Dualchas.

IONAD HIORT

THE ST. KILDA CENTRE

VOLUME 1: NON-TECHNICAL SUMMARY

ENVIRONMENTAL IMPACT ASSESSMENT REPORT
FEBRUARY 2024

Contents

1.0 Introduction

This Environmental Impact Assessment Report (EIAR) has been produced to support the application for Planning Permission for *Ionad Hiort / The St Kilda Centre*, situated at Geodha Sgoilt, Uig, Mangersta, Isle of Lewis.

The objective of *Ionad Hiort / The St Kilda Centre* is to provide a remote visitor experience, modern facilities, and job opportunities for the local community, on an exposed, but previously developed site. It will provide a place to tell the fascinating story of St Kilda in a dramatic location, in the native Gaelic language.

Following appointment in 2021, the design team have developed a design for the Centre, based on brief and budget reduced from an original 2016 Masterplan for the site. The revised design was submitted to Comhairle nan Eilean Siar (CnES) for EIA Scoping Opinion in 2022. The Scoping Opinion (ref: 22/00250/SCO_L) required the completion of an EIAR in support of the application for Planning Permission.

This EIAR provides the extent of information and analysis required to make an informed decision on the submitted application for Planning Permission for *Ionad Hiort / The St Kilda Centre*, submitted in December 2023 (ref: 23/00518/PPD).

This non-technical summary (NTS) summarises the main findings of the EIAR. The EIAR is made up of 4 Volumes:

- Volume 1: Non-Technical Summary
- Volume 2: Main Assessment
- Volume 3: Appendices

The four main specialist sections of the EIA are contained in Volume 2: Main Assessment.

A full digital copy of this EIAR have been submitted to CnES as part of the Planning application and can be viewed on the E-Planning Portal under the application reference number 23/00518/PPD (St Kilda Visitor Centre, Mangersta, Uig, Lewis).

2.0 Project Description

2.1 Background

After the global success of the St Kilda Opera, four public bodies, as well as The National Trust for Scotland, launched an island-wide competition for the location, in the Hebrides, of a St Kilda Centre. The purpose of the Centre was to showcase the archipelago's historical, cultural, and environmental heritage and extend, across three Hebridean islands, the economic and social benefits associated with heritage tourism related to UNESCO World Heritage sites.

St Kilda itself is inaccessible for much of the year and expensive to visit. The National Trust for Scotland which has stewardship of St Kilda are also keen to reduce visitor footfall on the island to protect its rare and pristine environment.

Ionad Hiort Ltd. (IHL) [the Applicant] is a community company established in 2009, in Uig in the West of the Isle of Lewis, to develop the concept of a St Kilda visitor centre in the Uig area.

In 2009 there was a competition managed by Jura Consulting to select the most appropriate site for a Centre. The bid from the community of Uig, for a St Kilda Visitor Centre located on a clifftop site at the Geodha Sgoilt (which replicates aspects of the environmental and remote characteristics of St Kilda) was selected by Jura Consultants and the panel of public bodies, as the location of the main Centre with complimentary visitor facilities across the other islands of the Outer Hebrides. In 2012 the Uig landlord gifted the land at Geodha Sgoilt to Ionad Hiort Ltd.

Since 2010 IHL have been developing plans for *Ionad Hiort / The St Kilda Centre* at Geodha Sgoilt. This work is inspired by the visioning report commissioned by IHL in 2015, *The St. Kilda Centre, A World-Class Idea* by James Rebanks.

2.2 Location

The site at Geodha Sgoilt, stretches along a cliff-top, one mile south of Mangersta township. 50-metre-high cliffs drop straight into the Atlantic on its western edge, with fragmented sea stacks and needles sitting just off the coast.

The site is approximately 350 metres long by 200 metres wide and is bisected north/south by an Unclassified single-track road with passing places. This road serves the communities of Islibhig and Breanish to the south.

The site was also home to a former MOD radar station during the Second World War. All structures were dismantled, bar two stone buildings that remain, one roofed, one unroofed. Several concrete base structures and service ducts and paths remain on the site.

The site gently rises from the top of the sea cliffs across the width of the site to the edge of a moor that stretches inland to the base of Mealaisbhal. the highest point in Lewis. This moor, like most of the interior of Lewis, is a mixture of water-saturated land and rock. Several small lochans are dotted among this landscape including the nearby Loch Druim Grunavat. A Scottish Water plant lies directly East, adjacent to the site and is accessed by the existing access track that rise to the East form the public road.

Just south of the site and stretching out west into the sea beyond is the peninsula of Aird Feinis. This narrow arm of land is surrounded by steep sea cliffs and culminates in a small cairn at its highest, most exposed point, where the earth covering has been scraped back by the wind to reveal the flat, bleached rock beneath.

The unique location gives Geodha Sgoilt a clear outlook from parts of the site to several important natural features:

- Hiort / St Kilda (archipelago) - 54miles SW
- The Flannan Isles (island group) - 19miles N
- Mangurstadh beach - 1mile N
- Mealaisbhal (mountain) - 2miles SE
- Scarp (island) - 8miles S

While the site at the Geodha Sgoilt is remote, it is accessible, being only an hour's drive from the main island centre of Stornoway, and about 40 minutes from the nearest visitor facility at the Callanish Stones.

The intention is that the *Ionad Hiort / St Kilda Centre* site symbolically evokes the experience of life on the remotest edge of Europe.

2.3 Project Development

A Design Team led by Reiulf Ramstad Arkitekter (Oslo) and Dualchas Architects (Skye) were appointed in 2016 to develop the *Ionad Hiort Masterplan* for the site. They were subsequently appointed to deliver *Ionad Hiort / The St Kilda Centre* following a competitive fee tender process in 2021.

The concept design for the Centre has evolved and been refined in response to brief variations, and functional and aesthetic concerns:

- The **2016** *Ionad Hiort Masterplan* brief sought a plan for the phased development of the site and an iconic concept design for the Centre. The Masterplan provided a phased strategy for delivering a world-class visitor experience. The phasing was intended to allow the project to grow into the site, and from there, into the surrounding community.
- In **2018** *A'Chiad Cheum / The First Step* was proposed as the first phase of development on the site. The intention of this smaller brief, looked to demonstrate the potential of the site to attract visitors and deliver the world-class facilities set out in the Masterplan. This application (for access, parking, interpretation, and a compact visitor centre was granted Planning Permission in Principle (PiP) in 2019 (ref: 19/00175/PPP)
- Following appointment in **2021**, the design team developed a revised design for the Centre, based on brief and budget reduced from the original Masterplan. Pre-Planning consultation in 2022 helped refine the building design.
- The revised design was submitted for EIA Scoping Opinion in **2022**. The Scoping Opinion (ref: 22/00250/SCO_L) required the completion of an EIAR in support of the application for Planning Permission.
- This EIAR support the application for Planning Permission for *Ionad Hiort / The St Kilda Centre*, submitted in December **2023** (ref: 23/00518/PPD).

A more detailed commentary of the design evolution of the project can be found in Chapter 4.0 - Proposed Design of the Design and Access Statement (DAS) that accompanies the application for Planning Permission (ref: 23/00518/PPD).

2.4 Project Components

The public road between Uig and Breanish (Unclassified C-road) dissects the site. Road access and parking are to be located to the East of the site, above the public road. The Centre is to be located to the West of the site, below the public road, on the seaward side facing out to the Atlantic.

The Centre will provide visitor facilities, a café, research/library area and exhibition area. The Centre will be principally a Gaelic centre, the language of St Kilda, and provide extensive digital and archival interpretation both inside the Centre and externally with interpretation incorporated innovatively in rooftop exhibition structures and viewpoints. The remaining WW2 building structures will be left untouched and preserved for future heritage interpretation.

The project comprises the following components, designed to meet the project needs:

- **New Access Road** – new road and junction formed with the public road to accept traffic arriving from the north. The IN route for the one-way traffic system.
- **Parking Area** – parking for cars, campervans, and coach parking.
- **Existing Access Road** – amended existing access track with new junction formed with public road. The OUT route for the one-way traffic system.
- **Link Path** – pedestrian access form car park to visitor centre via road crossing point.
- **Accessible Parking** – parking area adjacent to public road enabling accessible parking spaces at road level within 45 metres of the access lift (on visitor centre first floor) to the main entrance lobby.
- **Service Bay** – a parking and unloading area adjacent to the public road to assist recycling, waste + delivery management.
- **Bin Stores** – small storage structures for recycling and waste storage.
- **Service Link Path** – path providing a pedestrian route form service bay to ground floor level of visitor centre.
- **Visitor Centre** – a stone-clad structure set perpendicular to the public road to provide an elevated view over the sea. A rooftop area provides exhibition pavilions and viewpoints and an enclosed structure incorporating a lift to give access to the ground floor of the building. The ground floor is accessed via a stepped courtyard and comprises: visitor service facilities (WCs, reception, shop); back-of-house service facilities (kitchen, office, storage, plant); flexible use public space (café, discovery zone); exhibition space; and an *Ocean Room*, public viewing space.

2.5 Design and Access Statement

A full illustrated introduction to the project can be found in the Design and Access Statement, in Volume 3: Appendices.

3.0 Methodology

3.1 EIAR Requirements

Following development of the plans in early 2022, a Pre-Planning application site meeting was arranged with CnES Planning Officers in June 2022. Following this meeting it was recommend that a Pre-Planning EIA Scoping Opinion be applied for. The EIA Scoping Opinion of December 2022 recommended that an EIAR be prepared to support the application for Planning Permission for the project, in addition to the Design and Access Statement.

It was noted that the EIAR should have regard to the likely significant effects in relation to:

Socio-Economic Impacts – informed by:

- Economy
- Tourism industry
- Recreation and leisure
- Community, population, and human health

Transport Impacts – informed by:

- Traffic and Transport Assessment
- Construction Traffic Management Plan
- Parking

Landscape and Visual Impacts – informed by:

- Landscape and Visual Impact Assessment
- Identified viewpoints and receptors
- Design, scale, materials
- Access road and landscape path network and structures

Cultural Heritage and the Historic Environment – informed by:

- Archaeological Assessment
- Desk-based Assessment informed by walkover survey
- CnES Archaeology Service consultation

Consideration of Alternatives and Cumulative Effects – as required by Regulation:

- Demonstrate that alternative options have been fully considered
- Take into account the cumulation of effects with other existing and/or proposed projects and environmental issues

3.2 Assessment Methodology

To determine the possible environmental impacts and likely significant effects that may arise during the construction of, and the operations of *Ionad Hiort / The St Kilda Centre*, an Environmental Impact Assessment (EIA) was necessary. One of the main purposes of the EIA process is to influence and improve design through iteration.

A methodical and robust assessment of environmental impacts has been used across all chapters of the EIAR. The methodology considers a receptor's value or sensitivities, the magnitude and likelihood of the impact, and through a matrix-based approach, whether the impact is significant. If the outcomes are above a defined threshold, mitigation measures have been adopted to reduce potential environmental effects.

3.3 Specialist Appointments

The key areas of focus for the EIA, highlighted in section 3.1 above, required the input of specialist consultants to determine the specific methodologies for each Chapter.

Each of the four main Chapters were compiled by specialist consultants with significant experience in compiling EIA Chapters:

Socio-Economic Impacts:
- BiGGAR Economics

Transport Impacts:
- Tetra Tech

Landscape and Visual Impacts:
- LUC

Cultural Heritage and the Historic Environment:
- Highland Archaeology

4.0 Statutory Context and Policy

4.1 Planning Policy

The development plan system in Scotland which provides the framework for considering planning applications is made up of four main documents:

- The National Planning Framework (NPF)
- Scottish Planning Policy (SPP)
- Strategic Development Plans (SDPs) produced for Scotland's largest cities
- Local Development Plans (LDPs) produced for each council area.

The documents that relate directly to this application are:

- The National Planning Framework 4 (NPF4)
- Scottish Planning Policy (SPP)
- Outer Hebrides Local Development Plans (OHLDP)

The National Planning Framework 4 (NPF4) sets out a vision for ensuring places in Scotland are sustainable, liveable, and productive. It provides a statutory framework for long-term spatial development, setting out the Scottish Government's spatial development priorities for the next 20 to 30 years. The NPF4 seeks to respond to a growing nature crisis, and to enable people to work together to enable social and economic development.

The Scottish Planning Policy (SPP) is a statement of Scottish Government policy on how nationally important land use planning matters should be addressed across the country. The purpose of the SPP is to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The Outer Hebrides Local Development Plan (OHLDP) sets out a vision and spatial strategy for the development of land in the Outer Hebrides over the next 18 to 20 years. The latest plan was adopted in 2018. The plan provides the planning framework for the Outer Hebrides and contains the land use planning policies which CnES will use for determining planning applications.

These key documents set the statutory context for this EIAR and the policies to be considered were highlighted by CnES in the EIA Scoping Opinion.

4.2 Other Policies, Strategies and Guidance

In addition to the documents highlighted above, there are several other policies, strategies and guidance that have been considered in each of the four key Chapters:

- Socio-Economic Impacts
- Transport Impacts
- Landscape and Visual Impacts
- Cultural Heritage and the Historic Environment

These additional references are highlighted in each of the Chapters but include:

- National Strategy for Economic Transformation
- Community Wealth Building approach
- Scotland's National Performance Framework
- Highland and Island Enterprise Strategy
- The National Islands Plan

- Outer Hebrides Community Planning Partnership
- Scotland Outlook 2030
- Outer Hebrides Tourism Strategy
- Outer Hebrides Destination Development Project

- Planning Advice Note 75 (PAN75), Planning for Transport
- Transport Assessment Guidance
- Environmental Assessment of Traffic and Movement, IEMA Guidelines

- Guidelines for Landscape and Visual Impact Assessment, Landscape Institute
- Guidance for Assessing the Effects on Special Landscape Qualities, Scottish Natural Scotland
- Visual Representation of Development Proposals, Landscape Institute

- Planning Advice Note 2 (PAN2), Planning and Archaeology
- Our Past, Our Future, Historic Environment Scotland

5.0 Socio-Economic Impacts

5.1 Summary

The Socio-Economic chapter was completed by BiGGAR Economics.

This chapter considers the potential effects of Ionad Hiort on the local and regional economy and tourism sector, local recreation amenity, community, population, and human health.

The chapter gives an initial overview of the strategic context surrounding Ionad Hiort and a baseline description of the socio-economic profile of the local economy, in comparison to that of the regional and national economies. A baseline of the local tourism economy, including attractions and recreational routes, is also provided.

The chapter also provides an assessment of the potential effects of Ionad Hiort on the economy, considering the direct, indirect, and induced sources of economic activity during the construction and operation phases.

The effect of Ionad Hiort on the tourism industry was assessed qualitatively, based on the expectation that it will welcome 40,000 visitors by its 5th year of operation. A qualitative assessment was also conducted to determine the significance of the presence of Ionad Hiort on existing tourism and recreation attractions in the area.

The chapter provides a qualitative assessment of the potential effects of Ionad Hiort on community, population, and human health, using the Community Wealth Building framework.

The effects of Ionad Hiort on the local community were also qualitatively assessed against the National Performance Framework outcomes, with a particular focus on culture, education, international, human rights, environment, and communities.

5.2 Conclusions

In conclusion, the socio-economic assessment has identified five significant effects:

- a **moderate positive effect on the regional economy** arising from the direct operations of Ionad Hiort, and the wider effect of the attraction's supply chain and expenditure of visitors elsewhere in the economy;
- a **major positive effect on the local economy**, arising primarily from the plural ownership created by Ionad Hiort's operating structure, the progressive approach taken toward procurement, the contribution of the attraction to local employment and skills, and the socially productive use of land;
- a **moderate positive effect on the local and regional tourism economy** arising from increased visitor numbers and expenditure;
- a **moderate positive effect to the quality of the regional visitor experience** and a **major positive effect at the local level**; and
- a **major positive effect on important societal outcomes**, primarily arising due to contributions to community, economic, fair work, and cultural outcomes.

6.0 Transport Impacts

6.1 Summary

The Transport Impacts chapter was completed by Tetra Tech.

This chapter considers the transport issues associated with the Proposed Development. It is supported by an accompanying Transport Statement and an outline Construction Traffic Management Plan (CTMP).

This chapter considers the effects during the construction and operational phase of the Proposed Development, when volumes of traffic generation are anticipated to be at their greatest. In line with the Institute of Environmental Management and Assessment (IEMA) Guidelines, severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, and road safety, have been evaluated in isolation for the Proposed Development. Additionally, these receptors were evaluated cumulatively considering other committed and in-planning developments in the general area, to produce a worst-case scenario.

6.2 Conclusions

The results indicate that during the construction phase of the Proposed Development, only HGV traffic flows are predicted to increase by more than 30% on the Unclassified Road. However, the impact on the users will be relatively short lived due to the limited construction period, and the link has been classified as a receptor of negligible significance. Any impacts can be mitigated through amendments to the CTMP as required. In summary, **no significant effects** are anticipated during the construction phase.

The results indicate that during the operational phase of the Proposed Development, only car and LGV traffic flows are predicted to increase by more than 30% on the Unclassified Road**.** However, the peak two-way operational flow is <200 vehicles/day, which cannot be considered as significant. Since it can be classified as a receptor of negligible significance, and the high percentage increase is based on the low levels of traffic flows on the Unclassified Road, **no significant effects** are anticipated.

7.0 Landscape and Visual Impacts

7.1 Summary

The Landscape and Visual Impacts chapter was completed by LUC.

This chapter considers changes that will occur in the landscape and coastal environment during the construction and operation of the proposed development. The LVIA also considers effects on the South Lewis, Harris and North Uist NSA. The assessment also examines the effects of the proposed development on views, as perceived by people.

The study area for the LVIA has been defined as a 3km radius around the proposed development, as it was considered unlikely that the proposed development would have any significant impacts on landscape or visual receptors beyond this distance, due to its size and scale.

The study area was further refined through generation of a zone of theoretical visibility (ZTV).

7.2 Conclusions

The LVIA has assessed the potential effects on landscape and visual receptors of the proposed development, considering embedded mitigation. There are no additional mitigation measures associated with the proposed development. The exposed western coastline of Lewis is not an appropriate location for tree planting. As such, operational effects as identified in this assessment are residual.

Effects on Landscape Character have been assessed as:

- During construction, a localised **major (significant)** effect at the site and within approximately 500m, reducing to **moderate (significant)** within 1km is predicted across the host LCT
- During operation, a localised **moderate (significant)** effect at the site and within approximately 500m is predicted.
- These effects will be limited to a small area of the host and adjacent LCT, in an area which has been influenced by existing development through the water treatment plant and abandoned radar station.
- A similar scale of change will be experienced from offshore areas in the vicinity (up to 1km for construction stage effect), due to the strong relationship between the coastal edge and the sea.
- Beyond this landscape (and seascape) effects will be no greater than **minor (not significant)**.

In addition, effects on views have been assessed as:

- In the landward part of the study area theoretical visibility of the proposed development is **somewhat intermittent**.
- Undulations in the terrain combined with the low-lying nature of the proposed visitor centre combine to create **notable pockets of visual shadow beyond 500m from the proposed development site**. These include the lower western flank of Mealaisbhal and around the settlement of Islibhig; around the lochans to the north-west of Brinneabhal; the bay to the south of Mangersta; and south of the headland at Aird Feinis and Aird Bhreinis.
- As the landform rises to the east of the study area views over the site, and out to sea to the west, become more widely available, as highlighted in the ZTV.

8.0 Cultural Heritage and the Historic Environment

8.1 Summary

The Cultural Heritage and Historic Environment chapter was completed by Highland Archaeology.

This chapter assesses the potential for direct, indirect, or setting effects on the cultural significance of the surrounding cultural heritage assets by the proposed development and sets out measures to avoid or mitigate possible negative effects. The baseline data was gathered through Desk Based Assessment and walkover survey, which recorded the remains of Druim Grunavat Chain Home Radar Station and other previously unrecorded assets close to the proposed development.

8.2 Conclusions

Risk of direct construction impacts, direct operational impacts, indirect operational and setting impacts upon heritage assets have been identified and mitigation measures proposed to reduce the significance of any residual effects to negligible or minor. This comprises:

- **Preservation by record** of features likely to be destroyed or disturbed by construction works;
- **Marking off of assets** located within 20m of construction works;
- **Creation of Access Management Plan** and programme of monitoring;
- **Water drainage in surfaced areas to drain away** from identified features; and,
- **Visual or physical interpretation of Nissen huts** on site.

9.0 Conclusions

Ionad Hiort / The St Kilda Centre is an ambitious project. It is led by a committed and resilient community organisation and is dedicated to: the regeneration of a remote rural community; respect for the natural environment; and a determination to tell the story of Hiort / St Kilda with an authentic voice.

Through the production of the four EIA Chapters by specialist consultants, all EIA topic areas have been assessed and appropriate mitigation has been identified to minimise adverse impacts.

There were six significant positive impacts identified in association with socio-economic effects. These highlight the significant socio-economic benefits that the project will bring to the local and regional economy and the local and regional visitor experience. The project will also make a major contribution towards positive societal outcomes, in particular to the five pillars of Community Wealth Building relating to ownership, employment, land use, and supply chains.

Transport impacts were assessed to be minor and non-significant due to low-level of existing traffic flows on the single-track road. The impacts during construction will be relatively short-lived and can be managed through amendments to the CTMP as required.

Landscape and visual impacts were carefully assessed within a 3km study area. There will be a significant impact in the near vicinity of the site during construction. This will be mitigated through a carefully planned construction programme and limited construction period. However, there will only be minor, non-significant impact on the landscape during operation, due mainly to the careful design and location of the building, specifically considered to limit impact on the wider landscape. The digital images created for the LVIA reinforce the understanding of the limited impact on the landscape from key viewpoints within the ZTV.

Any potential impacts on the existing cultural heritage and historic environment assets within the vicinity of the proposed development site have also been assessed. The risks have identified are mitigated by a combination of recording, marking-off, monitoring and sensitive drainage design. A programme of interpretation will enable visitors to establish an understanding of the previous development of the site.

Cumulative effects with other projects were considered but no significant effects were identified.

A table summarising impacts, effects and significant effects is included below.

Table 19.2.1: Summary of Significant Effects (Part 1)
[Refer to Part 2 on page 16]

Receptor	*Nature of Impact*	*Effect*	*Significance*	*Mitigation*	*Significance of Residual Effect*
Socio-Economic Impacts					
Regional economy	Operation of Ionad Hiort, and the wider effect of the attraction's supply chain and expenditure of visitors elsewhere in the economy	**Moderate positive**	**Significant**	/	**Moderate: Significant**
Local economy	Ionad Hiort's operating structure, the progressive approach taken toward procurement, local employment, and productive use of land	**Major positive**	**Significant**	/	**Localised Major: Significant**
Local and regional tourism economy	Increased visitor number and expenditure	**Moderate positive**	**Significant**	/	**Moderate: Significant**
Regional visitor experience	Quality of regional visitor experience	**Moderate positive**	**Significant**	/	**Moderate: Significant**
Local visitor experience	Quality of local visitor experience	**Major positive**	**Significant**	/	**Localised Major: Significant**
Important societal outcomes	Contribution to community, economic, fair work, and cultural outcomes	**Major positive**	**Significant**	/	**Localised Major: Significant**
Transport Impacts					
Local transport during Construction	Increase in traffic flows and general disruption	**Minor**	**Non-significant**	Limited construction period. Any impacts can be mitigated through amendments to the CTMP as required.	**Minor: Non-significant**
Local transport during Operation	Increase in traffic flows and general disruption	**Minor**	**Non-significant**	One-way traffic flow within site. Low level of traffic flows.	**Minor: Non-significant**

Table 19.2.2: Summary of Significant Effects (Part 2)
[Refer to Part 1 on page 15]

Receptor	*Nature of Impact*	*Effect*	*Significance*	*Mitigation*	*Significance of Residual Effect*
Landscape and Visual Impacts					
Landscape character during construction	Visual effects form construction	**Major** (within 0.5km) reducing to **Moderate** (within 1.0km)	**Significant**	Limited construction period. Effects limited to within 1km.	**Localised Moderate: Significant** (within 0.5km) **Localised Minor: Non-significant** (within 0.5km)
Landscape character during operation	Visual effects from operational building	**Moderate** (within 0.5km) reducing to **Minor** (within 1.0km)	**Significant**	Limiting of scale and careful positioning of building. Car park located on previously developed ground.	**Localised Minor: Non-significant**
Wider landscape and seascape	Visual effects from operational building	**Minor**	**Non-significant**	Viewing distance, large scale nature of views.	**Minor: Non-significant**
Cultural Heritage and the Historic Environment					
Existing heritage assets	Risk of direct adverse impact occurring from construction of carpark and access	**Moderate**	**Significant**	Preservation by record of features likely to be destroyed or disturbed by construction works.	**Minor: Non-significant**
Existing heritage assets	Potential risk of direct adverse impact occurring from stray machinery movement	**Moderate**	**Significant**	Marking off of assets located within 20m of construction works.	**Negligible: Non-Significant**
Existing heritage assets	Potential risk of direct adverse impact occurring from increased footfall	**Moderate**	**Minor**	Access management plan and programme of monitoring	**Negligible: Non-Significant**
Existing heritage assets	Risk of indirect adverse impact occurring from water erosion	**Moderate**	**Minor**	Water drainage in surfaced areas to drain away from identified features	**Negligible: Non-Significant**
Existing heritage assets	Changes to setting of Radar Station causing inability to understand layout	**Moderate**	**Minor**	Layout preserved through visual or physical interpretation on site.	**Minor: Non-significant**

10.0 Acknowledgments

The production of the Environmental Impact Assessment Report (EIAR) was led by Dualchas Architects Ltd. working closely with the client group Ionad Hiort Ltd.

The production was a joint effort between experts in their field:

- BiGGAR Economics (Socio-Economics)
- Tetra Tech (Transport)
- LUC (Landscape and Visual Impact)
- Highland Archaeology (Cultural Heritage and the Historic Environment)
-

It was supported by the Design Team members:

- Reiulf Ramstad Arkitekter (Co-Architects)
- Gardiner Theobald (Project Managers)
- Torrance Partnership (Quantity Surveyors)
- Narro Associates (Civil and Structural Engineers)
- Atelier Ten (Environmental Engineers)

The EIAR is a valuable piece of analysis and assessment that not only supports the case for *Ionad Hiort / The St Kilda Centre*, but will be also useful in planning the construction, community and socio-economic matters related to the project as it develops.

Thanks to all those who have contributed their hard work, professional and personal skills during the process of the EIAR production.

11.0 Glossary

Acronym	*Definition*
CnES	Comhairlie nan Eilean Siar
CTMP	Construction Traffic Management Plan
DAS	Design and Access Statement
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
IHL	Ionad Hiort Ltd. [the Applicant]
LDP	Local Development Plans
NPF (4)	The National Planning Framework (4th edition)
NTS	Non-Technical Summary
OHLDP	Outer Hebrides Local Development Plan
SPP	Scottish Planning Policy
ZTV	Zone of Theoretical Visibility