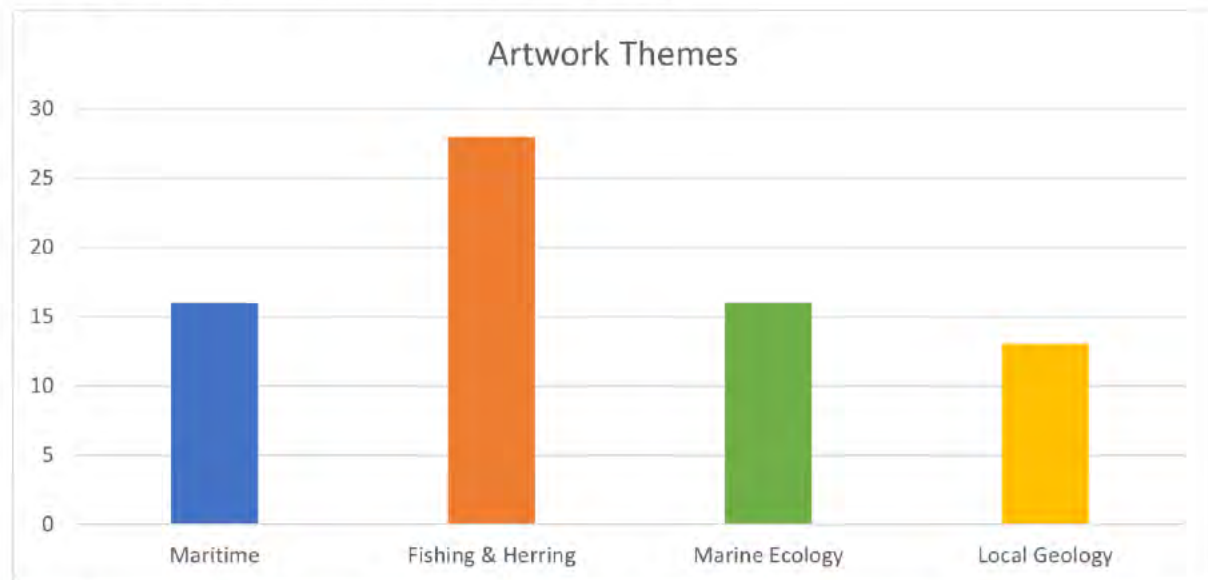
All but 2 of the survey participants answered this question. Figure 3 shows that stone was the most popular option with 17 votes, followed by timber & steel on 13 votes and timber with 7.

Participants were also given the option to leave a free-text response to this question and 19 comments were received. Many of them pointed to the benefits of stone in terms of its durability, sustainability and ease of maintenance, although it was noted that it may be colder to sit on than the other options. The timber and timber & steel options were deemed as being warmer to sit on but likely quite costly to maintain.



## Artwork Themes

Design options were given during the presentation for the artwork themes, and survey participants were asked to select as many as they wanted from the following options: maritime, fishing & herring, marine ecology and local geology.



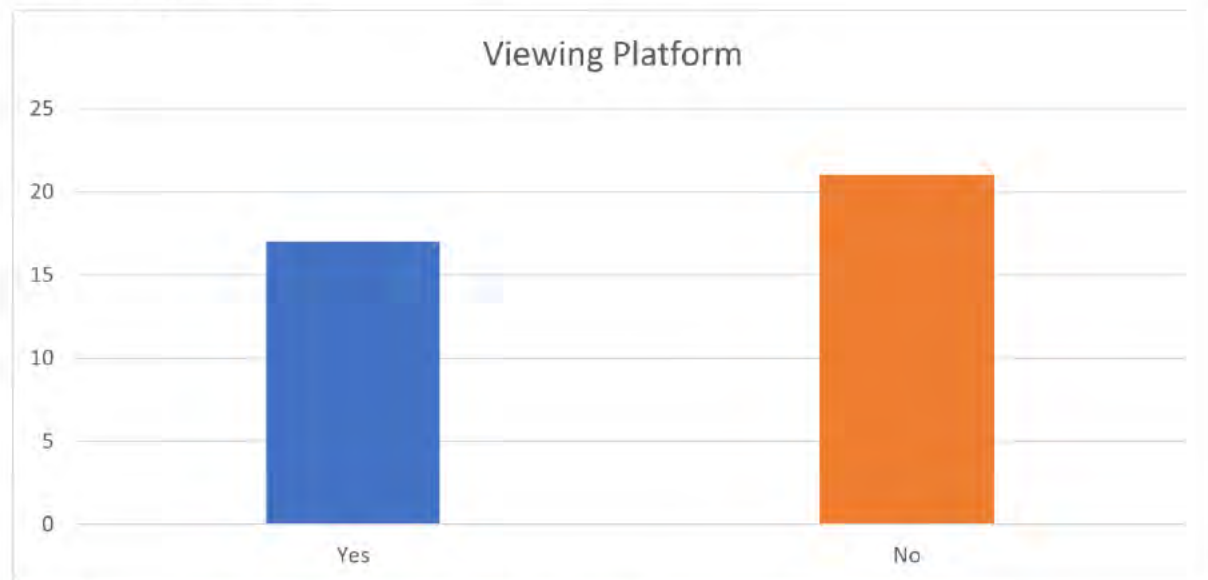
**Figure 4: Artwork Themes Design Option Selection of Questionnaire Respondents**

The Fishing & Herring option received the largest number of votes, 10 greater than the Maritime and Marine Ecology options which both received 16. Local Geology was the least popular artwork option, although it should be mentioned that the inclusion of local rock in the design of the promenade has been a common request throughout the PAC process. It should also be noted that many respondents chose more than one option, with some selecting three or more.

The main themes of the 17 free-text comments received were that any artwork should be inlaid within the wall and pavement surfaces and could take the form of a 'floor story'. Due to Ullapool's history as a fishing port, the Fishing & Herring theme was deemed the most appropriate to represent this. The installation of large vertical artistic installations was not approved of. Some comments thought the voting approach was too specific and would prefer the themes of any artistic installations to instead be conceptualised by the artists involved.

## Viewing Platform

Designs for a viewing platform extended seawards from the promenade were presented during the event, and survey participants were asked whether they supported its inclusion in the final project design.

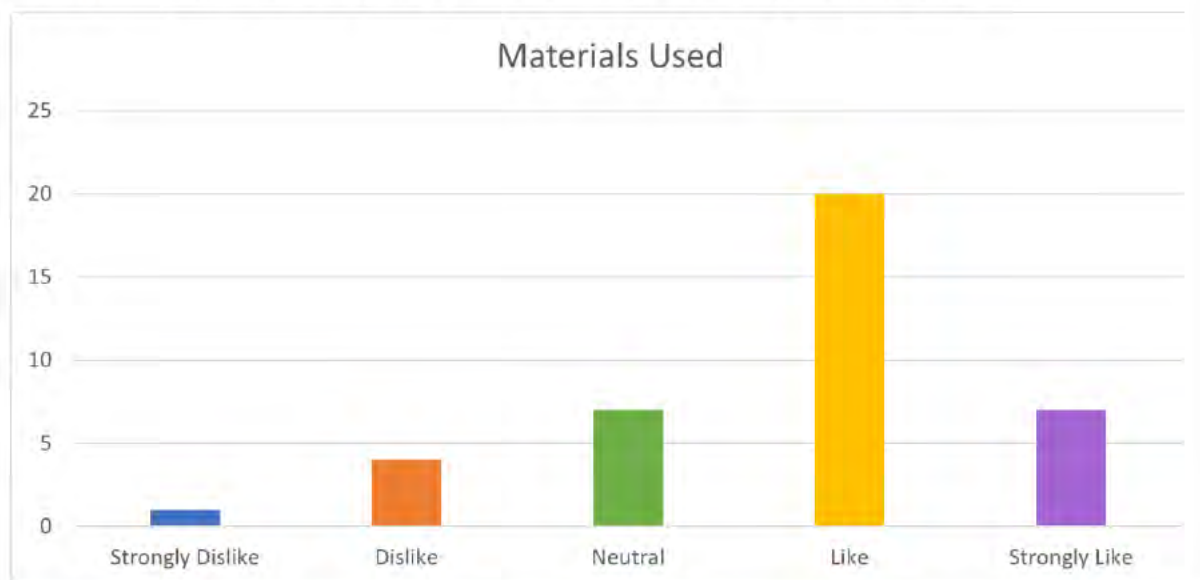


**Figure 5: Artwork Themes Design Option Selection of Questionnaire Respondents**

The majority (55%) of those who responded to the question were not in favour of the inclusion of a viewing platform into the project's design. In total, 14 free-text comments were received and the consensus amongst those against the viewing platform was that its inclusion would be superfluous. It was stated that the entire length of the promenade already offers good views down Loch Broom, even for users with mobility issues. Some of the positive comments highlighted the benefits to pedestrian amenity if it was included, although there was agreement that its design should be understated.

## Materials Used

Survey participants were asked whether they supported the palette of materials that were utilised in the design options presented. These included materials such as clay brick paving, block paving, resin-bound gravel, timber decking and Beany Block kerbing.



**Figure 6: Artwork Themes Design Option Selection of Questionnaire Respondents**

The majority (51%) of respondents indicated that they “Liked” the proposed materials, with a further 18% answering that they “Strongly Liked” the materials. Only 13% responded that they “Disliked” or “Strongly Disliked” the proposed materials.

The main themes of the 13 comments received were that the use of local materials should be prioritised where possible. The use of local rock and wood was deemed important to reduce the environmental impact of the development and ensure it fits in harmoniously to the surrounding landscape.