

IONAD HIORT

THE ST. KILDA CENTRE

VOLUME 3: APPENDICES
APPENDIX III: OUTLINE CONSTRUCTION
TRAFFIC MANAGEMENT PLAN
ENVIRONMENTAL IMPACT ASSESSMENT REPORT
FEBRUARY 2024

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

784-B059501

Outline Construction Traffic Management Plan

Revision 01

January 2024

Dualchas



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1.0 Introduction

1.1 Preamble

- 1.1.1 This document sets out transport considerations for the construction of the proposed Ionad Hiort / St Kilda Visitor Centre at Mangurstadh, 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.
- 1.1.3 This document provides details of the appropriate route to and from the site, sets out broad parameters for the management of construction traffic, and provides an indicative estimate of its likely volume throughout the construction period.
- 1.1.4 Once a contractor has been appointed, and prior to construction beginning on site, a detailed Construction Traffic Management Plan (CTMP) would be prepared by the contractor for approval by Comhairle nan Eilean Siar.
- 1.1.5 A separate Transport Assessment and Traffic and Transport Chapter, for inclusion in an accompanying Environmental Impact Assessment, will assess the traffic impact of the proposals.
- 1.1.6 The purpose of this document, prepared to support the planning application, is to focus on the impact of construction traffic.
- 1.1.7 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 Construction Traffic Management Plan

2.1 Site Details

2.1.1 Key site details are set out below:

- Name of Development - Ionad Hiort / St Kilda Visitor Centre.
- Site Address - St Kilda Visitor Centre, Mangersta, Uig, Isle Of Lewis.
- Location Plan - see Appendix A.
- Brief Description of the Works – construction of a visitor centre and associated car parking and access roads.

2.2 Background

2.2.1 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.

2.2.2 The journey time from Stornoway is approximately 1hr, over a distance of 39 miles.

2.2.3 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.

2.2.4 The remainder of the site is comprised of grassland and rocky outcrops, and is used for grazing sheep.

2.2.5 The St Kilda Centre project involves the creation of a £6.25m new-build visitor centre and includes an access road, parking, footpaths and other site infrastructure.

2.2.6 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.

2.3 Work Programme

2.3.1 The construction period would be expected to last for 13 months.

2.3.2 Contractors on Lewis and Harris typically work extended hours in a four-day week, Monday to Thursday.

2.3.3 No construction work shall take place, and there will be no deliveries to site, on Sundays.

2.3.4 Working hours will generally be from 07:00-19:00 although these may be extended in the lighter summer months.

2.3.5 The approximate work programme is set out as follows:

- Site Set-up 2 weeks;
- Site Clearance 2 weeks;
- Substructure/Foundations 12 weeks;

- Structural Steelwork/PC Concrete Frame 10 weeks;
- External Envelope 6 weeks;
- Stone Cladding 16 weeks;
- Roofing 5 weeks;
- MEP 1st Fix 8 weeks;
- External Windows & Doors 2 weeks;
- Internal Finishes 12 weeks;
- MEP 2nd Fix 8 weeks;
- External Works 12 weeks;
- Snagging, Commissioning 2 weeks; and
- Exhibition Works: 8 weeks.

2.3.6 An indicative construction programme is provided in Appendix B (NB this is for information only. Details would be confirmed once a contractor was appointed).

2.4 Routing of Construction Vehicles

2.4.1 With the exception of concrete batched in Stornoway, and some local stone repurposed from a now derelict school building in Breanish, all construction material will be brought in from the mainland on the Ullapool to Stornoway ferry route.

2.4.2 The only construction traffic that will approach the site from the south will be related to the transport of the stone from Breanish, which lies approximately 2.5 miles to the south of the site. All other construction traffic will traffic approach from the northeast, with all materials coming from Stornoway, while staff trips may be more spread across the island.

2.4.3 Figure 2-1 below shows the route for construction traffic from Stornoway to the site.

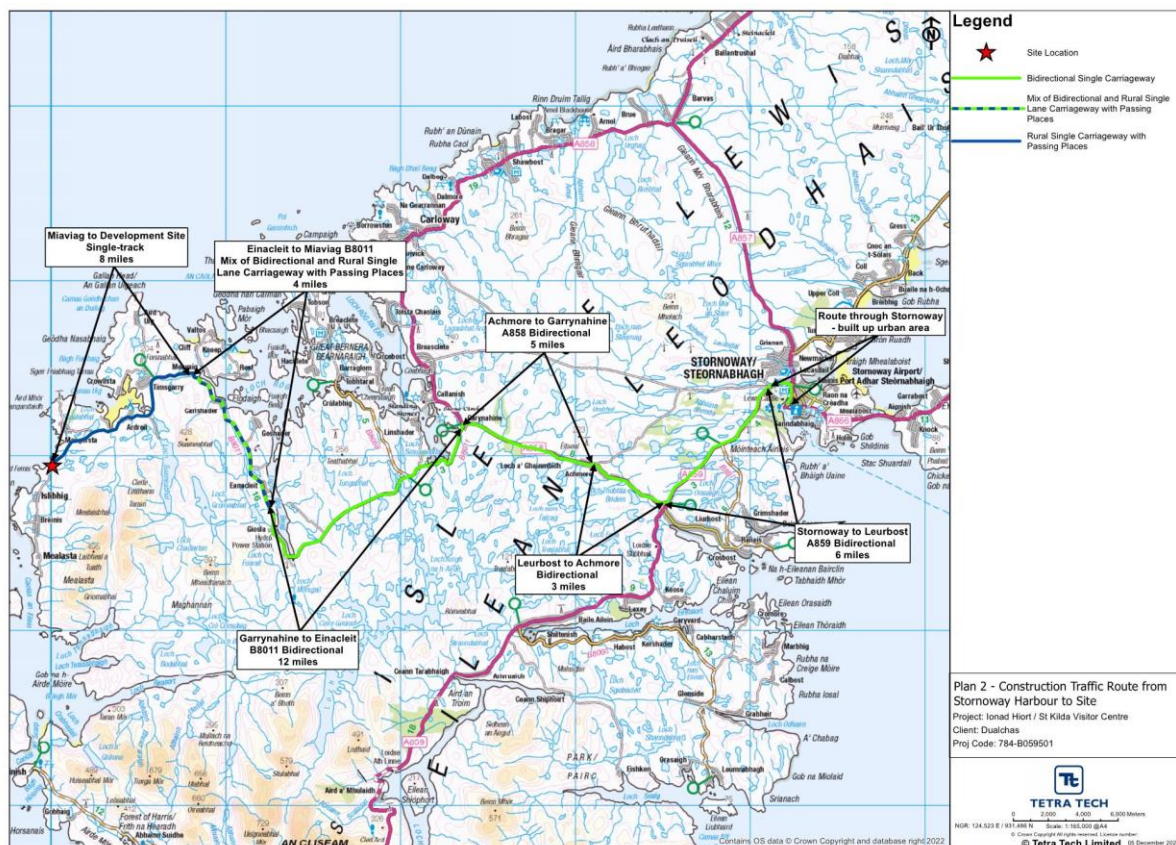


Figure 2-1: Route of Construction Traffic from Stornoway to the Site

- 2.4.4 CalMac operates the Ullapool to Stornoway ferry service. The summer timetable, from April to mid-October, runs two crossing per day. The winter timetable reduces the frequency to one crossing per day in each direction. The sailing time is approximately 3 hours.
- 2.4.5 There is also an overnight freight ferry which runs throughout the year.
- 2.4.6 It is not uncommon for HGVs from the mainland to carry construction materials for a number of different projects on the island. This ensures the HGV has a full payload and reduces costs for all parties. Set down areas for specific projects are identified, where goods are unloaded from the large HGV and can be carried to site by a smaller vehicle as required.
- 2.4.7 It is likely this type of arrangement will be in place for this project, although no set down area has been identified yet.

2.5 Suitability of Route for Construction Traffic

- 2.5.1 As set out above, Stornoway harbour caters for ferry traffic from the mainland. The road infrastructure at the harbour and through the town, is therefore appropriate to accommodate HGV traffic.
- 2.5.2 As set out in Figure 2-1, the route from Stornoway leads onto the A859, which is a bi-directional and subject to the national speed limit. Construction traffic would stay on the A859 for approximately 6 miles before reaching Leurbost, where it would turn right to leave the A859 before heading west for 3 miles to join the A858 at Achmore.

- 2.5.3 After approximately 5 miles, construction traffic would turn left at Garrynahine to join the B8011. These roads are all bi-directional and, where they do not pass through settlements e.g. at Leurbost and Achmore, are subject to the national speed limit.
- 2.5.4 From Garrynahine, the road is bi-directional for a distance of 12 miles until it reaches Einacleit where the road narrows to single-track operation with passing places. Between Einacleit and Miavaig, a distance of 4 miles, the road switches between single-track with passing places and bi-directional operation.
- 2.5.5 The final section of the route, from Miavaig to the site, a distance of approximately 8 miles, is single-track with passing places.
- 2.5.6 The single-track sections are considered to be in good condition, with good forward visibility and regular passing places that are suitable to accommodate construction traffic.
- 2.5.7 There will be no abnormal loads associated with this project. The largest vehicles will be standard sized articulated HGVs and a single mobile crane, none of which requires special arrangements i.e. an escort, to travel of the public roads.

2.6 Site Access

- 2.6.1 Two new permanent junctions will be required for the operation of the car park. The site of the Visitor Centre will not require any vehicular access, and so any access for construction traffic will be temporary.
- 2.6.2 Within the site, secure construction compounds will be set up on the car park and building sides of the road. Access will only be permitted for authorised personnel and vehicles. Both compounds will include the following features:
- secure dedicated entrance for workers and vehicles;
 - site offices and welfare facilities;
 - staff and visitor parking (number to be confirmed in due course);
 - loading and unloading for materials, plant and machinery; and
 - storage areas for materials, plant etc.
- 2.6.3 Delivery vehicles will be able to enter and exit both construction sites in a forward gear.
- 2.6.4 There will be no requirement for vehicles to dwell on the public road.
- 2.6.5 Any vehicles that are required to cross the public from one site another will be accompanied by a marshal.

2.7 Vehicles Accessing the Site per Day/Week

- 2.7.1 Exact traffic movements for construction vehicles are not known at this time, however an approximate estimate is given in Table 2-2. An indicative construction programme is provided in Appendix B (NB this is for information only. Details would be confirmed once a contractor was appointed).

Table 2-2: Indicative Vehicle Movements During 13 Month Construction Period

Activity	Month												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Substructure	48	48	48	48	0	0	0	0	0	0	0	0	0
Superstructure	0	0	0	0	70	70	70	70	70	70	70	0	0
Services	0	0	0	0	0	0	0	0	0	9	9	9	9
Internal Finishes	0	0	0	0	0	0	0	0	0	9	9	9	0
External Works	0	0	0	0	0	0	0	0	0	223	223	223	0
Fit Out	0	0	0	0	0	0	0	0	0	0	0	0	24
Staff	110	110	110	110	110	110	110	110	110	110	110	110	110
Total estimated movements	158	158	158	158	180	180	180	180	180	421	421	351	143
Working Days	22	22	22	22	22	22	22	22	22	22	22	22	22
Daily Average	8	8	8	8	9	9	9	9	9	20	20	16	7
LGVs	5	5	5	5	5	5	5	5	5	5	5	5	5
HGVs	3	3	3	3	4	4	4	4	4	15	15	11	2

2.7.2 At peak construction activity in months 10 and 11, there could be 421 bi-directional vehicle movements per month. The daily flows during the peak months are summarised as follows:

- 20 two-way vehicle movements/day, comprising of;
- 15 HGV two-way movements/day; and
- 5 LGV/car two-way movements/day.

2.7.3 It is anticipated that a significant majority of HGV movements will comprise of 18t flatbed vehicles, or a similar equivalent. Only a small number of articulated HGVs are expected to deliver to the site itself.

2.7.4 All vehicles will enter and leave the site in a forward gear. There will be no reversing manoeuvres on the public road.

2.7.5 Vehicle wheel wash facilities will be provided on site if required to ensure that mud/detritus materials originating from the site is not deposited on the public road.

2.7.6 As there is no requirement for abnormal loads associated with the construction of this proposed facility, and construction traffic flows will be low in absolute terms, no bespoke traffic management measures will be required during the construction period.

2.7.7 Construction workers would either car share to / from work, or arrive by mini-bus from a central pick up location. The details would be confirmed once a contractor had been appointed.

2.8 Vehicle Call Up Procedures

2.8.1 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to/from the site. If required, marshals will be provided to give drivers guidance when reversing within the site.

2.8.2 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.

2.8.3 Construction material will be delivered to the site where appropriate parking and lay down facilities will be provided.

2.9 Driver Training

2.9.1 The following measures will be implemented during the construction phase through the CTMP:

- All materials 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;
- All drivers will be required to attend an induction (in person or online) to include:
 - A safety briefing;
 - The need for appropriate care and speed control;
 - A briefing on driver speed reduction agreements (to slow site 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.

2.10 Impact on Other Road Users

- 2.10.1 The site will be fully enclosed to protect the public from the construction works.
- 2.10.2 The public road will not be used for construction activity or for the storage of materials.
- 2.10.3 An on-site speed limit will be implemented, along with HGV crossing signage and/ or marshals in the vicinity of the site entrance
- 2.10.4 There will be no requirement to divert cycle or pedestrian routes.
- 2.10.5 All bulk storage for project specific material will be kept within the site.
- 2.10.6 There will be no requirement to install a traffic diversion during the construction period.
- 2.10.7 Scaffolding will not be erected outwith the secured construction site.

2.11 Utility Works

- 2.11.1 There will be no requirement to install or modified utility services to the site that involve work to the public road.

2.12 Condition Survey

- 2.12.1 It is acknowledged that the impact of traffic over a 13-month construction programme may lead to repairs being required once the works are completed.
- 2.12.2 Video footage of the pre-construction condition of the Unclassified Road, between the site entrance and the exit to Uig village, a distance of approximately 9.5km, will be recorded to provide a baseline of the condition of the road prior to construction work commencing. The extents of this monitoring area will be agreed with Comhairle nan Eilean Siar's. This baseline will allow identification of changes in the road condition during the construction stage of the Proposed Development. All necessary repairs will be coordinated with Comhairle nan Eilean

Siar's, and all damage caused by traffic associated with the Proposed Development, that will be hazardous to public traffic, will be repaired as soon as possible.

2.13 General Management Issues

- 2.13.1 A detailed CTMP will be prepared by the contractor. It will be periodically monitored (monthly) and reviewed by the site manager. Any significant changes to the CTMP will be reported to Comhairle nan Eilean Siar.
- 2.13.2 As there are no known other construction projects in the general area, there will be no requirement to coordinate construction traffic arrangements with other developments.
- 2.13.3 Construction traffic will not cause any disruption to domestic and commercial waste collections.

Appendix A: Site Location Plan



Legend

★ Site Location

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: Indicative Work Programme

Construction Works	Month												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Substructure													
Superstructure													
Services													
Internal Finishes													
External Works													
Fit Out													