

IONAD HIORT

THE ST. KILDA CENTRE

VOLUME 3: APPENDICES
APPENDIX II: TRANSPORT ASSESSMENT

ENVIRONMENTAL IMPACT ASSESSMENT REPORT
FEBRUARY 2024

Proposed Ionad Hiort / St Kilda Visitor Centre, Mangursthadh, Isle of Lewis

784-B059501

Transport Assessment

Revision 01

January 2024

Dualchas



Tetra Tech Edinburgh, The Cube, 45 Leith Street, Edinburgh, United Kingdom, EH1 3AT
Tetra Tech Environment Planning Transport Limited. Registered in England number: 03050297

Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER



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1.0 Introduction

1.1 Preamble

- 1.1.1 Tetra Tech (TT) has been engaged by Dualchas Architects Ltd to produce a Transport Assessment in support of a planning application for the proposed Ionad Hiort / St Kilda Visitor Centre at Mangursthadh, on the west coast of the Isle of Lewis.
- 1.1.2 The proposed Ionad Hiort / St Kilda Visitor Centre will provide information on the history of St Kilda and the people who lived there, with the island itself visible on the horizon. The facility will also have a shop, café and education area for use by school groups.
- 1.1.3 The location of the application site is shown in Appendix A.
- 1.1.4 While the site at the Mangursthadh is remote, it is accessible, being a one hour drive from the main island centre of Stornoway, and about 40 minutes from the nearest visitor facility at the Callanish Stones.
- 1.1.5 This Transport Assessment has been scoped with officers from Comhairle nan Eilean Siar. Relevant extracts from the Scoping response dated 23 Feb 2023 are provided in Appendix B, along with email correspondence with Tetra Tech. Their input is gratefully acknowledged.
- 1.1.6 This report has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2.0 Proposed Development

2.1 Existing Site

- 2.1.1 The development site is in a remote location on the west coast of the Isle of Lewis, which itself is a 2hr40min ferry journey from the Scottish mainland.
- 2.1.2 The journey time from Stornoway is approximately 1hr, over a distance of 39 miles.
- 2.1.3 The development site is located one mile south of Mangursthadh township. It is approximately 350 metres long by 200 metres wide and is bisected north/south by a single-track public road with passing places.
- 2.1.4 The site was previously home to a former Ministry of Defence radar station during the Second World War. All structures were dismantled, bar two stone buildings that remain, one roofed, one unroofed. A number of concrete base structures and service ducts and paths remain on the site.
- 2.1.5 The remainder of the site is comprised of grassland and rocky outcrops, and is used for grazing sheep.
- 2.1.6 The site location is shown in Appendix A.

2.2 Proposed Development

- 2.2.1 The St Kilda Centre project involves the creation of a £6.25m new-build visitor centre. The proposals include an access road, parking, footpaths and other site infrastructure.
- 2.2.2 The centre will utilise innovative digital and remote access technologies to tell the story of St Kilda's people and culture, preserving the fragile environment of St Kilda and recognizing the unique indigenous Gaelic culture, natural and scenic assets.
- 2.2.3 The proposed site layout plan is shown below in Figure 2-1 and in more detail in Appendix C.

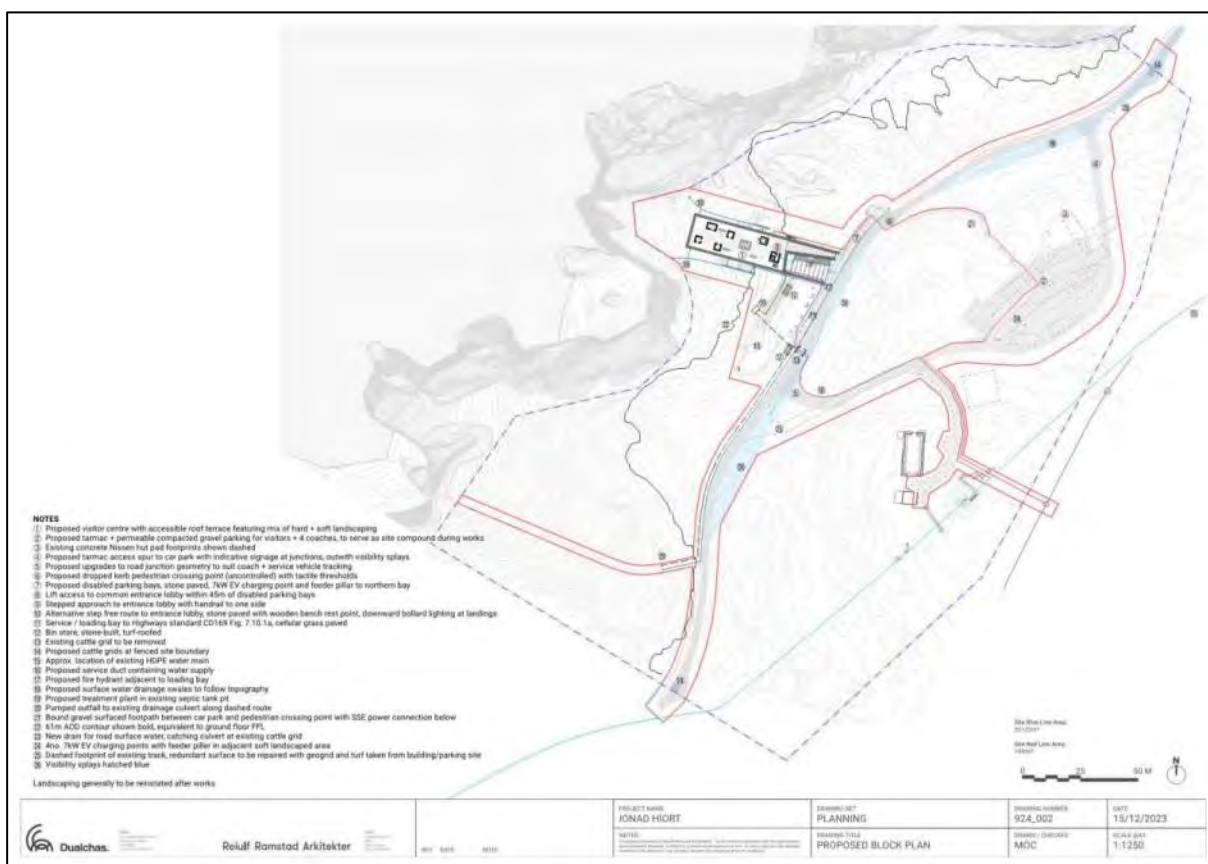


Figure 2-1: Ionad Hiort / St Kilda Visitor Centre Proposed Site Layout

- 2.2.4 The Centre will also act as a locus for research including sustainable tourism, depopulation, cultural, environmental, sustainable living in remote regions.
- 2.2.5 The project has been recognised by the UNESCO World Heritage Centre in Paris as a global exemplar for remote access to the hundreds of World Heritage Sites where visitor access in large numbers is either impossible or undesirable.
- 2.2.6 Further details of the proposed development are provided below.

2.3 Visitor Centre Building

2.3.1 The Visitor Centre will comprise of the following elements:

- Office 7.1m² Gross Internal Floor Area (GIFA);
- Exhibition space 155m² GIFA;
- Shop 7m² GIFA; and
- Café with 40 covers.

2.3.2 Its opening hours will be 10:00-17:00, over seven days a week.

2.4 Visitor & Staff Numbers

2.4.1 Visitor numbers from the economic assessment prepared by Biggar Economics are expected to be around 30,000 per year at year of opening, rising to 40,000 per year by year five.

2.4.2 It is anticipated that, at the year of opening, the facility would have 10 members of staff on site on a day-to-day basis, plus an equivalent of 2.4 members of staff (curator / Education / IT) who would work remotely or not be required to be on site every day. Staff members on site are expected to increase to around 17 by year five of operation, in a response to growing visitor numbers.

2.5 Parking

2.5.1 The building is intentionally remote from the car park, so the setting of the visitor centre is not cluttered by vehicles. The location of the car park takes advantage of the topography of the area and reduces the amount of engineering works required.

2.5.2 Access from the car park will be via a path that follows a gentle natural depression in the land, down to the public road. An uncontrolled pedestrian crossing point will provide access to the continuation of the path to the paved entrance area of the Centre, which can be accessed from the roof by lift, or by steps from the sheltered courtyard.

2.5.3 A layby will also be provided directly adjacent to the Visitor Centre building, marked with three larger accessible bays within 45m of the entrance lobby. These will be monitored by staff, so they are only used by Blue Badge holders.

2.5.4 Another path, which is compliant with the requirements of the Equality Act (2010), will run from the service layby down to the entrance.

2.5.5 The car park itself will comprise of:

- 33 normal sized spaces (which includes 4 EV bays);
- 2 larger spaces for motor homes; and
- 4 spaces for coaches.

2.5.6 The car park will have one way operation and clockwise circulation, with the entrance to the north and the exit to the south. Vehicle swept path assessments, undertaken by Narro Consultancy, are provided in Appendix D.

2.5.7 Cars will not be permitted to park on any verges and will be asked to move on if they do so.

2.5.8 Six cycle racks will be provided directly adjacent to the Visitor Centre, giving parking for 12 cycles.

2.5.9 Comhairle nan Eilean Siar's car parking requirements are set out in Appendix 3 of the document *Outer Hebrides Local Development Plan, November 2018*. As this proposed development does not fall under one of the prescribed land uses in the document, the car parking requirement was based on the assumptions shown in Table 2-1.

Table 2-1: Car Parking Requirements from Outer Hebrides Local Development Plan, November 2018, Appendix 3 (based on Year 5 staff levels at peak season)

Table	Land Use	Type of Dev	per 100m ² GFA / Staff / Seats	Comment	Criteria		Total No. Spaces Required		
					GFA / Seats	Staff	Visitors	Staff	Total
Table 2	Commercial Parking	Office Accommodation	4 - 7 per 100m ² GFA	Detailed provision depends on specific location and nature of activity.	7.1m ² GIFA	N/A	n/a	n/a	1
		Shops	5 per 100m ² GFA	Minimum permissible provision	7.m ² GIFA	N/A	n/a	n/a	1
Table 3	Industrial, Recreational and Service Industry	Museums / Public Art Gallery	1 space per 30m ² public display + 1 space per 2 staff	N/A	155m ² GIFA	8	5	4	9
		Restaurants and Cafes	1 space per 4 seats. 1 space per 4 staff	N/A	40 seats	8	10	2	12
Total Parking Provision									23

2.5.10 This assessment represents staffing levels at year 5 for the peak season and suggests that a minimum of 23 car parking spaces are required. As set out above, a total of 33 car parking spaces are being provided, excluding accessible bays and spaces for motor homes and coaches.

2.5.11 A capacity assessment of the proposed car park is provided in Section 3.4.

2.6 Access by Walking & Cycling

2.6.1 Given the site's remote setting, very few visitors are expected to arrive either on foot or cycling. A review of the Comhairle nan Eilean Siar website does not identify any designated core paths or cycle routes in the area.

2.6.2 The Hebridean Way long distance cycle route travels along the A858, but that is some 24 miles from the site, with a cycle time of approximately 2hrs. It therefore seems unlikely that cyclists on this route would undertake a 4hr, 48mile round trip detour to visit the facility. Any visitors that cycle are likely to have accommodation in relatively close proximity to the facility.

2.6.3 The same is likely to apply to any visitors who would choose to walk to the facility, with the potential that some will combine the visit with an overnight stay at Mangersta Shieling.

2.7 Access for Vehicular Traffic from the Public Road Network

2.7.1 The road serving the site connects to the A858 some 24 miles to the east and terminates some 13 miles to the south at an unnamed beach, which is 1 mile south of Liddle Beach.

2.7.2 The road is single track with passing places from the site south to where it terminates. As the road head east in the opposite direction towards the A858, it is single track until it reaches Miavaig, a distance of approximately 8 miles.

2.7.3 Beyond Miavaig, it switches between single track and two-way operation for a distance of 4 miles until it reaches Einacleit, where it becomes two lane operation for a distance of 12 miles to the junction with the A858 at Garrynahine.

2.7.4 Therefore, in the 24miles between the A858 and the site, the road is single track for approximately 12 miles. Along its length the road is considered to be in good condition, with regular passing places on the single-track sections.

2.8 Access to the Car Park

2.8.1 A new access road is to be constructed to the north of the site, to provide a one-way access to the new car park. Given the geography of Lewis and the road network, the vast majority of visitors will approach from the north.

2.8.2 The new access road will climb a gentle gradient to the car park. The existing track that serves the abandoned Second World War buildings will act as a one way exit route from the car park to join the public road. It will be re-purposed and re-surfaced to the same standard as the new access road. Its junction with the public road will be reconfigured to accommodate coaches to allow them to turn right out of the car park and head north.

2.8.3 These two access roads will therefore be connected via the car park to create a one-way entry / exit circulation.

2.8.4 Because of the one-way operation of the car park, two new junctions will be required. These have been designed by Narro Consultancy in consultation with Comhairle nan Eilean Siar. Detailed design drawings are provided in Appendix E, which show the junctions as well as the car park layout.

2.9 Strategy for Visiting Coaches

2.9.1 It is anticipated that visiting coaches will come from one of three potential sources:

- School trips from Lewis or Harris;
- Tourist coach trips that have arrived by ferry from the mainland; and
- Cruise ships where passengers disembark and are taken on a pre-arranged itinerary.

2.9.2 It would be expected that, given the location of the site, all coach trips would be as part of a pre-planned itinerary and so could be pre-booked.

2.9.3 For that reason, any coaches that wish to park at the facility will have to be pre booked in advance. They will have allocated time slots to ensure that their parking space is not 'double booked'.

2.9.4 Coaches that have not pre booked will be met on their arrival by a member of staff based at the facility. They will be allowed to park if there is a coach bay available for the duration of their stay. If there is no availability, they will be directed to use the service bay where their passengers can disembark. The coach will then have to leave the site and return at a time arranged between the operator and the member of staff.

2.9.5 Coaches that were unable to park because they had not pre-booked would head north, likely turn at Carnish some 3 miles away (approximately 10min drive time), and sit up before returning to collect their passengers.

- 2.9.6 Coaches that are not pre-booked and do not agree to leave the site will not be permitted to have their passengers disembark and will be asked to leave.

2.10 Service Vehicles

- 2.10.1 A second layby will be provided directly adjacent to the Visitor Centre building for the exclusive use of service vehicles. A building management plan will be put in place to manage these requirements which will include the area being monitored by staff to ensure it is kept clear.
- 2.10.2 Service vehicles will approach via the car park and turn right at the exit before entering the service bay. Vehicle swept paths, undertaken by Narro Consultancy, are provided in Appendix D.

2.11 Summary

- 2.11.1 The access, traffic, fire-fighting and servicing strategy has been discussed and agreed in principle with relevant Comhairle nan Eilean Siar departments and Stornoway Fire and Rescue Service.

3.0 Operational Aspects

3.1 Total Visitor Numbers

- 3.1.1 The Economic Assessment undertaken by Biggar Economics suggests the facility will have 30,000 visitors in the first year, rising to 40,000 by year five.
- 3.1.2 In order to consider a worst-case scenario, the assessment has been based 40,000 visitors per year.
- 3.1.3 It is expected that visitor numbers will fluctuate throughout the year, in line with general tourism to the island. In order to profile visitor trips, data from CalMac for Total Carrying Statistics for the Uig / Tarbet and Ullapool / Stornoway routes were used as a proxy. Data from 2022 for passengers and cars is summarised in Table 3-1.

Table 3-1: CalMac Total Carrying Statistics for Uig / Tarbet and Ullapool / Stornoway 2022: Passengers and Cars

Month	Passengers	Cars
2022 January	13,667	6,461
2022 February	14,866	6,754
2022 March	20,796	10,099
2022 April	44,484	16,596
2022 May	46,454	18,417
2022 June	49,829	19,255
2022 July	69,974	22,463
2022 August	60,231	20,403
2022 September	43,874	17,797
2022 October	37,837	14,526
2022 November	18,889	8,563
2022 December	19,923	8,484
Total	440,824	169,818

- 3.1.4 As might be expected, the busiest month is July, with 96,974 passengers and 22,463 cars.
- 3.1.5 The data in Table 3-1 is present as percentages in Table 3-2.

Table 3-2: CalMac Total Carrying Statistics for Uig / Tarbet and Ullapool / Stornoway 2022: Passengers and Cars Percentages

Month	Passengers	Cars
2022 January	3%	4%
2022 February	3%	4%
2022 March	5%	6%
2022 April	10%	10%
2022 May	11%	11%
2022 June	11%	11%
2022 July	16%	13%
2022 August	14%	12%
2022 September	10%	10%
2022 October	9%	9%
2022 November	4%	5%
2022 December	5%	5%

3.1.6 The highest percentage of passengers occurs in July with 16% of the yearly total. For cars, the equivalent percentage is 13%.

3.1.7 As the majority of trips to the facility will be car based, this has been used to determine a profile for visitor numbers across the year. This information is provided in Table 3-3, which also gives an estimate of the number of days per month the facility will be open to the public (taking Christmas and New Year into account).

Table 3-2: Visitor Numbers by Month (Based on CalMac Total Carrying Statistics for Uig / Tarbet and Ullapool / Stornoway 2022: Car Percentages)

Based on Cars	Yr 1	Yr 5	Days/mon	Visitors/day Yr 1	Visitors/day Yr 5
January	1,141	1,522	29	39	52
February	1,193	1,591	28	43	57
March	1,784	2,379	31	58	77
April	2,932	3,909	30	98	130
May	3,254	4,338	31	105	140
June	3,402	4,535	30	113	151
July	3,968	5,291	31	128	171
August	3,604	4,806	31	116	155
September	3,144	4,192	30	105	140
October	2,566	3,422	31	83	110
November	1,513	2,017	30	50	67
December	1,499	1,998	23	65	87
Total	30,000	40,000	N/A	N/A	N/A

3.1.8 This methodology suggests that, in July for Year One, there would be a total of 3,968 visitors to the facility, based on 30,000 visitors per year. This equates to an average of 128 visitors / day.

3.1.9 At Year Five with 40,000 visitors per year, the total for July would be 5,291, which equates to an average of 171 visitors/day.

3.2 Daily Visitor Numbers (Peak Month July) & Car Parking Assessment

3.2.1 Automatic Traffic Count (ATC) data was collected in May 2022 to aid in the design of the access junctions, to determine a suitable visibility splay. That data has subsequently been used as a proxy for the profile of visitor numbers across the day.

3.2.2 The ATC data for an average day across the 7-day survey is presented below in Table 3-3.

Table 3-3: ATC Data for an Average Day (based on May 2022 survey)

Time	SB	NB	Total	%
0000	0	0	0	0%
0100	0	0	0	0%
0200	0	0	0	0%
0300	0	0	0	0%
0400	0	0	0	0%
0500	0	0	0	0%
0600	0	0	0	0%
0700	1	2	3	3%
0800	1	2	3	3%
0900	2	4	6	6%
1000	4	3	7	7%
1100	4	4	8	8%
1200	5	4	9	9%
1300	5	4	9	9%
1400	5	5	10	10%
1500	7	6	13	13%
1600	4	4	8	8%
1700	5	4	9	9%
1800	3	3	6	6%
1900	2	2	4	4%
2000	1	1	2	2%
2100	1	0	1	1%
2200	1	0	1	1%
2300	0	0	0	0%
Total	51	48	99	100%

3.2.3 This data was used purely to calculate an arrival profile across the facility’s opening hours. It is also worthy of note, that the flows themselves a low in absolute terms, with a 24hr two-way flow of less than 100 veh/day. The peak hour two-way flow is 13 vehicles, occurring between 15:00-16:00.

3.2.4 This level of flow is expected given the remote location of the site.

3.2.5 Table 3-4 presents the resulting profile of visitor trips across the day, based on opening hours of 10:00-17:00.

Table 3-4: Assumed Arrival Profile Across the Day (based on July Demand)

Time	ATC	%age	Visitor No.
1000	7	9%	16
1100	8	11%	18
1200	9	12%	21
1300	9	12%	21
1400	12	16%	28
1500	12	16%	28
1600	8	11%	18
1700	9	12%	21
Total	74	100%	171

- 3.2.6 It should be noted that, after discussion with the client team, the peak was adjusted to last between 14:00-16:00, which in total represents 32% of all visitor trips to the facility.
- 3.2.7 Although visitors will also arrive by coach, cycle and walking, the impact assessment has been based on cars / camper vans / motor homes in order to consider a worst-case assessment.
- 3.2.8 It has been assumed that each vehicle will carry 2.4 people, including the driver. This takes account of families / friends travelling together, as well as those travelling solo.
- 3.2.9 The resulting number of trips is shown in Table 3-5. This also provides a rolling car park occupancy, where it has been assumed that staff travel in 10 cars which are all present when the facility opens, and are still there when the facility closes.

Table 3-5: Profile of Visitor / Vehicle Arrivals and Car Park Occupancy (based on Car Park with 10 staff cars parked at time of opening)

Time	% of total	No Visitors	No Vehs	Occupancy
1000	9%	16	7	17
1100	11%	18	8	18
1200	12%	21	9	19
1300	12%	21	9	19
1400	16%	28	12	22
1500	16%	28	12	22
1600	11%	18	8	18
1700	12%	21	9	19
Total	100%	171	71	0

- 3.2.10 The assessment shown in Table 3-5 suggests that, in the peak hours between 14:00-16:00, there would be 28 visitors per hour, generating 12 car / camper van / motorhome trips. The resulting maximum car park occupancy is 22 vehicles. Over the 7hrs the facility is open, there would be 71 car / campervan / motorhome trips.
- 3.2.11 As set out in Section 2, there will be 38 parking spaces, including accessible bays and camper van / motor homes, but excluding coaches. The assessment presented in Table 3-5 suggests the car park will have sufficient capacity to cater for the peak demand in the peak month of the year.

- 3.2.12 It should be noted that this represents a worst-case scenario as it assumes no one arrives on coaches. The CalMac carrying statistics shows there were 138 coaches in July 2022. This equates to $138/2 = 69$ coaches arriving during the month, giving an average of $69/31=2.2$ coaches per day arriving on Lewis and Harris in July.
- 3.2.13 It seems reasonable to assume that the majority of these coaches would include a visit to the facility on their itinerary. Even if it was a single coach / day, and based on the workings above, the this would result in $171-50=121$ people arriving by car / campervan / motorhome. With an average occupancy of 2.4 people/vehicle, this results in $121/2.4 = 50$ car / campervan / motorhome tips per day, some 21 fewer than considered in Table 3-5 ($71-50=21$).

3.3 Traffic Impact

- 3.3.1 Table 3-3 above provides data on traffic flows on the access route to the site. The flows are low in absolute terms, with a 24hr two-way flow of less than 100 veh/day, while the peak hour two-way flow is 13 vehicles, occurring between 15:00-16:00.
- 3.3.2 Given the low level of background traffic, and the modest number of trips associated with the proposed development (12 vehicles in the peak hour), it is self-evident that the impact on the road network serving the development site will be minimal.
- 3.3.3 As set out in Section 2, although the road serving the site is mostly single track for a distance of 12 miles before it turns to two-way operation at Einacleit, it is considered to be in good condition and there are regular passing places along its length.
- 3.3.4 Based on the above, it can be concluded that the impact on the road network serving the development site will not be operationally significant.

3.4 Summary

- 3.4.1 This assessment suggests that the proposed car park will have sufficient capacity to cater for the likely demands in the peak month of the year.
- 3.4.2 It also suggests the existing road network will be able to accommodate the development traffic without any operational issues arising.

4.0 Personal Injury Accident Data Analysis

- 4.1.1 The online source Crashmap was used to identify Personal Injury Accidents (PIAs) along the length of road that connects the site to the A858, a distance of approximately 24 miles. The results for the five-year period from 2018 – 2022 are shown in Figure 4-1 below.

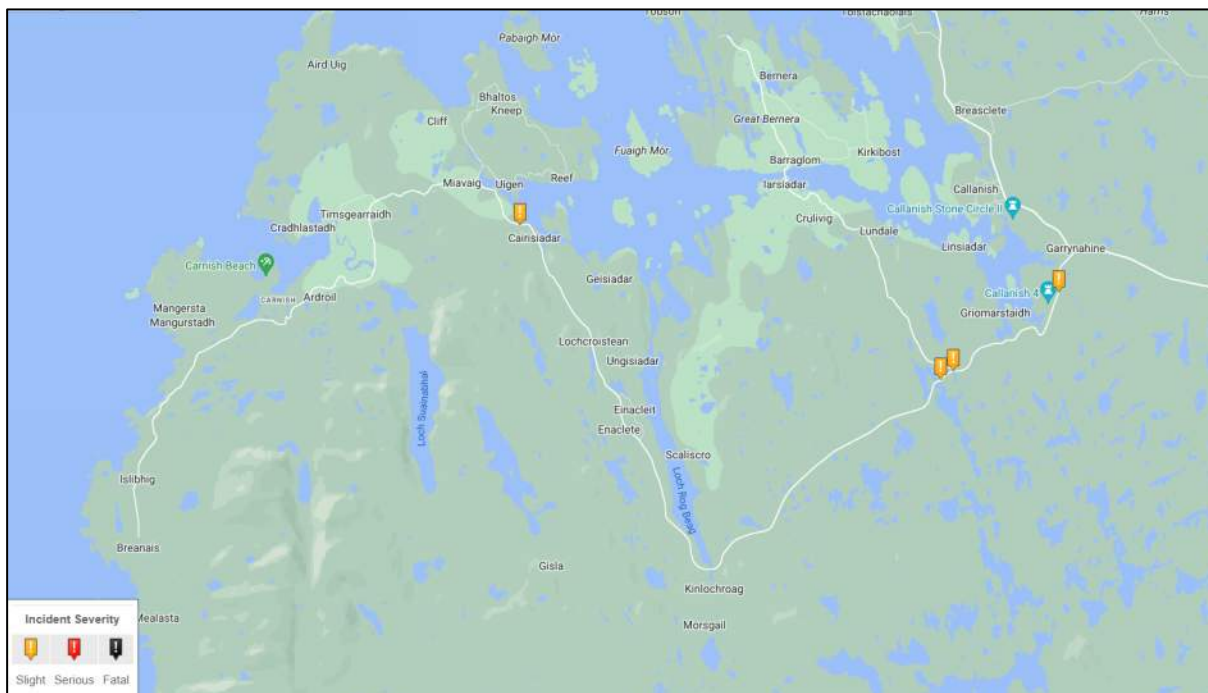


Figure 4-1: PIAs Five Year Period 2018-2022

- 4.1.2 Figure 4-1 shows there were four PIAs in the five-year period 2018-2022.
- 4.1.3 Three occurred in 2018 and one in 2019. They were all recorded a *Slight*, and involved one vehicle with one casualty.
- 4.1.4 Given the infrequency of the PIAs occurring i.e. four over a five-year period, and they all involved one vehicle, it can be concluded that there are no particular safety issues with the current operation of the road network between the site and the A858.

5.0 Construction Traffic

5.1 Introduction

- 5.1.1 Full details of the construction traffic movements and their effect are provided in Chapter 6 of the accompanying Environmental Impact Assessment (EIA). An outline Construction Traffic Management Plan (CTMP) has also been produced in support of the application.
- 5.1.2 Those other two supporting documents should be referred to for detail. This chapter simply summarises their findings.

5.2 Construction Traffic Movements

- 5.2.1 The assessment is based upon information provided by the Applicant and developed from experience of other construction projects of a similar scale.
- 5.2.2 To enable comparison of the estimated future year baseline traffic movements with total volumes, including predicted construction traffic, average daily two-way movements for each month for deliveries was determined; this is based on a 22-day working month.
- 5.2.3 The maximum traffic movements associated with construction of the Proposed Development are predicted to occur during months 10 and 11 of the programme. It is due to movements related to works associated with the car park and access road, and is comprised predominantly of tipper wagons. During these months, an average of 15 HGV two-way movements are predicted per day and it is estimated that there will be a further 5 car or LGV two-way movements per day to transport construction workers to and from the Proposed Development.
- 5.2.4 Across a 10-hr working day, an average of 15 HGV two-way movements per day equates to a single HGV around every 40min, which will have a minimal impact.
- 5.2.5 Although the percentage increase in traffic will be significant (>200%) this is a function of the low base traffic flows on the road network. The operational effects during the construction period will also be relatively short lived, and their impact on a daily basis is not expected to be significant.
- 5.2.6 The origin of construction related traffic will depend on the location of staff accommodation and the source of materials being imported for the superstructure and external works. It is likely that staff will have accommodation across a wide area of Lewis. There are several potential sources of quarried material (aggregate) and batching plants (concrete) situated in the greater Stornoway area. All other construction materials will be sourced from mainland Scotland and arrive by ferry.

5.3 Management of Construction Traffic

- 5.3.1 During the construction period the following measures will be implemented, through the CTMP, which will be a conditioned requirement attached to the planning permission:
- All construction deliveries will be undertaken at appropriate times, with the aim to minimise the effect on the local road network;

- All material delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- A wheel wash facility will be established in the vicinity of the site entrance, if required;
- Working hours will be limited to between 0700 – 1900 Monday to Friday, and 0700 – 1600 on Saturday. There shall be no HGV construction traffic movements to or from the Proposed Development out with these hours, including no Sunday working. In the event of work being required out with these hours (e.g., commissioning works, or emergency mitigation works), the Planning Authority will be notified prior to them taking place;
- Appropriate traffic management measures will be put in place at the site entrance to avoid conflict with general traffic, subject to agreement with Comhairle nan Eilean Siar’s;
- All delivery vehicles will enter and exit the construction sites in a forward gear;
- No delivery vehicles will be allowed to park/ dwell in the vicinity of the site entrance. A waiting area (exclusion zone), will be left clear so that vehicles arriving can drive directly onto the site and not have to wait on the public road; and
- Typical measures will include implementing a site speed limit, HGV crossing signage and/ or marshals in the vicinity of the site entrance.

5.3.2 All drivers involved in the works will be required to attend an induction to include:

- A safety briefing;
- The need for appropriate care and speed control;
- A briefing on driver speed reduction agreements (to slow Proposed Development traffic at sensitive locations);
- Identification of specific sensitive areas;
- Identification of the specified access route; and
- The requirement not to deviate from the specified route.

5.3.3 There will be regular road inspections in the vicinity of the site entrance. Debris and mud will be removed from the carriageway using a road sweeper, if required.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Tetra Tech (TT) has been engaged by Dualchas Architects Ltd to produce a Transport Assessment in support of a planning application for the proposed Ionad Hiort / St Kilda Visitor Centre at Mangursthadh, on the west coast of the Isle of Lewis.
- 6.1.2 The proposed Ionad Hiort / St Kilda Visitor Centre will provide information on the history of St Kilda and the people who lived there, with the island itself visible on the horizon. The facility will also have a shop, café and education area for use by school groups.
- 6.1.3 The development site is in a remote location on the west coast of the Isle of Lewis, which itself is a 2hr40min ferry journey from the Scottish mainland.
- 6.1.4 The journey time from Stornoway is approximately 1hr.
- 6.1.5 The development site is located one mile south of Mangursthadh township. It was previously home to a former Ministry of Defence radar station during the Second World War. All structures were dismantled, bar two stone buildings that remain, one roofed, one unroofed. The remainder of the site is comprised of grassland and rocky outcrops, and is used for grazing sheep.
- 6.1.6 The Visitor Centre will comprise of the following elements:
- Office 7.1m² GIFA;
 - Exhibition space 155m² GIFA;
 - Shop 7m² GIFA; and
 - Café with 40 covers.
- 6.1.7 Its opening hours will be 10:00-17:00, over seven days a week. Visitor numbers are expected to be around 30,000 per year at year of opening, rising to 40,000 per year by year five. July is expected to be the busiest month, with circa 5,300 visitors giving an average of circa 170 visitors/day.
- 6.1.8 It is anticipated that at the year of opening, the facility would have 10 members of staff on site on a day-to-day basis, increasing to around 17 by year five.
- 6.1.9 The building location is intentionally remote from the car park, so the setting of the visitor centre is not cluttered by vehicles. Access to the car park is via a one-way system, with two new access junctions onto the public road.
- 6.1.10 Given the remote location of the site, the vast majority of visitors are expected to arrive by motor vehicle, as opposed to walking or cycling.
- 6.1.11 The total of 42 spaces will be provided, summarised below:
- 3 larger sized accessible bays for Blue Badge holders only, on the public road adjacent to the building;
 - 33 normal sized spaces (which includes 4 EV bays);
 - 2 larger spaces for motor homes; and

- 4 spaces for coaches.
- 6.1.12 Six cycle racks will be provided directly adjacent to the Visitor Centre, giving parking for 12 cycles.
- 6.1.13 The car park accumulation assessment suggests the proposed provision will provide sufficient capacity.
- 6.1.14 Comhairle nan Eilean Siar’s car parking requirements suggest that a minimum of 23 car parking spaces are required.
- 6.1.15 All visiting coaches should be pre-booked, and a strategy will be in place in manage coach arrivals and departures.
- 6.1.16 Service vehicles will use the dedicated layby directly adjacent to the Visitor Centre.
- 6.1.17 The access, traffic, fire-fighting and servicing strategy has been discussed and agreed in principle with relevant Comhairle nan Eilean Siar departments and Stornoway Fire and Rescue Service.
- 6.1.18 Given the low level of background traffic, and the modest number of trips associated with the proposed development, the impact on the road network serving the development site will be minimal. Although the road serving the site is mostly single track for a distance of 12 miles before it turns to two-way operation at Einacleit, it is considered to be in good condition and there are regular passing places along its length.
- 6.1.19 A CTMP will be prepared by the contractor to manage any impact of construction traffic during the construction phase.

6.2 Conclusion

- 6.2.1 From the findings of this report, it can be concluded that there are no transportation reasons why planning permission should not be granted.

Appendix A: Site Location Plan



Legend

★ Site Location

Plan 1 - Site Layout in Island Wide Context
 Project: Ionad Hiort / St Kilda Visitor Centre
 Client: Dualchas
 Proj Code: 784-B059501

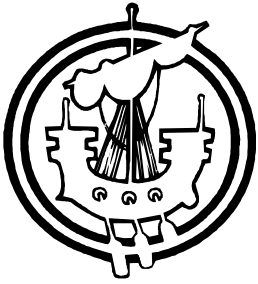


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Appendix B: Scoping Correspondence



Ionad Hiort Ltd
c/o Rory Flyn
Fas Building
Sabhal Mor Ostaig
Sleat
Isle Of Skye
IV44 8RQ

COMHAIRLE NAN EILEAN SIAR

Sandwick Road, Stornoway, HS1 2BW

Rathad Shanndabhaig, Steornabhagh, HS1 2BW

Telephone 0845 6007090
Fax 01851 705349
E-mail anne.napier@cne-siar.gov.uk
Writer Anne Napier
Our Reference ANNNAP/CCM
Your Reference
Date 20 February 2023

Dear Mr Flyn

ENVIRONMENTAL IMPACT ASSESSMENT - SCOPING OPINION

APPLICATION REFERENCE: **22/00540**

TYPE OF APPLICATION: **Scoping Opinion**

LOCATION OF DEVELOPMENT: **St Kilda Visitor Centre
Mangersta
Uig
Isle Of Lewis**

PROPOSED DEVELOPMENT: **A new visitor centre at Geodha Sgoilt**

VALID APPLICATION RECEIVED: **13 December 2022**

I refer to your request for a Scoping Opinion, as detailed above. Please find Comhairle nan Eilean Siar's Scoping Opinion enclosed. The Scoping Opinion can also be accessed on the [Comhairle's Public Access Planning Portal](#) using the Reference No above.

Yours sincerely

MC Ferguson

Morag Ferguson
Planning Manager (Development Management)
Chief Executive's Department



SCOPING OPINION

ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017

APPLICATION REFERENCE NO: 22/00540
TYPE OF APPLICATION: Scoping Opinion
COMPLETE APPLICATION RECEIVED: 13 December 2022
DEVELOPMENT DESCRIPTION: A new visitor centre at Geodha Sgoilt
LOCATION OF DEVELOPMENT: St Kilda Visitor Centre Mangersta Uig Isle Of Lewis
APPLICANT: Ionad Hiort Ltd

In response to the request for a formal Scoping Opinion on the information to be supplied in an Environmental Impact Assessment (EIA) Report, Comhairle nan Eilean Siar, as Planning Authority, hereby adopts the attached opinion.

This opinion is adopted under the provisions of Regulation 21 of the Environmental Impact Assessment (Scotland) Regulations, 2017 and shall be placed on the register and made available for inspection in accordance with the provisions of Regulation 31.

Date 20 February 2023 Signed:

Planning Manager (Development Management)

DECISION NOTICE SENT TO: Ionad Hiort Ltd
c/o Rory Flyn
Fas Building
Sabhal Mor Ostaig
Sleat
Isle Of Skye
IV44 8RQ

Copy to: All Consultees

Proposed Development: A new visitor centre at Geodha Sgoilt

Location of Development: St Kilda Visitor Centre

Mangersta

Uig

Isle Of Lewis

Reference: 22/00540

The scope of the Environmental Impact Assessment (EIA) Report, including the extent of information and analysis required to make an informed decision on a future application for Planning Permission, should include the following:

In respect of the development proposed, in addition to the general requirements set out in Annex A, it is considered that the EIA Report should have particular regard to the likely significant effects in relation to:

Socio-Economic Impacts – informed by:

- (i) Economy – A high level analysis of the likely effects of the proposal on the local (Uig), island (Lewis), regional (Outer Hebrides) economy, including a baseline assessment of current conditions and an economic impact assessment of the construction and operational phases of the development, with a breakdown of likely net direct impacts, as well as wider indirect impacts
- (ii) Tourism Industry - An analysis of the likely positive and negative effects on the tourism offer within the area, and how this would relate to: the wider tourism provision within Lewis and the remainder of the Outer Hebrides, including in relation to the other St Kilda visitor centres and other tourist destination sites within the area; the provision for coach tours, associated with cruise ships arriving at the Stornoway Deep Water Port and independent coach tours; and the provision of tourism accommodation and facilities within the area.
- (iii) Recreation and Leisure - An analysis of the likely effects on recreation and leisure within the area, including in relation to Core Path 7 and other sites used locally for recreation and leisure, including nearby beaches.
- (iv) Community, population, and human health – A high level analysis of the likely effects on the community as a whole and of different members within it, including permanent/intermittent/temporary residents, those who are older or younger, etc. This should include those members of the community living or working in, or visiting, the immediate vicinity of the site (Breanais, Islibhig, Mangersta, Carnish, Ardrol), those doing so locally (Uig) and those in the wider area (Lewis). The assessment should include the likely potential impacts in relation to the potential for noise and disturbance, likely impacts on the use of local services and facilities, demand for housing and accommodation by staff and visitors.

Transport Impacts – informed by:

- (i) A Traffic and Transport Assessment (in accordance with Scottish Government [Transport Assessment Guidance 2012](#) or subsequent updated guidance) containing:
- details of the construction traffic during the project,
 - details of the potential impact of the development on the roads network, including projected transport movements following completion of the project, e.g. staffing, visitors, and coach tours,
 - details of any proposed mitigation to address these impacts, including any proposed road improvements or other measures, including Travel Plans.

- (ii) A Construction Traffic Management Plan, to include information on haulage routes, vehicle types and frequency of vehicle movements. This plan should also contain details of measures to be taken to avoid debris on or damage to the road.
- (iii) Parking - Detailed assessment of the level and type of parking provision proposed on site, to demonstrate that this would meet the anticipated vehicle generation likely to occur, for all vehicle types, during the construction and operational phases of the development. Further guidance on this can be found in the [Outer Hebrides Local Development Plan 2018](#), Appendix 3. Adequate provision should be made for the parking and turning of coaches, minibuses, campervans and motorhomes, and for safe and secure cycle parking, which should be located within sight of the visitor entrance to the building.

Landscape and visual impacts – informed by:

- (i) A Landscape and Visual Impact Assessment, undertaken in accordance with the methodology within the Guidelines for Landscape and Visual Impact Assessment ([GLVIA3](#)), including in relation to the landscape character of the South Lewis, Harris and North Uist National Scenic Area and existing important views within the vicinity of the site. The LVIA shall characterise the landscape type and its associated scenic and visual qualities, and assess both the landscape and visual impact of the proposals to ensure that they do not detract from the quality or character of the landscape.
- (ii) Key viewpoints and receptors should be identified, which should be chosen to reflect the area, such as those associated with the key summits of the Uig Hills. Prior to undertaking the work, the choice of these representative viewpoints and receptors shall first be agreed with the Comhairle as local planning authority, in consultation with NatureScot.
- (iii) The LVIA should contain clear details of the design and scale of different elements of the proposal, as well as materials to be used and any final finish. The design approach should be sympathetic, to complement the landscape in which it sits. The location, scale and design of buildings and infrastructure should ensure integration of the scheme into the landscape and avoid adversely affecting the otherwise natural qualities associated with this landscape type.
- (iv) The development of access roads and 'future landscape path network and structures' need to be sensitively considered and sufficient detail should be provided about these potential future elements of the project with the submission, to enable their likely significant effects to be evaluated.

Cultural Heritage and the Historic Environment – to be informed by:

- (i) A programme of archaeological assessment, to establish the impact of the development on the historic environment, including non-designated heritage assets, such as the visible remains of building platforms, an air raid shelter, and other upstanding buildings; additional structures are located in the nearby surroundings. These ruined structures relate to the operation of Chain Home radar defences dating from the World War II era. There are also deep pockets of eroded peat and other earlier structures in the general surrounding area that may be impacted by footpath or viewpoint infrastructure.
- (ii) The archaeological assessment should comprise of an archaeological desk-based assessment (DBA), augmented by a walkover survey, which should be undertaken in line with a project design or method statement, that should be first agreed with the Comhairle's Archaeology Service. A specific project brief for the DBA can be provided on request.
- (iii) Upon completion, and prior to the submission of the EIA Report, a copy of the archaeological DBA and walkover survey should be provided to the Comhairle's Archaeology Service for comment. Subject to the archaeological potential of the proposed development, further stages of assessment, including further survey may be required, where appropriate. An analysis of any further assessment shall also be included within the EIA Report.

- (iv) It should be noted that data gathered during the DBA could form the basis for future public engagement features within the proposed centre.

Consideration of alternatives and cumulative effects – as required by Regulation:

- (i) The EIA Report should demonstrate that alternative options to the proposal have been fully considered, including a 'do nothing' option, and provide an assessment of the alternative options considered and their likely impacts in respect of each topic area assessed. These should include, for example, alternative locations for the visitor centre, and alternative designs and layouts for the building.
- (ii) The cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems in relation to areas of particular environmental importance likely to be affected.

Annex A

General comments

The EIA Report should meet the requirements set out in **The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 [EIA Regulations]** Regulation 5 and Schedule 4, Information for Inclusion in Environmental Impact Assessment Reports.

Regulation 5(2) sets out the minimum requirements for the preparation of the EIA Report, stating that this should include (at least):

- a) a description of the development comprising information on the site, design, size and other relevant features of the development;
- b) a description of the likely significant effects of the development on the environment;
- c) a description of the features of the development and any measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;
- d) a description of the reasonable alternatives studied by the developer, which are relevant to the development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;
- e) a non-technical summary of the information referred to in sub-paragraphs (a) to (d); and
- f) any other information specified in schedule 4 relevant to the specific characteristics of the development and to the environmental features likely to be affected.

Schedule 4 of the EIA Regulations provides further detail in respect of the information to be provided.

In addition, as set out in Regulation 5(3), the EIA Report must be based on the scoping opinion, where one is issued, and include the information that may reasonably be required for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment.

Regulation 5(5) requires that, to ensure the completeness and quality of the EIA report, the developer must ensure that the EIA report is prepared by competent experts and the EIA report must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts.

The EIA report should be guided by best practice in each of its topic areas and ensure that the analysis undertaken is robust, with the methodology used clearly reasoned and the outcomes readily understood. The conclusions on significance reached should be clearly justified.

Reference should be made to paragraph 4 of Schedule 4, which provides a list of factors specified in regulation 4(3). A description should be provided of those factors likely to be significantly affected by the development.

Paragraph 5 requires a description of the **likely significant effects** of the development on the environment including, amongst other matters, in relation to:

- construction and operation
- the use of natural resources
- the emission of pollutants, noise, vibration, light, the creation of nuisances and the disposal and recovery of waste
- risks to human health, cultural heritage or the environment
- the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems in relation to areas of particular environmental importance likely to be affected
- the impact of the project on climate and its vulnerability to climate change
- the technologies and the substances used.

This description should cover the direct effects and any indirect, secondary, cumulative, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development.

Paragraphs 6 and 7 require a description of the methodologies used to identify and assess the significant effects, any mitigation measures envisaged to avoid, prevent, reduce or offset any identified significant adverse effects on the environment and, where appropriate, any proposed monitoring arrangements.

A Non-Technical Summary is required as a 'stand-alone' document.

The EIA Report should include a reference list.

CONSULTATIONS

CONSULTEE

NatureScot

(Date Consulted - 14 Dec 2022)

RESPONSE

Proposed: EIA scoping opinion for a large scale visitor centre within South Lewis, Harris and North Uist National Scenic Area (NSA)

Thank you for your email requesting our scoping opinion on the proposed large scale visitor centre near Geodha an Fhithich, Mangersta (Isle of Lewis).

Background

We have provided pre-application comments to Comhairle nan Eilean Siar last year in the screening request. The project has undergone a number of iterations already and the adjustments are detailed in the scoping report.

Protected Areas

South Lewis, Harris and North Uist National Scenic Area (NSA)

The proposed visitor centre lies within the South Lewis, Harris and North Uist NSA, a designation made on account of the high quality of the landscape. special qualities of the NSA at this location include bold, rugged hills with sharp contrasts between hills and low-lying lands, consisting of seascapes, dominance of weather and an 'edge of Europe' feel. Further information on the landscape qualities that make each NSA special and that, individually or combined, give rise to an area's outstanding scenery are found in our Special Qualities documents which are available from our website: <https://sitelink.nature.scot/home>

Given the high quality of the landscape, its sensitivity to development and the protection afforded to it, the proposed visitor centre, as currently described in the 'St. Kilda Centre. Planning Screening Submission' dated November 2022 from the applicant, should be designed in keeping with the integrity of the South Lewis, Harris and North Uist NSA. Accordingly, we expect the ES to characterise the landscape type and its associated scenic and visual qualities, and to assess both the landscape and visual impact of the proposals to ensure that they do not detract from the quality or character of the landscape. In addition to avoiding adverse impacts, we expect the ES to incorporate a sympathetic design to complement the landscape in which it sits. As part of this assessment it will be important to identify key viewpoints and receptors which should be chosen to reflect the area such as those associated with the key summits of the Uig Hills. The location, scale and design of buildings and infrastructure will be important in ensuring integration of this scheme into the landscape and to avoid adversely affecting the otherwise natural qualities associated with this landscape type. We would expect the assessment to contain clear details of the design and scale of different elements as well as materials to be used and any final finish.

The 'St. Kilda Centre. Planning Screening Submission' shows use of pre-existing access track and already disturbed land for the carpark area. This is an update in the most recent plans that we appreciate as having a lesser landscape affect. However, there will still be development of access roads and 'future landscape path network and structures' which need to be sensitively considered.

Consideration of Alternatives

We consider the ES should demonstrate that alternative options to the proposal have been fully considered. The ES should provide a detailed assessment of the alternative options considered. We consider these should include for example;

- Alternative locations for the visitor centre
- Alternative layouts for the building

Concluding comments

Please note that our comments are given on the basis of the information available, and are given without prejudice to a full and detailed assessment of impacts once submitted at the formal application stage.

If you would like more advice from us in relation to this proposal, please do not hesitate to contact me.

CONSULTEE

Scottish Water

(Date Consulted - 14 Dec 2022)

RESPONSE

Our Ref: DSCAS-0078020-JXQ

Proposal: 22/00540/SCO_L | A new visitor centre at Geodha Sgoilt. | St Kilda Visitor Centre Mangersta Uig Isle Of Lewis

Please quote our reference in all future correspondence

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced. Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

This proposed development will be fed from Uig Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity currently so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water via our Customer Portal or contact Development Operations.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the Waste Water. *[Note – we assume the preceding phrase was included in error – please check with Scottish Water]* Unfortunately, according to our records there is no public Scottish Water, Waste Water infrastructure within the vicinity of this proposed development therefore we would advise applicant to investigate private treatment options.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

CONSULTEE

SEPA

(Date Consulted - 14 Dec 2022)

RESPONSE

We note that the above proposals are for a new visitor centre at Geodha Sgoilt with car parking, pedestrian access paths and interpretation elements within the existing World War II structures.

We note that the proposed infrastructure is largely located on rocky ground or previously disturbed areas (old military infrastructure and concrete pads). We therefore have no site specific comments to make and would recommend our standing advice is adhered to: [sepa-triage-framework-and-standing-advice.pdf](#) .

Please do not hesitate to contact me if you require any further information.

CONSULTEE

Historic Environment Scotland

(Date Consulted - 14 Dec 2022)

RESPONSE

The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017
St Kilda Visitor Centre, Mangersta, Uig, Isle Of Lewis - Proposals for a new visitor centre at Geodha Sgoilt

Scoping Report

Thank you for your consultation which we received on 14 December 2022 about the above scoping report. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

Your archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

We understand that the proposed development comprises a new visitor centre with associated parking and paths, at Mangersta, Uig, Isle of Lewis.

Scope of assessment

We have reviewed proposals and note that no heritage assets in our remit are located within the development site or its vicinity. We are therefore content for heritage assets in our remit to be scoped-out of any environmental impact assessment (EIA) to be undertaken in support of the proposals.

Further information

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at [historic-environment-guidance-notes](#). Technical advice is available on our Technical Conservation website at

<https://conservation.historic-scotland.gov.uk/> .

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Mary MacLeod Rivett and they can be contacted by phone on 0131 886 871 or by email on mary.macleod@hes.scot.

CONSULTEE

National Air Traffic Services Ltd

(Date Consulted - 14 Dec 2022)

RESPONSE

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

CONSULTEE

Roads, Bridges And Streetlighting

(Date Consulted - 14 Dec 2022)

RESPONSE

The development will have an impact on the existing road network during both the construction phase and also following completion.

The EIA report should include a Traffic and Transport Assessment containing :

- o details of the construction traffic during the project,
- o details of the potential impact of the development on the roads network and any planned mitigation. This should include projected transport movements following completion of the project eg staffing, visitors and coach tours.

A Construction Traffic Management Plan should be submitted for approval at full planning stage. This should include information on haulage routes, vehicle types and frequency of vehicle movements. This plan should also contain details of measures to be taken to avoid debris on or damage to the road.

Access details will be issued at full planning stage with comments on the parking areas and pedestrian provision. Conditions will also include the requirement for a pre-start condition survey to be carried out by an independent specialist on the affected road network followed by surveys during the construction phase. These surveys will be at the developer's expense. The repair of any damages to the road network, as a result of the construction works, will be the responsibility of the developer.

CONSULTEE

Murdo MacKay - Economic Development

(Date Consulted - 14 Dec 2022)

RESPONSE

From an Economic Development perspective, the Comhairle supports this development and has consistently supported the project since its inception.

CONSULTEE

Comhairle Archaeologist

(Date Consulted - 14 Dec 2022)

RESPONSE

Please see detailed response on Screening Checklist

From: Spence, Allan

Sent: Wednesday, November 22, 2023 3:32 PM

To: Colin Maciver <colin.maciver@cne-siar.gov.uk>

Cc: Helen MacDonald - DEV <h.macdonald@cne-siar.gov.uk>; Rory Flyn <rory@dualchas.com>; John M Macleod - Tubes <john-macleod@cne-siar.gov.uk>

Subject: RE: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

Afternoon Colin

I refer to my email of 8 November 2023 (copied below) regarding the suitability of the traffic count data for use in the Transport Chapter of the EIA as well as the Transport Assessment.

As I haven't heard anything back, I'll proceed on the basis that you're content that the reports are prepared solely on the basis of using the ATC data gathered for the visibility splay analysis.

Best regards

Allan

Allan Spence, BEng CEng MCIHT | Associate

Pronouns: he, him, his

Mobile +44 7970 733 037

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The Cube, 45 Leith Street, Edinburgh, EH1 3AT | tetratecheurope.com



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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER. VAT No: 431-0326-08



From: Spence, Allan

Sent: Wednesday, November 8, 2023 12:48 PM

To: Colin Maciver <colin.maciver@cne-siar.gov.uk>

Cc: Helen MacDonald - DEV <h.macdonald@cne-siar.gov.uk>; Rory Flyn <rory@dualchas.com>; John M Macleod - Tubes <john-macleod@cne-siar.gov.uk>

Subject: RE: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

Afternoon Colin

Thanks for getting back. The traffic survey was specifically to understand speeds in the area of the development, to inform visibility splays.

I just want to check you're happy that this data is also suitable for use in the Transport Chapter of the EIA as well as the Transport Assessment, as those documents will consider the impact of construction and development traffic on the road network.

Best regards

Allan

Allan Spence BEng CEng MCIHT CMgr MCI
Associate

Tetra Tech | Leading with Science®
The Cube, 45 Leith Street, Edinburgh, EH1 3AT

Mob: +44 797 073 3037
tetratecheurope.com

Tetra Tech Limited. Registered in England number: 1959704
Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.



From: Colin Maciver <colin.maciver@cne-siar.gov.uk>
Sent: Wednesday, November 8, 2023 12:19 PM
To: Spence, Allan <Allan.Spence@tetratech.com>
Cc: Helen MacDonald - DEV <h.macdonald@cne-siar.gov.uk>; Rory Flynn <rory@dualchas.com>; John M Macleod - Tubes <john-macleod@cne-siar.gov.uk>
Subject: RE: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

Good morning Allan,

At the development location we would expect the existing traffic volumes to be low given its position on the extremity the road network. You note that the survey was carried out over a seven day period in May 2022 which is just at the beginning of the “tourist season” so may be marginally lower than busier times later in the summer. Over the past 10 years the Comhairle have carried out two traffic surveys at Carishader in Uig (which the bulk of visitor traffic for the development would have to pass through), these surveys produced vehicle movements in the region of 200 vehicles per day in each direction. Although a large proportion of that flow would disperse to other areas in Uig and not affect the flow past the development site itself it is useful in providing an indication of the broader effect that traffic visiting the development will have on the broader road network in the area.

In answer to your question, the traffic survey data is acceptable for the site location.

Regards,

Colin

Colin Maciver

Civil Engineering Manager

Assets & Infrastructure

Comhairle Nan Eilean Siar

T 01851 600501 | M 07920155098 | E colin.maciver@cne-siar.gov.uk

From: Spence, Allan <Allan.Spence@tetrattech.com>

Sent: Tuesday, November 7, 2023 10:13 AM

To: Colin Maciver <colin.maciver@cne-siar.gov.uk>

Cc: Helen MacDonald - DEV <h.macdonald@cne-siar.gov.uk>; Rory Flynn <rory@dualchas.com>

Subject: RE: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

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WARNING: THIS EMAIL CAME FROM OUTSIDE THE COMHAIRLE; PLEASE TREAT HYPERLINKS OR ATTACHMENTS WITH CAUTION. CONTACT THE IT HELPDESK IF IN ANY DOUBT.

Morning Colin

I understand you're meeting Marcus O'Connell from Dualchas today, in relation to this study.

We're keen to press on with the Transport related elements of the project but we need to confirm the scoping requirements for the EIA so the impact of the proposals can be assessed.

I'd therefore be grateful if you could either give me a call or suggest times for a Teams meeting either later this week or at the start of next week.

Thank you.

Best regards

Allan

Allan Spence BEng CEng MCIHT CMgr MCMII
Associate

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The Cube, 45 Leith Street, Edinburgh, EH1 3AT

Mob: +44 797 073 3037

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From: Spence, Allan
Sent: Friday, November 3, 2023 1:25 PM
To: colin.maciver@cne-siar.gov.uk
Subject: RE: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

Afternoon Colin

Please see below an email from this morning that was sent to the incorrect address.

I'd be grateful if you could review and get back to me with your thoughts.

Thanks

Best regards

Allan

Allan Spence BEng CEng MCIHT CMgr MCMI
Associate

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From: Spence, Allan
Sent: Friday, November 3, 2023 9:57 AM
To: h.macdonald@cne-siar.gov.uk

Cc: c.maciver@cne-siar.gov.uk

Subject: Ionad Hiort/St Kilda Centre, Lewis - Planning Application - Transport Input

Good morning, Helen / Colin

I was given your names by Rory Flynn as the main contacts for this planning application.

Tetra Tech has been appointed to prepare the Transport Chapter for the EIA, along with the accompanying Transport Assessment and Construction Traffic Management Plan, as set out in the Scoping Opinion dated 20 Feb 23.

Narro Associates have provided us with 7-day traffic count data from the site from a survey in May 2022.

The traffic flows recorded across the 7-day period are very low, with an average two-way flow of circa 100 vehs/day.

I am liaising with the design team to produce visitor numbers and also details of construction traffic for use in the assessment.

We'll need to establish a base flow scenario in order to quantify the impact of the development traffic. I'd be grateful if you could advise if the survey data from May 2022 is acceptable for this purpose.

Best regards

Allan

Allan Spence BEng CEng MCIHT CMgr MCMI
Associate

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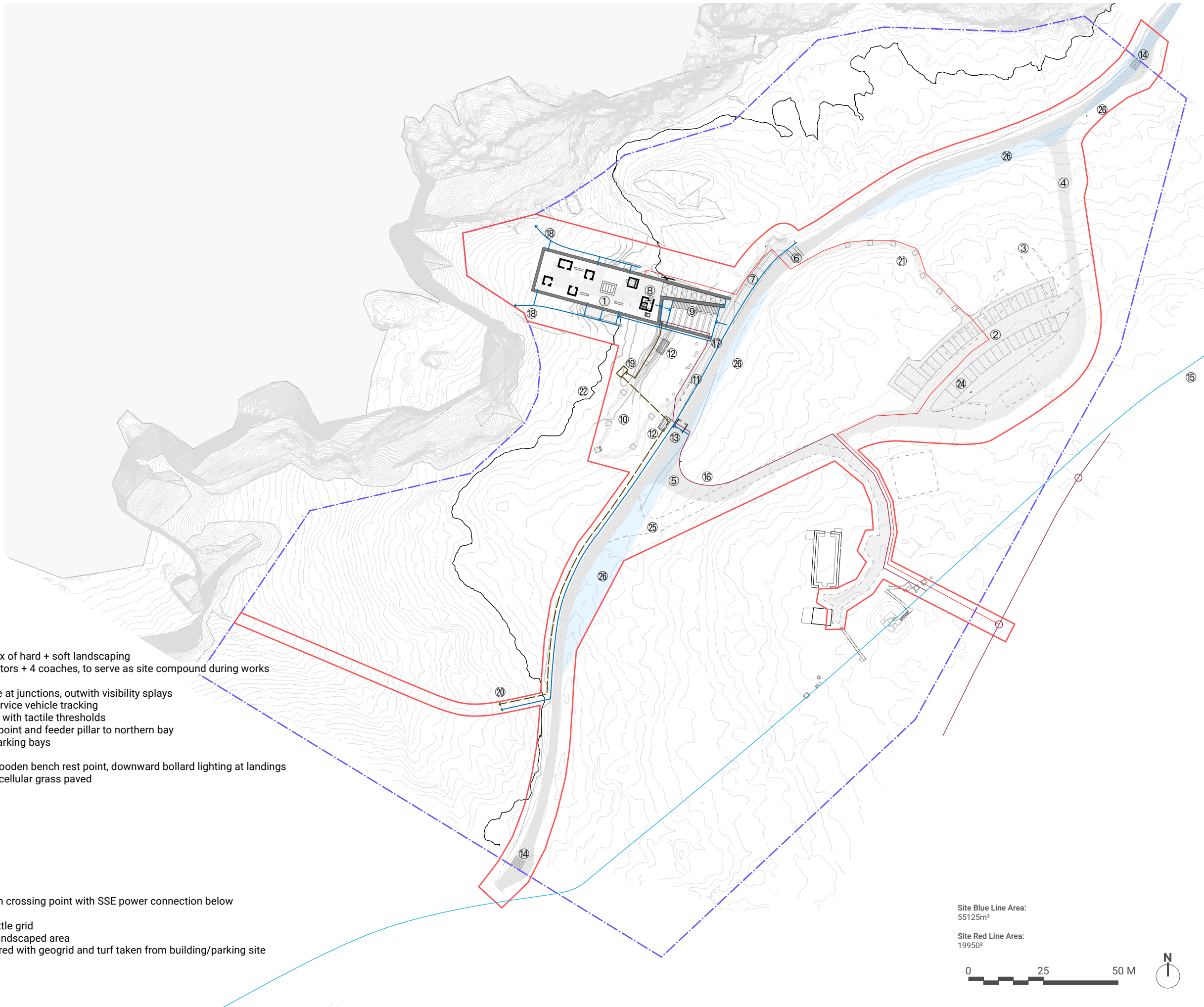
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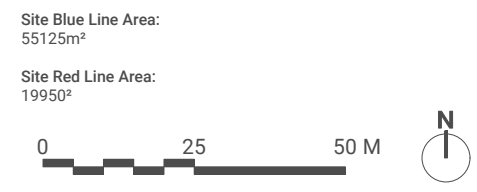


Appendix C: Site Layout Plan



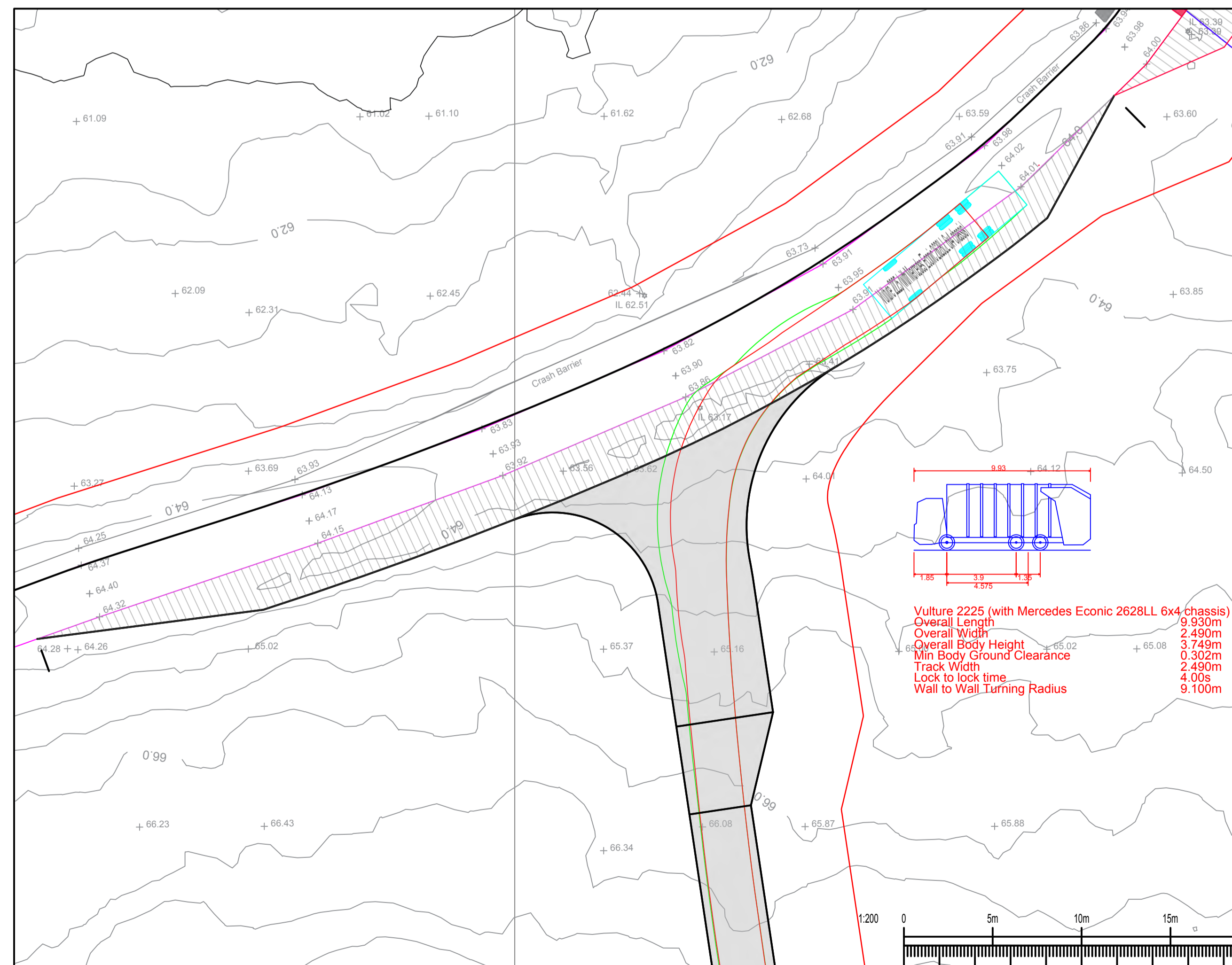
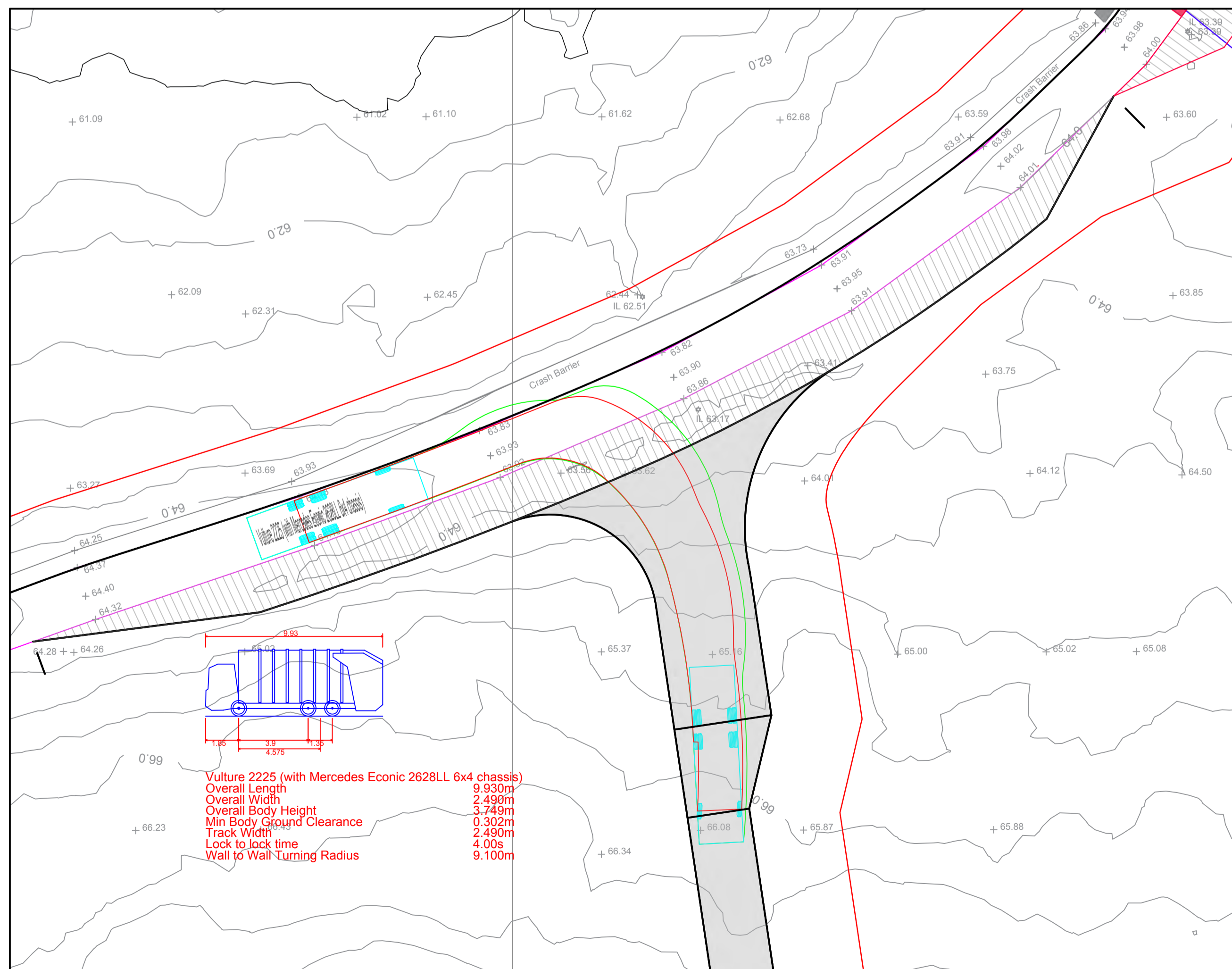
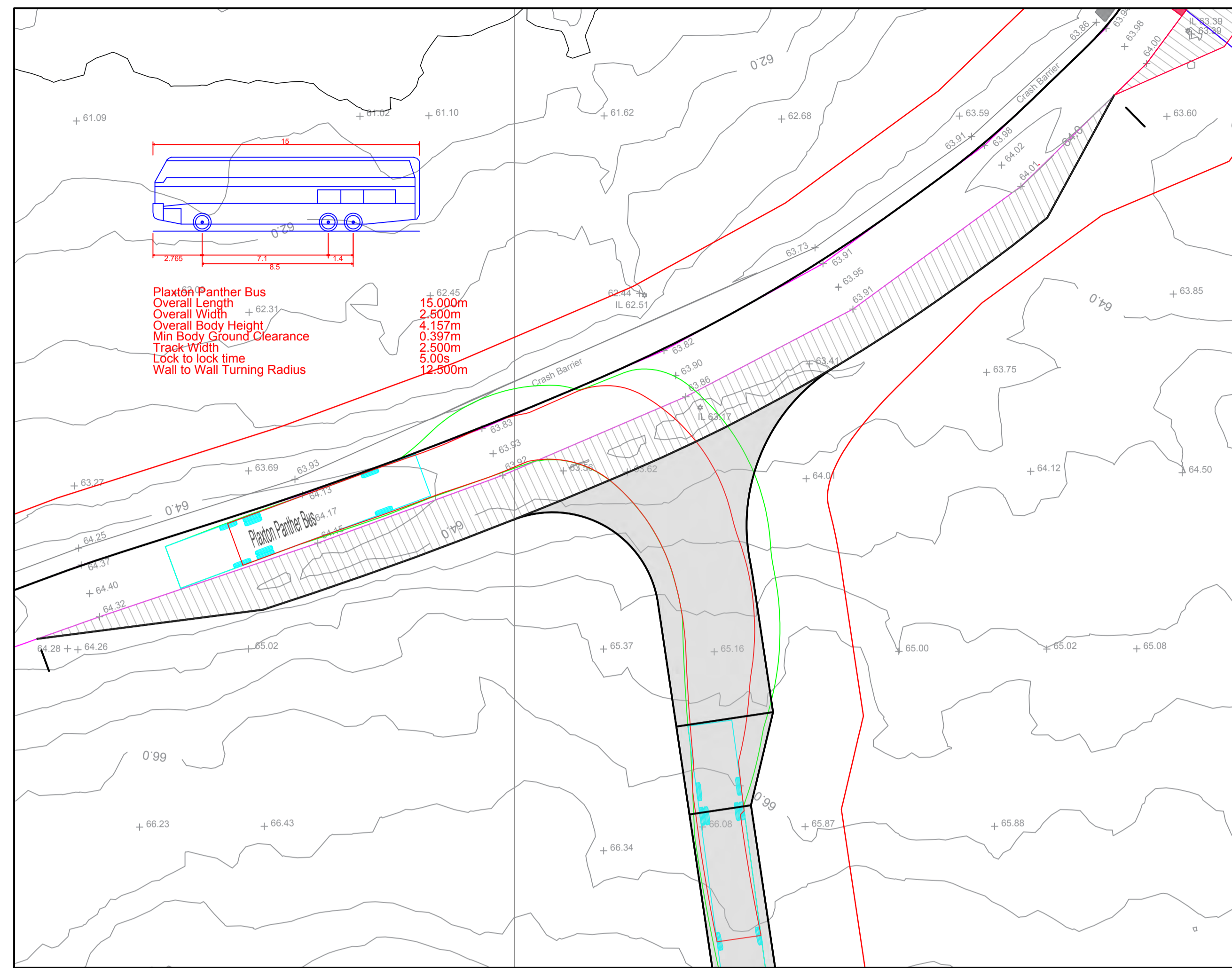
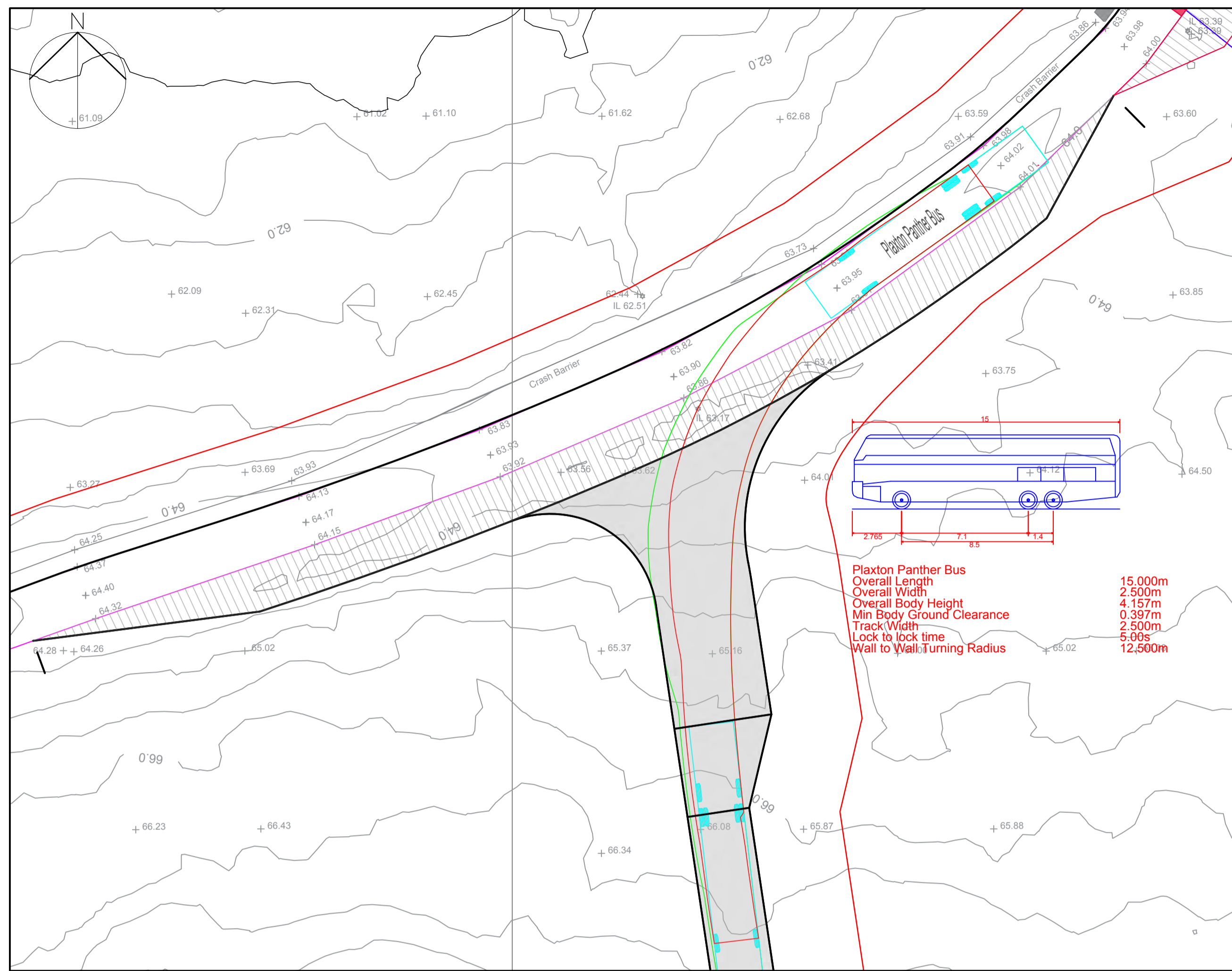
- NOTES**
- ① Proposed visitor centre with accessible roof terrace featuring mix of hard + soft landscaping
 - ② Proposed tarmac + permeable compacted gravel parking for visitors + 4 coaches, to serve as site compound during works
 - ③ Existing concrete Nissen hut pad footprints shown dashed
 - ④ Proposed tarmac access spur to car park with indicative signage at junctions, outwith visibility splays
 - ⑤ Proposed upgrades to road junction geometry to suit coach + service vehicle tracking
 - ⑥ Proposed dropped kerb pedestrian crossing point (uncontrolled) with tactile thresholds
 - ⑦ Proposed disabled parking bays, stone paved, 7kW EV charging point and feeder pillar to northern bay
 - ⑧ Lift access to common entrance lobby within 45m of disabled parking bays
 - ⑨ Stepped approach to entrance lobby with handrail to one side
 - ⑩ Alternative step free route to entrance lobby, stone paved with wooden bench rest point, downward bollard lighting at landings
 - ⑪ Service / loading bay to Highways standard CD169 Fig. 7.10.1a, cellular grass paved
 - ⑫ Bin store, stone-built, turf-roofed
 - ⑬ Existing cattle grid to be removed
 - ⑭ Proposed cattle grids at fenced site boundary
 - ⑮ Approx. location of existing HDPE water main
 - ⑯ Proposed service duct containing water supply
 - ⑰ Proposed fire hydrant adjacent to loading bay
 - ⑱ Proposed surface water drainage swales to follow topography
 - ⑲ Proposed treatment plant in existing septic tank pit
 - ⑳ Pumped outfall to existing drainage culvert along dashed route
 - ㉑ Bound gravel surfaced footpath between car park and pedestrian crossing point with SSE power connection below
 - ㉒ 61m AOD contour shown bold, equivalent to ground floor FFL
 - ㉓ New drain for road surface water, catching culvert at existing cattle grid
 - ㉔ 4no. 7kW EV charging points with feeder pillar in adjacent soft landscaped area
 - ㉕ Dashed footprint of existing track, redundant surface to be repaired with geogrid and turf taken from building/parking site
 - ㉖ Visibility splays hatched blue

Landscaping generally to be reinstated after works



<p style="font-size: small; margin-top: 5px;"> Skye Fax: Stabhal Mør Osting Skye, Isle of Skye IV44 8RQ +44 (0)1471 833 300 </p> <p style="font-size: small; margin-top: 5px;"> Oslo Josefines Gate 7, 0351 Oslo, Norway +47 22 90 84 80 </p>		<p>PROJECT NAME IONAD HIORT</p> <p>NOTES © Dualchas Architects / Reulf Ramstad Arkitektter To be read in conjunction with the specification and all relevant drawings. Contractor to check all dimensions on site. Do not scale from this drawing. Architect to be advised of any variation between the drawings and site conditions.</p>	<p>DRAWING SET PLANNING</p> <p>DRAWING TITLE PROPOSED BLOCK PLAN</p>	<p>DRAWING NUMBER 924_002</p> <p>DRAWN / CHECKED MOC</p>	<p>DATE 15/12/2023</p> <p>SCALE @A3 1:1250</p>
	<p>REV DATE NOTE</p>				

Appendix D: Vehicle Swept Path Assessment



Notes

1. All NARRO drawings are to be read in conjunction with the relevant NARRO specification and all relevant Architects and Service Engineers drawings and specifications.
2. All dimensions are in millimetres unless stated otherwise. All levels are in metres and relate to ordnance datum.
3. Do not scale from any drawing. Work to figured dimensions only. Any discrepancies in dimensions are to be referred to the Designer before work is put to hand.
4. Drawing to be read in colour.

P03 Road layout updated.	CS	ADP	23.01.24
P02 PLANNING ISSUE	CS	ADP	11.12.23
P01 INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Dim	Date
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Status **Planning**



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 Alton House, 4 Balfour Road, Inverness, IV3 5PJ
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Client Ionad Hiort

Architect Dualchas / Reiluf Ramstad

Job Title The St Kilda Centre
 Isle of Lewis

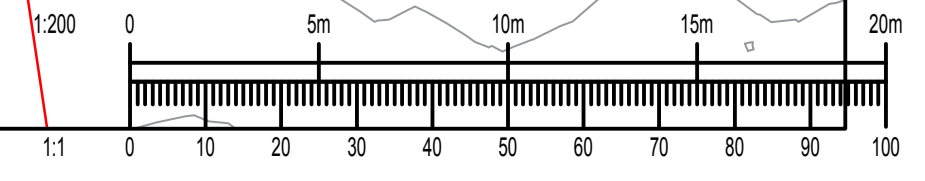
Sheet Title Proposed Vehicle Tracking Layout
 Parking Entrance Junction

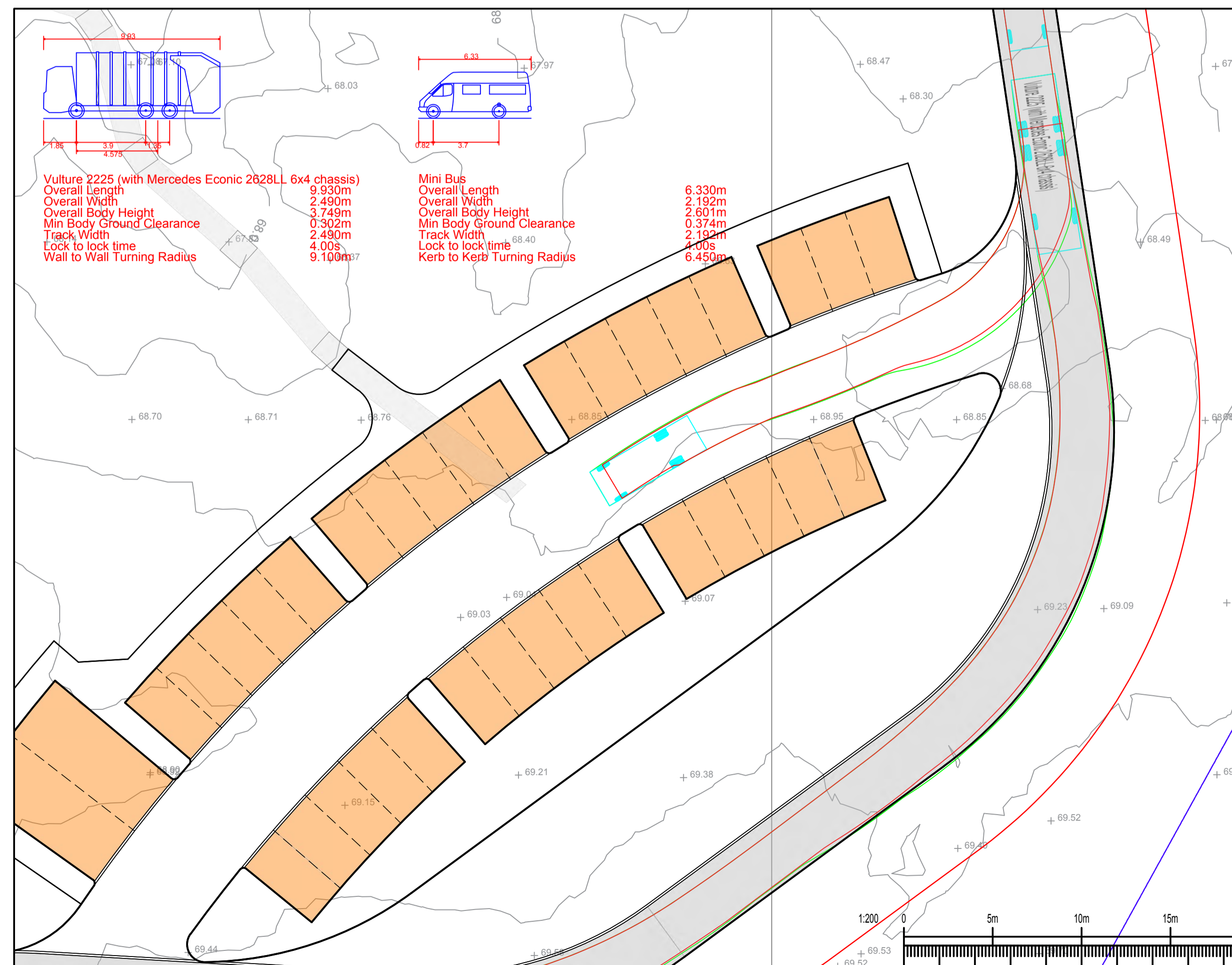
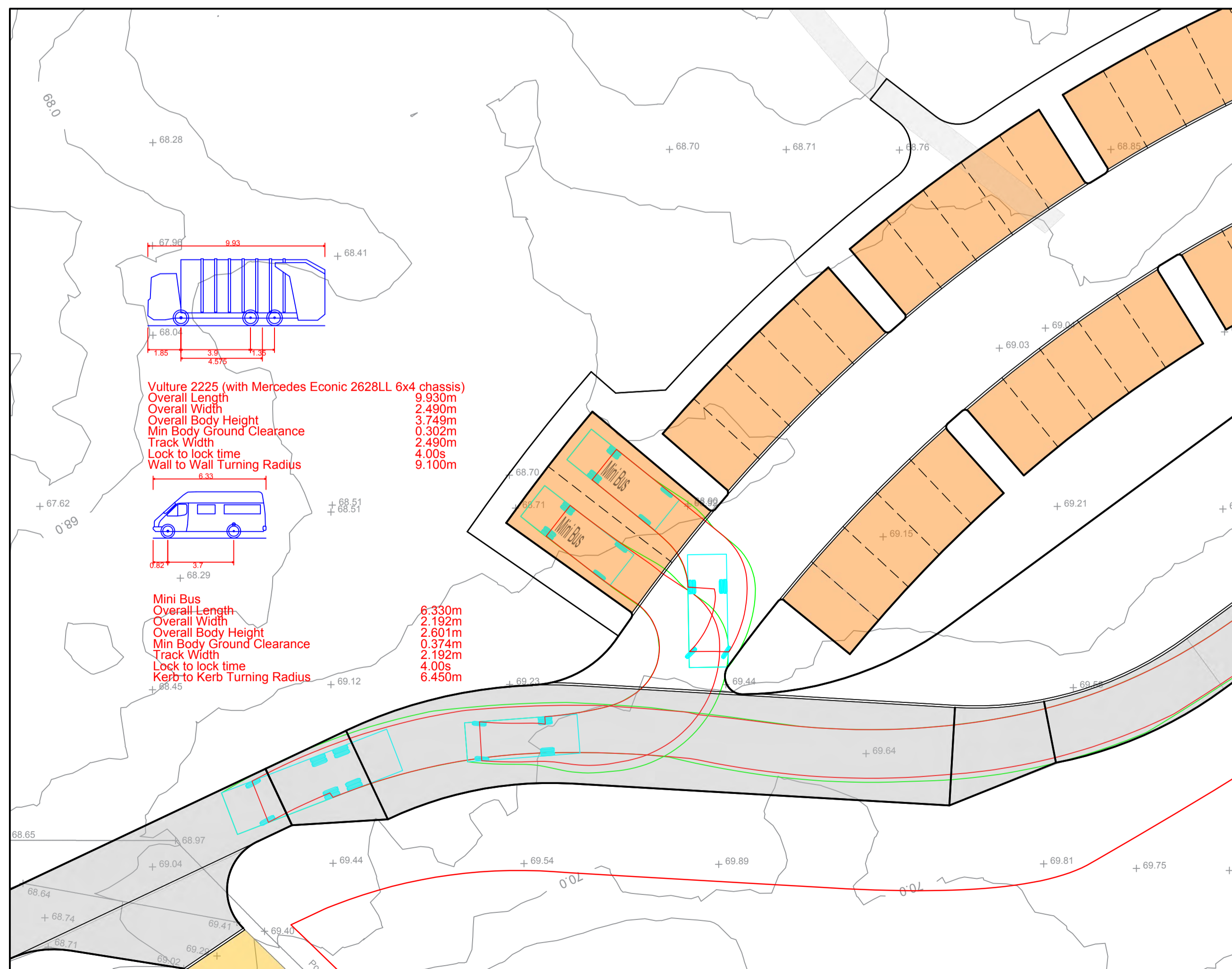
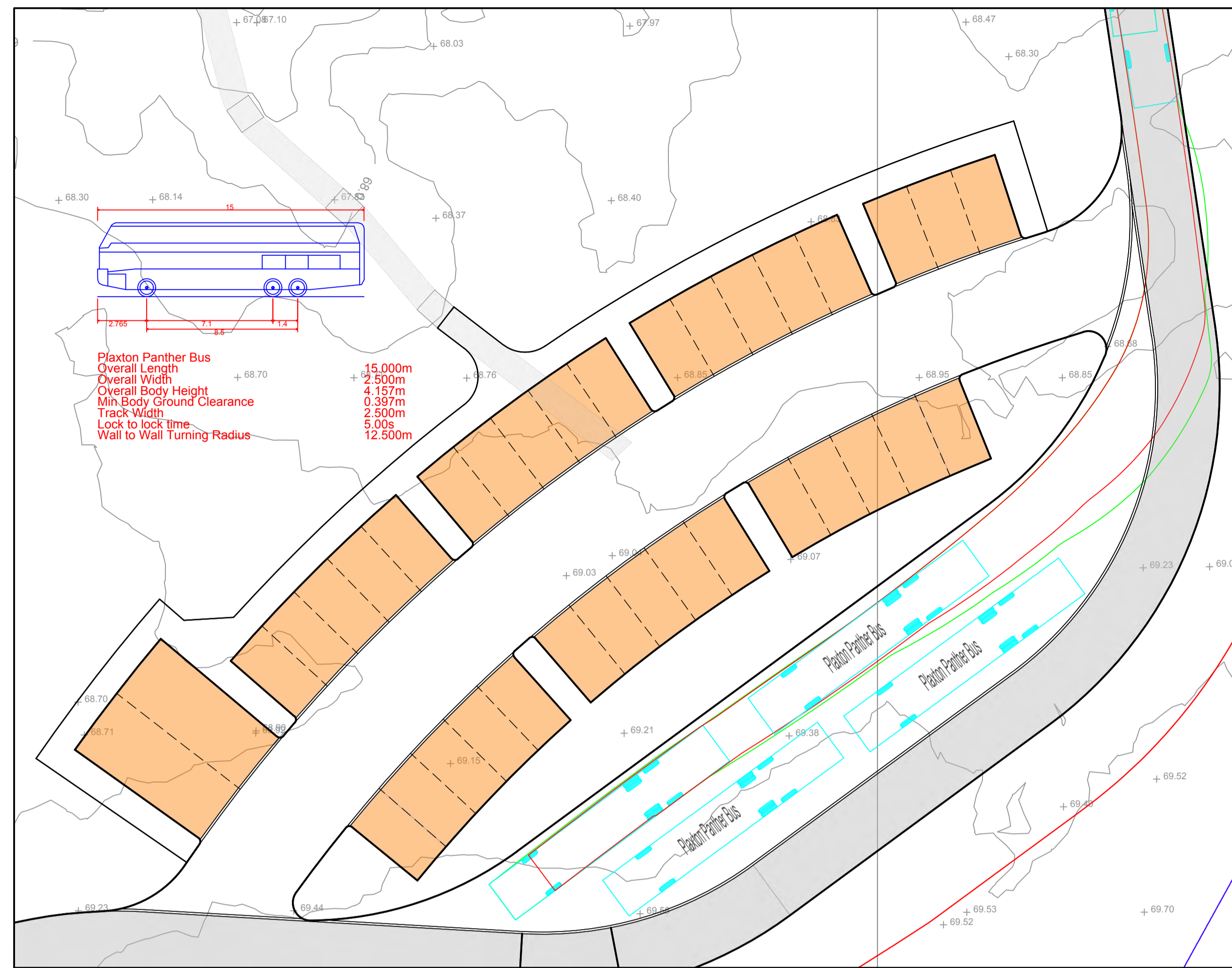
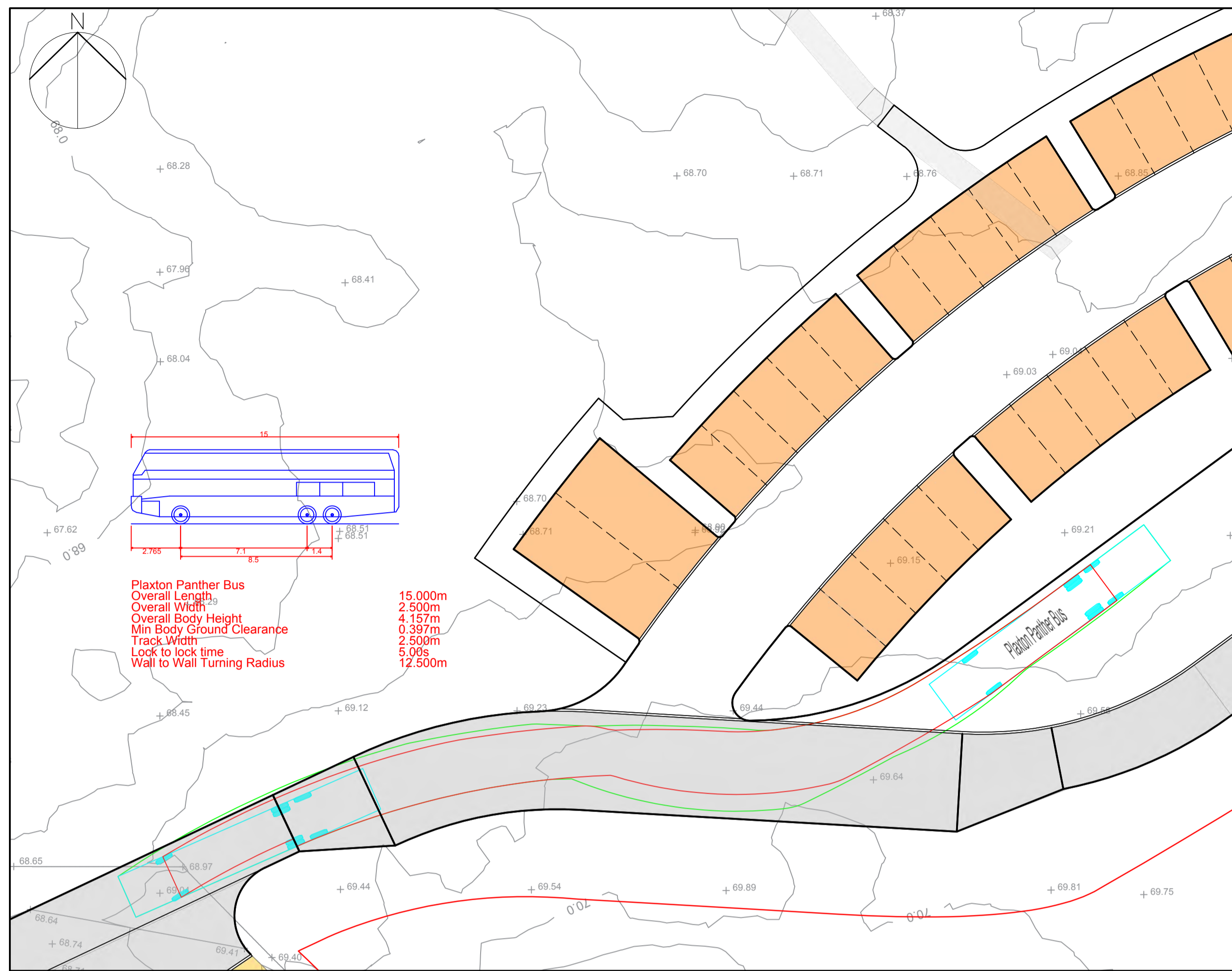
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Drawn by ADP	Designed ADP	Checked -
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Scale @ A1 1:200 Date November 2023

File Name 21.1883-NAR-XX-XX-DR-C-9503 P03





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 - Drawing to be read in colour.

Rev	Description	Chk	Dim	Date
P04	Road layout updated, motorhome tracking added.	CS	ADP	23.01.24
P03	PLANNING ISSUE	CS	ADP	11.12.23
P02	Parking bays and coach parking area, reconfigured.	DT	ADP	13.11.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

Status: **Planning**

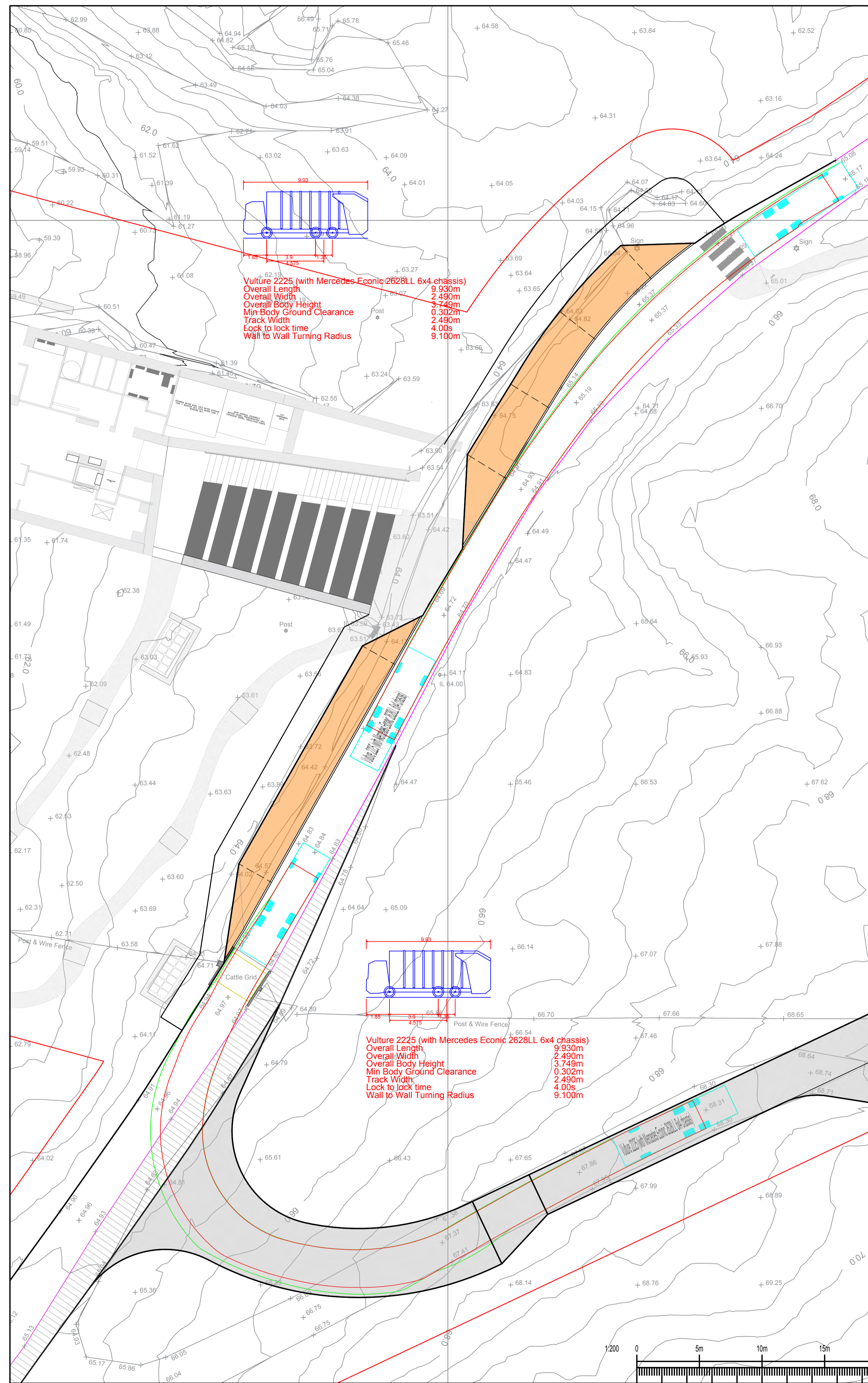
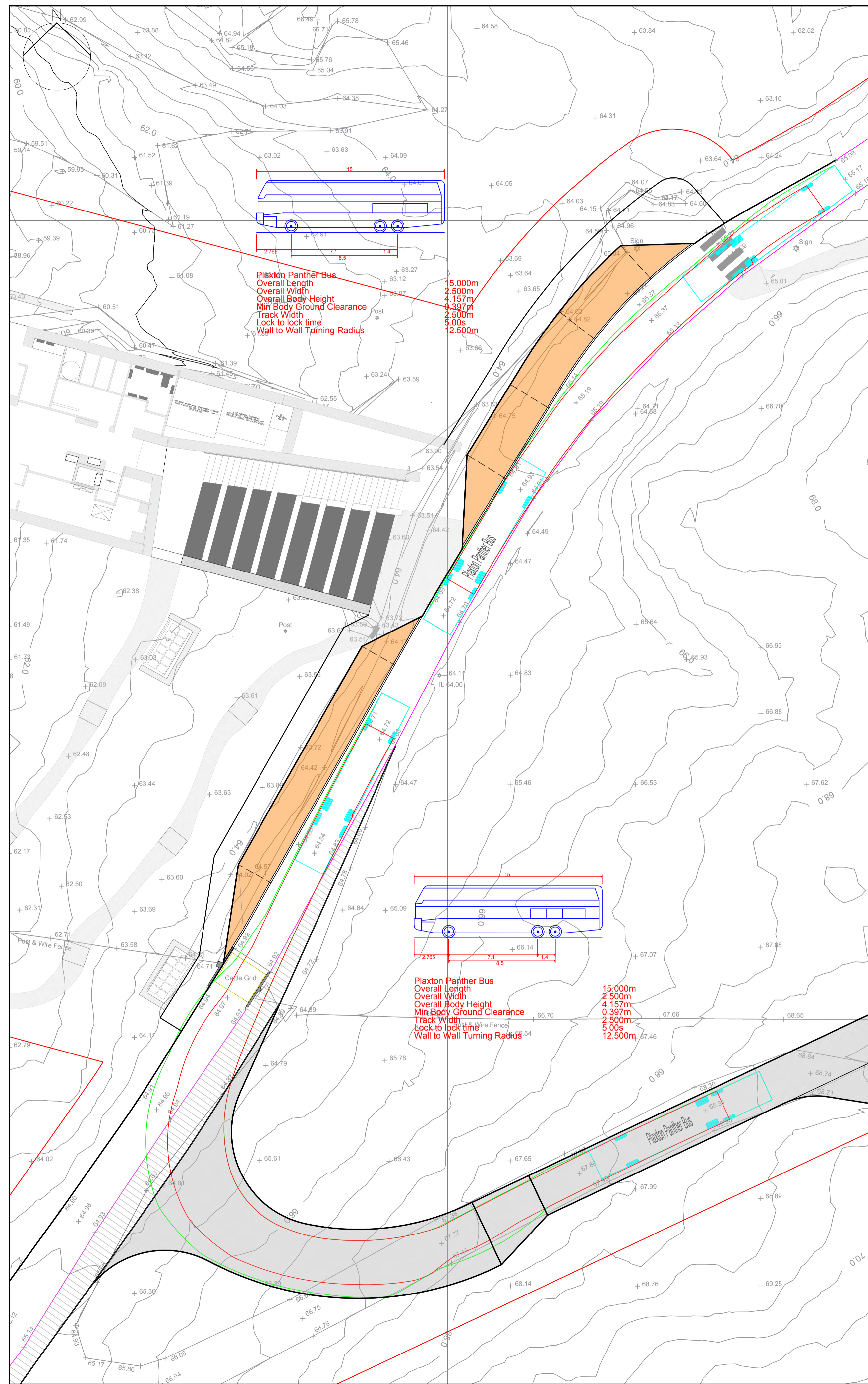
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Client: Ionad Hiort
 Architect: Dualchas / Reulf Ramstad
 Job Title: The St Kilda Centre Isle of Lewis

Sheet Title: Proposed Vehicle Tracking Layout Parking

Project Reference: **21.1883**
 Drawn by: ADP | Designed: ADP | Checked: -
 Scale @ A1: 1:200 | Date: November 2023
 File Name: 21.1883-NAR-XX-XX-DR-C-9502 | Revision: P04



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P03 Road layout updated.	CS	ADP	23.01.24
P02 PLANNING ISSUE	CS	ADP	11.12.23
P01 INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Drn	Date

Status **Planning**

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Client **Ionad Hiort**

Architect **Dualchas / Reulf Ramstad**

Job Title **The St Kilda Centre
Isle of Lewis**

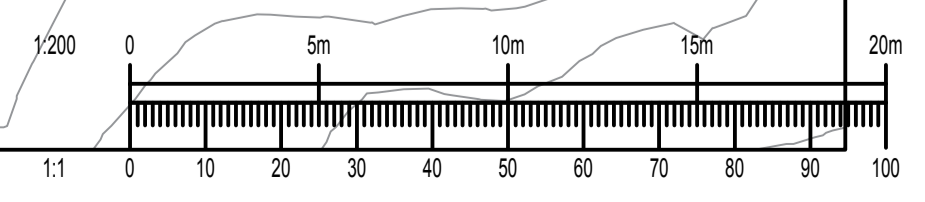
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Visitor Centre**

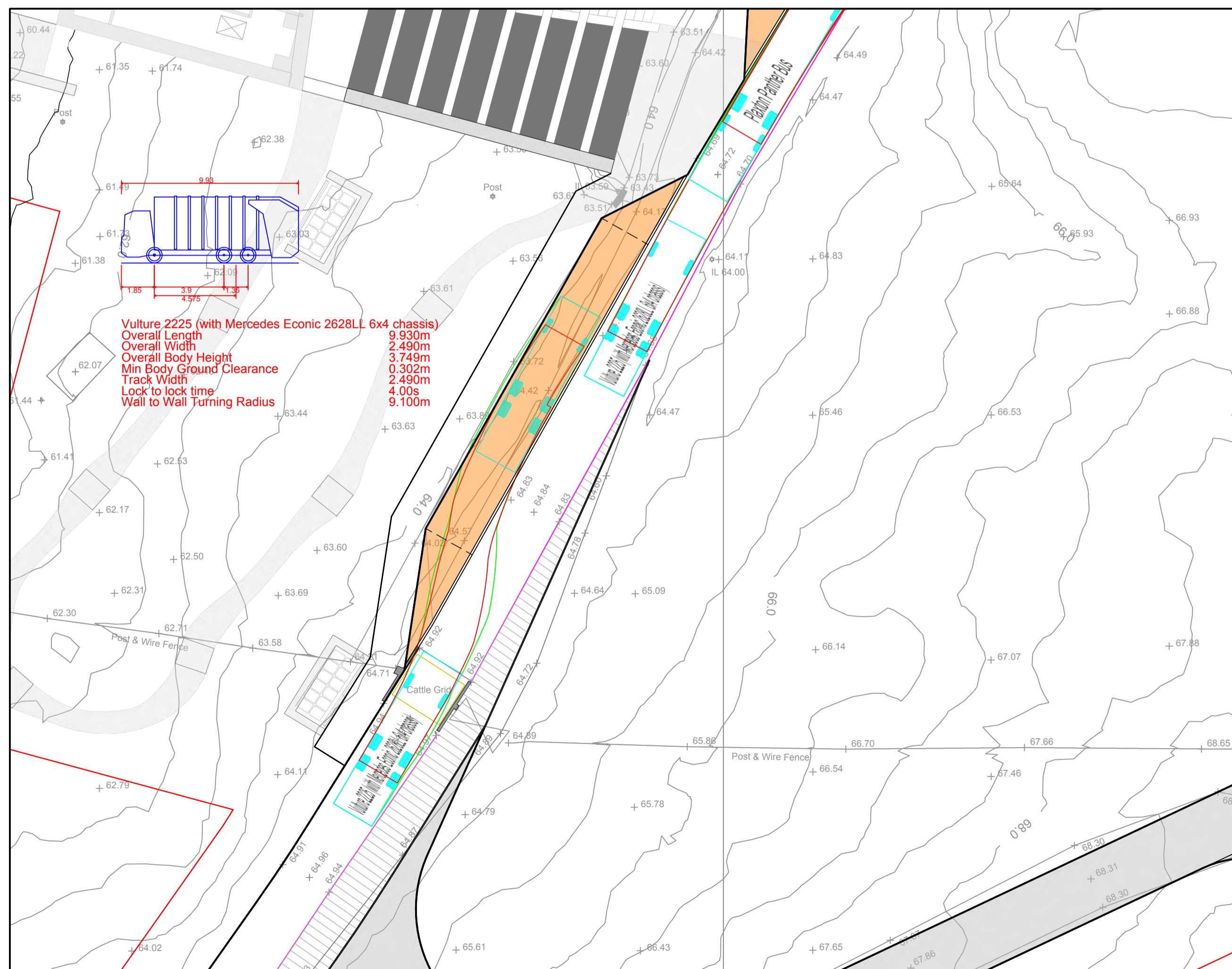
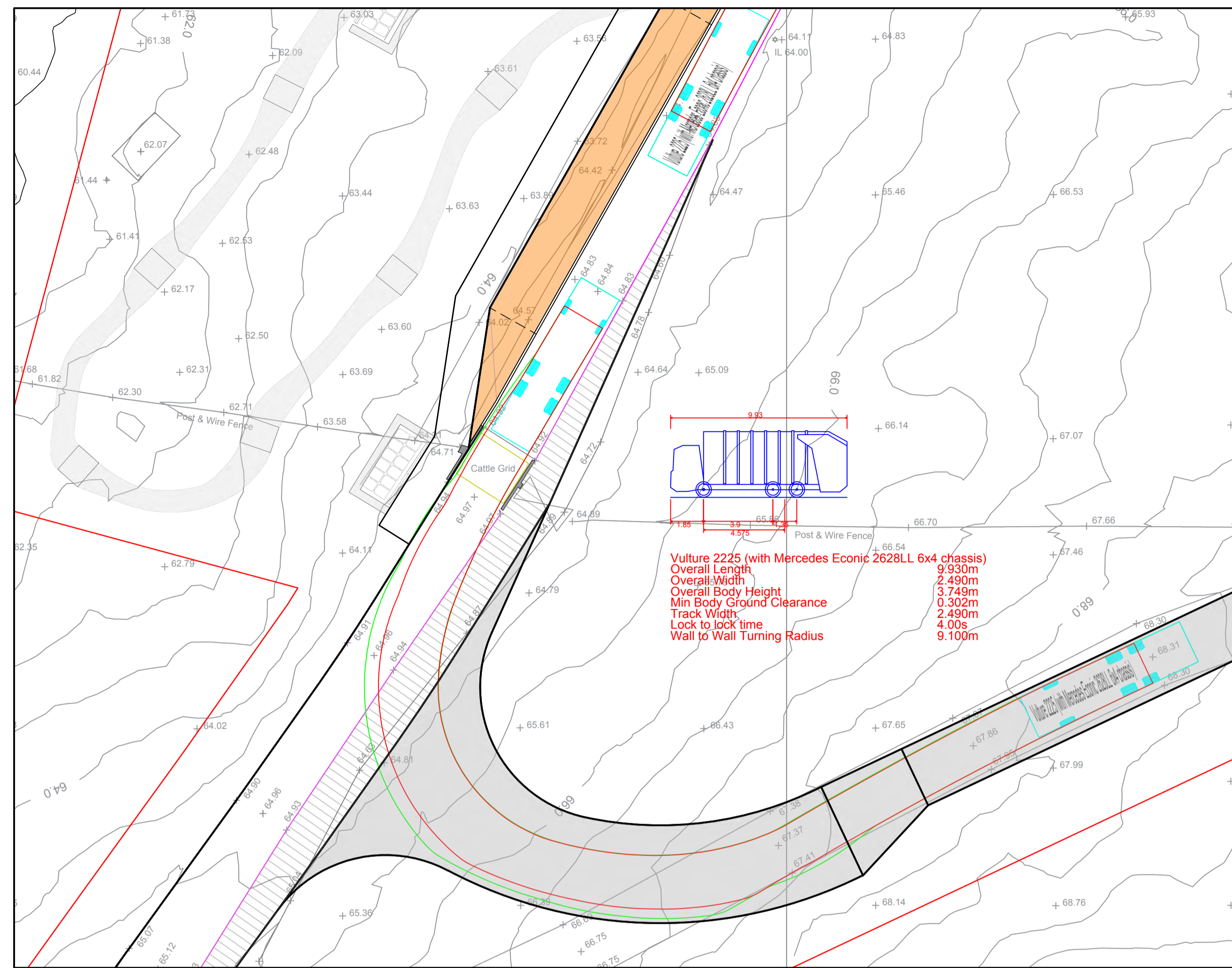
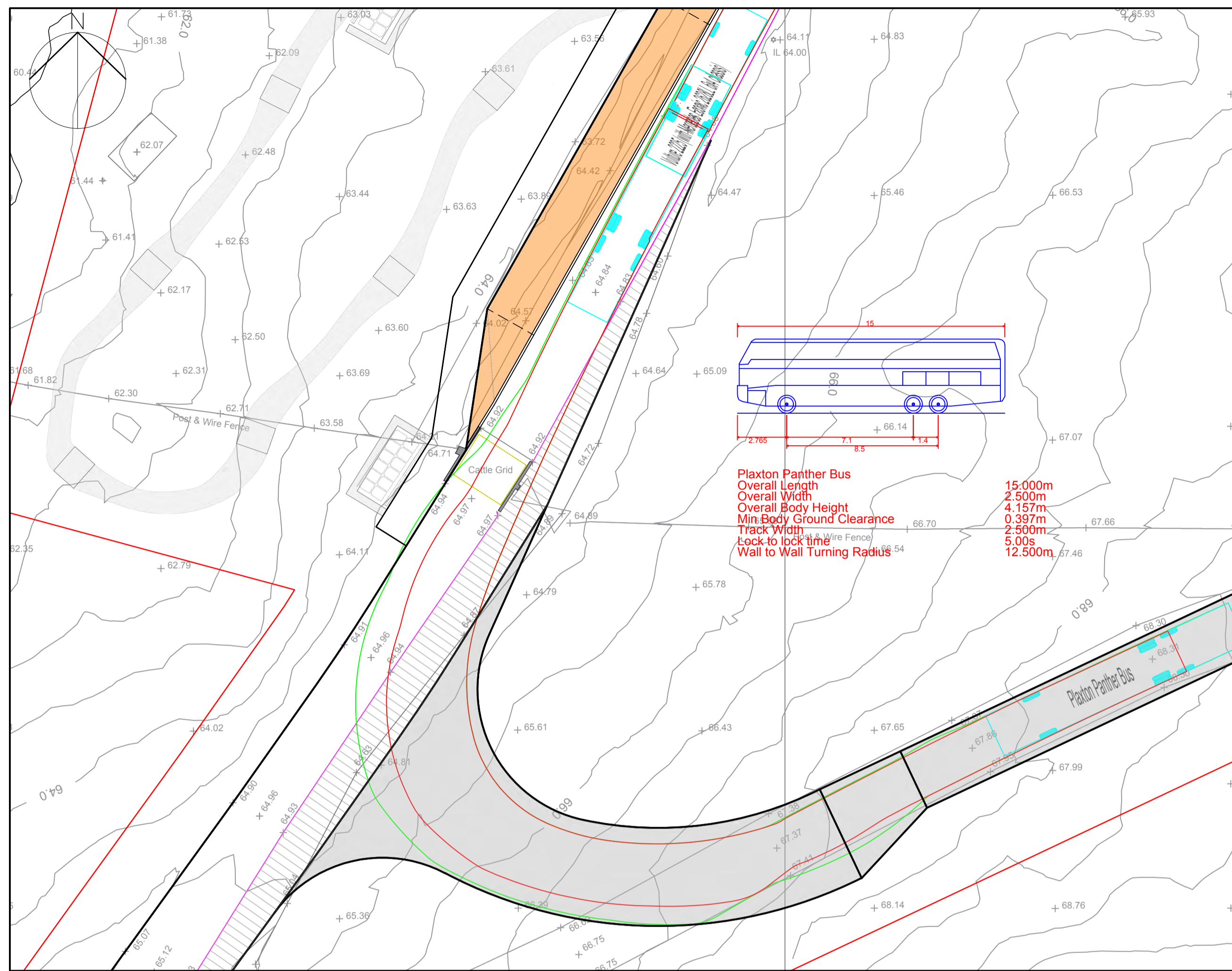
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Scale @ A1 **1:200** Date **November 2023**

File Name **21.1883-NAR-XX-XX-DR-C-9500** Revision **P03**





- Notes**
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P03	Road layout updated.	CS	ADP	23.01.24
P02	PLANNING ISSUE	CS	ADP	11.12.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Drn	Date
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+44 1463 216060

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Client
Ionad Hiort

Architect
Dualchas / Reulf Ramstad

Job Title
**The St Kilda Centre
Isle of Lewis**

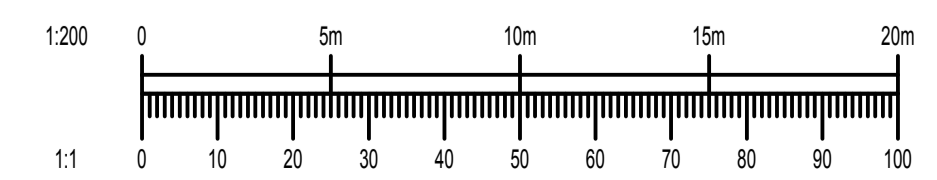
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Parking Exit Junction**

Project Reference: **21.1883**

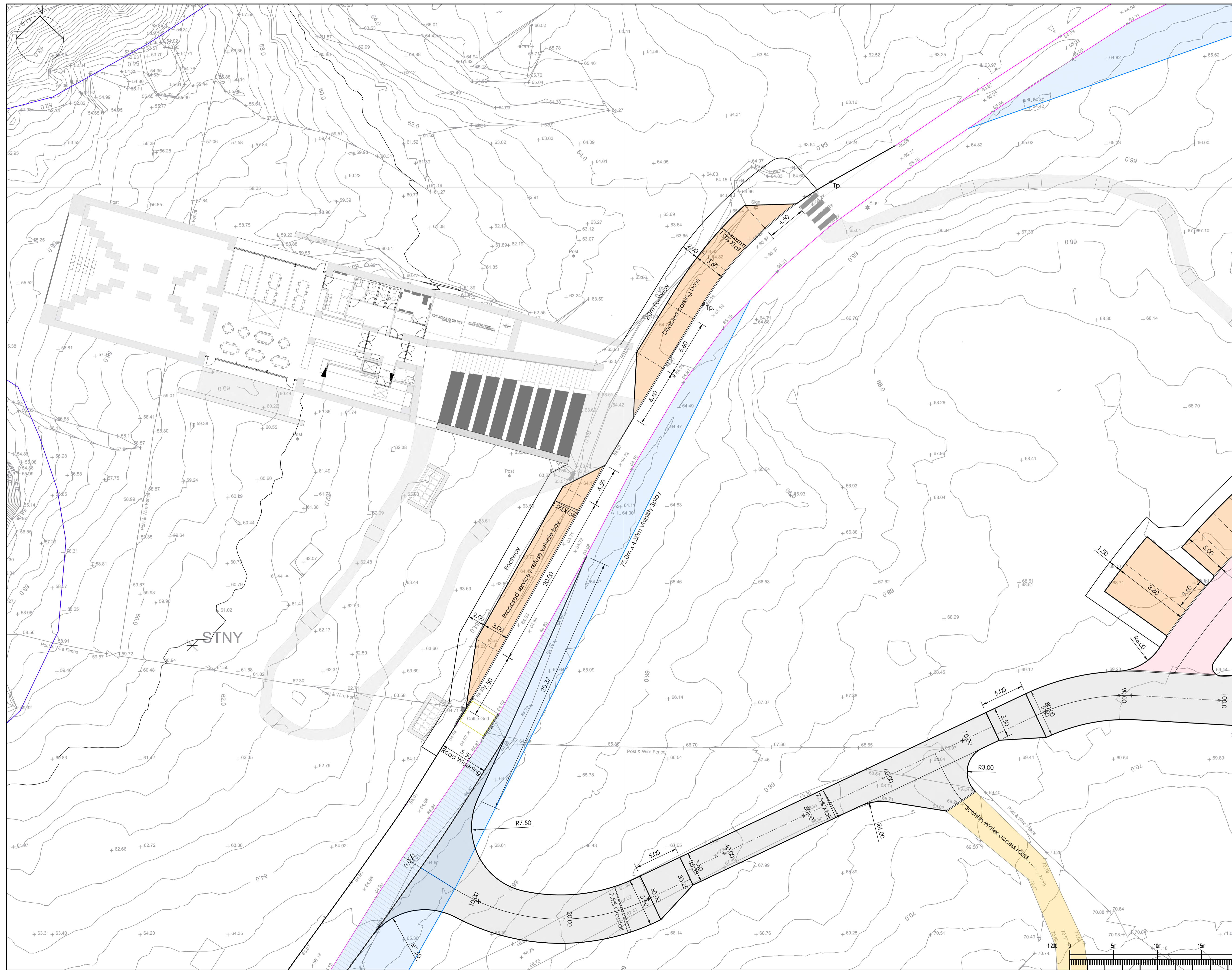
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Scale @ A1 **1:200** Date **November 2023**

File Name **21.1883-NAR-XX-XX-DR-C-9501** Revision **P03**



Appendix E: Site Access Junctions and Car Park Layout



- Notes**
- All Nano drawings are to be read in conjunction with the relevant Nano specification and all relevant Architects and Service Engineers drawings and specifications.
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 - Do not scale from any drawing. Work to figured dimensions only. Any discrepancies in dimensions are to be referred to the Designer before work is put to hand.
 - Drawing to be read in colour.

P04	Road widening at junction added	CS	ADP	23.01.24
P03	BILLING ISSUE	CS	ADP	11.12.23
P02	PLANNING ISSUE	CS	ADP	11.12.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Drn	Date
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Client
 Ionad Hiort

Architect
 Dualchas / Reulf Ramstad

Job Title
 The St Kilda Centre
 Isle of Lewis

Sheet Title
 Proposed Road Layout
 Visitor Centre

Project Reference: **21.1883**

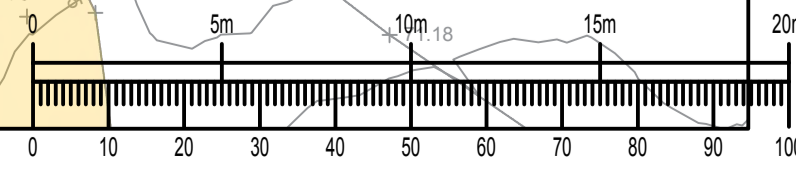
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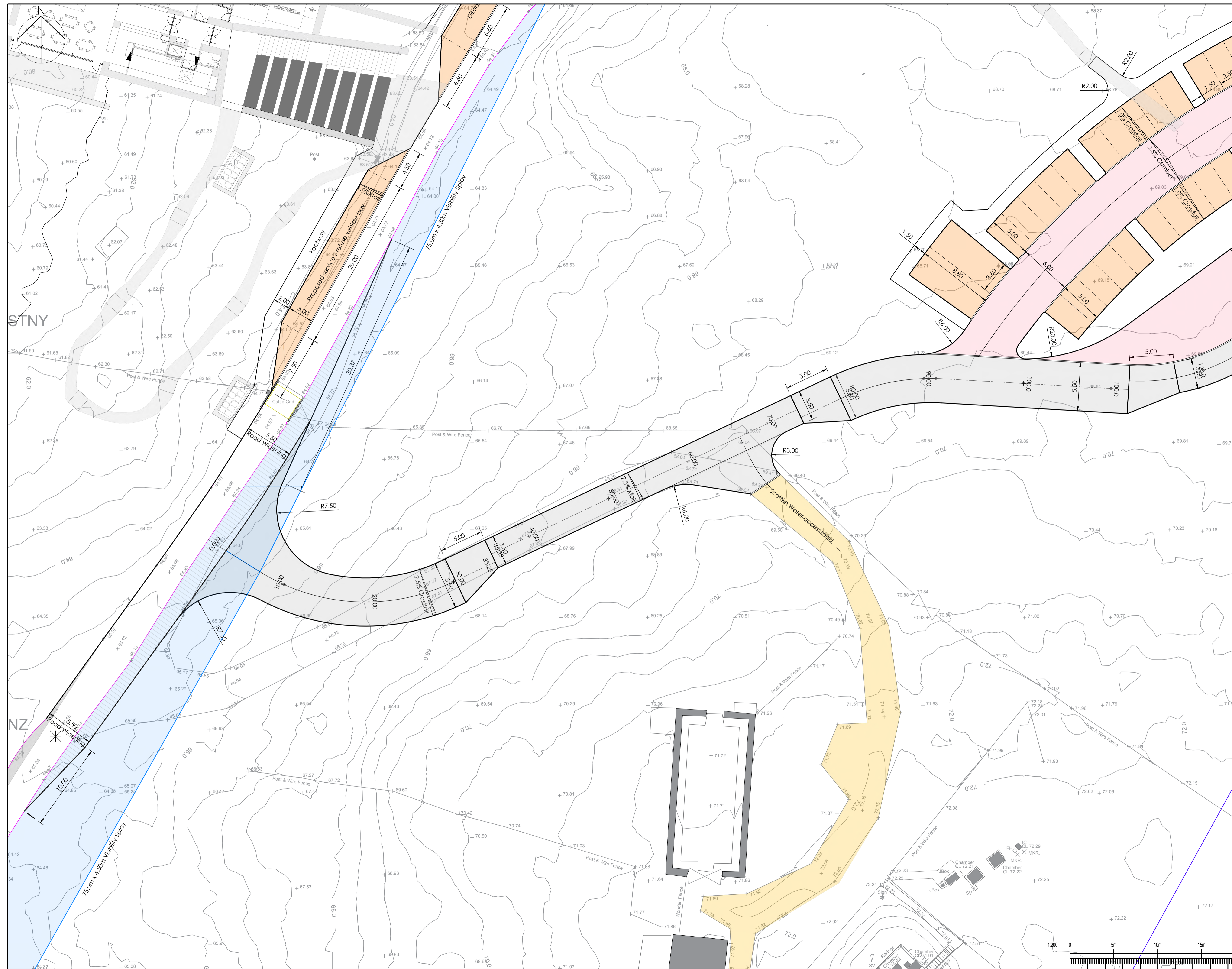
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Date
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Revision
P04





- Notes**
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Rev	Description	Chk	Drn	Date
P04	Road widening at junction added	CS	ADP	23.01.24
P03	BILLING ISSUE	CS	ADP	11.12.23
P02	PLANNING ISSUE	CS	ADP	11.12.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

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Client
Ionad Hiort

Architect
Dualchas / Reulf Ramstad

Job Title
The St Kilda Centre
Isle of Lewis

Sheet Title
Proposed Road Layout
Parking Exit Junction

Project Reference: 21.1883

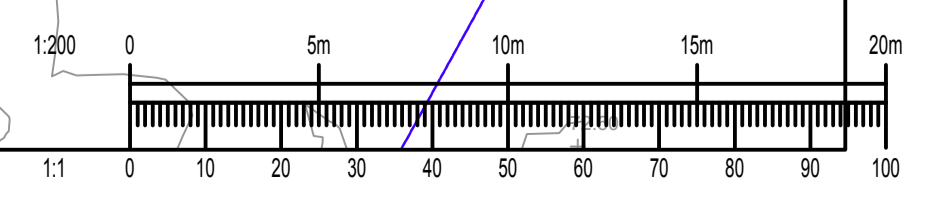
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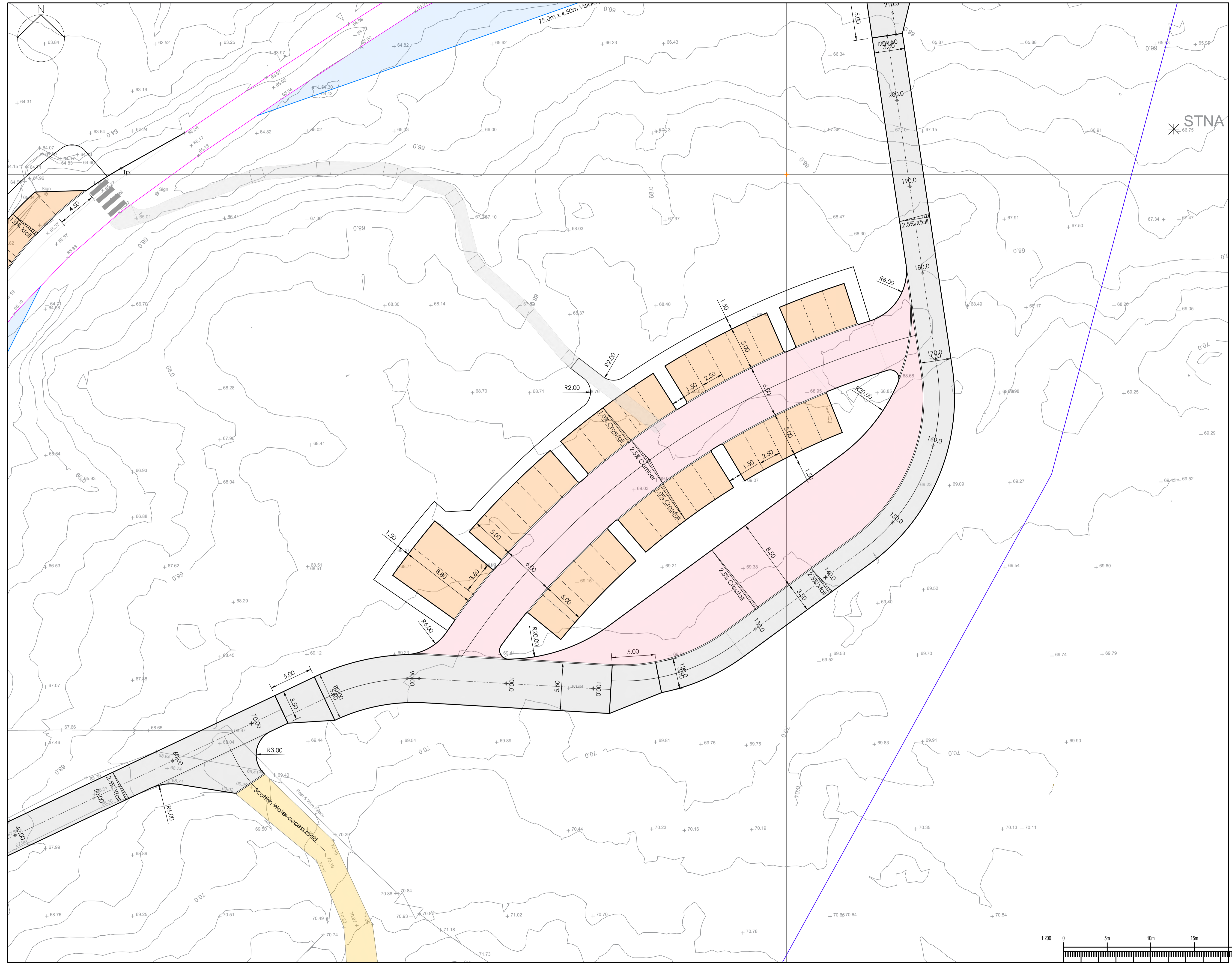
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Date
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Revision
P04

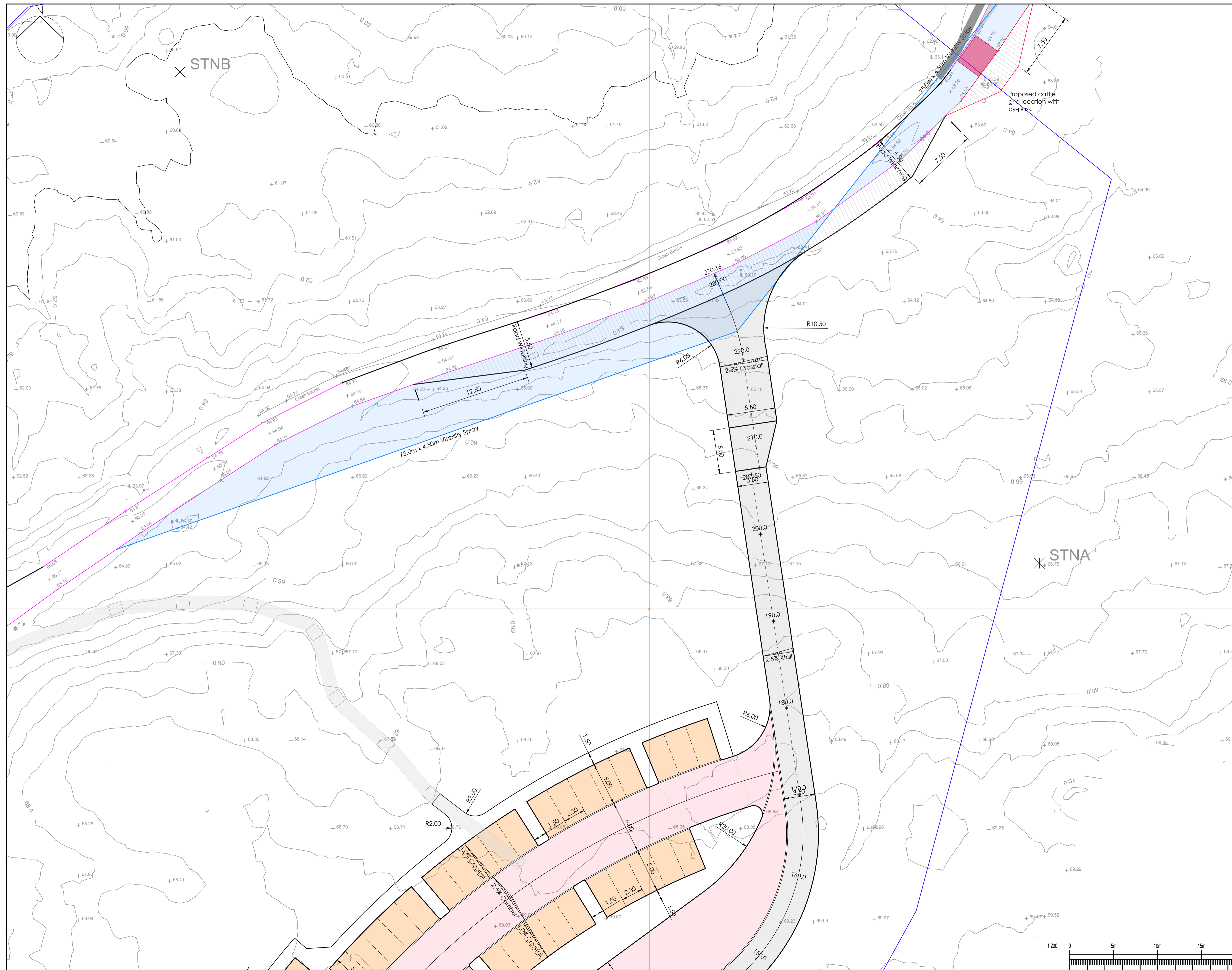




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P04 BILLING ISSUE	CS	ADP	11.12.23
P03 PLANNING ISSUE	CS	ADP	11.12.23
P02 Parking bays, coach parking area reconfigured.	DT	ADP	22.11.23
P01 INITIAL ISSUE	DT	ADP	13.11.23

Status	Billing		
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Client	Ionad Hiort		
Architect	Dualchas / Reulf Ramstad		
Job Title	The St Kilda Centre Isle of Lewis		
Sheet Title	Proposed Road Layout Parking		
Project Reference:	21.1883		
Drawn by	Designed	Checked	
ADP	ADP	-	
Scale @ A1	Date		
1:200	November 2023		
File Name	Revision		
21.1883-NAR-XX-XX-DR-C-9207	P04		



Notes

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P04	Road widening at junction added.	CS	ADP	23.01.24
P03	BILLING ISSUE.	CS	ADP	11.12.23
P02	PLANNING ISSUE	CS	ADP	11.12.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Drn	Date
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Client: Ionad Hiort

Architect: Dualchas / Reulf Ramstad

Job Title: The St Kilda Centre
Isle of Lewis

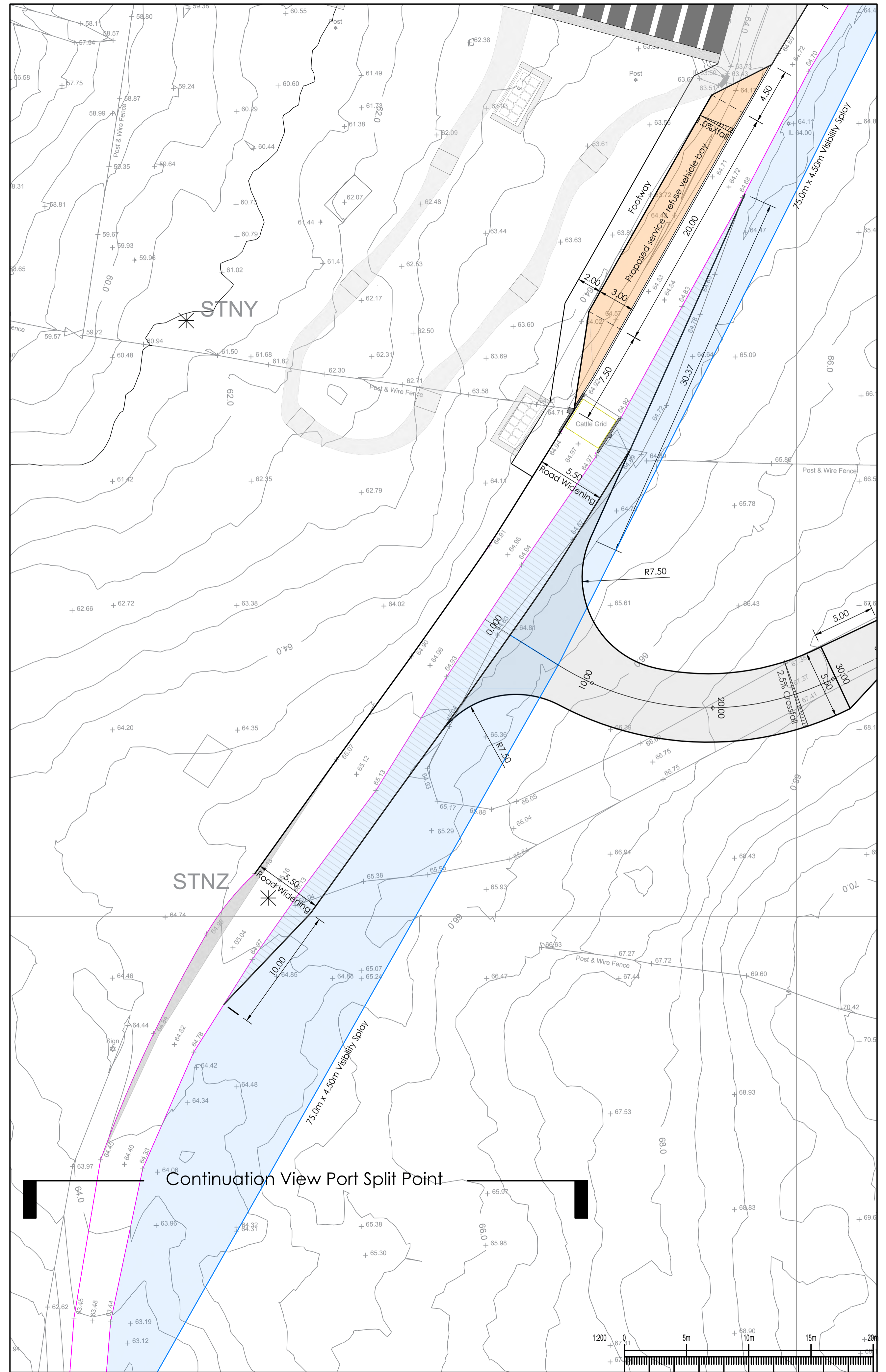
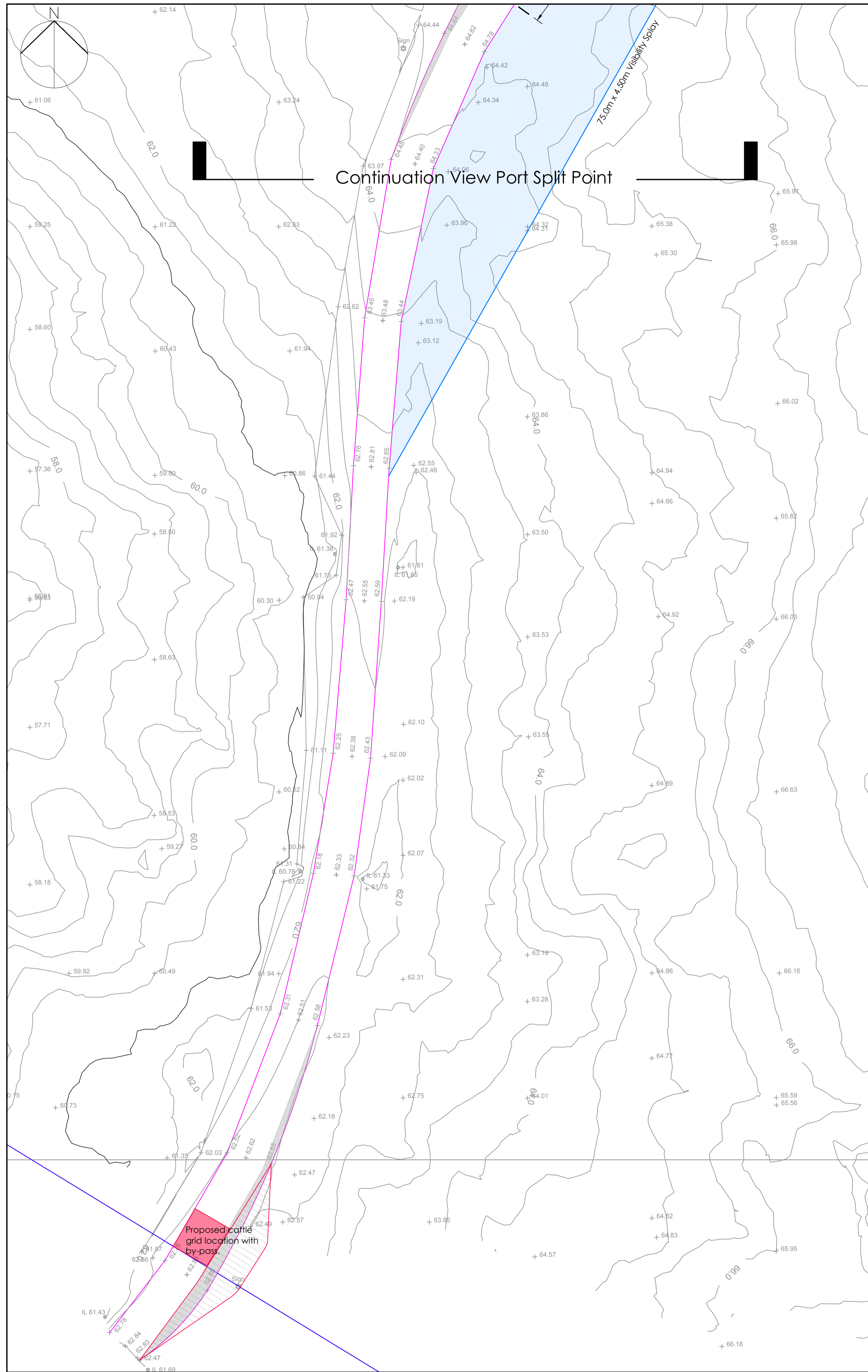
Sheet Title: Proposed Road Layout
Parking Entrance Junction

Project Reference: 21.1883

Drawn by	Designed	Checked
ADP	ADP	-

Scale @ A1	Date
1:200	November 2023

File Name	Revision
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P04	Road widening at junction added	CS	ADP	23.01.24
P03	BILLING ISSUE	CS	ADP	11.12.23
P02	PLANNING ISSUE	CS	ADP	11.12.23
P01	INITIAL ISSUE	DT	ADP	13.11.23

Rev	Description	Chk	Drn	Date
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Client
 Ionad Hiort

Architect
 Dualchas / Reulf Ramstad

Job Title
 The St Kilda Centre
 Isle of Lewis

Sheet Title
 Proposed Road Layout
 Visitor Centre Southern Approach

Project Reference: **21.1883**

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File Name 21.1883-NAR-XX-XX-DR-C-9209	Revision P04
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