



COMHAIRLE NAN EILEAN SIAR

Sandwick Road, Stornoway, Isle of Lewis HS1 2BW

Email: planning@cne-siar.gov.uk

Dated: 30 August 2024

Ionad Hiort Ltd
Per Rory Flynn
Dualchas Architects
Fas Building
Sabhal Mor Ostaig
Sleat
Isle of Skye
IV44 8RQ

Dear Sir/Madam

APPROVAL OF PLANNING PERMISSION (DETAILED) - EIA DEVELOPMENT

APPLICATION REFERENCE NO: **23/00518**
TYPE OF APPLICATION: **Planning Permission (Detailed) – EIA development**
LOCATION OF DEVELOPMENT: **St Kilda Visitor Centre, Mangersta, Uig, Isle of Lewis**
PROPOSAL: **Construction of new Visitor Centre; access road; car park; paths and services facilities.**

Please find attached the EIA Decision Notice relating to the above proposal.

Section 123(1) of the Town and Country Planning (Scotland) Act 1997 provides that a 'Notice of Initiation of Development' must be submitted prior to commencement of development. Failure to provide this information is a breach of planning control.

If you wish to clarify any matter relating to the planning permission, please contact the Planning Service by telephone or by email to planning@cne-siar.gov.uk.

Yours faithfully

MC Ferguson

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

GRANT OF PLANNING PERMISSION



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 AS AMENDED

APPLICATION REFERENCE NO:	23/00518/PPD
TYPE OF APPLICATION:	Planning Permission (Detailed) – EIA Development
VALID APPLICATION RECEIVED:	14 March 2024
DEVELOPMENT:	Construction of new Visitor Centre; access road; car park; paths and services facilities.
LOCATION OF DEVELOPMENT:	St Kilda Visitor Centre, Mangersta, Uig, Isle of Lewis
APPLICANT:	Ionad Hiort Ltd

Comhairle nan Eilean Siar having examined the relevant Environmental Information and taken into account the results of the consultations and information gathered, has prepared a Report on Handling dated 28 August 2024 which sets out the findings of its examination and its reasoned conclusion of the significant effects of the development on the environment. Comhairle nan Eilean Siar is satisfied, having regard to current knowledge and methods of assessment, that the reasoned conclusion addresses the likely significant effects of the development on the environment and remains up to date at the date of issue of this Notice.

Comhairle nan Eilean Siar grants Planning Permission subject to the development being undertaken in accordance with:

- a) the **Conditions** detailed in **Schedule 1** to this Notice.
- b) the application details submitted, subject to the **plans approved** and **any variation(s) approved**, detailed on **Schedule 2** to this Notice.
- c) the **Environmental Mitigation** measures identified in **Schedule 3** to this Notice

Date: 30 August 2024 Signed:

Planning Manager (Development Management)

SCHEDULE 1: CONDITIONS

APPLICATION REFERENCE NO: **23/00518**

The following legally enforceable conditions are imposed on the grant of this planning permission for the reasons stated after each condition.

- 1. The development to which this planning permission relates must be commenced not later than the expiration of FIVE YEARS beginning with the date on which this permission is granted.**

Reason: To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.

- 2. The development shall be undertaken in accordance with the approved plans and supporting information, including the mitigation measures contained in the Environmental Impact Assessment Report, with the exception of any changes required by the terms of the conditions following.**

Reason: In order to clarify the terms of the permission hereby granted and to ensure that the development is implemented as approved.

- 3. Hours of operation during the construction period shall be restricted to 07.00 – 19.00 Monday to Friday, 07.00 – 17.00 on Saturdays and no working on Sundays.**

Reason: To protect the amenity of the area.

- 4. No part of the development to which this planning permission relates shall commence until a Peat Management Plan (PMP) has been submitted to and approved in writing by the Comhairle as Planning Authority. The PMP will include the following:**

- a) A peat probe survey and any proposed micro-siting of any infrastructure or access tracks to avoid, as far as possible, areas of deep peat;**
- b) Extent and method of peat/soil stripping including methods and procedures for handling and storing excavated soils;**
- c) estimated quantities of peat and other soils including mitigation measures to be employed to protect the peat and soils temporarily stored for re-use; and details of**
- d) Proposals for re-use of peat including proposed locations and estimated quantities for re-use and proposals in respect of residual excavated peat and soils.**

Reason: To minimise peat excavation and disturbance and resultant carbon losses, prevent the unnecessary production of waste soils and peat and satisfactorily manage the re-use or disposal of excavated soil and peat.

- 5. A contaminated land investigation shall be carried out in accordance with a recognised code of practice such as British Standards Institution 'The investigation of potentially contaminated land sites - Code of Practice' (BS 10175:2011). The report must include a site-specific risk assessment of all relevant pollutant linkages, as required in Scottish Government Planning Advice Note 33. The investigation shall be submitted for approval by the Comhairle as Planning Authority. No part of the development shall commence until the Comhairle has issued approval of the investigation report in writing.**

Reason: In order to assess the risk of the proposed site having been adversely affected by the historic leach of contaminants, as the site was previously home to a former

Ministry of Defence radar station during the Second World War, and to inform any necessary remediation strategy.

6. **Where the investigation and report referred to in Condition 5 identifies an unacceptable pollutant risk or risks, as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted for approval by the Comhairle as Planning Authority. No works, other than investigative works, shall be carried out on the site until the Comhairle has issued approval of the remediation strategy in writing.**

Reason: In order to ensure that the proposed development is not adversely affected by contaminants.

7. **Any remediation works to the site, identified by the approved remediation strategy, shall be carried out in accordance with its provisions, prior to the commencement of development works on or adjacent to any part of the site to be remediated. Any amendments to the approved remediation strategy shall not be implemented unless approved beforehand in writing by the Comhairle as Planning Authority.**

Reason: In order to ensure that the proposed development is not adversely affected by contaminants.

8. **On completion of any required remediation works, the developer shall submit a report to the Comhairle as Planning Authority confirming that the works have been carried out in accordance with the remediation strategy. No development (after the works required to secure adequate remediation) shall commence until the Comhairle as Planning Authority has issued its approval, in writing, that works have been carried out in accordance with the remediation strategy.**

Reason: In order to ensure that the proposed development is not adversely affected by contaminants.

9. **No part of the development to which this planning permission relates shall commence until a method statement has been submitted to the Comhairle as Planning Authority outlining the dust mitigation measures that will be put in place for the duration of the construction phase. Should any complaints be received in respect of dust, the developer shall fully investigate these complaints to establish and remediate dust levels at any affected property.**

Reason: To protect the environment and public road from dust.

10. **No part of the development to which this planning permission relates shall commence until a Site Management Plan for the construction period of the development has been submitted to and approved in writing by the Comhairle as Planning Authority. The Plan shall contain details of:**

- **the location of the construction compound, welfare facilities, contractor parking, and material lay-down areas. Note: the construction compound should be sited to avoid so far as possible the excavation of peat sub soils.**
- **on site waste management arrangements including for storage and uplift; and**
- **proposals for post-construction reinstatement of disturbed ground.**

The development shall be carried out in strict accordance with the approved Site Management Plan, which shall be implemented in full, unless otherwise approved in advance in writing by the Planning Authority.

Reason: To ensure that all construction operations are carried out in a manner that minimises their impact on carbon rich soils, road safety, visual and landscape amenity, and the environment, and that disturbed ground is reinstated post-construction.

- 11. At least two months prior to the commencement of the development to which this planning permission relates, a finalised Construction Traffic Management Plan shall be submitted for the approval of the Comhairle as Planning Authority. The Construction Traffic Management Plan shall include:**
- a) the finalised work programme**
 - b) the routing of construction vehicles**
 - c) measures to minimise impacts on other road users**
 - d) a pre-construction public road condition survey of transportation and haul route(s), the extent of such survey to first be agreed with the Comhairle as Planning Authority;**
 - e) a programme of inspections to be undertaken at regular intervals during construction stage to ensure any damage to the public road is identified in a timely manner;**
 - f) proposed parking arrangements for and the estimated number of movements of construction site traffic;**
 - g) timings for HGV and plant deliveries, specifically with consideration of local school opening and closing times (Uig Primary School);**
 - h) measures to be taken to prevent loose or deleterious material being deposited on the public road network;**
 - i) proposals for sweeping and cleaning of any debris that may be deposited on the public road network during construction; and**
 - j) measures to prevent surface water from flowing onto the public road during construction.**

No development shall commence on the site to which this planning permission relates until the Construction Traffic Management Plan has been approved in writing by the Comhairle as Planning Authority. The development shall thereafter be operated only in full accordance with the approved Traffic Management Plan unless agreed otherwise in writing by the Comhairle as Planning Authority.

Reason: In the interests of road and public safety and to finalise traffic management measures.

- 12. At least one month before the development to which this planning permission relates commences, the developer shall, in conjunction with a representative of Comhairle nan Eilean Siar (Roads and Engineering), undertake a review of the pre-construction public road condition survey to agree the condition of the public road prior to commencement of the development.**

Reason: In order to establish an agreed baseline condition for the public roads likely to be adversely affected by the development.

- 13. Damage to the public road arising from the development works, shall be repaired in accordance with a programme to be agreed with the Comhairle as Planning Authority**

Reason: In order that damage to the public road arising from the development is repaired in a timely manner, to reinstate the road to its pre-construction standard, in the interests of road safety.

- 14. At least one month prior to the commencement of any part of the development to which this planning permission relates, protective fence(s) or exclusion markers shall be erected around the archaeological features (identified as F16, F19, F34, F35 in the submitted Data Structure Report). Confirmation of erection shall be notified to the Comhairle as Planning Authority. Thereafter such fence(s) or markers shall be retained throughout the period of construction and shall not be removed until agreed in writing by the Comhairle as Planning Authority. Throughout the period of**

construction, no structures shall be erected, or operations carried out within, such fence(s)/ exclusion markers.

Reason: In order to secure the protection of known archaeological features.

- 15. If the protection methods are not able to be fully implemented in accordance with Condition 14, a method statement for enabling an archaeological watching brief on all groundbreaking related to the archaeological features (F16, F19 , F34, F35) shall be submitted to and approved by the Comhairle as planning authority. Such method statement shall include:**

- a) identification of the organisation or person(s) that would be employed to undertake the watching brief (including their archaeological qualifications);**
- b) provisions to be made to allow access to the development site and to enable investigation recording and recovery of finds; and**
- c) terms for notification of the commencement of development and access arrangements to the site.**

No part of the development to which this planning permission relates shall commence until the method statement has been approved in writing by the Comhairle as Planning Authority. The approved method statement (or any subsequent variation to it that may be agreed in writing by the Comhairle as Planning Authority) shall then be implemented to the satisfaction of the Comhairle as Planning Authority throughout the period of all groundbreaking works.

Reason: In order to ensure proper recording and protection of items of archaeological interest.

- 16. A scheme for the on-site interpretation of Druim Grunavat radar station shall be submitted to and approved by the Comhairle as Planning Authority. The approved scheme shall then be implemented to the satisfaction of the Comhairle as Planning Authority.**

Reason: To ensure appropriate enhancement of historic environment resources within the development site in accordance with the aims of NPF4.

- 17. Throughout the life of the development to which this planning permission relates, surface and foul water drainage shall be in accordance with the approved Surface and Foul Water Drainage Strategy (Narro, December 2023).**

Reason: In order that measures are in place to manage foul drainage and surface water flows across the site.

- 18. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, a lighting scheme shall be submitted for approval by the Comhairle as Planning Authority. The scheme shall contain details of all proposed external lighting to the development, including security lighting, carparking and building lighting and any low-level lighting. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.**

Reason: To mitigate against adverse effects on landscape and visual amenity in an 'outwith settlement' site in a remote rural location.

- 19. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, finalised details of all the external finishes to the Visitor Centre building, pathways, external display spaces, access roads, parking areas**

and footpaths shall be submitted for approval by the Comhairle as Planning Authority. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In the interests of placemaking, visual amenity and to mitigate against adverse effects on the visual amenity and the landscape in an outwith settlement site in a remote rural location.

20. The first 3m of any access or footpath entering the main road should be surfaced with a suitably bound material, such as bitmac, to be agreed with the Comhairle as Planning Authority.

Reason: In order to secure the satisfactory development of the site in the interests of road safety.

21. Prior to the commencement of the development hereby approved, finalised details pertaining to the following shall be submitted to the Comhairle for approval as Planning Authority, in consultation with the Comhairle's Roads, Bridges and Street lighting section:

- finalised plans of the new or altered vehicular access and egress points with the public road;
- finalised, revised details of the new cattle grid and layby;
- finalised form and surfacing proposals for the service bay on the west-side of the public road;
- finalised form, surfacing and marking proposals for the 3no. accessible bay on the west-side of the public road;
- finalised detail, marking and surfacing proposals for the uncontrolled pedestrian crossing traversing the public road; and
- details of any other interventions in the public road which dissects the site.

These approved details shall then be implemented and retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority. Note: It is the responsibility of the developer to prevent surface water flowing from the site on to the main road or vice versa, and any existing roadside drainage should be retained, unless an alternative is agreed with the Comhairle as Planning Authority prior to the commencement of works.

Reason: In order to secure the satisfactory development of the site in the interests of road safety

22. Unless otherwise agreed in writing with the Comhairle as Planning Authority, no part of the development to which this planning permission relates shall be used until the access and egress roads, the car-parking provision, bus-bay provision, and connecting pedestrian routes, all as shown on Approved Plans 02A and 03A, have been fully implemented and made operational. These details shall then be retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In order to secure the satisfactory development of the site in the interests of road safety.

23. Unless otherwise agreed in writing with the Comhairle as Planning Authority, no part of the development to which this planning permission relates shall be used until the following works are complete:

- all parking bays shall be suitably demarcated and include identifiers for any unique use, such as accessible bays or e-car charging bays; and

- all bus bays shall be marked or fitted with signs to ensure use for buses and coaches only.

These details shall then be retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In the interests of pedestrian and road safety.

- 24. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, details of the roof terrace garden, the range of plant species shall be submitted for approval by the Comhairle as Planning Authority. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.**

Reason: In order to secure biodiversity enhancement to accord with PolicyNBH2 of the Outer Hebrides Local Development Plan 2018 and NPF4 - Policy 3 - Biodiversity.

NOTES FOR THE INFORMATION OF THE APPLICANT

1. Notification of initiation of development – Under section 27A of the Act, any person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. A failure to comply with this statutory requirement would constitute a breach of planning control under section 123(1) of the Act, which may result in enforcement action.

2. Notification of completion of development - As soon as practicable after the development is complete, the person who completes the development is obliged by section 27B of the Act to give the planning authority written notice of that position.

3. Other consents - Depending on the nature of your proposals, you may also require to obtain other permissions from Comhairle nan Eilean Siar, e.g. Building Warrant, Caravan Site licence, etc.

4. Roads Authority Consent - As the development includes a road widening and cattle grid works on the main road an application should be made for **Road Construction Consent (RCC)** allowing adoption of the road works by the local authority on completion. This application will deal with the detail of the road design which will include amending the cattle grid by-pass detail to CnES specification.

5. Protection of existing utility services - You may be held liable for any damage that is caused by any development works to buried services e.g. water mains, power or telecommunications).

6. Water and Wastewater Infrastructure – The grant of planning permission does not bind Scottish Water to provide any future connection to their infrastructure. Developers should complete Scottish Waters [Pre-Development Enquiry form](#) (PDE). To secure the capacity for your development you are required to submit a formal Water and/or Waste Water applications via the [Scottish Water applications portal](#).

7. Mud & Debris on Road - It is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material from a construction site or vehicle to be deposited/remain, on a public road.

8. Protected Species – Many species are protected by domestic and international legislation. If there is reasonable evidence that a protected species is present on site or may be affected by a proposal, you should not proceed with works without first considering the measures necessary to avoid disturbance or harm. Contact NatureScot or employ the services of an ecologist. General guidance is available at [Planning and development: protected species | NatureScot](#)

9. Biodiversity - In Scotland, biodiversity has declined dramatically in recent decades. All development should avoid damage to and loss of nature and where possible help to restore it. Developers are encouraged to apply the principles and measures set out in the [NatureScot – Developing with Nature guidance](#) and incorporate features and measures that will be of benefit to nature.

10. Roads - As the development includes a road widening and cattle grid works on the main road, an application should be made for **Road Construction Consent (RCC)** allowing adoption of the road works by the local authority on completion. This application will deal with the detail of the road design which will include amending the cattle grid by-pass detail to CnES specification.

11. Scottish Water - records indicate that there is live infrastructure in the proximity of your development area that may impact on existing Scottish Water assets.

- 125mm MDPE water mains within the site boundary

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal for an appraisal of the proposals. The applicant should be aware that any conflict with assets identified will be subject to restrictions.

SCHEDULE 2: MAIN CONSIDERATIONS, DEVELOPMENT PLAN COMPLIANCE AND REASONED CONCLUSION, DETAILS OF APPROVED PLANS, DETAILS OF APPROVED VARIATIONS, TERMS OF ANY SECTION 75 PLANNING OBLIGATION, PUBLIC PARTICIPATION ARRANGEMENTS AND SUMMARY OF CONSULTATIONS.

APPLICATION REFERENCE NO:

23/00518

Main Considerations

Construction of new Visitor Centre; access road; car park; paths and services facilities. The Visitor Centre aims to provide a remote visitor experience focused upon the most remote islands of the St Kilda archipelago, designated as a UNESCO dual world heritage site and located in the Atlantic 40 miles west of the site.

The planning application is an application for Environmental Impact Assessment (EIA) development, as set out in Regulation 6(2)(c) of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and this decision was informed by an Environmental Impact Assessment (EIA) Report.

The EIA Report is comprised of:

- Volume 1 - Non-Technical Summary
- Volume 2 – EIA Main Report
- Volume 3 – Appendices

The EIA Report, provided environmental information about the proposal and assessed the likely significance of effect of the proposed development on the wider environment.

The EIA Report has been examined, the findings together with a site visit and the specialist advice of consultees and matters raised in representation, have been assessed for their planning merit and given due weight.

The principle of the proposed development in this location has been assessed against the relevant policies of the Development Plan (comprised of National Planning Framework 4 (NPF4) and the Outer Hebrides Local Development Plan (OHLDP).

The likely effects of the development in relation to the following main issues have been assessed:

- Socio-Economic Impacts
- Transport Impacts
- Landscape and visual impacts
- Cultural Heritage and the Historic Environment
- Cumulative effects and consideration of alternatives.

Development Plan Compliance and Reasoned Conclusion

Planning Authorities are required to determine planning applications in accordance with the Development Plan unless material planning considerations indicate otherwise. An assessment has been carried out against the provisions of the Development Plan, and consideration has been given to all material planning considerations.

Having regard to the information available, the planning authority considers that it has sufficient information to enable it to reach a reasoned conclusion on the proposal.

Mitigation measures that are considered necessary and can be secured by planning conditions are identified.

The application has demonstrated a locational need for the development in an 'outwith settlement location in a remote rural area where policy supports new sustainable developments that will support and revitalise rural areas.

The construction period would be expected to last for 13 months, and once operational visitor numbers are predicted to rise from an initial 30,000 per annum to 40,000 by year 5 of operation, resulting in socio economic benefits to the area.

The proposal was assessed to be EIA development with significant effects predicted as likely for Socio-Economic Impacts, Transport Impacts, Landscape and visual impacts and Cultural Heritage and the Historic Environment impacts. Each of these were assessed individually and cumulatively through the EIA process.

In terms of the development strategy the locational need for the development has been justified by the need for a remote site overlooking the Atlantic with visibility of the St Kilda islands. A key consideration in assessing the suitability of the location was the potential landscape and visual effects arising. A ZTV demonstrated the likely visibility of the development in the wider area and visualisations were generated for four viewpoints. The LVIA assessed the potential effects on landscape and visual receptors of the proposed development, taking into account embedded mitigation. There are no additional mitigation measures associated with the proposed development as the exposed barren site is not an appropriate location for tree planting.

The EIAR concluded that the landscape and visual effects associated with the proposed development are very localised in nature and will not extend to effects which affect the overall integrity of the South Lewis, Harris and North Uist NSA. The direction of effect (positive, negative or neutral) is determined in relation to the degree to which the proposal fits with landscape character and the contribution to the landscape or visual amenity that the development makes. For the purposes of this assessment, and taking a precautionary approach, any development in the context of this scenic and nationally protected landscape has the potential for adverse effects. However, the Visitor Centre has been sensitively sited and designed and it is concluded the development can be accommodated without significant impact to landscape character, landscape or visual impact in isolation or cumulatively and in that instance would not preclude the development in this remote location in terms of the development strategy.

The impacts on Cultural Heritage and Historic Environment were assessed and concluded that standard archaeological mitigation measures can minimise any impact on the unscheduled historic environment features within and which border the development site. The development provides positive opportunity for interpretation of the former Druim Grunavat radar station which overlaps the site. Conditions proposed by Comhairle Archaeology to mitigate against any potential impact on remains and to seek enhanced on-site interpretation, as part of the development, will be applied. It is concluded that there would be no significant impacts and, overall, the development could be accommodated without significant harm to heritage, historic assets or resources.

Socio-economic assessment for the site, while acknowledging quantitative data limitations for the nature and location of the development proposal, does indicate positive socio-economic impacts to the local economy and community. This included an assessment against the pillars of Community Wealth Building and the wider human health and wellbeing outcomes arising. In terms of local and national benefits the proposed development would contribute to the national 'Scotland Outlook 2030' tourism strategy as well as destination development, a key theme of the Islands Deal.

Consideration of impacts on the road network and transport in relation to both the construction and operational phases of the development was important in relation to assessing the short- and long-term impacts of the development on the local and wider community and infrastructure. A Transport Assessment was undertaken to inform the EIAR and advice was sought from CnES Roads and Engineering. It has been concluded that – subject to compliance with relevant conditions – the development would not have an unacceptable or irreversible impact on the roads network; would provide sufficient off-road parking and turning provision; and would endeavour to support sustainable and accessible transport modes.

The EIAR submitted with the application for the proposed development, the responses of consultees and assessment of landscape and visual impact; impact on Cultural Heritage and Historic Environment; socio-economic benefits; and impacts on the local transport infrastructure have informed the planning assessment against the Local Development Plan and National Planning Framework 4 and consideration of other relevant material planning considerations.

There would be a range of impacts on the environment from both the construction and the operational phases as discussed above. However, subject to the conditions and to the applicant's proposed mitigation, none are considered to be significant enough to warrant refusal of this proposal.

The planning assessment concludes that the proposed development would be in compliance with the Development Plan read as a whole and that material considerations do not indicate a decision be taken other than in accordance with the Development Plan. It is therefore recommended to grant planning permission subject to conditions to manage and mitigate identified impacts. In view of the remoteness of the site and the potential need for an extended period to finalise the project implementation plan including procuring a contractor to work in the area, the duration of the planning permission has been increased to five years.

Overall, Comhairle nan Eilean Siar, as Planning Authority, has determined that subject to management by conditions, as set out in Schedule 1, the proposed development would be acceptable. It would satisfactorily meet the policy requirements of the Development Plan taken as a whole and, in particular, in relation to the following policies: NPF4 Policies 1, 2, 3, 4, 5, 7, 10, 12, 13, 14, 25 and 29, OHLDP Policies DS1, PD1, PD2, PD4, NBH1, NBH2, NBH5, and EI2, EI3, EI4, EI5, EI9. Due weight has been given to all material planning matters and it has been concluded that a decision should be taken in accordance with the Development Plan, as material considerations, either individually or collectively, do not warrant a decision otherwise.

Details of Approved Plans

- 01A Location Plan
- 02A Site Plan
- 03A Proposed Building Site Layout Plan
- 04 Front and Rear Elevations
- 05 Side Elevations
- 06 Long Sections
- 07 Short Sections
- 08 Ground Floor Plan
- 09 Bin Stores, Accessible Parking and Service Layby
- 10 Roof Plan
- 11 EV Charger Data Sheet

Details of approved variation(s) (if applicable)

Following submission of the planning application and its accompanying EIA Report, additional information on biodiversity enhancement was provided and minor red-line boundary revisions to plans 01 - 03 were submitted for accuracy.

Terms of Section 75 Planning Obligation (if applicable)

Not Applicable

Public Participation Arrangements

The EIA planning application was advertised for public comment in the public notices section of the Stornoway Gazette and the Edinburgh Gazette, in the publications dated 28th March 2024 and 2nd April 2024, respectively.

The documentation was available to view online on the planning pages of the Comhairle website. There was opportunity to comment by online form on the website, by email, or by post.

The documents were available for inspection in person at the offices of Comhairle Offices in Sandwick Road, Stornoway during the period for public comment.

Consultations

Statutory consultation was undertaken as required by Regulations. Additional non-statutory consultation was also undertaken.

In summary:

- Nature Scot - Satisfied with the findings of the EIAR.
- Historic Environment Scotland - No comments.
- Scottish Water - No objections. Infrastructure on site.
- SEPA - No site-specific comments. Refer to standing guidance.
- Roads, Bridges, and Streetlighting - No objections. Carry out works as proposed. Additional details re. Roads Construction Consent. Pre-construction road survey required.
- Environmental Health - Standard conditions should be applied to manage potential impacts. Contaminated land potential from radar station.
- Archaeology - were satisfied with the results of a Desk Based Assessment and Walk Over Survey and sought conditions for protective Fencing for certain assets during the construction stage, failing which a watching Brief be required; also sought on-site interpretation of former use as a WWII Radar Station.

The matters raised in consultation responses were summarised and considered on an issue-by-issue basis in the planning assessment.

The proposed development would be unlikely to have significant effects on the environment in an EEA State.

SCHEDULE 3: ENVIRONMENTAL MITIGATION MEASURES

Mitigation measures necessary to avoid, prevent or reduce and, if possible, offset likely significant adverse effects of the development are managed by Conditions as set out in Schedule 1.

Other mitigation measures would be subject to other regulatory or licencing controls through other mechanisms e.g. Building Warrant and Roads Construction Consent

SCHEDULE 4: MEASURES FOR MONITORING THE SIGNIFICANT ADVERSE EFFECTS OF THE DEVELOPMENT ON THE ENVIRONMENT

No residual significant adverse effects were identified. No ongoing Monitoring Measures are required.

SCHEDULE 5:

PROCEDURE IF YOU FEEL AGGRIEVED

Applicant:

If the applicant is aggrieved by the decision of the planning authority (i) to refuse permission for the proposed development (ii) to refuse approval required by a condition in respect of the proposed development or (iii) to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice.

Appeal forms and notes for appellants can be obtained online at <http://www.gov.scot/Topics/Built-Environment/planning/Appeals/howtosubmitanappeal>, by email from DPEA@gov.scot or by writing to: -

**Planning and Environmental Appeals Division
Scottish Government
Ground Floor
Hadrian House
Callendar Business Park
Callendar Road
Falkirk
FK1 1XR**

Tel: 0300 244 6668

Fax: 0131 244 8990

Landowner:

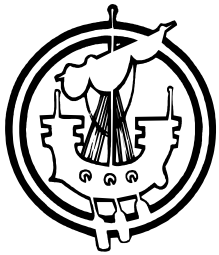
If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town & Country Planning (Scotland) Act 1997.

Interested parties:

There is no right of appeal for interested parties as to the decision of a planning authority. However, a court action for Judicial Review may be raised in the Outer House of the Court of Session in Edinburgh, as a means to challenge unlawful decisions, acts and failures to act by a public authority.

The Court Action must ordinarily be raised within three months of the date of the decision which gives rise to the grounds for challenge and then only by a person with sufficient interest in the matter.

Judicial Review is a complex and highly specialised legal process, and interested parties are advised to seek further advice and information through the Scottish Courts Service or through the Citizens Advice Bureau.



Report on Handling of Planning Application

COMHAIRLE NAN EILEAN SIAR

1. CASE SUMMARY

Application Reference	23/00518/PPD
Registration Date	14th March 2024
Application Address	St Kilda Visitor Centre Mangersta, Uig Isle of Lewis
Proposal	Construction of new Visitor Centre; access road; car park; paths and services facilities.

The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.

The planning application is classed as a 'local development' in terms of the planning hierarchy.

The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017

The planning application is an Environmental Impact Assessment (EIA) application. An EIA Report (EIAR) was submitted to assess the likely significance of effect of the proposed development on the wider environment and its findings has informed the planning assessment.

2. KEY DATES

Advert in press	Stornoway Gazette - 28th March 2024 Edinburgh Gazette - 2nd April 2024
Neighbours Notified	No notifiable neighbours.
Date of site visit	Various – most recent 8 August 2024

3. DEVELOPMENT CONTEXT AND PROPOSAL

Description of Site and its context

The proposed St Kilda Visitor's Centre is located approximately 2km outwith the nearest Rural Settlements of Mangersta to the north, and Islivig to the south, at Geodha Sgoilt in the Uig district of the Isle of Lewis. The closest occupied residential property is 8 Islivig, Uig, Isle of Lewis, at a distance of approximately 1.7km to the south-west of the southern site boundary. The site at Geodha Sgoilt stretches along a cliff-top, 50 metres high, which drop straight into the Atlantic. There are fragmented sea stacks and needles sitting just off the coast. The location gives the site an outlook, from parts of the site, towards Hiort, St Kilda (54 miles SW) as well as the Flannan Isles (19 miles NW).

The red-lined boundary for the site of development is approximately 200 metres long by 150 metres wide and is bisected north/south by the classified single track C39 road which leads south to Breanish. The site and surroundings were an MOD radar station 'Druim Grunavat Radar Station' during the Second World War. All structures were dismantled, bar two stone buildings that remain, one roofed, one unroofed, which are recorded on the Historic Environment Record. A number of concrete base structures and service ducts and paths also remain on the site.

The site east of the road 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 at a 574-metre elevation. The ground is largely exposed Lewisian Gneiss rock outcrops and exposed scoured

rock at ground level, interspersed with rough grassland and wet heath overlying some peat soils. The site itself is devoid of water features but surface water does run directly off the hard ground.

The site is within the South Lewis, Harris and North Uist National Scenic Area. It is not subject to any other natural or historic environment designations. The site while mapped as Boggy Moorland Landscape Character Type is largely bedrock overlain with shallow soil with some isolated peat pockets.

Description of development

The proposed building, 'The St Kilda Centre', would be some 720sqm gross floor area and would house an exhibition space, with adjoining 'viewing' area facing towards the Atlantic; a 'discovery zone' which would operate as a research/educational space; a café area; small shop and other ancillary spaces. The external flat roof space would display external exhibition elements also. The development site for the building is located immediately adjacent to the coastal cliff edge, with parking, access paths and routes on the opposite side of the public road.

The submission states that the development project is intended to be transformational in its community and economic impacts. It is intended to be one of the top visitor destinations in the Outer Hebrides with visitor numbers of 40,000 per annum forecast after 5 years. The developer estimates that 9 full time and 6 seasonal jobs will be created in the Centre.

The developer's submission describes the project as follows:

"It will provide a place to tell the fascinating story of St Kilda on a dramatic site, in the native Gaelic language. It aims to provide a remote visitor experience, modern facilities and job opportunities for local community. ... we demonstrate the [development of] land at Geodha Sgoilt, to create modern visitor experience that respects both the dramatic landscape character, extreme weather and history of the site, whilst establishing a meaningful connection to the natural and built surroundings.

...

It will be, principally a Gaelic Centre, and showcase digital and multi-media interpretation, immersive experiences, and performances. The Centre will provide access to St Kilda related literature and research. Externally, St Kildan and local Hebridean environmental and wildlife interpretation will be included in rooftop exhibition structures and viewpoints, and WW2 heritage interpretation. ... [at] Geodha Sgoilt (which replicates aspects of the environmental and remote characteristics of St Kilda) ... 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 St Kilda Centre will facilitate transformational economic and social regeneration within the remote crofting area of Uig and more widely through the Hebrides. It will create a modern, iconic building which uses new technologies to tell ancient stories and utilises external spaces in ways that immerse the visitor into the wild clifftop environment at the Geodha Sgoilt. It will also reclaim and remediate long-term derelict land and buildings, bringing them into productive and creative use.

The St Kilda Centre is one of three independent but inter-linked visitor hubs being developed along a proposed St Kilda Heritage Trail (Slighe Hiort) which is a major component of the Outer Hebrides 2030 Visitor Development Strategy and Outer Hebrides Great Place Strategy."

This proposal consists of a number of related elements.

On the western portion of the site

- The Visitor Centre building – a stone-clad rectilinear footprint building set perpendicular to the public road. The design has a 'wedge' shape which serves to allow for a functional flat rooftop area for exhibition pavilions and viewpoints, with a ramped access from the external ground level, as well as a lift from the internal floor space. 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 the 'Ocean Room' public viewing space.

- accessible parking area on same side of road as the Visitor Centre building;
- bin stores, and other ancillary paths, loading bays etc

On the eastern side of the road

- a new access road formed with the public road to create the IN route for the one-way traffic system, for traffic arriving from the north; and works to existing access road to create OUT route for the one-way traffic system;
- parking area for cars, campervans, and coach parking;
- pedestrian paths and routed pedestrian crossing point.

Summary of changes that took place during determination

Additional information on biodiversity enhancement provided. Red-line boundary revised for accuracy.

4. RELATED APPLICATIONS

22/00498/SCR_L – A new visitor Centre at Geodha Sgoilt – EIA development – 2 December 2022

22/00540/SCO_L – A new Visitor Centre at Geodha Sgoilt. – Scoping Response - 20 February 2022

5. SUMMARY OF CONSULTATION ADVICE

The full terms of consultation responses can be read in the Appendix. The undernoted were consulted and pertinent points from the advice is summarised here:

<u>Consultee Name</u>	<u>Consultee Advice</u>
Archaeology	Protective fencing of assets failing which a watching Brief Required; on-site interpretation of former use as a WWII Radar Station.
Historic Environment Scotland	No comments.
Building Standards	No comments.
Scottish Water	No objections. Infrastructure on site.
SEPA	No objection. No site-specific comments.
Roads, Bridges, and Streetlighting	No objections. Carry out works as proposed. Additional details re. Roads Construction Consent. Pre-construction road survey required.
Environmental Health	Standard conditions should be applied to manage potential impacts. Contaminated land potential from radar station.
Nature Scot	Satisfied with the findings of the EIAR.

6. EIA REPORT

EIA Requirements

The 2022 screening request resulted in a positive Screening Opinion from the Comhairle. The proposal was assessed to have likely significant effects on the landscape character of the area, the South Lewis, Harris and North Uist National Scenic Area, on existing important views within the vicinity of the site, on cultural heritage assets, on the local road network, and likely significant economic and social impacts on the local and wider community.

The outcome of the subsequent scoping request detailed the following key elements to be addressed within the EIAR:

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

along with consideration of alternatives and cumulative effects, as required by Regulations.

The submitted EIA Report is comprised of:

- EIA Report – Main Document
- Supporting Drawings, Figures, Visualisations
- Appendices
 - Design and Access Statement
 - Transport Assessment
 - Outline Construction Traffic Management Plan
 - Zone of Theoretical Visibility
 - Viewpoints
 - Archaeological Survey
- Non-Technical Summary

Other documentation submitted to inform the assessment included a Drainage Strategy and a Biodiversity Enhancement statement.

EIA Report

The EIA Report is assessed to meet the requirements set out within the Scoping Opinion. The Report was made available for inspection online and at the Offices of Comhairle nan Eilean Siar for a period of 30 days following press advertisement as required by Regulations. The Report was also subject to statutory and non-statutory consultation. The contents of the EIA Report are referenced throughout the assessment Report on Handling to inform consideration against policy and other material considerations.

7. SUMMARY OF ANY ISSUES RAISED IN REPRESENTATION

There was one formal representation and one informal comment to the application. In summary, these raise issues related to:

One representation was received, which objected to the proposal. The representation related wholly to the likely impact on the roads network and resulting road safety issues. These issues are considered below, under Material Considerations.

8. PLANNING ASSESSMENT

In Scotland, the planning system is 'plan-led'. From 13 February 2023, National Planning Framework 4 (NPF4) along with the Outer Hebrides Local Development Plan 2018 (OHLDP) and its supplementary guidance collectively forms the statutory Development Plan for the administrative area of Comhairle nan Eilean Siar.

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (the Act) require that planning decisions be made in accordance with the Development Plan unless material considerations indicate otherwise. The full text of the OHLDP can be read on-line on the [Comhairle website](#) and that of the adopted NPF4 on the [Transforming Planning website](#).

Section 24(3) states that in the event of any incompatibility between a provision of NPF4 and a provision of an LDP (the OHLDP), whichever of them is the later in date, is to prevail. In carrying out the planning assessment due regard is taken of consultee comments and where relevant consultee standing advice together with all other material planning considerations.

Outer Hebrides Local Development Plan (OHLDP) Policies (and any Supplementary Guidance (SG) Policies) and National Planning Framework 4 (NPF4) Policies relevant to the determination of this application are:

Policy DS1 - Development Strategy - Outwith Settlement

Policy PD1 - Placemaking and Design

Policy PD2 - Car Parking and Roads Layout

Policy PD4 - Zero and Low Carbon Buildings

Policy NBH1 - Landscape

Policy NBH2 - Natural Heritage

Policy NBH5 - Archaeology

Policy EI2 - Water and Wastewater

Policy EI3 - Water Environment

Policy EI4 - Waste Management

Policy EI5 - Soils

Policy EI9 - Transport Infrastructure

NPF401 - Tackling the climate and nature crises

NPF402 - Climate mitigation and adaptation

NPF403 - Biodiversity

NPF404 - Natural places

NPF405 -Soils

NPF407 - Historic assets and places

NPF410 - Coastal development

NPF412 - Zero waste

NPF413 - Sustainable transport

NPF414 - Design, quality and place

NPF425 - Community wealth building

NPF429 - Rural development

Assessment against the Development Plan

Principle of development / Development Strategy and Design, Quality and Place/Placemaking

The application site is located in an 'Outwith Settlement' location, as per the OHLDP Development Strategy set out in Policy DS1 and is classes as being sited in a 'remote rural area' in terms of NPF4 and the Scottish Government's 6-fold Urban Rural Classification 2020.

The policy context to OHLDP Policy DS1 notes that: 'Development proposals are likely to be mainly resource, or tourism based.' The principal policy objective of Policy DS1 is *"to direct appropriate resource-based activity and ensure development has a quality of siting and design suitable to a more open and rural setting."* All development proposals are to be assessed against the capacity of the surrounding landscape to accommodate the development and policy directs that development proposals should avoid raised or high-level locations, to minimise visual impact.

The policy intent of NPF Policy 29 – Rural Development is to encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced. The policy provides that development proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported and that development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. They should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location.

19/00175/PPP granted a planning permission in principle for a St Kilda Visitor Centre and associated infrastructure on a more elevated part of the same site, but on the landward side of the road. However, while this permission was granted, the matters specified were not submitted and the permission was not implemented. Nevertheless, that previous permission does establishes some precedent for the development at this 'out of settlement' location.

Further, the development strategy can accommodate a tourism development, located 'out of settlement', where it can be demonstrated that there is a relevant resource and/or locational need.

St Kilda is a remote island grouping which is part of the Outer Hebrides. It has had various links and associations with Lewis, Harris and the Uists in terms of its occupants, later abandonment, and current

military test use by the MoD; the conservation works of the National Trust; and as a tourism destination for a small number of people who visit the island on tour boats. The islands of St Kilda, while remote, can be viewed on occasion from the site of the proposed Visitor Centre, when weather conditions are favourable.

It is considered that the development proposal and supporting documentation suitably demonstrates a locational need for this Atlantic coast site which is outwith settlement, on account of its associations with and visual connection with the St Kildan islands, the heritage of which is the focus of the proposed Visitor Centre. The limited accessibility to St Kilda itself, and a need to manage visitor number to the sensitive UNESCO dual World Heritage Site, lend further support to a remote but main island based Centre to allow for a remote visitor experience. It is thus considered to comply with this element of policy.

The Uig area of Lewis, while offering dramatic scenery which attracts many visitors, is like many rural areas – fragile and suffering from an ageing demographic and depopulation. The proposal will provide a tourist destination within the area while at the same time create new jobs which will aid in sustaining the population and thus meets the intent of NPF Policy 29.

An assessment of the capacity of the surrounding landscape to accommodate the development is key to determining the principle of development at this location and the EIA Report has assessed this through a Landscape and Visual Impact Assessment, discussed in detail further below. Consideration is given to how the siting on this prominent coastal edge, albeit low in the landscape, and the overall design and external finishes work together to minimise landscape and visual impacts and impacts upon the Landscape Character.

Policy PD1 - Placemaking and Design of the LDP seeks developments which are well sited and designed to ensure a good quality development that fits into its surroundings. Developments should achieve a satisfactory quality of place-making, siting, scale and design that respect and reflect positive local characteristics and will complement or enhance the surrounding built and natural environment. NPF4 Policy 14 seeks to encourage, promote and facilitate well designed development that makes successful places. It requires development proposals to be designed to improve the quality of an area, regardless of scale.

The St Kilda Visitor Centre proposal at Geodha Sgoilt has been supported by a Design and Access Statement which explores, in detail, the concept for the Centre and the informing design principles; contextual input from the landscape; along with the developer's required outcomes for the Centre on site. The visitor Centre building itself has been located on the cliff-side of the public road, with minimal other physical works on this side of the road, resulting in a low visual impact, with the single storey building emerging from the landscape in a similar fashion to the rock outcrops north of the site and the promontory of Àird Feinis to the south. The building has a height of approximately 5.8m above ground level at the point closest to the public road, although this starts as a wall appearing to be approximately 1.8m tall which then integrates to the building line at the parapet height, with the building occupying the space between this consistent line and the dropping ground levels. The terminal end of the building, nearest to the coastal edge, is approximately 10 metres in height above the undulating ground level.

The majority of parking provision sits to the east of the public road, on slightly raised land, on partially rocky ground and interlinked with the remains of the WWII radar station, Druim Grunavat, the modern water treatment plant, and the access road which serves them. These elements of development are largely low level, and the only real visual intrusion will be the actual vehicles using the parking space during the operation hours of the Centre. The steep rise of Brinneabhal, Mula Mac Sgithain, and Mealaisbhal in a ridge to the rear of the site provides a significant backdrop to the development.

The design and form of the Centre as proposed is contemporary, with the material palette using natural and recessive-coloured materials. It includes natural random coursed wall in a mix of locally quarried and locally reclaimed stone; lintels and coping in pre-cast concrete; timber rainscreens in 'natural earthen stain'; stone paving and retaining structures; and turfed roof, stone clad ancillary outbuildings. The use of metal frame windows and doors is proposed, but no colour is detailed at this time, though

image-renders show these in a grey colour. The single storey building is finished in stone, with flat roof design, largely built into the surrounding sloped landscape.

The proposed Centre building will sit low in the landscape, and the approach from the north will not result in a dominant feature, with the adjacent raised outcrop of land obscuring much of the building, and the visible elements being in a local stone, akin to the existing natural rock protrusions on the site and surroundings. The view from the south, the least dominant in terms of approach views, will be more striking, but again, in context, is not considered to create an undue new feature in the landscape. All the proposed works take cognisance of the changes in level across the site and work with these. In elements where retaining elements are required, it is tapered to meet with natural ground levels as soon as practicable and is clad in stone to blend with the bedrock outcrops that are common on the site. The architects for the project note they see the building design as *“reminiscent of the long walls in the village on Hirta.”* The flat roof of the Centre has small timber ‘shelters’ scattered across which are partial enclosures to house external exhibition elements. The architects note that their interpretation of these structures is *“like a contemporary interpretation of the cleits of St. Kilda”*. The area will also house planting below the parapet roofline.

The design as proposed is contemporary and, while striking in its long form, the use of natural random course stone to the walls softens the form suitably for the largely natural surrounding landscape, and the windows break up the massing. It is considered that the colour and material palette help draw the overall proposals – including the small outbuildings and pathways – together, with views looking towards the site seeing a stone and turf grouping of buildings which is suitable for a new building, which sits on its own, and is viewed in a rural and historic landscape context. It is considered that the material palette has been sympathetically chosen to avoid a monolithic appearance to the Centre when taken as a whole. The variations in texture and minimal variation in muted colour ensure it is recessive from the wider views towards the site and does not interfere with the overall landscape character.

There are no immediate neighbouring properties which would be impacted upon by the development.

Amenity space and landscaping should be commensurate with the scale and character of the development. There is sufficient external space to accommodate the needs of the development. The development includes soft landscaping within the proposed roof terrace garden and exhibition area on top of the building. The supporting statements allude to active restoration of ground disturbed by the development. A detailed landscaping scheme will be required by condition to ensure the finalised details of proposals. Also, a lighting scheme will be required by condition, to ensure that any lighting is proportionate, and that the development does not create an unduly dominant visual focal point from any proposed lighting, in this outwith settlement location.

It is considered that the development is sensitive to place-making principles in that the siting, scale, and design do present a positive reflection of the built heritage of the wider area and the natural materials of the landscape. On balance, although a modern intervention in a largely undeveloped locality, the proposed development is assessed to enhance the surrounding built and natural environment. It is considered that the site has capacity to accommodate the design and scale of the proposal, and it is in keeping with the aims of the relevant design and placemaking policies.

It is considered that subject to satisfying capacity of the Landscape to accommodate the development and its impact on the Landscape Character of the area (discussed in detail below), and application of conditions to manage adherence to the details in the submitted plans and statements the proposals are capable of complying with OHLDP Policy PD1 and NPF4 Policy 14.

Landscape character and visual impact

The EIA Report Volume 2: Main Assessment: Chapter 7 comprises a Landscape and Visual Impact Assessment (LVIA) (Pages 62 to 108) prepared by independent consultants, LUC. The LVIA is supported by a Zone of Theoretical Visibility and a Viewpoint assessment. These have been examined and advice sought from NatureScot.

The LVIA notes that 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 by the consultant that it would be 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). The LVIA also identifies and evaluates the potential effects of the proposed development and associated infrastructure on landscape character, key landscape features and views during the operation of the development. Considerations of the potential implications of the proposed development in terms of direct and indirect effects on key landscape characteristics, together with the effects upon a representative range of visual receptors in the vicinity of the site and mitigation measures to reduce potential effects.

NPF4 Policy 4 seeks to protect, restore and enhance natural assets, making best use of nature-based solutions. Amongst other matters, it confirms that development proposals that will affect a National Scenic Area will only be supported where either, the objectives of designation and the overall integrity of the areas will not be compromised, or any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

NPF4 Policy 9 encourages, promotes and facilitates the reuse of brownfield, vacant and derelict land and empty buildings, to help reduce the need for greenfield development. It states that, development proposals that will result in the sustainable reuse of brownfield land, including vacant and derelict land and buildings, whether permanent or temporary, will be supported, taking into account the biodiversity value of brownfield land that has naturalised.

LDP Policy NBH1 requires development proposals to relate to the specific landscape and visual characteristics of the local area, ensuring that the overall integrity of landscape character is maintained. It also requires the Western Isles Landscape Character Assessment (LCA) to be taken into account in determining applications. Development proposals should not have an unacceptable significant landscape or visual impact. If it is assessed that there will be a significant landscape or visual impact, the applicant will be required to provide mitigation measures demonstrating how a satisfactory landscape and visual fit can be achieved.

The LVIA reflects on the current situation and context of the site – *“Views across the study area are strongly influenced by the varied terrain. The lack of built form and vegetation cover means that views tend to be open in nature. From areas of higher ground views are larger scale and long distance. Views tend to be oriented to the west, looking out to sea, or north and south along the coastal edge. In views looking north and south, along the coastal edge, abandoned structures associated with the radar station, and wood pole telegraph lines, are often just apparent on the undulating horizon behind the sea cliffs. The character of the landscape is also strongly influenced by light conditions and the weather, which can change dramatically.”*

The number and variety of visual receptors is limited due to the location of the proposed development. Key receptors identified within the LVIA with potential visibility of the proposed development are:

- Residents in the township of Mangersta to the north of the study area;
- Recreational and transport receptors on the minor road which links Mangersta to Islibhig;
- Recreational boat users (kayaks, sailing boats, boat tours etc.) travelling around the coastline in the vicinity; and
- Walkers in the Uig Hill to the east and exercising their right to roam (there are no Core Paths within theoretical visibility) across the study area).

The proposed development is located within the South Lewis, Harris and North Uist NSA. This national level landscape designation covers the coastal edge and inland areas across the extents of the study area, covering a large area across the southern extent of Lewis, and continuing further north across Harris and northern parts of North Uist. Specific to the area of development, a special quality of the NSA is stated in NatureScot’s designation documentation as: *“On South Lewis views vary greatly to include narrow, enclosed views across Loch Ròg and wild, exposed seascapes seen from high cliffs*

along Mangurstadh Head.” The proposed development site sits in the coastal area where sea-stacks are viewed from the coastal edge.

The LVIA notes the limitations for landscape and visual mitigation due to the open, exposed and harsh nature of the landscape on the western edge of Lewis, which is not conducive for growing trees. As such, all mitigation is embedded in the design of the proposed development. Embedded mitigation includes the siting of the proposed development, on an accessible part of the western coastline of Lewis which minimises the level of access infrastructure required. The form and detailed siting of the proposed building has been designed to sit low in the landscape and use the local undulations in the topography to further screen and assimilate the building into the landscape and views. It is noted also that the proposed development is located in an area which is influenced by some existing built form, namely a water treatment plant and a former but long abandoned radar station.

The LVIA highlights that the carparking area is located in an area of concrete pads, associated with accommodation and support buildings for the abandoned radar station. Locating the car parking here limits the amount of landscape disturbance. Access roads and tracks are noted to link into the existing and abandoned road network as far as possible. New sections of track are to follow the undulating grain of the landscape and follow contour routes where practicable.

The surrounding landform is an undulating landscape classed as Boggy Moorland in the NatureScot Landscape Character Assessment. This is characterised by large scale, gently undulating peat moorlands, indented with large and small rounded lochs which are frequently interconnected by narrow, slow-moving rivers. Occasionally small shallow sided hills rise from these gently undulating surroundings.

Effects on the landscape will vary over the construction and operational stages of the development.

During construction, certain activities will result in direct landscape effects on the site. Changes primarily relate to the removal and alteration of existing landscape elements including boggy moorland vegetation and rocky outcrops; changes to the topography to provide suitable building platforms for building footprints and access arrangements; the introduction of partially constructed infrastructure; transport and storage of materials; additional movement and activity through construction vehicles and plant; and a perceived change from an area of remote boggy moorland, on the coastal edge, to a construction site. The LVIA notes that “When visible, construction activity/ a partially constructed Visitor Centre will be seen in close proximity to middle distance views. This will influence certain perceptual characteristics of the wider LCT, including the sense of remoteness. However, construction activity will be seen in the context of existing development near the site, and activity associated with the minor road and operational use of the water treatment plant”. The magnitude of change will be high in the immediate vicinity, reducing with distance. This is a transient impact which will then be superseded by the operational effect of the development.

The direct landscape effects of the operational period of the development are assessed by the consultants to relate to the permanent alteration and loss of landscape elements across the site as a result of the proposed development, including some boggy moorland vegetation and some rocky outcrops. There will also be permanent changes to the topography; the introduction of a new Visitor Centre building, external areas of parking, site and internal access roads; areas of new hard and soft landscaping; and additional human activity.

In terms of wider operational effects on landscape character the proposed development will be visible in close proximity to middle distance views from an area within approximately 500m of the proposed development site at the northern extents of the host LCT; on the eastern facing ground from Àird Feinis; areas of higher ground to the east of the host LCT, and the northing facing slopes of the unit to the west of Islibhig (between 2km to 3km distant). Additional activity through accessing the facility will also be apparent. This will influence certain perceptual characteristics of the wider LCT, including the sense of remoteness.

However, the LVIA contends, the proposed building will be seen in the context of existing development near the site, including larger structures associated with the abandoned radar station. The proposed building has also been designed to sit low in the landscape, as it is cut into the coastal edge terrain,

which falls from east to west. The palette of materials used for the Visitor Centre is also simple and responds to the local vernacular. The main elevations of the building are made from locally reclaimed stone and new locally quarried stone. The use of local stone will help the building marry into wider views, where available, from the LCT and in which the greys, browns and reds of the rocky outcrops and coastal cliffs strongly contribute to the colour palette of the landscape and the landscape character.

It is noted that “During the hours of darkness subdued lighting from the Visitor Centre, including windows on the northern façade of the building and pavilion structure on the roof, will be apparent.” when viewed from certain visible receptors. Of importance is the impact on this from Mangersta, the nearest populous area that would have visibility of the site. While the magnitude of the effect is considered to be small, to ensure this is the case, a detailed lighting scheme is considered necessary to be secured through condition to ensure no undue lighting or light-spill occurs.

NatureScot state in their response that they “are satisfied that the development has indeed been designed and sited sensitively in respect of the surrounding landscape and the NSA. It will sit low in the landscape, and to the extent that the elevations will still be visible, they will be constructed of local materials in keeping with the prevailing colour scheme of the local landscape.”

NatureScot “concur with the assessment of impacts set out in the landscape and visual impacts assessment (LVIA) submitted by the developer, as follows:

Special qualities of the NSA -

“...whilst significant landscape and visual effects are predicted from a very localised area around the proposed development, and within the NSA, this is not judged to compromise the overall integrity of the NSA. Effects will be very localised to an area which has been influenced by existing development. Once constructed, the proposed Visitor Centre will sensitively respond to the local vernacular. External access arrangements will also make use of the existing and abandoned road network, helping to minimise disturbance. It will also be possible to continue to experience the unaltered special qualities of the NSA from across much of this large scale designated area.”

Landscape character – “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 (322 Boggy Moorland – Outer Hebrides) and the adjacent LCT (Rocky Moorland – Outer Hebrides) from limited areas with visibility. 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).”

The consultant’s LVIA concludes that, whilst significant landscape and visual effects are predicted from a very localised area around the proposed development, and within the NSA, this is not judged to compromise the overall integrity of the NSA. Effects will be very localised to an area which has been influenced by existing development. Once constructed, the proposed Visitor Centre will sensitively respond to the local vernacular. External access arrangements will also make use of the existing and abandoned road network, helping to minimise disturbance. It will also be possible to continue to experience the unaltered special qualities of the NSA from across much of this large-scale designated area.

Having regard to the comments from NatureScot, the consultant’s assessment, and consideration of the proposals through site visits and assessment of the submitted supporting documents, it is considered that the reasoned conclusions of the LVIA are fair, and the development would not have an unacceptable landscape or visual impact, nor would it result in unacceptable effects on the NSA, its integrity, or its qualifying or natural features.

To ensure policy compliance conditions are proposed to ensure the proposed external finishes to the Centre buildings, access routes, parking areas and footpaths.

Given the findings it is concluded that the proposal will satisfy the Landscape and Visual impact policy tests including mitigation of likely effects on the South Lewis, Harris and North Uist National Scenic Areas and the Boggy Moorland Landscape Character.

Natural Heritage and Biodiversity

NPF4 Policy 4 seeks to protect, restore and enhance natural assets, making best use of nature-based solutions.

NPF4 – Policy 3 – Biodiversity provides that development proposals will contribute to the enhancement of biodiversity, and integrate nature-based solutions, where possible, and that proposals for local development will include appropriate measures, proportionate to the nature and scale of development to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Further, that potential adverse impacts on biodiversity and the natural environment will be minimised through careful planning and design.

Policy NB2 Natural Heritage states that development proposals should avoid having a significant adverse effect on, and where possible should enhance, biodiversity and ecological interests of the site.

The site or surroundings are not designated for habitat or species or natural features, other than Landscape. The application notes that the land has been historically grazed as part of the common grazing and rabbits use the soils around the higher rocky outcrops for burrows (but these burrowed areas are to be left undisturbed). The application notes there is little sign of other fauna on the site.

Much of the land for development, particularly the access road and car park located on the inland side of the road, is on land that has been previously developed – part of the WW2 radar station and more recent water treatment works. The roadside verges have been previously disturbed and involve drainage channels. The land to the west of the road, proposed site for the Centre buildings, is largely rocky with minimal evident diversity in the vegetation which sits amongst the rock outcrops.

A Biodiversity Enhancement Statement was submitted which detailed the following:

The new proposals seek to mitigate their impact on biodiversity by being based on a clear development strategy that observes the mitigation hierarchy, outlined by NatureScot in the Developing with Nature guidance:

1. **Avoid** - by removing the impact at the outset wherever feasible.
Mitigation: development limited to a single building structure; external interpretation housed on building rooftop or within existing WW2 structure.
2. **Minimise** – by reducing the impacts that are unavoidable.
Mitigation: building scale limited to necessary footprint; roads and parking minimised; paths connect parking areas to the building, avoiding large scale excavation.
3. **Restore** – by repairing and enhancing damaged habitats and disturbed species.
Mitigation: all land around the new building, paths access and parking will be returned to its current state with careful excavation and replacing of topsoils.
4. **Offset** – by creating new habitat, preferably on-site but can be off-site, to compensate for any residual impact that remains.
Mitigation: a new planted roof terrace area will provide new habitat based on the native landscapes of Lewis, featuring local flora.

As noted above, impact on biodiversity is a key consideration in the suitability of development. Developments should conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.

The developer has submitted a biodiversity enhancement statement that recognises the wild and exposed character of the site west of the public road and the previously developed land, now abandoned, to the east of the road. The strategy is to leave the site as undisturbed as possible in order that it retains its wild landscape character. The principal biodiversity enhancement is the addition of a roof terrace garden planting, with appropriate indigenous species, has the potential to increase habitat and opportunities for the longer-term enhancement of biodiversity in terms of flora and fauna species. It is intended to secure the final details of planting and restoration of disturbed soils by means of condition.

It is considered that the development site restoration as proposed will in due course contribute to the restoration and enhancement of biodiversity in compliance with relevant policies. An informative advising the developer of their overall responsibility for protected species will be appended to ensure that, should any species be discovered during works, their responsibilities are clear.

Climate Crises, Low and Zero Carbon Buildings

NPF4 requires that when considering all development proposals, significant weight will be given to the global climate and nature crises, and that developments should be designed to reduce, minimise, or avoid greenhouse gas emissions. The proposed building would require to meet modern insulation and heat loss standards, which will largely be achieved as a result of the requirements of the Building Standards process. However given the scale of the building, it is considered likely to result in a neutral impact on global climate change. The proposal to utilise air source heat-pumps to provide heating and hot water to the building as energy efficiency and low carbon technologies would be positive.

The development has the potential to attract a high volume of visitors. However, these visitors are likely to already be on the island with a substantial growth in visitor numbers in the past decade. This is most evident with Stornoway being added to the port-of-call list for a large number of cruise ships. This has introduced an element of day-tripping to the island which was not previously in existence. The majority of cruise ship visitors who leave the port of Stornoway to visit other parts of the island will be largely communal, organised bus tours and will not use single person travel methods. Bus parking is incorporated as part of the proposal. Cyclists and walkers are also likely to frequent the area, and the proposals provide bicycle parking. Due to the remote nature of the site, and the islands as a whole, car and other similar motor transport will still be the dominant form of transport to the site. The developer has included 5no. EV charging points within the site, including one located at an accessible parking bay. The provision of cycle storage and bus parking ensures promotion of both active and communal travel modes.

Therefore, while there are likely to be some carbon emissions from car and bus traffic to the site, it would be reasonable to include some of those emissions against saving made in reducing the number of people who would otherwise wish to visit St Kilda by boat (a 40-mile distance sea trip). The Centre also provides opportunities to educate on the effects of climate change on the special habitats and species of St Kilda, designated as a dual world heritage site. Overall, it is concluded that the impacts on climate change will be negligible.

Cultural Heritage and Historic Environment

Volume 2: Chapter 8 of the EIA provides an assessment of the Cultural Heritage and the Historic Environment in relation to the proposed development. A Desk Based Assessment (DBA) and Walk Over Survey were carried out as part of the work and set out in EIA - Appendix VI. The documents have been examined and consultation advice sought from the Comhairle Archaeology Service.

The Desk Based Assessment identified 8 sites on the HER and Canmore databases. These sites included a small scattering of post medieval shielings surrounding the site as well as evidence of rig and furrow field systems in the wider landscape. The proposed development overlies the Druim Grunavat Chain Home radar station. The station had some features and buildings located and identified but it is acknowledged that there is an identified potential for further features related to the wartime remains and previous activity to survive in or close to the site.

The Walkover survey was undertaken between the 13th and 14th November 2023 and aimed to identify these remains and provide sufficient record of the features within the area for future research purposes. Forty-five features were identified and recorded in the vicinity of the proposed development. Most of these related to the wartime remains but a handful are noted as likely to be earlier features.

National Planning Framework 4, Policy 7 'Historic Assets and Places', identifies that policy outcomes should ensure:

- I. The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.

- II. Redundant or neglected historic buildings are brought back into sustainable and productive uses.
- III. Recognise the social, environmental, and economic value of the historic environment, to our economy and cultural identity.

It goes on to state that where impacts cannot be avoided, for both designated and undesignated archaeological remains, they should be minimised. Specifically, the requirement for public benefit is included, *“Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.”*

LDP Policy NBH5: Archaeology looks to support development proposals which preserve, protect, or enhance the archaeological significance of heritage assets. Development which would affect unscheduled sites of archaeological interest or potential will be permitted where the significance of the remains does not justify their physical preservation on site. Where archaeological features provide potential for amenity, cultural tourism, place-making, or as an in situ educational or research resource, the Comhairle will support proposals for long term management, access and interpretation of the historic environment assets on the site.

‘Our Past, Our Future’ 2023 is an updated national strategy for Scotland’s historic environment. It sets out the part that heritage sites may play in delivering the transition to net zero, empowering resilient and inclusive communities and places, and building a wellbeing economy including sustainable tourism. It aims to sustain and enhance the benefits of Scotland’s historic environment

There are a number of undesignated heritage assets in proximity to the site.

The Cultural Heritage and Historic Environment Chapter in the EIAR states that an area of around 1km has been researched around the proposed development in order to ascertain its character and the potential for archaeological or historic remains.

The eight sites identified on the desk-based assessment are all undesignated. It notes that most of the recorded sites will be on the periphery of the application site and will not be directly affected by the installation or use of the building, carparks, footpaths, or services.

This site comprises a plethora of structures and features used during World War II to detect low flying aircraft that may have threatened Britain’s north coast. It became operational in November 1941 and was placed on care and maintenance exactly 4 years later. However, it may have also been utilised at times during the Cold War. Of the forty-five features or assets identified in the Desk-Based Assessment (DBA) only the Druim Grunavat Chain Home Radar Station (sometimes called Islivig), is located within the proposed development area.

The EIAR notes that many of these features had been previously identified and photographed, including the blast walls, standby set building and the Friend or Foe building. It notes that the current survey has provided an opportunity to more thoroughly survey the site, so that additional features such as paths and concrete pads have been recorded. It has also allowed for photography of details such as construction evidence. The conditions of most of these features has been found to be reasonably good, with some specific areas of damage as well as general degradation caused by disuse over time. There are also a handful of potentially earlier features at the fringes of the site. This includes a bothy to the northeast and an interesting, cobbled feature to the west of the Blast Walls. These features are in reasonably good condition and are not currently at threat.

The features recorded are all considered to be of local or regional significance that make a contribution to the understanding of the heritage of this area. The radar station in particular is a good example of the Chain Home Group which contributed to the national wartime effort and has associated stories and memories.

There are no identified features within the siting of the proposed Visitor Centre building.

However, the bases of the main group of Nissen huts comprising part of the Druim Grunavat Radar Station, their associated paths, drain and surviving track will all be directly impacted by the development, as the carpark and access road are directly overlaying these features.

These are all undesignated assets of Local significance and therefore of Low Value. The Magnitude of impact has been identified by the archaeology report as of a substantial adverse impact for the majority of these features as they will be completely removed. It is noted that the position of the carpark and its access is constrained by a lack of available level areas within the landscape whilst also avoiding peatland and environmentally sensitive moorland. It is proposed that the loss of these features can be offset by the creation and curation of a record of the features. Other features, where inadvertent disturbance is possible during construction, have been recommended for 'marking off' by means of 'temporary fencing' during construction works to avoid damage by plant and machinery or material laydown.

The Comhairle Archaeologist notes: *"In this case the physical site remains have been recorded to an appropriate level and further mitigation in terms of investigation or excavation are not necessary; however, there is potentially additional public benefit that can be utilised from this development."*

This alludes to the opportunity for the Visitor Centre to enhance interpretation of the culture and history of the Outer Hebrides through this site.

The Archaeology Service has recommended a program of archaeological works to protect and interpret the archaeological features within this development.

This includes a watching brief and/or fencing off sites close to the development area to avoid accidental damage.

It also seeks site interpretation works for public benefit, as identified in the archaeological survey report. *'The developer should carry out site interpretation works for public benefit, as identified in the archaeological survey report. This should include consideration of interpretation of both the prominent upstanding features beyond the car parking area and the sites that will be removed by new car park. This could be done by depicting sites plans and additional background information on interpretation panels, potentially linking to other WW2 sites (such as Mealista). Additionally, signage for individual structures and appropriate inlaid paving within the carpark could link the extant ruins to the former rest of the site. Such work would bring added value to interpretation of the site and enhance the visitor experience.'*

The application already includes proposals for the interpretation of the WWII installations in the roof-terrace enclosures of the proposed building, but additional detail on this is sought along with a degree of interpretation within the car park area where the radar station itself was located. This could be in the form of interpretation panels or inlaid paving.

These requirements are considered to ensure the policy tests are met and being proportional to the scale of the development and the importance of the sites being affected by the development and recommended to be secured via conditions.

Coastal Development and Access

NPF4 Policy 10 states that development proposals in developed coastal areas will only be supported where the proposal does not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and is anticipated to be supportable in the long-term, taking into account projected climate change. Though near the coastal edge, the nature of the high-level of the site, set atop hard, Lewisian gneiss cliffs is such that the development would not be affected by floodrisk; would not require coastal protection measures; and does not increase coastal flood risk or erosion.

Socio-Economic Impacts, Rural Development, Tourism and Community Wealth Building

Volume 2: Chapter 5 of the EIAR (Pages 4 to 44) sets out an assessment of Socio-Economic Impacts as

prepared by Biggar Economics. The 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 starts with an 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 then 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 then 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.

Tourism and recreation effects were assessed qualitatively based on BiGGAR Economics professional judgement on the nature and extent to which the presence of Ionad Hiort might be expected to affect the local tourism industry. This part of the assessment is based on the team's experience of assessing comparable developments elsewhere. Factors considered as part of this assessment included the nature and scale of the local tourism offer and other existing visitor attractions.

Community Benefits and Opportunities – the assessment of localised economic effects was undertaken using the Community Wealth Building model. Community Wealth Building is however primarily a model of local economic development. The Scottish Government has also made it clear that in building a wellbeing economy it is important to take a holistic approach, that considers a wide range of societal outcomes. To achieve this, the assessment also included an assessment of the contribution Ionad Hiort could make to Scotland's national outcomes.

NPF4 Policy 25 and policy 29 are aimed at ensuring that developments benefit local populations overall. Community Wealth Building aims to place community benefits as a central and primary consideration, by supporting local employment and supply chains, community ownership, and local management of buildings and land. The NPF4 states that *“development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported”*, and that *“development proposals linked to community ownership and management of land will be supported.”*

NPF4 Policy 29 c) provides that development proposals in remote rural areas, where new development can often help to sustain fragile communities, will be supported where the proposal will support local employment, support and sustain existing communities, and is suitable in terms of location, access, siting, design, and environmental impacts.

NPF 4 Policy 30: Tourism requires that development proposals for new or extended tourist facilities be in locations supported by the LDP. Information on the contribution made to the local economy, capacity for increased visitor numbers and appropriate management of parking, accessibility for disabled people have been submitted as part of the EIA application.

Further the policy states that proposals for tourism related development will take into account:

- The contribution made to the local economy.
- Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors.
- Impacts on communities, for example by hindering the provision of homes and services for local people.

- Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas.
- Accessibility for disabled people.
- Measures taken to minimise carbon emissions.
- Opportunities to provide access to the natural environment.

The elements of access, siting, design, and environmental impact are considered in more detail in earlier policy sections.

The proposal is to develop a Visitor Centre relating to the most remote islands in the Outer Hebrides – St Kilda, designated as a UNESCO dual world heritage site. The development of the Centre is anticipated to support employment in the local area; increases the availability of cultural and hospitality services for the local community; and is suitably located on a site that, while outwith settlement, has been located to be associated with views out towards St Kilda and close to established historic island settlements, and is intended to serve a key tourist attraction to the area.

The development is predominantly to allow for facilities for those wishing to connect with the St Kilda World Heritage Site, without the impact of travel to the remote archipelago, by visiting this remote rural location which has intermittent views to the site and is proposed to house an interpretation Centre about St Kilda, the wider area, and Gaelic culture. The site is surrounded by both agricultural and natural rugged landscapes, and the Centre can increase safe access to the viewing of the Atlantic edge from the designed internal spaces and roof terrace.

The potential impact from an increased number of visitors has been considered, with the key concern being to ensure sufficient on-site parking, pick-up/drop-off and circulation space. Policy seeks appropriate management of parking and traffic generation. The provision has been in response to the policy on Car-parking and Roads and, while some elements need refining, are deemed to provide sufficient capacity for the site. More sustainable travel options are supported by the provision of cycle stands, on-site provision for bus drop-off/lay-over and pick-up, and EV charging points.

The development does not affect, directly or indirectly, the provision of homes or services for local people. It will provide a facility which can serve local people also.

Accessible parking areas and routes to and through the Visitor Centre have been clearly prioritised in the design of the development.

Sustainability measures in the form of air source heat pumps; high standards of insulation through the application of modern building standards; and utilising largely already disturbed ground for the development, should ensure minimisation of emissions resulting from the works.

Considering the potential effects of Ionad Hiort (the Visitor Centre) on the local and regional economy and tourism sector is important to assessing its impact on the locality and wider area. A qualitative assessment of the potential effects of Ionad Hiort on community, population, and human health, using the Community Wealth Building framework is set out in the EIAR.

The EIAR details that the assessment of quantifiable economic effects was undertaken using a bespoke Excel based model developed by Biggar Economics specifically for this project.

The units of measurement used to quantify these effects include:

- Gross Value Added (GVA): a measure of the economic value added by an organisation or industry;
- years of employment: this is a measure of employment equivalent to one person being employed for one year. It is typically used when considering the temporary employment impacts (e.g. during construction); and
- jobs: this is a measure of headcount employment in an organisation or industry.

The scale of the project is comparatively small and is located in an area with an economic structure which can be problematic to quantify. The consultant states that *“Due to data limitations it was not*

possible to provide a quantitative estimate of the economic impact of Ionad Hiort for the Local Area. To ensure localised effects were properly reflected, localised economic effects were therefore considered with reference to the five pillars of the Community Wealth Building model.”

There are five pillars to Community Wealth Building:

- plural ownership of the economy;
- ensuring financial power works for local places;
- fair employment and just labour markets;
- progressive procurement of goods and services; and
- socially productive use of land and property.

The developer, Ionad Hiort Ltd, is a community company established in Uig in 2009 to develop the concept of a St Kilda Visitor Centre. The St Kilda Centre ‘Ionad Hiort’ is one of three independent but inter-linked visitor hubs being developed along a proposed St Kilda Heritage Trail (Slighe Hiort).

The EIAR analysis suggests Ionad Hiort will contribute in some way to all five Community Wealth Building pillars. While the significance of the contributions to each pillar varies, at least three contributions are considered major. The overall significance of the contribution of Ionad Hiort to the local economy was therefore assessed by the EIAR as major. In terms of Community Health and Wellbeing, the EIAR notes the development will be a ‘major’ contribution to at least four national outcomes, including communities, culture, economy, fair work and business. Children and young people, education, environment (from a wellbeing perspective) human rights, and international will also be positively contributed to a ‘moderate’ degree. No direct impacts were identified for either health or poverty but given all the other positive impacts the EIAR surmised that it is likely that these may be indirectly contributed towards.

The socio-economic section of the EIAR investigated and responded on a wide range of indicators. This included the construction period noting that the development and construction of Ionad Hiort is expected to generate a series of temporary economic benefits. In particular, they estimate that total costs for development and construction could be around £8.1 million, and this expenditure would generate economic activity in the companies that secure the contracts. They highlight that, in line with Community Wealth Building aims, the developer hopes to assign contracts locally wherever possible. The consultant estimates that, with direct, indirect and induced benefits, it was estimated that the construction of Ionad Hiort could generate £3.8 million GVA and 60 years of employment in Na h-Eileanan Siar.

Cumulative effects were also considered. These could arise in relation to Ionad Hiort if the development were to coincide with other important tourism developments in the region. This assessment has identified proposed developments that could give rise to cumulative effects: the Iolaire Centre in Stornoway and the prospective St Kilda Centres on Harris and North Uist. The Iolaire Centre is a project currently under consideration, its purpose to share the story of the 1919 Iolaire sinking. From a tourism perspective it is likely that the cumulative effect of both Visitor Centres in the region will encourage visitors to visit both sites, encouraging overnight stays and generate a greater level of spending in the local economy. The EIAR notes this could enhance the beneficial effect of Ionad Hiort on the local and regional economies. There could also be potential for cumulative adverse effects arising from these two developments. Such effects could arise if the two developments taking place in parallel with one another were to give rise to significant disruption for residents and/or visitors. Providing no significant residual effects are identified then there is no reason to expect any significant cumulative effects on either the local tourism sector or community. The St Kilda Trail, consisting of multiple visitor Centres dedicated to telling part of the St Kilda story, includes facilities on Harris and North Uist. While the status of these other Centres is not yet finalised, the EIAR considers that should one or more of them proceed in the future the resulting trail would be likely to result in positive cumulative effects. These effects would arise because it is likely that the trail would incentivise visitors to prolong their stay on Na h-Eileanan Siar and to travel around the region to visit the Centres, leading

to increased spending in local accommodation and the wider tourism economy. Transport effects are considered elsewhere in this report.

The Socio-Economic Impact assessment, based on the expectation that the proposed development will have 40,000 visitors by its 5th year of operation. The EIAR states that Ionad Hiort could generate £3.8 million GVA for Na h-Eileanan Siar and support 60 jobs during the construction phase; and £2.1 million GVA/year and support 75 jobs once fully operational.

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.

Therefore, while it is acknowledged that there is a limit to the data underpinning the assessment, the overall premise and community enterprise model of the development is supported in policy and the conclusions of the EIAR in terms of projected economic, community and wellbeing benefit are such that it is agreed that the proposed development would generate an overall positive economic impact within the Outer Hebrides. The proposed St Kilda Visitor Centre is a rural development in a remote area and is predicted to provide positive benefits for the local economy through an increase in direct employment and indirect benefits from supply chain and wider tourism effects.

Water Environment and Waste Water

This policy seeks that development proposals avoid adverse impact on the water environment, and that proposals involving activities in or adjacent to any water body must be accompanied by sufficient information to enable a full assessment to be made of the likely effects, including environmental effects, of the development.

The application was accompanied by a drainage statement which summarised the current surface water situation as largely being overground rainwater surface run off. The statement advises that surface water from the development will be managed through catchment and filtration swales. The proposed carparking area shall be constructed using a porous construction where all surface water run-off shall be collected, providing two levels of treatment and shall soakaway to the immediate, surrounding subsurface. It is considered that the development would comply with the aims of LDP - Policy E13.

The proposal is to install a new foul water treatment plant. The treated discharge shall be pumped to a suitable location circa 60m south of the Visitor Centre where it shall discharge to a shallow stone filled dispersion soakaway that will additionally incorporate an existing road culvert that will offer further dilution to the treated discharge.

The location of the site and visible nature of the ground conditions are such that it is not anticipated that groundwater will be encountered. No Ground Water Dependent Terrestrial Ecosystems (GWDTE) were evident on site. The development is not within a Drinking Water Protection Area.

It is considered that the information provided is sufficient to assess and consider that the development would not have an undue impact on the water environment.

Waste Management

The nature of the development is such that any operational phase waste will be able to be managed through standard council collection. In the construction period, where works are in immediate proximity to the public highway, in the National Scenic Area, and with a constrained space in which to be managed, a Site Waste Management Plan is considered necessary. This will be required through condition. It is considered a suitable approach for the scale of the development and, subject to compliance with an agreed Plan, will meet the aim of waste management intentions in policy.

Peat and soils

The site is within a Boggy Moorland LCT and an area of Class 2 peatland. The supporting Drainage Strategy indicates soil depths varying from 0.6m to 1.8m across the site. No peat depth survey was undertaken but the rocky topography and harsh maritime exposure suggests that the soils will be shall over rocky areas with some isolated pockets of deep peat.

NatureScot advises that: Carbon-rich soils are peat soils and peaty soils. Peat soils in Scotland are defined as soil with a surface peat layer with more than 60% organic matter and of at least 50cm thickness. Peaty soils have a shallower peat layer (<50cm) at the surface. Peat is found in naturally cold, highly acidic and waterlogged environments, which provide ideal conditions for a slow transformation of peatland vegetation into peat material - a form of soil organic matter stable over long period of time if undisturbed. (Advising on peatland, carbon-rich soils and priority peatland habitats in development management, NatureScot, November 2023).

NPF4 - Policy 5 states that development proposals on peatland, carbon rich soils and priority peatland habitat will only be supported where a detailed site-specific assessment has been undertaken to identify the baseline depth, habitat condition, quality and stability of carbon rich soils and requires that the mitigation hierarchy is used by first avoiding and then minimising the amount of disturbance to soils on undeveloped land.

Policy 5(c) states that development proposals on peatland, carbon rich soils and priority peatland habitat will only be supported for a limited number of specific types of developments, including development supporting a fragile community in a rural or island area.

SEPA was consulted on this application and raised no comments pertaining to peat but directed that reference be made to their standing guidance on the matter.

The proposed building sub-structure will necessitate soil excavation to lay foundations as will the foul water treatment system. While this will affect undeveloped land, the main areas for visitor access and parking are on areas of former disturbed ground (radar station, access road and water infrastructure) and this choice of layout does help minimise the overall soil excavation requirements for the project.

While the site area for new ground disturbance is modest in relation to the wider soil resource, the site is noted as being within an area of Class 2 peatland. It is therefore considered reasonable to seek further information, in the form of a Peat Management Plan. This shall detail the management of disturbed soil on site and construction clarity on the new access road to ensure disturbance of soils are minimised. Given the scale of the project, the residual impacts of development are considered minor and not significant, and the information can be secured by suspensive condition.

Environmental Health were consulted on the proposed development and advised that on account of the former use of the site as a radar station and possible camp during World War II that there is potential for contamination from military use to have leached into the soil and advise that a contaminated land survey be undertaken, and should remediation be required that a strategy be prepared and submitted for approval and subsequent implementation. This matter is to be covered by condition.

Subject to these conditions and conditions to ensure minimisation of excavated peat soils and appropriate working methods, the proposals are considered able to comply with Policy EI5 of the LDP and policy 5 of the NPF4.

Road Network, Safety, Carparking and Sustainable Transport

The Environmental Impact Assessment Report, Volume 2: Chapter 6: Transport Impacts (Pages 45 to 61) and Volume 3: Appendices II: Transport Assessment and III Outline Construction Traffic Management Plan, set out the considerations in relation to this topic. The EIA documents have been examined and consultation advice obtained from Comhairle - Roads & Engineering section.

NPF4 Policy 13 on Sustainable Transport takes a broad approach in relation to wider strategic development priorities, including in relation to new communities with housing, neighbourhoods and other common development types. It also seeks that all developments accommodate and promote sustainable travel options, including by providing *“low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards. ... safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking. ...”*. It also requires that: *“Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.”*

LDP Policy PD2 requires that road design and car parking be suited to the type, location, scale and circumstances of the development. Amongst other matters, it specifies parking standards, and the size of parking spaces required. It requires new roads to be safe and not compromise the existing road network.

The EIA Report included a Transport Assessment and outline Construction Traffic Management Plan (CTMP). The assessment has taken in to account the effects of the projected traffic associated with the project. The EIA notes that the development site is in a remote location on the west coast of the Isle of Lewis, which itself is a 2hr 40min ferry journey from the Scottish mainland and approximately 1hr journey time from Stornoway. It further notes that 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.

The EIA notes it that 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. The assessment established a transport study area, defined as *“the lengths of public road that will be used to access the Proposed Development and be most impacted during the construction phase. The study area has been identified through a review of the likely routes between suppliers of equipment and materials to the site. The focus of the study area is the road that will provide direct access to the development, which is an unclassified single-track road with passing places, subject to the national speed limit.”* Existing traffic conditions were taken from an Automatic Traffic Count (ATC) conducted to inform other elements of the project design. The submission including traffic baselines, traffic projections, potential impact of the development on the roads network, mitigations and parking assessments and provisions. The EIA contains proposals for both the construction and operational phases, including mitigation measures and pre-commencement survey works.

Construction period

The construction period is expected to take 13 weeks. Routing of materials and plant to the site will largely be from Stornoway and will follow the 2-way A858. In the 24miles between the turn-off from the A858 and the site, the road is single track for approximately 12 miles. Along its length the road is assessed in the EIA to be in good condition, with regular passing places on the single-track sections.

The project will not give rise to abnormal loads on the road network. The largest vehicles will be standard sized articulated HGVs and a single mobile crane. Given the geography of Lewis and the road network, the vast majority of visitors will approach from the north. The CTMP clearly notes there will be no requirement for vehicles to dwell on the public road and any vehicles that are required to cross the public from one site another will be accompanied by a marshal.

The EIA acknowledges that the impact of traffic over a projected 13-month construction programme may lead to repairs being required once the works are completed. Video footage of the pre-construction condition of the public road, between the site entrance and a point, as yet to be agreed with the Roads and Engineering section of the Comhairle, will be recorded to provide a baseline of the

condition of the road prior to construction work commencing. This baseline will allow identification of changes in the road condition during the construction stage of the proposed development. The CTMP states that necessary repairs will then be coordinated with the Comhairle, 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. The draft CTMP also indicates that there will be regular road inspections in the vicinity of the site entrance, and debris and mud will be removed from the carriageway if required.

The EIAR has considered the fluctuating nature of vehicular movements over the entire 13 month construction period. It anticipates a peak construction activity in months 10 and 11, when there could be 421 vehicle movements per month.

This spike in movements is related to works associated with the car park and access road – it would be predominantly 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. In total this would amount to a peak of 20 two-way vehicle movements/day.

The EIAR assesses that the increase in HGV traffic and resultant impact on road users will be relatively short lived due to the limited construction period. Impacts can be mitigated through the measures identified within the Outline CTMP. The EIAR concludes that subject to mitigation there would be no residual significant effects during the construction phase.

Operational Period

The Assessment is undertaken with the understanding that the Centre opening hours are to 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. 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.

The development proposes a car and bus park area to the east side of the public road to serve the Centre building, located to the west of the public road. There would also be a service bay and 3no. accessible parking located on the west of the public road, linking with service and accessible routes into the Centre. There are also 6no. Sheffield bicycle stands. Access from the car park would be via a path that follows the contours of the land down to the public road. A lined pedestrian crossing point is proposed to route pedestrians from the path across to the paved entrance area of the Centre.

The car parking proposed is comprised of:

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

The car park would have one way operation and clockwise circulation, with the entrance to the north and the exit to the south. This also allows for the 'turning' of larger vehicles approaching from the north to loop around the carpark and pull into the service bay.

The EIAR Transport Assessment states that, 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.

The projections indicate that, during the operational phase of the proposed development, car and LGV traffic flows are predicted to increase by more than 30%. However, the peak two-way operational flow is <200 vehicles/day, which the Transport Assessment concludes cannot be considered as significant. The high percentage increase is on account of the low levels of traffic flow on the existing road and no significant effects are anticipated.

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

The consultation response from the CnES Roads section indicates that *“The parking requirements are based on both the local plan and projected visitor figures.”* And while *“It is difficult to give an accurate figure of visitor numbers, the parking provision does seem to be adequate for the development.”*

The provision and operation of a booking system for coaches is detailed in the Transport Assessment and this is considered essential given the likely frequency of buses on site arising from the movement of large tour groups, often from cruise ships visiting the island and using the new Deep Water Port facility. The site provides for 4no. coach bays and CnES Roads section seeks one of these be retained as free, allowing for the arrival of an un-booked coach. The Assessment does highlight the service bay and one way routing system to allow for an un-booked coach to be manoeuvred and dispatched within the area of the development. In this context, it is considered that the developer will be best placed to manage this element of the development at the operational phase, in accordance with the proposed bus parking provision and proposed traffic management at the site.

Matters pertaining to finalised details of new and altered junctions; cattlegrid and works within the public road; surfacing and drainage; and other works abutting the public road require to be finalised through the Roads Construction Consent process but are all matters that can be satisfactorily managed by condition.

The Transport Assessment states that 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.

The EIAR concludes that, 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, it is considered to be in good condition and there are regular passing places along its length. The EIA assessment concludes that there are no transportation reasons why planning permission should not be granted.

Having considered the consultation response from CnES Roads section along with the detailed Transport Assessment forming part of the EIAR, it has been assessed that – subject to compliance with relevant conditions – the development is such that it would not have an unacceptable or irreversible impact on the roads network; would provide sufficient off-road parking and turning provision; and endeavours to accommodate and promote sustainable and accessible transport modes. It is thus considered to be in keeping with policy and there are not material considerations that would weigh against the development such that it should be refused.

Cumulative effects and consideration of alternatives

As required by Regulation the EIA Report should demonstrate that alternative options to the proposal have been considered, including a ‘do nothing’ option, and provide an assessment of the alternative options considered and their likely impacts. These should include, for example, alternative locations for the Visitor Centre, alternative designs and layouts for the building. 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.

Within each key chapter of the EIAR a baseline was established. The ‘do nothing’ option was utilised to assess development impacts from low/negligible to significant in terms of impacts. The overall impacts in terms of transport, landscape and visual, and cultural heritage impacts were generally low, when standard mitigation measures are implemented. From a socio-economic perspective, the impacts of the development being implemented were moderate to significant, and beneficial. These outcomes are reasoned and accord with the nature and scale of the development works to be undertaken in what is a remote rural area of low economic output, where small development projects can result in noticeable beneficial socio-economic impacts.

Guidance indicates that it is only necessary to consider significant cumulative impacts that could affect the eventual planning decision, and the assessment should focus on the likely significant effects in this regard. The EIAR states that cumulative effects with other projects were considered but no significant effects were identified. There are no consented developments within proximity to the development where cumulative effects could have been quantitatively assessed.

The other potential developments that would comprise of a St Kilda Trail, and the Iolaire Centre concept being explored for Stornoway were noted within the transport chapter of the EIAR. The Iolaire Centre is not consented and could not inform a detailed cumulative impact assessment for Lewis. The St Kilda Trail developments in Harris and Uist have no connectivity to the Geodha Sgoilt site. The key element of potential impact would be the shared wider road network, but it is unlikely that any positive or negative impacts would be discernible from general traffic movements across the island chain.

In terms of the consideration of alternatives, the applicant has confirmed that locational constraints for the development based on its reliance on a site with open views with the Atlantic Ocean and outlook to the St Kilda archipelago, limited site options. In relation to the consideration of reasonable alternatives, as indicated above, it is considered that sufficient information has been provided to enable the rationale for the specific proposal applied for to be understood and to justify the location chosen for the site. Also, as the proposal has evolved and the design for the development altered in response, the details provided enable the approach taken to be understood including the design evolution for the site, buildings and engineering for external elements of the development such as carparking.

In terms of cumulative effects, the EIAR concluded that potential in-combination effects on sensitive receptors, including human and environmental receptors, would not be unacceptable or harmful.

Material Planning Considerations

Guidance on material Planning Considerations is set out in [Planning Circular 3/2013: Development management procedures – Annex A](#). Material considerations, pertinent to the determination of this application, that have not already been addressed in response to the policy above are discussed below, as relevant.

SEPA Standing Guidance on Peat and Foul and Surface Water Drainage - referred to within policy assessment above.

The matters listed and considered below were raised in representation. The representation points are grouped according to the nature/content and considered below.

- *In high season the roads which will be used to access the site "Timsgarry to Mangersta", can be challenging on the single-track sections. Further traffic without an accompanying upgrade of road infrastructure along this stretch i.e. dual [sic] track all the way, would have a detrimental effect on local residents, commuting and emergency traffic;*
- *With the increase of Cruise ships to Stornoway, Coach traffic would increase, with no provision for Coach turning or parking along what is in effect a dead-end road, the impact on local residents again would be detrimental.*
- *At present, it is not unusual for visitors (and residents) to park in Passing places while they walk over to take Photo's of the Mangersta stacks. If proposed visitor numbers are correct, the parking facilities at the proposed site will be inadequate, where are the overflow going to park?*

The transportation impacts of the development were assessed through the EIA Report by independent specialists. The Transport Assessment considers impacts arising during both construction and operational phases of the proposed development. Comhairle Roads & Engineering section were consulted on the EIAR. As detailed under the policy section above, the development is not considered to have a significant or unacceptable level of impact on the roads network or current traffic on the affected stretches of public road. A Construction Traffic Management Plan and pre-construction roads condition survey will be required to ensure damage to the road network is made-good. The development provides coach parking and a one-way access and egress route through the parking area

to ensure large vehicles can manoeuvre and be positioned to travel north from the site onto the main road network. The parking area provided for the Centre has been considered and assessed to meet the needs of the proposed development. It is likely that many stopping to view the landscape more generally may also utilise the carparking area. It is not considered that due to the mitigation measures embedded in the design, the development will worsen the current parking situation in the locality.

Conclusion

The proposed Ionad Hiort / St Kilda Visitor Centre involves the creation of a new-build Visitor Centre and includes an access road, parking, footpaths and other site infrastructure. It is proposed to 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, and the natural and scenic assets of the islands which will be visible on the horizon in certain conditions of weather and light. Part of the development site was a Ministry of Defence radar station during the Second World War. The site is located on the west coast of the Isle of Lewis, in a remote wild location, overlooking the Atlantic Ocean and the sea stacks of Mangersta.

The application has demonstrated a locational need for the development in an 'outwith settlement' location in a remote rural area where policy supports new sustainable developments that will support and revitalise rural areas.

The construction period would be expected to last for 13 months, and once operational visitor numbers are predicted to rise from an initial 30,000 per annum to 40,000 by year 5 of operation, resulting in socio economic benefits to the area.

The proposal was assessed to be EIA development with significant effects predicted as likely for Socio-Economic Impacts, Transport Impacts, Landscape and visual impacts and Cultural Heritage and the Historic Environment impacts. Each of these were assessed individually and cumulatively through the EIA process.

In terms of the development strategy the locational need for the development has been justified by the need for a remote site overlooking the Atlantic with visibility of the St Kilda islands. A key consideration in assessing the suitability of the location was the potential landscape and visual effects arising. A ZTV demonstrated the likely visibility of the development in the wider area and visualisations were generated for four viewpoints. The LVIA assessed the potential effects on landscape and visual receptors of the proposed development, taking into account embedded mitigation. There are no additional mitigation measures associated with the proposed development as the exposed barren site is not an appropriate location for tree planting.

The EIAR concluded that the landscape and visual effects associated with the proposed development are very localised in nature and will not extend to effects which affect the overall integrity of the South Lewis, Harris and North Uist NSA. The direction of effect (positive, negative or neutral) is determined in relation to the degree to which the proposal fits with landscape character and the contribution to the landscape or visual amenity that the development makes. For the purposes of this assessment, and taking a precautionary approach, any development in the context of this scenic and nationally protected landscape has the potential for adverse effects. However, the Visitor Centre has been sensitively sited and designed, and it is concluded the development can be accommodated without significant impact to landscape character, landscape or visual impact in isolation or cumulatively and in that instance would not preclude the development in this remote location in terms of the development strategy.

The impacts on Cultural Heritage and Historic Environment were assessed and concluded that standard archaeological mitigation measures can minimise any impact on the unscheduled historic environment features within and which border the development site. The development provides a positive opportunity for interpretation of the former Druim Grunavat radar station which overlaps the site.

Conditions proposed by Comhairle Archaeology to mitigate against any potential impact on remains and to seek enhanced on-site interpretation, as part of the development, will be applied. It is concluded that there would be no significant impacts and, overall, the development could be accommodated without significant harm to heritage, historic assets or resources.

Socio-economic assessment for the site, while acknowledging quantitative data limitations for the nature and location of the development proposal, does indicate positive socio-economic impacts to the local economy and community. This included an assessment against the pillars of Community Wealth Building and the wider human health and wellbeing outcomes arising. In terms of local and national benefits the proposed development would contribute to the national 'Scotland Outlook 2030' tourism strategy as well as destination development, a key theme of the Islands Deal.

Consideration of impacts on the road network and transport in relation to both the construction and operational phases of the development was important in relation to assessing the short- and long-term impacts of the development on the local and wider community and infrastructure. A Transport Assessment was undertaken to inform the EIAR and advice was sought from CnES Roads and Engineering. It has been concluded that – subject to compliance with relevant conditions – the development would not have an unacceptable or irreversible impact on the roads network; would provide sufficient off-road parking and turning provision; and would endeavour to support sustainable and accessible transport modes.

The EIAR submitted with the application for the proposed development, the responses of consultees and assessment of landscape and visual impact; impact on Cultural Heritage and Historic Environment; socio-economic benefits; and impacts on the local transport infrastructure have informed the planning assessment against the Local Development Plan and National Planning Framework 4 and consideration of other relevant material planning considerations.

There would be a range of impacts on the environment from both the construction and the operational phases as discussed above. However, subject to the conditions and to the applicant's proposed mitigation, none are considered to be significant enough to warrant refusal of this proposal.

The planning assessment concludes that the proposed development would be in compliance with the Development Plan read as a whole and that material considerations do not indicate a decision be taken other than in accordance with the Development Plan. It is therefore recommended to grant planning permission subject to conditions to manage and mitigate identified impacts. In view of the remoteness of the site and the potential need for an extended period to finalise the project implementation plan including procuring a contractor to work in the area, the duration of the planning permission has been increased to five years.

Overall, Comhairle nan Eilean Siar, as Planning Authority, has determined that subject to management by conditions, as set out in Schedule 1, the proposed development would be acceptable. It would satisfactorily meet the policy requirements of the Development Plan, taken as a whole and, in particular, in relation to the following policies: NPF4 Policies 1, 2, 3, 4, 5, 7, 10, 12, 13, 14, 25 and 29, OHLDP Policies DS1, PD1, PD2, PD4, NBH1, NBH2, NBH5, and EI2, EI3, EI4, EI5, EI9. Due weight has been given to all material planning matters and it has been concluded that a decision should be taken in accordance with the Development Plan, as material considerations, either individually or collectively, do not warrant a decision otherwise.

9. RECOMMENDATION AND CONDITIONS

It is therefore recommended that the application be approved subject to the following conditions and undernoted reasons:

1. **The development to which this planning permission relates must be commenced not later than the expiration of FIVE YEARS beginning with the date on which this permission is granted.**
Reason: To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. **The development shall be undertaken in accordance with the approved plans and supporting information, including the mitigation measures contained in the Environmental Impact Assessment Report, with the exception of any changes required by the terms of the conditions following.**
Reason: In order to clarify the terms of the permission hereby granted and to ensure that the development is implemented as approved.
3. **Hours of operation during the construction period shall be restricted to 07.00 – 19.00 Monday to Friday, 07.00 – 17.00 on Saturdays and no working on Sundays.**
Reason: To protect the amenity of the area.
4. **No part of the development to which this planning permission relates shall commence until a Peat Management Plan (PMP) has been submitted to and approved in writing by the Comhairle as Planning Authority. The PMP will include the following:**
 - a) **A peat probe survey and any proposed micro-siting of any infrastructure or access tracks to avoid, as far as possible, areas of deep peat;**
 - b) **Extent and method of peat/soil stripping including methods and procedures for handling and storing excavated soils;**
 - c) **estimated quantities of peat and other soils including mitigation measures to be employed to protect the peat and soils temporarily stored for re-use; and details of**
 - d) **Proposals for re-use of peat including proposed locations and estimated quantities for re-use and proposals in respect of residual excavated peat and soils.***Reason: To minimise peat excavation and disturbance and resultant carbon losses, prevent the unnecessary production of waste soils and peat and satisfactorily manage the re-use or disposal of excavated soil and peat.*
5. **A contaminated land investigation shall be carried out in accordance with a recognised code of practice such as British Standards Institution 'The investigation of potentially contaminated land sites - Code of Practice' (BS 10175:2011). The report must include a site-specific risk assessment of all relevant pollutant linkages, as required in Scottish Government Planning Advice Note 33. The investigation shall be submitted for approval by the Comhairle as Planning Authority. No part of the development shall commence until the Comhairle has issued approval of the investigation report in writing.**
Reason: In order to assess the risk of the proposed site having been adversely affected by the historic leach of contaminants, as the site was previously home to a former Ministry of Defence radar station during the Second World War, and to inform any necessary remediation strategy.
6. **Where the investigation and report referred to in Condition 5 identifies an unacceptable pollutant risk or risks, as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted for approval by the Comhairle as Planning Authority. No works, other than investigative works, shall be carried out on the site until the Comhairle has issued approval of the remediation strategy in writing.**
Reason: In order to ensure that the proposed development is not adversely affected by contaminants.
7. **Any remediation works to the site, identified by the approved remediation strategy, shall be carried out in accordance with its provisions, prior to the commencement of development works on or adjacent to any part of the site to be remediated. Any amendments to the**

approved remediation strategy shall not be implemented unless approved beforehand in writing by the Comhairle as Planning Authority.

Reason: In order to ensure that the proposed development is not adversely affected by contaminants.

8. On completion of any required remediation works, the developer shall submit a report to the Comhairle as Planning Authority confirming that the works have been carried out in accordance with the remediation strategy. No development (after the works required to secure adequate remediation) shall commence until the Comhairle as Planning Authority has issued its approval, in writing, that works have been carried out in accordance with the remediation strategy.

Reason: In order to ensure that the proposed development is not adversely affected by contaminants.

9. No part of the development to which this planning permission relates shall commence until a method statement has been submitted to the Comhairle as Planning Authority outlining the dust mitigation measures that will be put in place for the duration of the construction phase. Should any complaints be received in respect of dust, the developer shall fully investigate these complaints to establish and remediate dust levels at any affected property.

Reason: To protect the environment and public road from dust.

10. No part of the development to which this planning permission relates shall commence until a Site Management Plan for the construction period of the development has been submitted to and approved in writing by the Comhairle as Planning Authority. The Plan shall contain details of:

- the location of the construction compound, welfare facilities, contractor parking, and material lay-down areas. Note: the construction compound should be sited to avoid so far as possible the excavation of peat sub soils.
- on site waste management arrangements including for storage and uplift; and
- proposals for post-construction reinstatement of disturbed ground.

The development shall be carried out in strict accordance with the approved Site Management Plan, which shall be implemented in full, unless otherwise approved in advance in writing by the Planning Authority.

Reason: To ensure that all construction operations are carried out in a manner that minimises their impact on carbon rich soils, road safety, visual and landscape amenity, and the environment, and that disturbed ground is reinstated post-construction.

11. At least two months prior to the commencement of the development to which this planning permission relates, a finalised Construction Traffic Management Plan shall be submitted for the approval of the Comhairle as Planning Authority. The Construction Traffic Management Plan shall include:

- a) the finalised work programme
- b) the routing of construction vehicles
- c) measures to minimise impacts on other road users
- d) a pre-construction public road condition survey of transportation and haul route(s), the extent of such survey to first be agreed with the Comhairle as Planning Authority;
- e) a programme of inspections to be undertaken at regular intervals during construction stage to ensure any damage to the public road is identified in a timely manner;
- f) proposed parking arrangements for and the estimated number of movements of construction site traffic;
- g) timings for HGV and plant deliveries, specifically with consideration of local school opening and closing times (Uig Primary School);
- h) measures to be taken to prevent loose or deleterious material being deposited on the public road network;
- i) proposals for sweeping and cleaning of any debris that may be deposited on the public road network during construction; and
- j) measures to prevent surface water from flowing onto the public road during construction.

No development shall commence on the site to which this planning permission relates until

the Construction Traffic Management Plan has been approved in writing by the Comhairle as Planning Authority. The development shall thereafter be operated only in full accordance with the approved Traffic Management Plan unless agreed otherwise in writing by the Comhairle as Planning Authority.

Reason: In the interests of road and public safety and to finalise traffic management measures.

12. At least one month before the development to which this planning permission relates commences, the developer shall, in conjunction with a representative of Comhairle nan Eilean Siar (Roads and Engineering), undertake a review of the pre-construction public road condition survey to agree the condition of the public road prior to commencement of the development.

Reason: In order to establish an agreed baseline condition for the public roads likely to be adversely affected by the development.

13. Damage to the public road arising from the development works, shall be repaired in accordance with a programme to be agreed with the Comhairle as Planning Authority

Reason: In order that damage to the public road arising from the development is repaired in a timely manner, to reinstate the road to its pre-construction standard, in the interests of road safety.

14. At least one month prior to the commencement of any part of the development to which this planning permission relates, protective fence(s) or exclusion markers shall be erected around the archaeological features (identified as F16, F19 , F34, F35 in the submitted Data Structure Report). Confirmation of erection shall be notified to the Comhairle as Planning Authority. Thereafter such fence(s) or markers shall be retained throughout the period of construction and shall not be removed until agreed in writing by the Comhairle as Planning Authority. Throughout the period of construction, no structures shall be erected, or operations carried out within, such fence(s)/ exclusion markers.

Reason: In order to secure the protection of known archaeological features.

15. If the protection methods are not able to be fully implemented in accordance with Condition 14, a method statement for enabling an archaeological watching brief on all groundbreaking related to the archaeological features (F16, F19 , F34, F35) shall be submitted to and approved by the Comhairle as planning authority. Such method statement shall include:

- a) identification of the organisation or person(s) that would be employed to undertake the watching brief (including their archaeological qualifications);
- b) provisions to be made to allow access to the development site and to enable investigation recording and recovery of finds; and
- c) terms for notification of the commencement of development and access arrangements to the site.

No part of the development to which this planning permission relates shall commence until the method statement has been approved in writing by the Comhairle as Planning Authority. The approved method statement (or any subsequent variation to it that may be agreed in writing by the Comhairle as Planning Authority) shall then be implemented to the satisfaction of the Comhairle as Planning Authority throughout the period of all groundbreaking works.

Reason: In order to ensure proper recording and protection of items of archaeological interest.

16. A scheme for the on-site interpretation of Druim Grunavat radar station shall be submitted to and approved by the Comhairle as Planning Authority. The approved scheme shall then be implemented to the satisfaction of the Comhairle as Planning Authority.

Reason: To ensure appropriate enhancement of historic environment resources within the development site in accordance with the aims of NPF4.

17. Throughout the life of the development to which this planning permission relates, surface and foul water drainage shall be in accordance with the approved Surface and Foul Water Drainage Strategy (Narro, December 2023).

Reason: In order that measures are in place to manage foul drainage and surface water flows across the site.

18. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, a lighting scheme shall be submitted for approval by the Comhairle as Planning Authority. The scheme shall contain details of all proposed external lighting to the development, including security lighting, carparking and building lighting and any low-level lighting. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: To mitigate against adverse effects on landscape and visual amenity in an 'outwith settlement' site in a remote rural location.

19. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, finalised details of all the external finishes to the Visitor Centre building, pathways, external display spaces, access roads, parking areas and footpaths shall be submitted for approval by the Comhairle as Planning Authority. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In the interests of placemaking, visual amenity and to mitigate against adverse effects on the visual amenity and the landscape in an outwith settlement site in a remote rural location.

20. The first 3m of any access or footpath entering the main road should be surfaced with a suitably bound material, such as bitmac, to be agreed with the Comhairle as Planning Authority.

Reason: In order to secure the satisfactory development of the site in the interests of road safety.

21. Prior to the commencement of the development hereby approved, finalised details pertaining to the following shall be submitted to the Comhairle for approval as Planning Authority, in consultation with the Comhairle's Roads, Bridges and Street lighting section:

- finalised plans of the new or altered vehicular access and egress points with the public road;
- finalised, revised details of the new cattle grid and layby;
- finalised form and surfacing proposals for the service bay on the west-side of the public road;
- finalised form, surfacing and marking proposals for the 3no. accessible bay on the west-side of the public road;
- finalised detail, marking and surfacing proposals for the uncontrolled pedestrian crossing traversing the public road; and
- details of any other interventions in the public road which dissects the site.

These approved details shall then be implemented and retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority. Note: It is the responsibility of the developer to prevent surface water flowing from the site on to the main road or vice versa, and any existing roadside drainage should be retained, unless an alternative is agreed with the Comhairle as Planning Authority prior to the commencement of works.

Reason: In order to secure the satisfactory development of the site in the interests of road safety

22. Unless otherwise agreed in writing with the Comhairle as Planning Authority, no part of the development to which this planning permission relates shall be used until the access and egress roads, the car-parking provision, bus-bay provision, and connecting pedestrian routes, all as shown on Approved Plans 02A and 03A, have been fully implemented and made operational. These details shall then be retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In order to secure the satisfactory development of the site in the interests of road safety.

23. Unless otherwise agreed in writing with the Comhairle as Planning Authority, no part of the development to which this planning permission relates shall be used until the following works are complete:

- all parking bays shall be suitably demarcated and include identifiers for any unique use, such as accessible bays or e-car charging bays; and

- all bus bays shall be marked or fitted with signs to ensure use for buses and coaches only. These details shall then be retained throughout the life of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In the interests of pedestrian and road safety.

24. Prior to the erection of any part of the superstructure of the development to which this planning permission relates, details of the roof terrace garden, the range of plant species shall be submitted for approval by the Comhairle as Planning Authority. The approved details shall then be implemented and maintained throughout the lifetime of the development to the satisfaction of the Comhairle as Planning Authority.

Reason: In order to secure biodiversity enhancement to accord with PolicyNBH2 of the Outer Hebrides Local Development Plan 2018 and NPF4 - Policy 3 - Biodiversity.

Informatives

Roads - As the development includes a road widening and cattle grid works on the main road, an application should be made for **Road Construction Consent (RCC)** allowing adoption of the road works by the local authority on completion. This application will deal with the detail of the road design which will include amending the cattle grid by-pass detail to CnES specification.

Scottish Water records indicate that there is live infrastructure in the proximity of your development area that may impact on existing Scottish Water assets.

- 125mm MDPE water mains within the site boundary

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal for an appraisal of the proposals. The applicant should be aware that any conflict with assets identified will be subject to restrictions.

10. LIST OF APPROVED PLANS

01A, 02A, 03A, 04, 05, 06, 07, 08, 09, 10, 11.

11. CASE OFFICER

Helen MacDonald, Planning Officer

Date: 27 August 2024

12. AUTHORISATION

M C Ferguson

Date: 28 August 2024

Planning Manager, (Development Management)

Appendix – Other relevant information

A EIA DEVELOPMENT

Yes

B CONSULTATIONS

CONSULTEE

Roads, Bridges And Streetlighting

RESPONSE

The EIA Report has taken in to account the effects of the projected traffic associated with the project. The parking requirements are based on both the local plan and projected visitor figures.

It's difficult to give an accurate figure of visitor numbers but the parking provision does seem to be adequate for the development. All parking for the project should be "off road" and within the site boundary.

The parking layout includes space for 4 coaches on the basis that coach parties are pre-book beforehand. This system should allow for 1 space to be kept free allowing for the arrival of an unbooked coach.

As stated in Section 6.4 of the EIA Report there should be video footage of a section of the delivery route to allow a baseline of the road condition prior to construction.

The developer could be held responsible for damage to the main road as a result of the works.

The Construction Traffic Management Plan should take in to account the timings of the local school. As the development includes a road widening and cattle grid works on the main road an application should be made for Road Construction Consent (RCC) allowing adoption of the road works by the local authority on completion.

This application will deal with the detail of the road design which will include amending the cattle grid by-pass detail to suit CnES specification.

It is the responsibility of the developer to prevent surface water flowing from the site on to the main road or vice versa.

The first 3m of any access/footpath entering the main road should be surfaced with bitmac/concrete.

Any existing roadside drainage should be retained.

CONSULTEE

Archaeology

RESPONSE

Thank you for consulting the Archaeology Service. This proposed development intends to construct a Visitor Centre with associated services, paths, access and carparking. The desk-based assessment and walkover survey report carried out as part of a program of archaeological works, identified post medieval and modern archaeological features within or close to the site boundary of the proposed development.

The post medieval sites comprised of a scattering of dyke and sheiling type features, none of which will be directly impacted by the development. The majority of archaeological features within the development boundary related to Druim Grunavat Chain Home Radar Station that was built during the Second World War. For the most part these survive as a surface feature such as pathway's & hut bases; however, there are also some upstanding features including an air raid shelter, blast walls and a transmitter building. Although much of this site remains are at ground level, cumulatively the radar station site remains remarkably complete.

The survey report identified that there are no archaeological features within the footprint of the Visitor Centre building, and only one feature is in the area to the west of the existing road. The area

east of the existing road will comprise of the new access and carparking; this will have a direct impact on the main group of features that make up part of the radar station site. Other earlier archaeological features are not so obvious and there is a potential for accidental damage, for example, by plant movement or material laydown. These sites comprise of F16, F34, F35 F19 in the report and temporary fencing should be installed for protection. Should the site plan change and require that these features will be removed, they should be archaeologically monitored.

NPF4 identifies a requirement for public benefit outcomes where impacts on the historic environment cannot be avoided. In this case the physical site remains have been recorded to an appropriate level and further mitigation in terms of investigation or excavation are not necessary; however, there is potentially additional public benefit that can be utilised from this development.

The Visitor Centre has an opportunity enhance their visitor interpretation of the culture and history of the Outer Hebrides from earlier times up to the 20th century through this site.

National Planning Framework 4, Policy 7 'Historic Assets and Places', identifies that policy outcomes should ensure:

- i. The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.
- ii. Redundant or neglected historic buildings are brought back into sustainable and productive uses.
- iii. Recognise the social, environmental, and economic value of the historic environment, to our economy and cultural identity.

It goes on to state that where impacts cannot be avoided, for both designated and undesignated archaeological remains, they should be minimised. Specifically, the requirement for public benefit is included, "Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations."

The Archaeology Service recommends that a program of archaeological works is commissioned to protect and interpret the archaeological features within this development. These works should take the form of fencing identified sites close to the development area to avoid accidental damage. Where this is not possible, these sites should be archaeologically monitored in the form of a watching brief. The developer should carry out site interpretation works for public benefit, as identified in the archaeological survey report. This should include consideration of interpretation of both the prominent upstanding features beyond the car parking area and the sites that will be removed by new car park. This could be done by depicting sites plans and additional background information on interpretation panels, potentially linking to other WW2 sites (such as Mealista). Additionally, signage for individual structures and appropriate inlaid paving within the carpark could link the extant ruins to the former rest of the site. Such work would bring added value to interpretation of the site and enhance the visitor experience.

Condition:

Details of the type and siting of protective fence(s) required to be erected around the identified features (F16, F19, F34, F35) shall be submitted for approval by the Comhairle as planning authority. No part of the development to which this planning permission relates shall commence until the Comhairle as planning authority has issued its approval of the details in writing and the approved fence(s) have been erected. Such fence(s) shall be retained throughout the period of construction and shall not be removed until agreed in writing by the Comhairle as planning authority. Throughout the period of construction, no structures shall be erected, or operations carried out within, such fence(s).

Reason:

In order to secure the protection of this archaeological feature.

Condition:

A method statement for enabling an archaeological watching brief on all groundbreaking related to the specific features (F16, F19 , F34, F35) shall be submitted to and approved by the Comhairle as planning authority. Such method statement shall include:

- d) identification of the organisation or person(s) that would be employed to undertake the watching brief (including their archaeological qualifications);
- e) provisions to be made to allow access to the development site and to enable investigation recording and recovery of finds; and
- f) terms for notification of the commencement of development and access arrangements to the site.

No part of the development to which this planning permission relates shall commence until the method statement has been approved in writing by the Comhairle as planning authority. The approved method statement (or any subsequent variation to it that may be agreed in writing by the Comhairle as planning authority) shall then be implemented to the satisfaction of the Comhairle as planning authority throughout the period of all groundbreaking works.

Reason:

In order to ensure proper recording and protection of items of archaeological interest.

CONSULTEE

Building Standards

RESPONSE

No comments at this stage. A building warrant application has been received for the above.

CONSULTEE

CnES Environmental Health

RESPONSE

I have reviewed the application and would recommend the following conditions be attached to any permission granted.

1. Noise during proposed works

Given the proximity of the neighbouring residential properties to the site address, the hours of these proposed works should be restricted to 0800 – 1800 hours Monday to Friday, 0800 – 1300 hours Saturday and not at all on Sunday, Bank or Scottish Public Holidays.

The above times should include additional vehicular traffic related to the construction works.

Reason: To minimise the impact of noise, generated by construction activities, on occupiers of residential properties.

2. Site Dust Control Plan

Prior to the commencement of the site, a detailed Dust action Plan shall be submitted in writing to the Planning Authority. The plan must clearly identify all practical and managerial control measures, to be adopted to eliminate/minimise the emissions of airborne dust out with the site boundaries.

Reason: To minimise the impact of dust, generated by construction activities, on occupiers of residential properties

As the site was previously home to a former Ministry of Defence radar station during the Second World War.

3. Potentially Contaminated Land

Condition 5 A contaminated land investigation shall be submitted for and approved by the Comhairle as Planning Authority. The investigation shall be carried out in accordance with a recognised code of practice such as British Standards Institution 'The investigation of potentially contaminated land sites - Code of Practice' (BS 10175:2011). The report must include a site-specific risk assessment of all relevant pollutant linkages, as required in Scottish Government Planning

Advice Note 33. No part of the development to which this planning permission relates shall commence until the Comhairle has issued approval of the investigation and report in writing.

Reason In order to assess the risk of the proposed site having been adversely affected by the historic leach of contaminants as the site was previously home to a former Ministry of Defence radar station during the Second World War and to inform any necessary remediation strategy.

Condition 6 Where the investigation and report referred to in Condition 5 identifies an unacceptable risk or risks as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted to the Comhairle as planning authority for approval. No works, other than investigative works, shall be carried out on the site until the Comhairle has issued approval of the remediation strategy in writing.

Reason In order to ensure that the proposed development site is not adversely affected by contaminants.

Condition 7 Before any of the development to which this planning permission relates commences, any remediation of the site identified by the approved remediation strategy shall be carried out in accordance with its provisions. Any amendments to the approved remediation strategy shall not be implemented unless approved beforehand in writing by the Comhairle as Planning Authority.

Reason In order to ensure that the proposed development is not adversely affected by contaminants.

Condition 8 On completion of any remediation works, the developer shall submit a report to the Comhairle as Planning Authority confirming that the works have been carried out in accordance with the remediation strategy. No development (after the works required to secure adequate remediation) shall commence until the Comhairle as Planning Authority has issued its approval, in writing, that works have been carried out in accordance with the remediation strategy.

Reason In order to ensure that the proposed development is not adversely affected by contaminants.

As the proposed development will utilise an Air Source Heat Pump (ASHP) system to provide heating and hot water to the building.

4. Air Source Heat Pump

This type of proposal may give rise to noise nuisance for neighbouring residential properties. The document 'MCS 020 – MCS (Microgeneration Certification Scheme) Planning Standards for permitted development installations of wind turbines and air source heat pumps on domestic premises' sets out a noise standard and calculation method that is appropriate for use in the assessment of the noise impact of ASHP installations. The noise standard is a maximum sound pressure level of 42dB at 1m from the window of a habitable room at any neighbouring property. If the application is approved, it is recommended that the following safeguarding condition is added to the planning permission:

The noise level from the operation of the air source heat pump hereby approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump result in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority

Reason: In order to safeguard neighbouring property from any potential noise nuisance in the interest of residential amenity.

Additional information

5. Not enough information is provided regarding the kitchen extract ventilation system to be used. This information should be provided by the applicant to the Environmental Health Department.

Note: It is noted from the application that there is the intention to install a kitchen within the proposed Visitors' Centre. If food is to be prepared within this kitchen, then the kitchen must be registered with the Environmental Health service as a food business and will be liable to routine food hygiene inspections according to regulations. If Planning Permission is granted the applicants will need to contact Environmental Health and a food premises registration form which should be completed and returned to us at eh@cne-siar.gov.uk at least 28 days before they start to operate as a food business, as it is a legal requirement of the Food Hygiene (Scotland) Regulations 2006. It is free to register.

CONSULTEE

Historic Environment Scotland

RESPONSE

Thank you for your consultation which we received on 28 March 2024. We have considered it and its accompanying EIA Report in our role as a consultee under the terms of the above regulations and for our historic environment remit as set out under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Our remit is world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, and gardens and designed landscapes (GDLs) and battlefields in their respective inventories.

You should also seek advice from your archaeology and conservation service for matters including unscheduled archaeology and category B and C-listed buildings.

Our Advice

We have considered the information received and do not have any comments to make on the proposals. Our decision not to provide comments should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

CONSULTEE

NatureScot

RESPONSE

Thank you for consulting NatureScot about the proposed St Kilda Visitor Centre in Mangersta, Isle of Lewis, within the South Lewis, Harris and North Uist National Scenic Area (NSA). We apologise for the delay in preparing our advice.

We are satisfied that the development has indeed been designed and sited sensitively in respect of the surrounding landscape and the NSA. It will sit low in the landscape, and to the extent that the elevations will still be visible, they will be constructed of local materials in keeping with the prevailing colour scheme of the local landscape.

We concur with the assessment of impacts set out in the landscape and visual impacts assessment (LVIA) submitted by the developer, as follows:

Special qualities of the NSA -

"...whilst significant landscape and visual effects are predicted from a very localised area around the proposed development, and within the NSA, this is not judged to compromise the overall integrity of the NSA. Effects will be very localised to an area which has been influenced by existing development. Once constructed, the proposed Visitor Centre will sensitively respond to the local vernacular. External access arrangements will also make use of the existing and abandoned road network, helping to minimise disturbance. It will also be possible to continue to experience the unaltered special qualities of the NSA from across much of this large scale designated area."

Landscape character –

"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 (322 Boggy Moorland – Outer Hebrides) and the adjacent LCT (Rocky Moorland – Outer Hebrides) from limited

areas with visibility. 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).”

I hope you find these comments helpful. Please get back to me with any further queries.

CONSULTEE

Scottish Water

RESPONSE

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:

There is currently sufficient capacity in the Uig Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

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.

Asset Impact Assessment

Scottish Water records indicate that there is live infrastructure in the proximity of your development area that may impact on existing Scottish Water assets.

- 125mm MDPE water mains within the site boundary

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal for an appraisal of the proposals. The applicant should be aware that any conflict with assets identified will be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response. Written permission must be obtained before any works are started within the area of our apparatus.

CONSULTEE

SEPA

RESPONSE

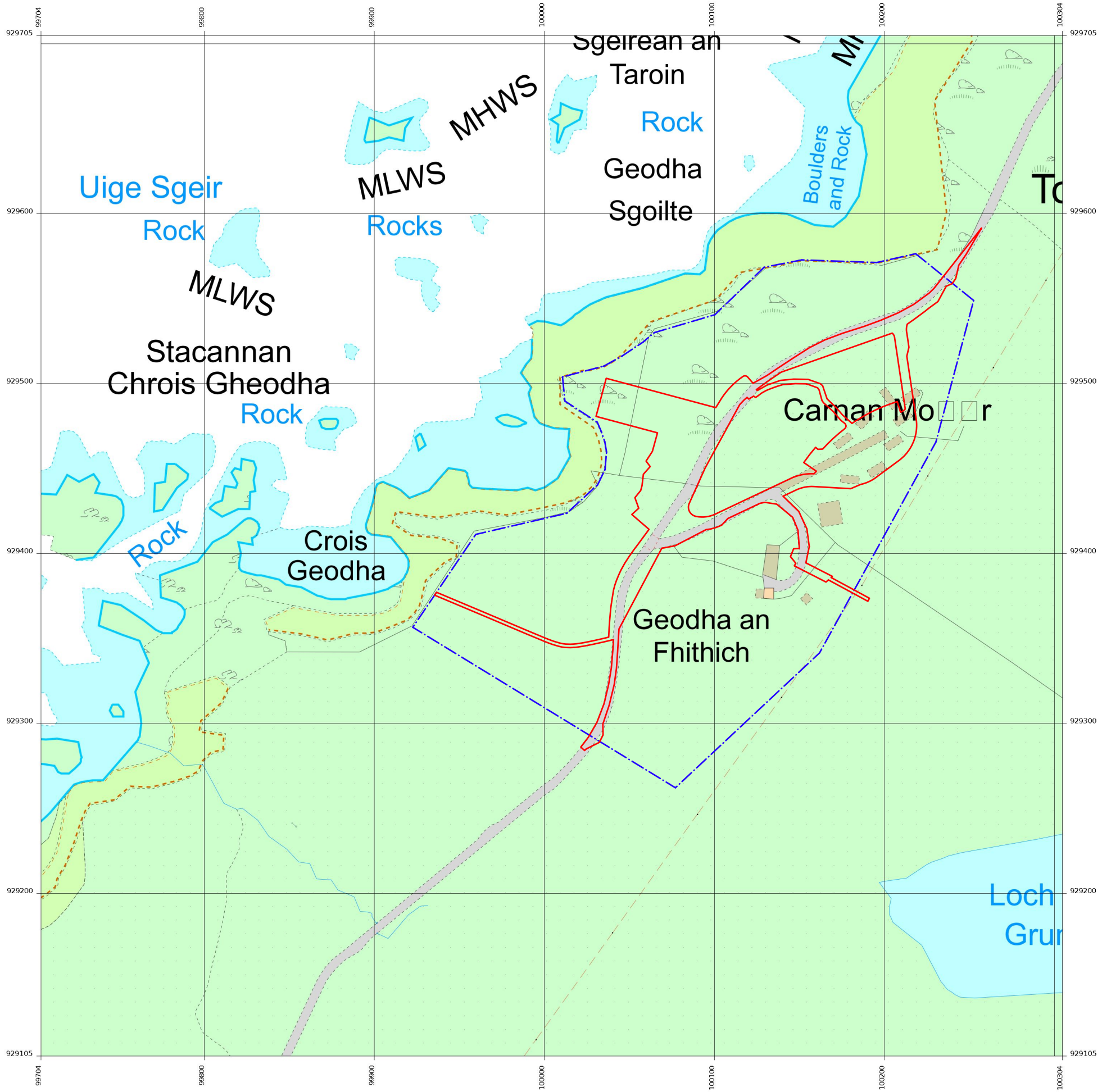
We have no objection to the proposed development.

We note that all matters in relation to our interests were scoped out at the EIA Scoping stage.

We have no site specific comments to make and recommend our standing advice is adhered to at [sepa-triage-framework-and-standing-advice.pdf](#)

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

- C REPRESENTATIONS** There was one representation, which objected to the proposal.
- D PLANNING AGREEMENT** No



Produced 09 Nov 2022 from the Ordnance Survey MasterMap(Topography)Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

Version 1.0 Unversioned directory PNG

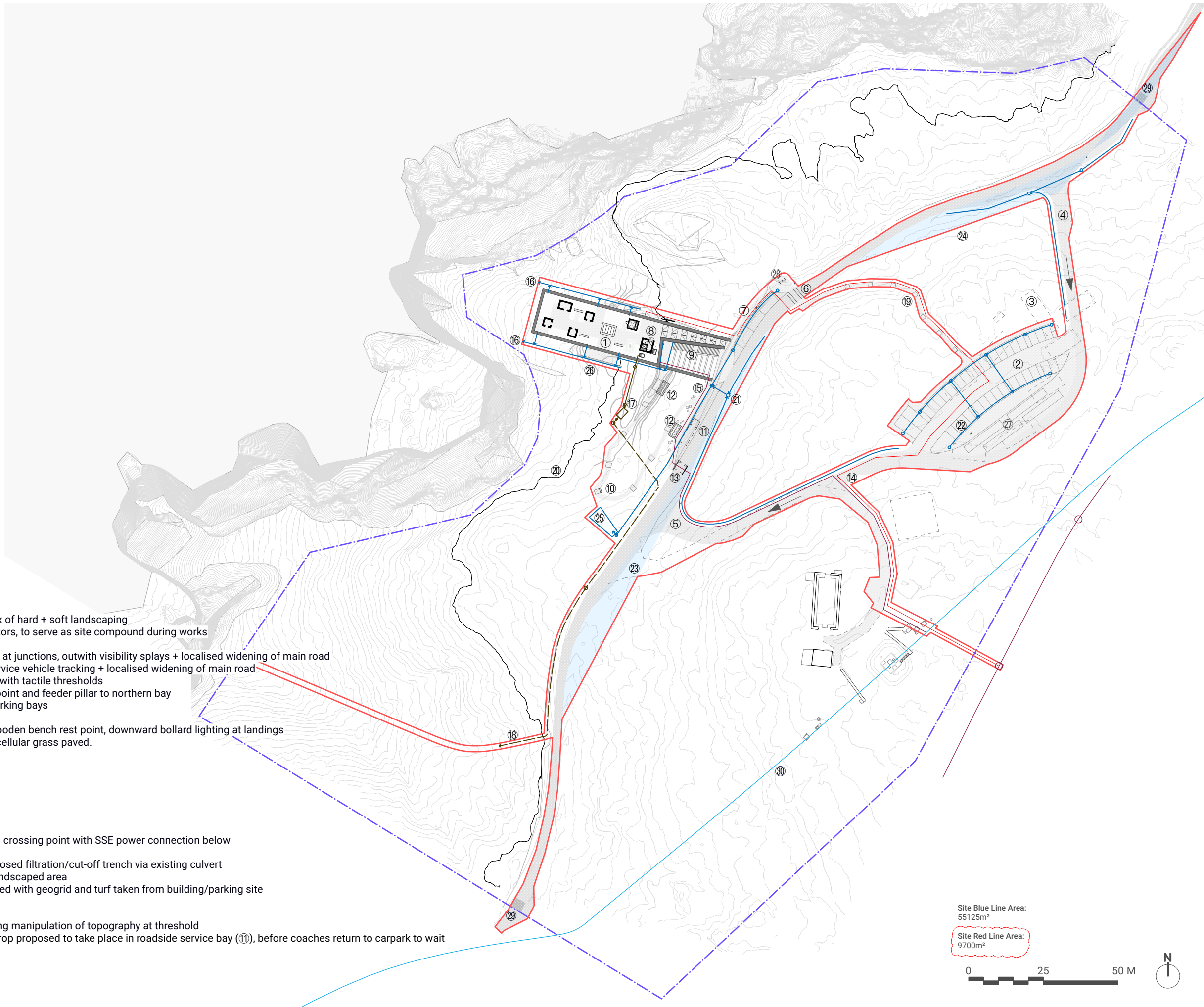
Supplied by: Stanfords 09 Nov 2022
 © Crown copyright and database rights 2022 OS 100035409
 Reference: O11570353
 Centre coordinates: 100004 929405

Site Blue Line Area:
55125m²

Site Red Line Area:
9700m²



REV	DATE	NOTE
B	19/04/2024	Red line boundary adjusted
A	01/02/2024	Red line boundary adjusted



NOTES

- ① Proposed visitor centre with accessible roof terrace featuring mix of hard + soft landscaping
- ② Proposed tarmac + permeable compacted gravel parking for visitors, 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 + localised widening of main road
- ⑤ Proposed upgrades to road junction geometry to suit coach + service vehicle tracking + localised widening of main road
- 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 service ducts containing power and water supply
- ⑮ Proposed fire hydrant adjacent to loading bay
- ⑯ Proposed surface water drainage swales to follow topography
- ⑰ Proposed treatment plant in existing septic tank pit
- ⑱ Pumped outfall to existing drainage culvert along dashed route
- ⑲ Bound gravel surfaced footpath between car park and pedestrian crossing point with SSE power connection below
- ⑳ 61m AOD contour shown bold, equivalent to ground floor FFL
- ㉑ Surface water drainage from roadside swales transferred to proposed filtration/cut-off trench via existing culvert
- ㉒ 4no. 7kW EV charging points with feeder pillar in adjacent soft landscaped area
- ㉓ Dashed footprint of existing track, redundant surface to be repaired with geogrid and turf taken from building/parking site
- ㉔ Visibility splays hatched blue
- ㉕ Proposed collector filtration soakaway
- ㉖ Stone paved café terrace enclosed by low drystone wall facilitating manipulation of topography at threshold
- ㉗ Flexible parking area for 4no coaches (bays unmarked). Coach drop proposed to take place in roadside service bay (⑪), before coaches return to carpark to wait
- ㉘ 3no. Sheffield bike stands providing 6no. cycle parking spaces
- ㉙ Proposed cattle grids at fenced site boundary
- ㉚ Approx. location of existing HDPE water main

Site Blue Line Area:
55125m²

Site Red Line Area:
9700m²

0 25 50 M



Landscaping generally to be reinstated after works

B	19/04/2024	Redline boundary adjusted
A	01/02/2024	
REV	DATE	NOTE

PROJECT NAME
IONAD HIORT

NOTES
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DRAWING SET
PLANNING

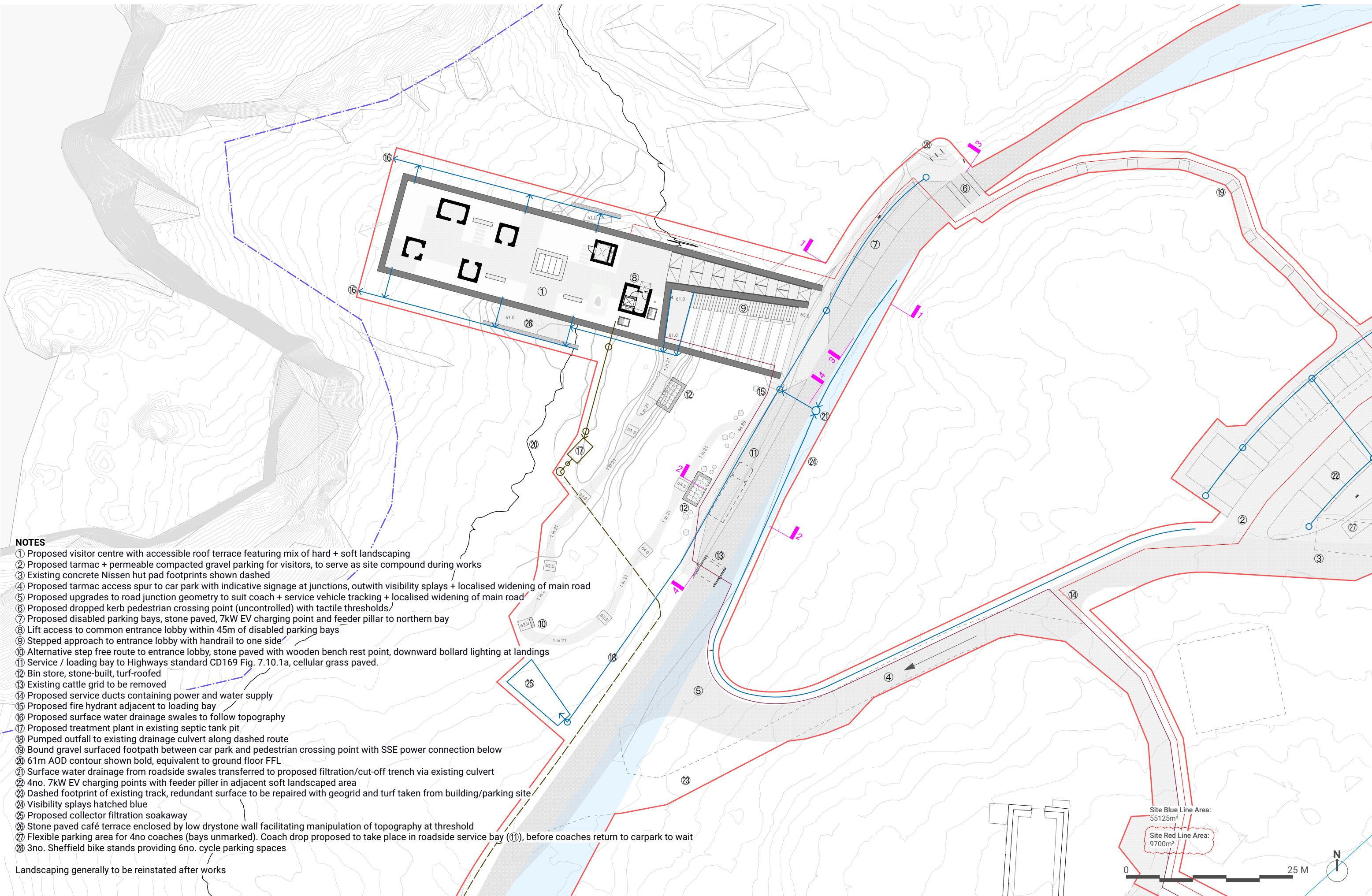
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PROPOSED BLOCK PLAN

DRAWING NUMBER
924_002

DRAWN / CHECKED
MOC

DATE
01/02/2024

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NOTES

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Landscaping generally to be reinstated after works

Site Blue Line Area:
55125m²

Site Red Line Area:
9700m²



B	19/04/2024	Redline boundary adjusted
A	01/02/2024	
REV	DATE	NOTE

PROJECT NAME
IONAD HIORT

NOTES
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DRAWING SET
PLANNING

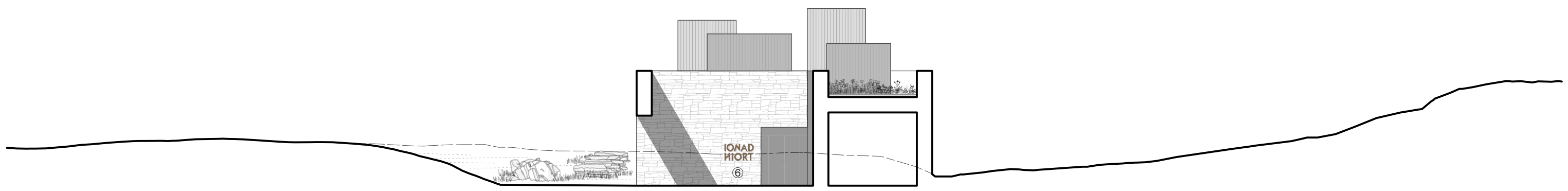
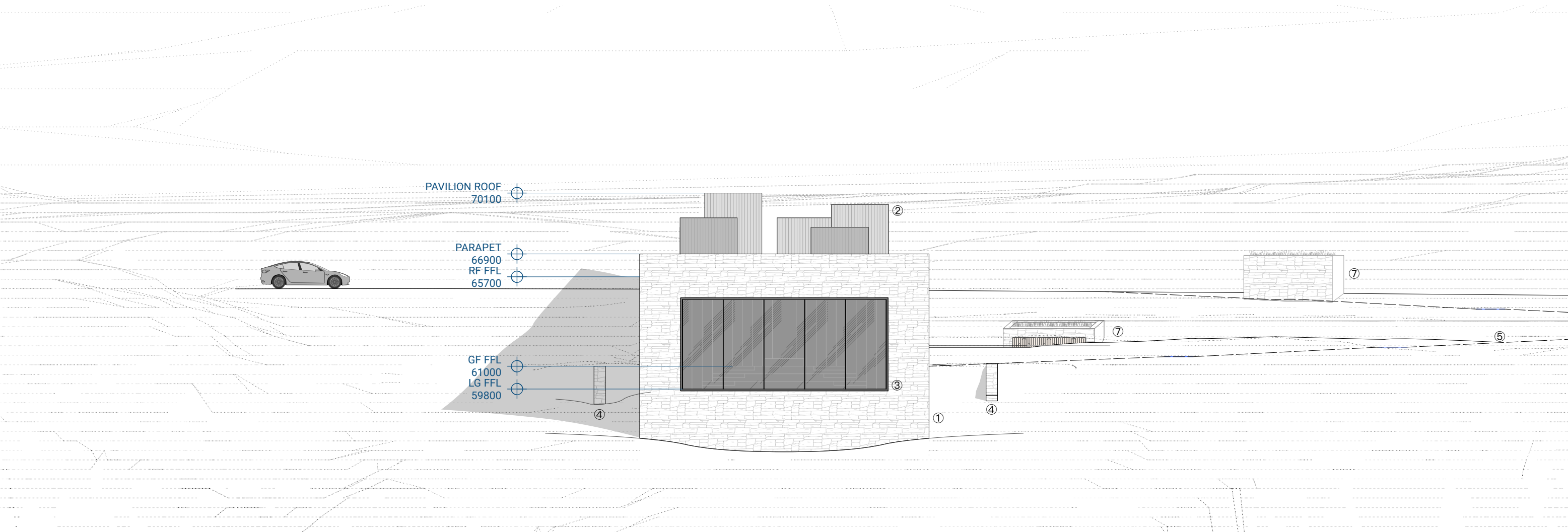
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PROPOSED SITE PLAN

DRAWING NUMBER
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DRAWN / CHECKED
MOC

DATE
01/02/2024


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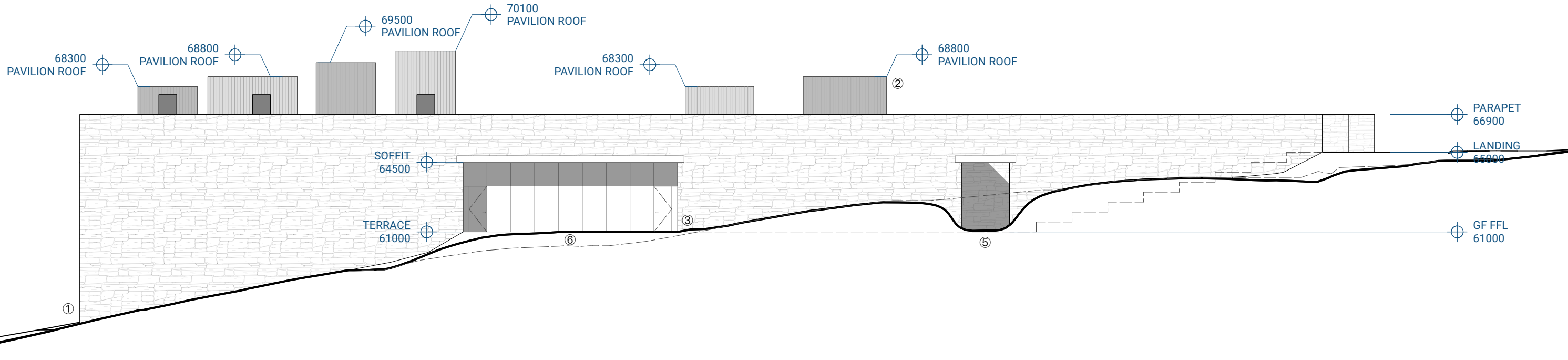


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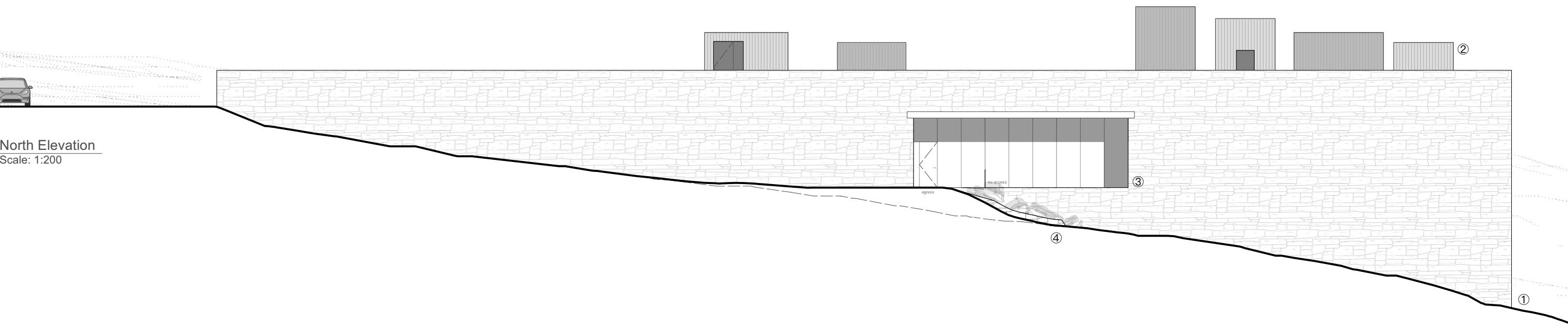
- ① Random coursed walling in a mix of locally quarried, and locally reclaimed stone, with precast concrete lintels and coping details
- ② Open jointed timber rainscreen clad roof pavilion structures with natural earthen stain
- ③ Metal framed glazing set flush with stonework
- ④ Low drystone retaining walls to enclose stone paved terrace and facilitate manipulation of topography at thresholds
- ⑤ Stone paved footpath between levels
- ⑥ Patinated metal entrance signage with rear illumination
- ⑦ Ancillary store structures, stone built, turf roofed. Lower structure embedded in bank of landscape cut for footpath, screened in front elevation



 <p>Glasgow 106 McLellan Works, 274 Sauchiehall Street, Glasgow G2 3EH +44 (0)141 550 1401</p> <p>Skye Fàs, Sabhal Mòr Ostarig Sheil, Isle of Skye IV44 8PQ +44 (0)1471 833 300</p> <p>Reiulf Ramstad Arkitekter</p>	<p>A 01/02/2024 Annotation added in relation to stone paved terrace, bin store elevations updated</p>	<p>PROJECT NAME IONAD HIORT</p>	<p>DRAWING SET PLANNING</p>	<p>DRAWING NUMBER 924_201</p>	<p>DATE 01/02/2024</p>
	<p>REV DATE NOTE</p>	<p>NOTES © Dualchas Architects info@dualchas.com 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 TITLE FRONT + REAR ELEVATIONS</p>	<p>DRAWN / CHECKED MOC / RF</p>	<p>SCALE @A3 1:200</p>




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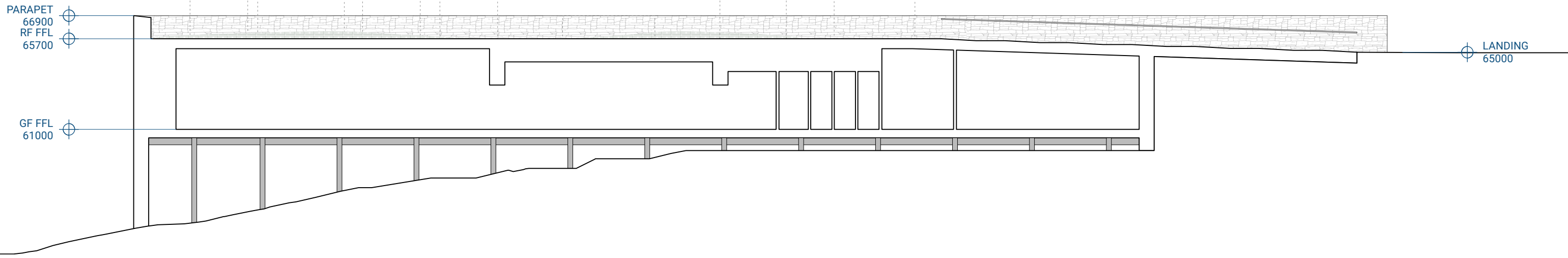
2 North Elevation
Scale: 1:200

- NOTES**
- ① Random coursed walling in a mix of locally quarried, and locally reclaimed stone, with precast concrete lintels and coping details
 - ② Open jointed timber rainscreen clad roof pavilion structures with natural earthen stain
 - ③ Recessed metal framed glazed curtain walling
 - ④ Low drystone retaining walls to facilitate manipulation of topography at thresholds
 - ⑤ Stone paved footpath between levels, cut into terrain on approach to opening
 - ⑥ Stone paved terrace

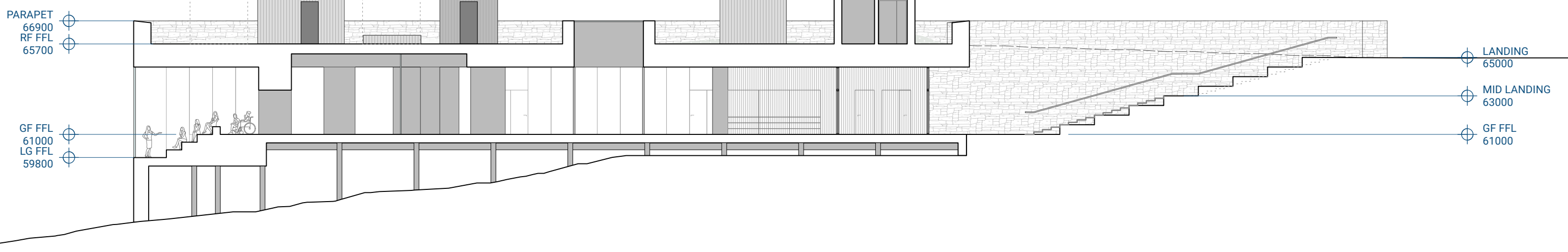


 <p>Glasgow 1.06 McLellan Works, 274 Sauchiehall Street, Glasgow G2 3EH +44 (0)141 550 1401</p> <p>Skye Fàs, Sabhal Mòr Ostaig Skew, Isle of Skye IV44 8PQ +44 (0)1471 833 300</p> <p>Reiulf Ramstad Arkitekter</p>	<p>A 01/02/2024 Annotation added in relation to stone paved terrace</p>	<p>PROJECT NAME IONAD HIORT</p>	<p>DRAWING SET PLANNING</p>	<p>DRAWING NUMBER 924_202</p>	<p>DATE 01/02/2024</p>
	<p>REV DATE NOTE</p>	<p>NOTES © Dualchas Architects info@dualchas.com 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 TITLE SIDE ELEVATIONS</p>	<p>DRAWN / CHECKED MOC / RF</p>	<p>SCALE @A3 1:200</p>

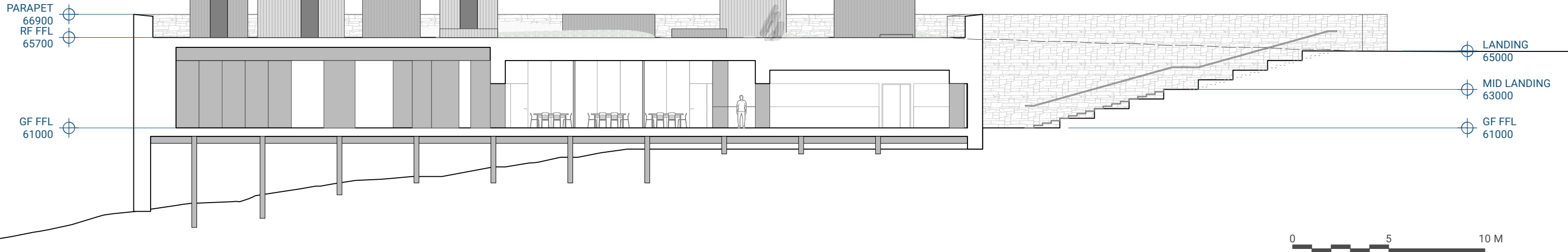
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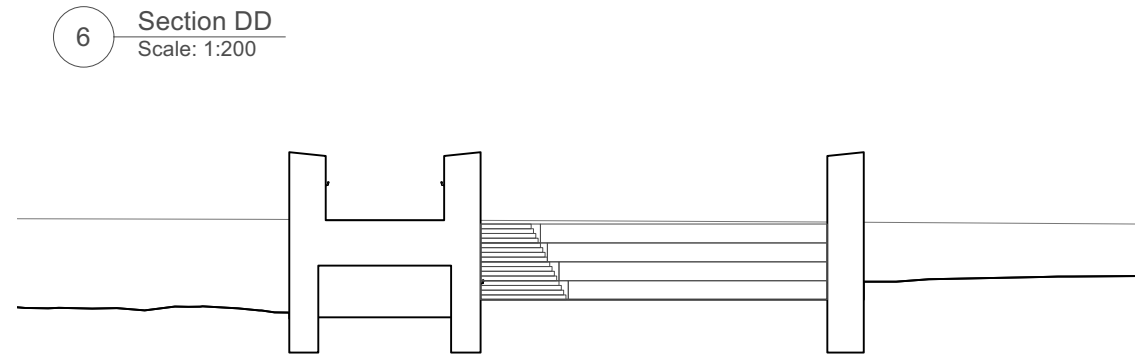
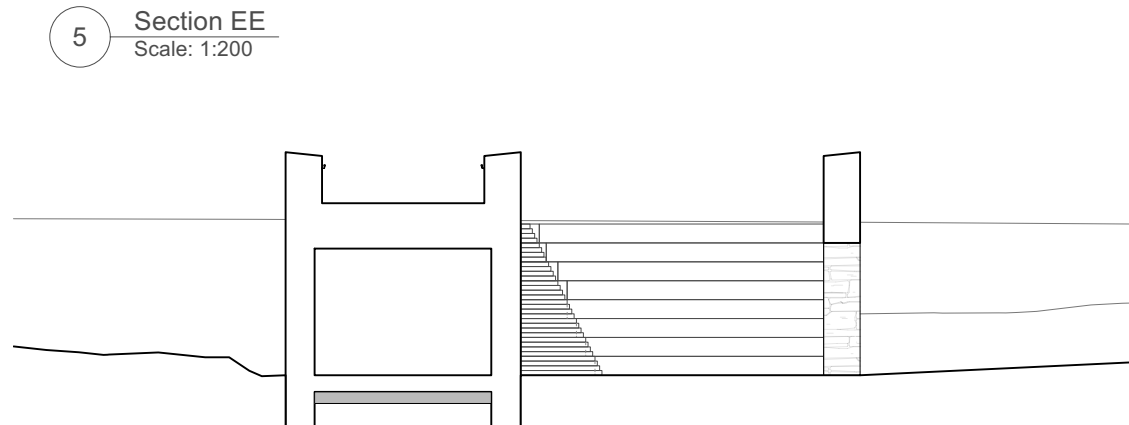
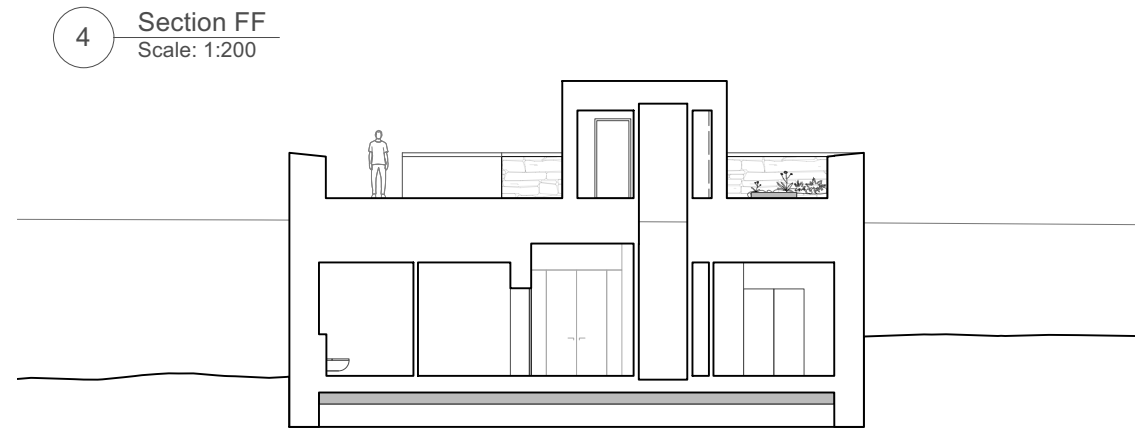
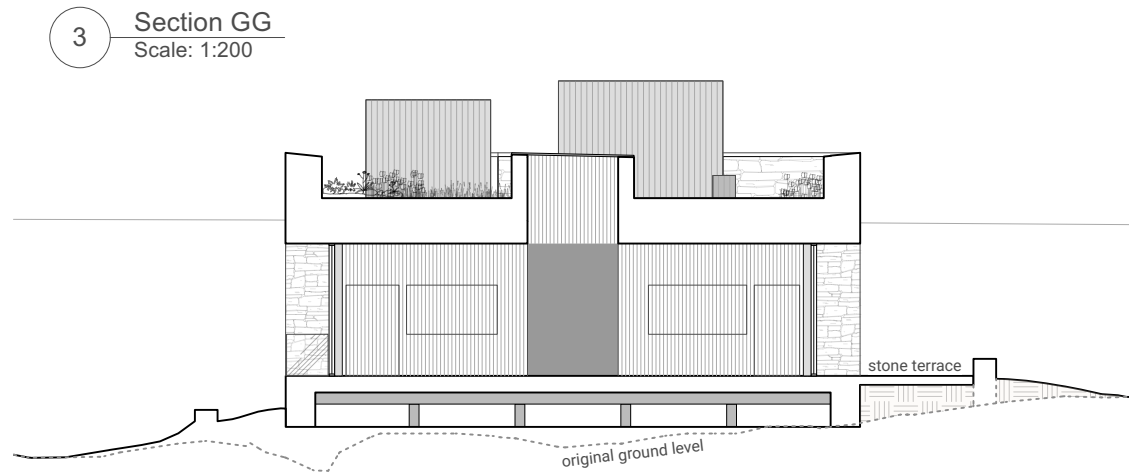
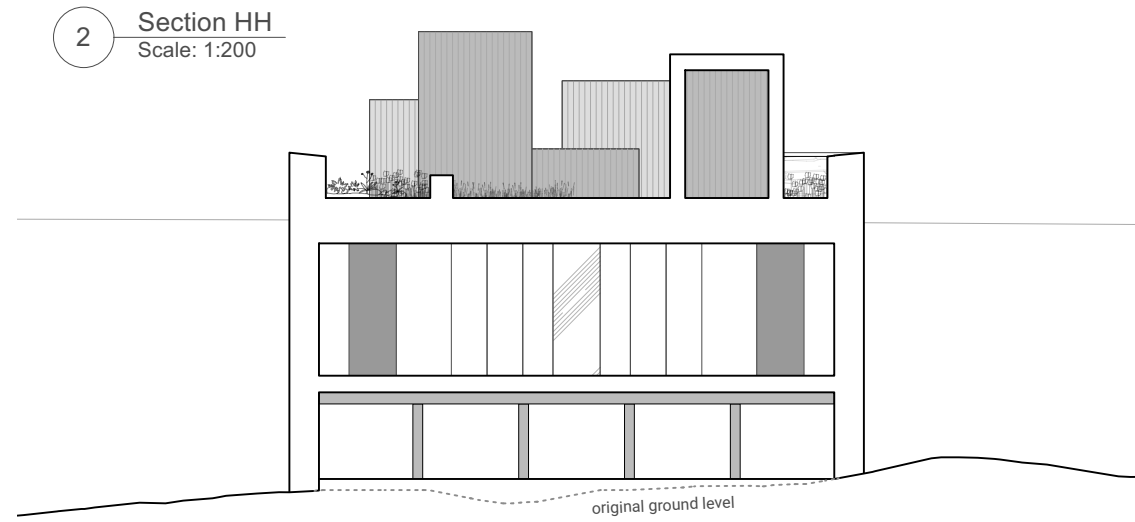
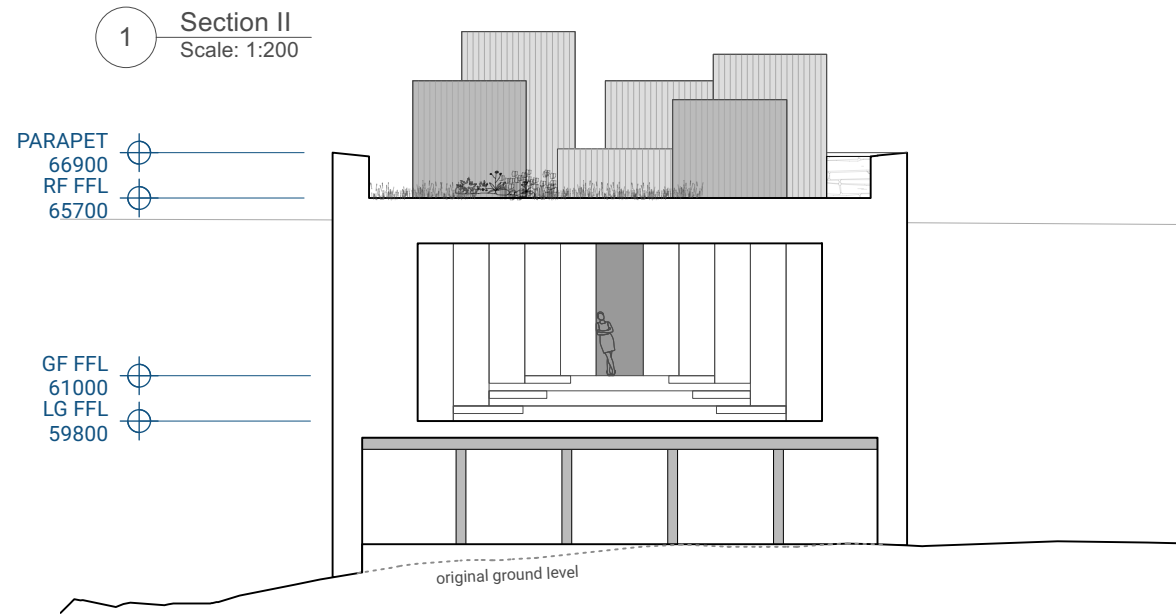
2 Section BB
Scale: 1:200

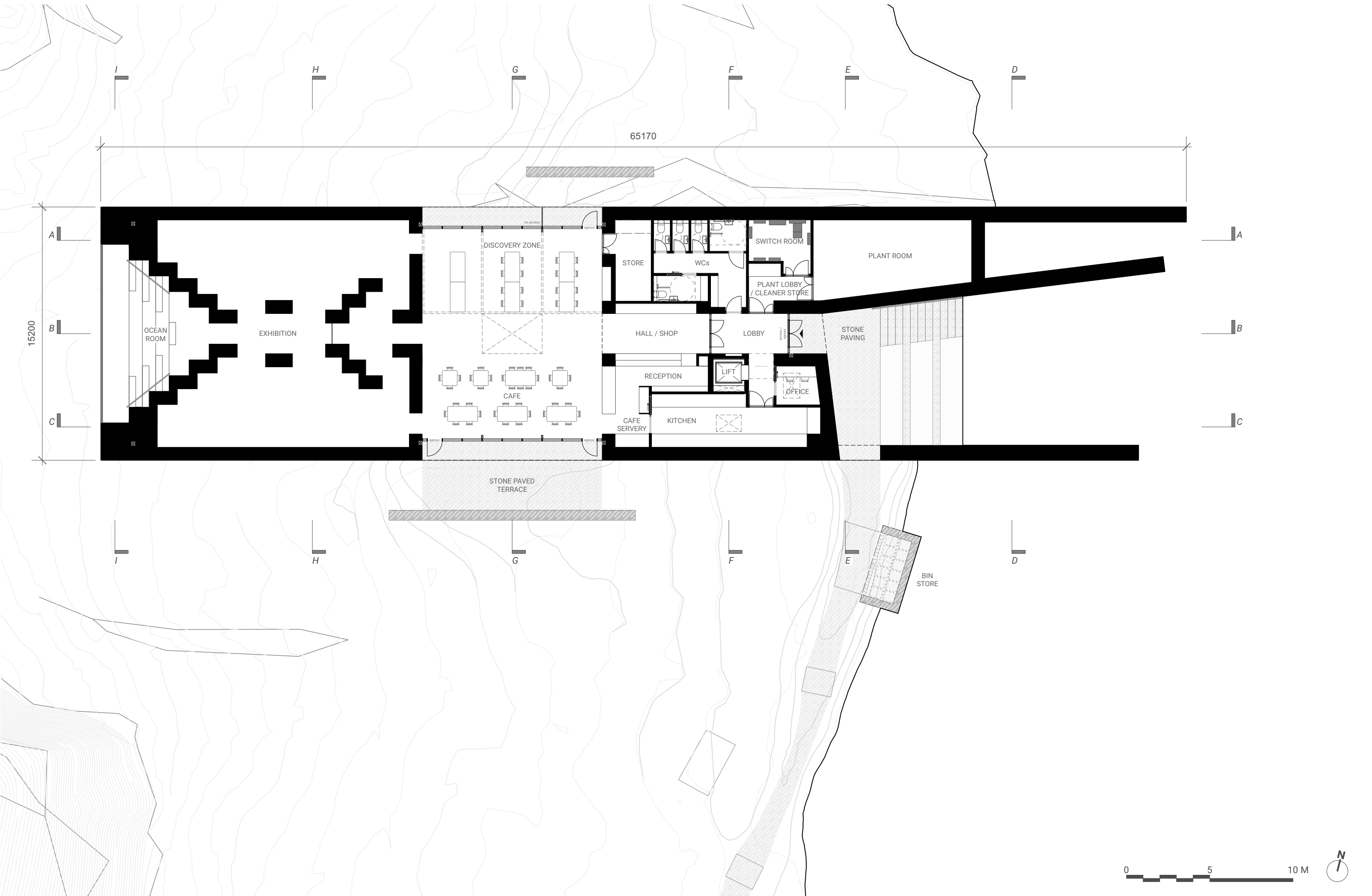


3 Section CC
Scale: 1:200



 <p>Glasgow 1.06 McLellan Works, 274 Sauchiehall Street, Glasgow G2 3JH +44 (0)141 550 1401</p> <p>Skye Fàs, Sabhal Mòr Ostaig Sléac, Isle of Skye IV44 6BQ +44 (0)1471 833 300</p> <p>Reiulf Ramstad Arkitekter</p>	<p>A 01/02/2024 Access step landing heights adjusted</p>	<p>PROJECT NAME IONAD HIORT</p> <p>NOTES © Dualchas Architects info@dualchas.com 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 LONG SECTIONS</p>	<p>DRAWING NUMBER 924_301</p> <p>DRAWN / CHECKED MOC / RF</p>	<p>DATE 01/02/2024</p> <p>SCALE @A3 1:200</p>
	<p>REV DATE NOTE</p>				





A	01/02/2024	Stone paved terrace, access + egress annotations added
REV	DATE	NOTE

PROJECT NAME
IONAD HIORT

NOTES
 © Dualchas Architects info@dualchas.com 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.

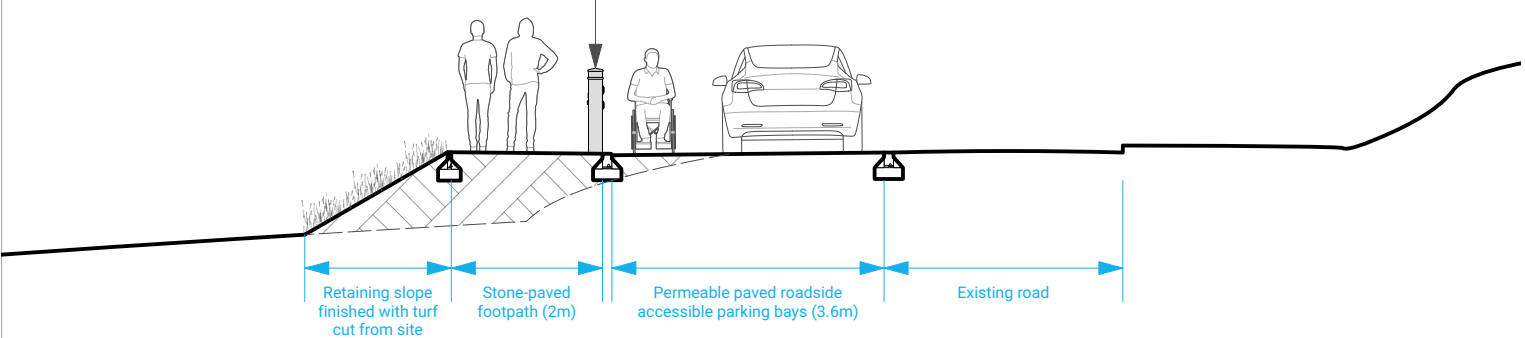
DRAWING SET
PLANNING

DRAWING TITLE
GROUND FLOOR PLAN

DRAWING NUMBER	924_101	DATE	01/02/2024
DRAWN / CHECKED	MOC / RF	SCALE @A3	1:200

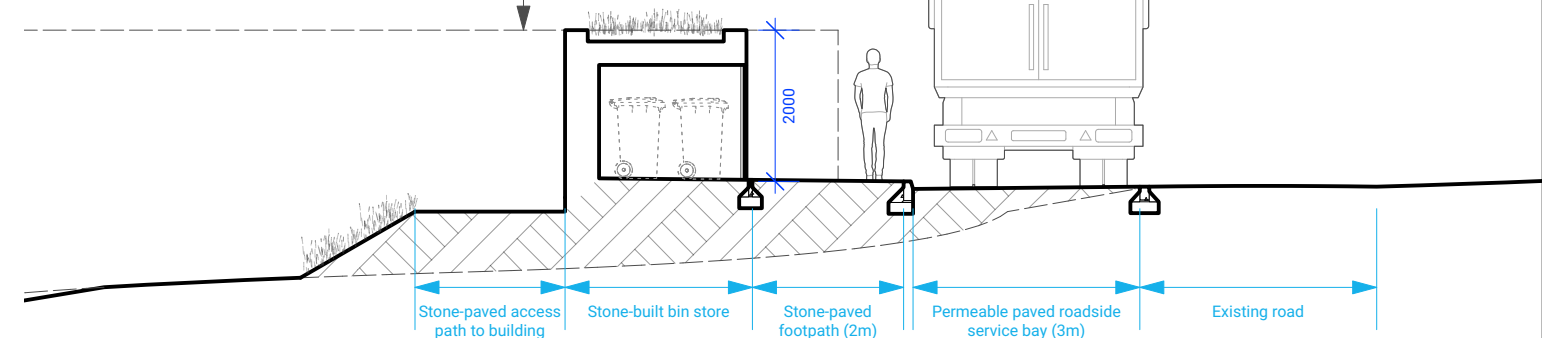
1 Section 1
Scale: 1:100

2-way EV charging unit, 1130 x 205mm



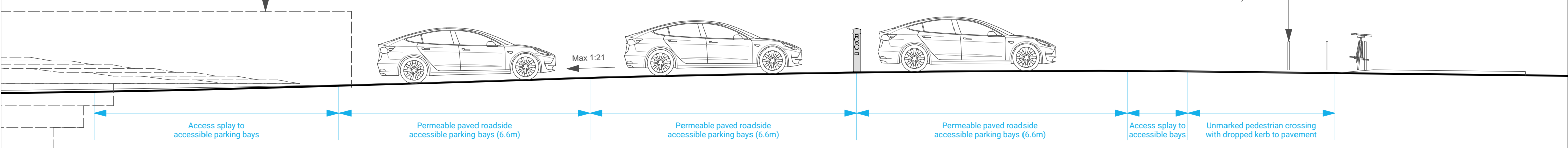
2 Section 2
Scale: 1:100

Extents of proposed visitor centre beyond



3 Section 3
Scale: 1:100

Extents of proposed visitor centre beyond

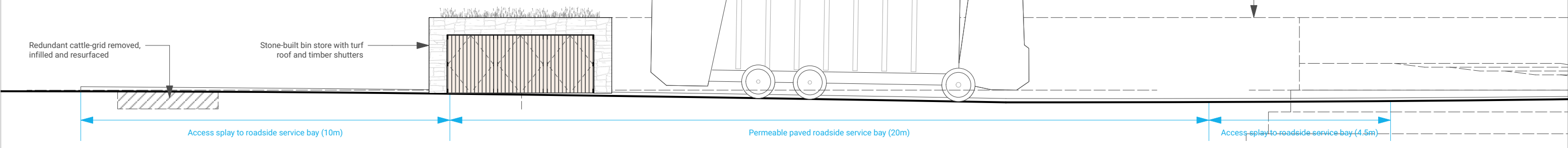


4 Section 4
Scale: 1:100

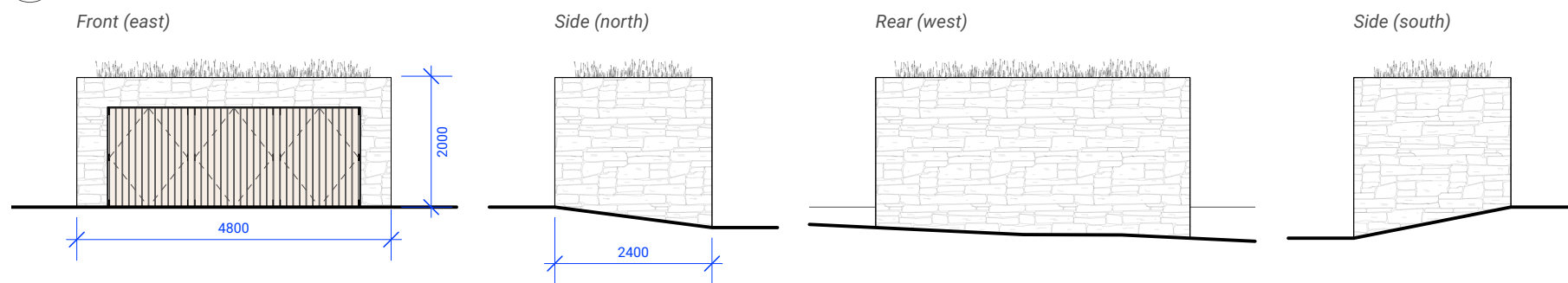
Redundant cattle-grid removed, infilled and resurfaced

Stone-built bin store with turf roof and timber shutters

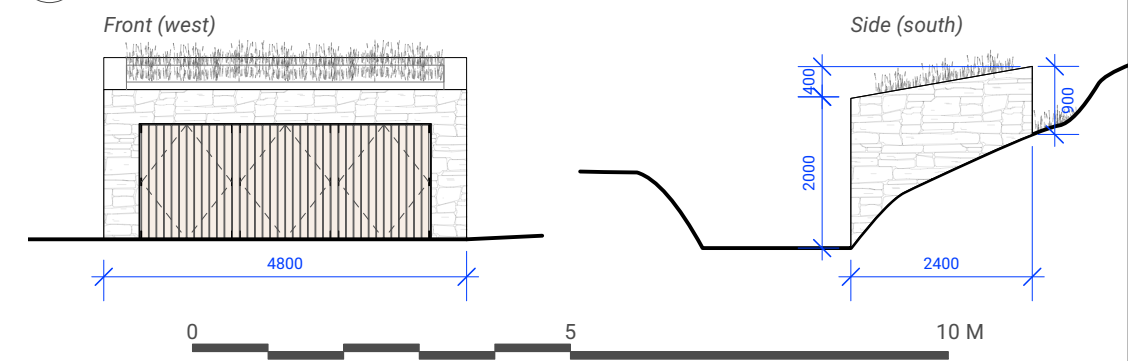
Extents of proposed visitor centre beyond

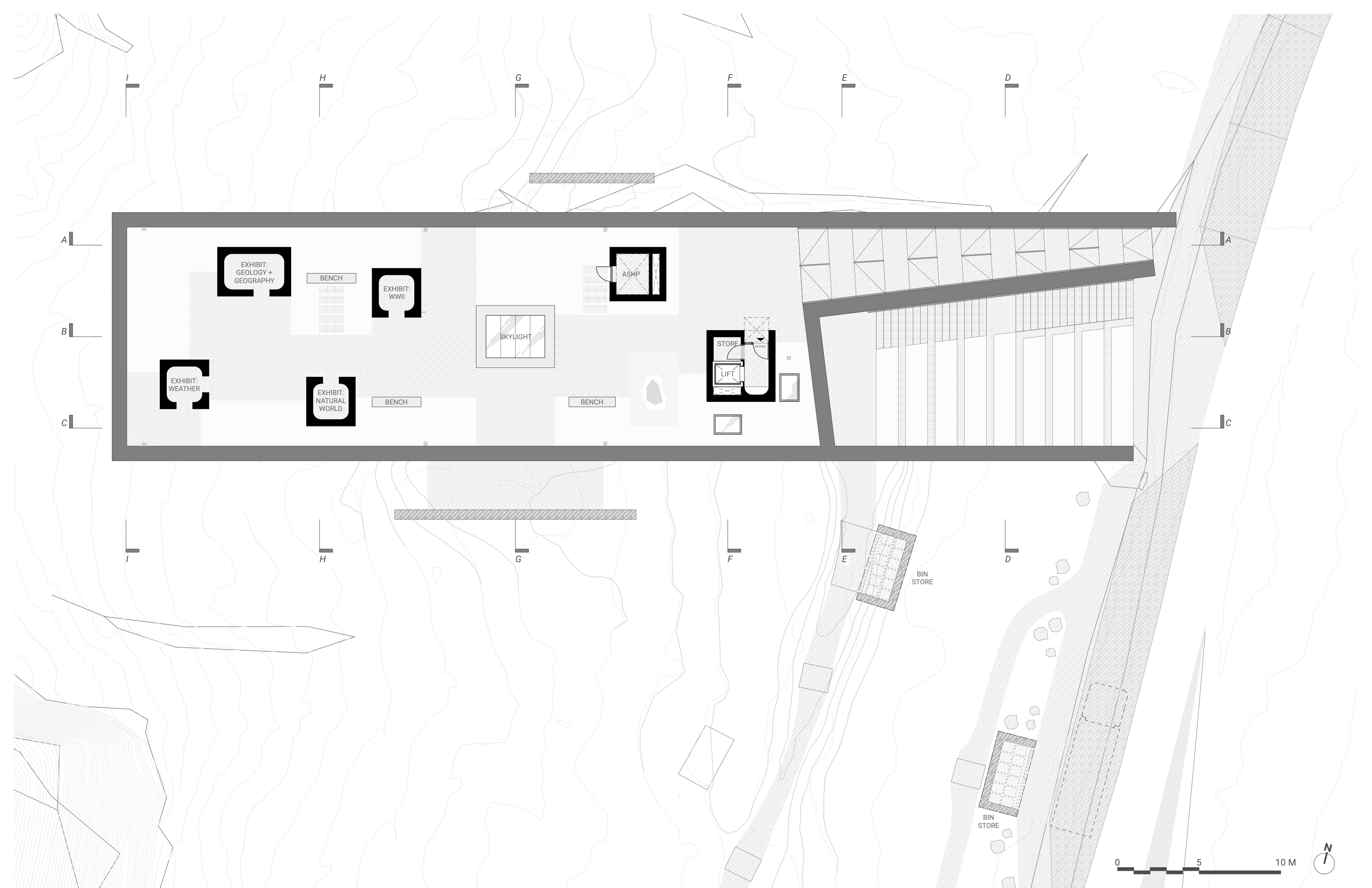


5 Street level bin store elevations
Scale: 1:100



6 Lower level bin store elevations
Scale: 1:100





REV	DATE	NOTE
A	01/02/2024	Access annotation added

PROJECT NAME IONAD HIORT
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DRAWING SET PLANNING
DRAWING TITLE ROOF PLAN

DRAWING NUMBER 924_102
DRAWN / CHECKED MOC / RF

DATE 01/02/2024
SCALE @A3 1:200



ROLEC*EV*

BASICCHARGE

Intelligent EV charging pedestal



Manufactured
in the UK

BASICCHARGE

Intelligent EV charging pedestal

The BASICCHARGE is a simplistic and affordable EV charging pedestal. This versatile charger's integrated LED amenity lighting also provides greater visibility of the charging bays and surrounding areas.

This future-proof OCPP compliant pedestal can offer a simple plug & charge or pay-to-charge solution via the EV driver's smartphone and/or RFID card/fob through any chosen OCPP back-office management system.

Feature-rich, this EV charger supports dynamic load balancing and is equipped with PME fault detection, so there is no requirement for an earth rod, reducing installation costs.

Available in 1way or 2way versions, providing up to 22kW superfast charging.



Product features

- Plug & charge, mobile app or RFID controlled charging
- Choose from 1x or 2x universal charging socket(s)
- Up to 7.4kW or 22kW charging output(s)
- PME fault detection (no earth rod required)
- Supports dynamic load balancing & static load management
- OCPP 1.6 compliant (can integrate with any back-office)
- Over-the-air firmware / software updates
- Built-in AC overload & fault current protection (RCBO)
- Built-in 6mA DC leakage protection
- Dual tamper and breach security notifications
- Cable lock security feature (can be permanently locked by user)
- Integrated RFID reader
- LED amenity lighting head (Photocell controlled)
- MID-approved energy metering
- 4G / Wi-Fi / Ethernet connectivity
- IK10 impact resistant design
- Surface or root mountable
- OZEV grant fundable
- Designed & manufactured in the UK

Powered by

MONTA

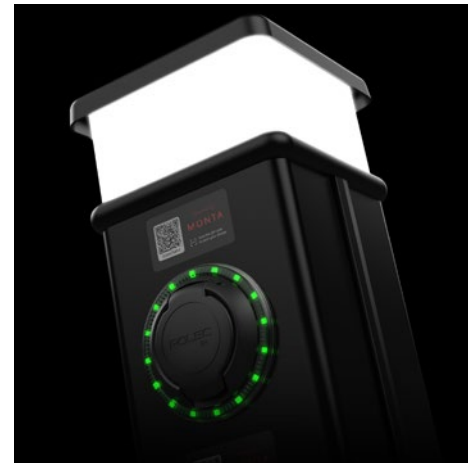
Other preferred back-office and mobile app partners:

Fuuse

wattif

ChargePlace Scotland
electric vehicle charging

ev.energy



OCPP 1.6 compliant

Ability to integrate with any OCPP compliant back-office management system and app.

Easy to operate

Three quick and easy ways to operate: mobile app, RFID cards and fobs or plug & charge.

Office for Zero Emission Vehicles

Eligible for grant funding

This range is approved for grant funding via the OZEV Workplace Charging Scheme (WCS).

4G / Wi-Fi / Ethernet enabled

Complete with secure 4G, Wi-Fi and Ethernet connectivity, ensuring chargers are always online 24/7.

Branding & colour options available

Rolec offers a bespoke chargepoint branding service; from logos & brand colours, to vinyl wraps.

No earth rod required

Equipped with built-in PME fault detection, saving installation time and costs.

The details

UP TO 22KW

Available in both single phase and three phase models, providing up to 22kW superfast charging.

BASICCHARGE is compatible with all EVs & PHEVs, charging at the fastest speed possible, ensuring vehicles are ready to go in no time.

2 WAY CHARGING

The BASICCHARGE is available in 1way and 2way versions, allowing up to two vehicles to charge simultaneously, using just one EV charging pedestal.

The perfect EV charging pedestal solution for fleet, workplace and private car park requirements.

ACCURATE BILLING

Built-in MID-approved energy metering ensures accurate consumption reporting, which is essential for businesses and residential car parks, wishing to bill for their usage. Use our back-office management platform to generate revenue by setting your own tariffs.



SAFE AND SECURE

Rest assured, Rolec's entire EV chargepoint range is fully UK Smart Charge Point Regulation compliant.

Over-the-air updates allow the chargers to receive the very latest features, ensuring a safe and future-proof product 24/7.

3 YEAR WARRANTY

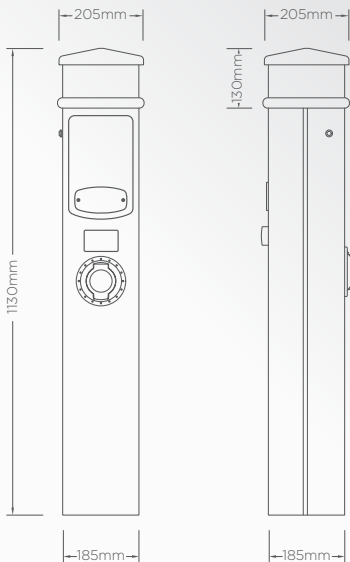
Rolec EV chargepoints are designed, developed and manufactured in the UK and come with a 3 year warranty included as standard, for added peace of mind on your investment.

Specifications

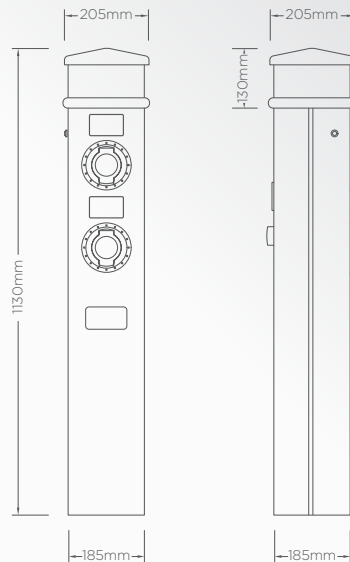
Product Overview:

	Connection Type	Charging Output	Input Supply	Unit Colour	Product Code
Single Phase Units	1x Type 2 (IEC 62196) charging socket	Up to 7.4kW (32A)	1x 32A Single Phase 230V AC (±10 %) 50/60Hz	● Black	ROLECO211B
				● Grey	ROLECO211G
	2x Type 2 (IEC 62196) charging sockets	Up to 7.4kW (32A) per socket	1x 63A Single Phase 230V AC (±10 %) 50/60Hz	○ White	ROLECO211W
				● Black	ROLECO221B
			● Grey	ROLECO221G	
			○ White	ROLECO221W	
Three Phase Units	1x Type 2 (IEC 62196) charging socket	Up to 22kW (32A)	1x 32A Three Phase 400V AC (±10 %) 50/60Hz	● Black	ROLECO213B
				● Grey	ROLECO213G
	2x Type 2 (IEC 62196) charging sockets	Up to 22kW (32A) per socket	1x 63A Three Phase 400V AC (±10 %) 50/60Hz	○ White	ROLECO213W
				● Black	ROLECO223B
			● Grey	ROLECO223G	
			○ White	ROLECO223W	

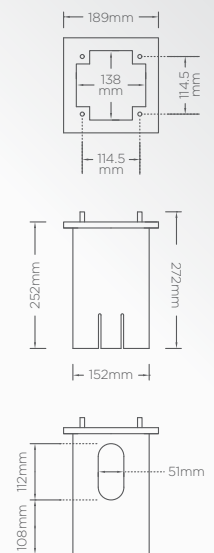
BasicCharge 1way unit:



BasicCharge 2way unit:







Ground mounting base:



Specifications

Technical Data:

User Interface	<ul style="list-style-type: none"> • Mobile app • RFID reader (MIFARE ISO/IEC 14443 A) • Plug & charge • RGB LED status indicator halo(s) – configurable
Charge Protocol	Mode 3 (IEC 61851-1)
Protection	<ul style="list-style-type: none"> • AC overload & fault current protection – 40A 30mA Type A RCBO (per socket) • DC fault protection – 6mA • Lightning surge, over temperature protection • PME fault detection – No earth electrode/rod required • Supports automatic dynamic load balancing (may require additional hardware) • Supports static load management (software configurable)
Cable Terminals	<ul style="list-style-type: none"> • Single Phase – 3x 50mm 1P + N + E • Three Phase – 5x 50mm 3P + N + E
Communications	<ul style="list-style-type: none"> • 4G LTE Cat-1 (built-in nano SIM, subscription required) <ul style="list-style-type: none"> • LTE FDD: B1/B3/B5/B7/B8/B20/B28 • GSM: B2/B3/B5/B8 • Wi-Fi 802.11 b/g/n 2.4 GHz (2412-2472 MHz / 2422-2462 MHz) • NFC 13.56 MHz • RJ45 Ethernet connection • Bluetooth Low Energy (BLE 4.1) 2402-2480 MHz (for installer configuration purposes) • OCPP 1.6J • Cyber security – Data encryption level TLS 1.2
Energy Metering	Integrated Class 1 MID compliant metering
Amenity Lighting	<ul style="list-style-type: none"> • 360° Low energy LED • Rating – 2 x G9 2.3W LED, 230-240V AC • Colour temperature – 5000k • Protection – 6A 30mA Type A RCBO
Standby Power Consumption	<ul style="list-style-type: none"> • Charging circuits – < 7.5W (per socket) • Panel heater – 8W • Lighting – 4.6W
Dimensions	205mm x 1130mm x 205mm (W x H x D)
Weight	< 15kg (model dependant)
Environmental	<ul style="list-style-type: none"> • Ingress protection – Enclosure IP65, Socket IP54 • Impact protection – IK10 • Security – Dual tamper and breach notifications • Operating temperature – -30°C to +50°C • Operating humidity – 5% to 95%
Materials	<ul style="list-style-type: none"> • Substructure – Hot-dipped Galvanised Steel • Panel – 3.2mm Aluminium composite • Lens – High impact resistant 3mm Polycarbonate • Lid/collar – ABS Granulate Natural Polyethylene
Unit Colour	 Black  Grey  White  Other colours available upon request
Certifications & Compliances	<ul style="list-style-type: none"> • EV Charging Compliance – EN 61851-1:2019, EN 61851-22:2002 • Smart Charge Points – (SI 2021/1467) • Wiring Regulations – BS 7671:2018+A2:2022 • EMC Compliance – EN 61000-6-3:2007+A1:2011, EN 61000-6-2:2005, 2014/30/EU, SI 2016/1091 • Safety Compliance (LVD) – EN 62368-1:2014, 2014/35/EU, SI 2016/1101 • Communications / RED – EN 62311:2008, 2014/53/EU, SI 2017/1206, EN 300 330 V2.1.1 (2017-02), EN 301 908-1 V15.1.1 (2021-09), EN 301 908-13 V13.2.1 (2022-02), EN 301 511 V12.5.1 (2017-03), EN 300 328 V2.2.2 (2019-07), EN 300 440 V2.2.1 (2018-07) • Environmental Protection – BS EN 60529:1992+A2:2013 • Impact Rating – BS EN 62262:2002+A1:2021 • Metering – 2014/32/EU, SI 2016/1153 • RoHS – 2011/65/EU, SI 2012/3032 • REACH – 1907/2006, REACH etc. (Amendment) Regulations 2021 • Certification Markings – CE & UKCA
Warranty	3 years

Options & accessories

Product Code	Item Description
RFID0010	RFID card
RFID0020	RFID fob
GMCP0010	Ground mounting base for BasicCharge pedestal
EVCB0020	Root mount protection barrier - 48mm
EVCB0040	Surface mount protection barrier - 48mm
EVPS0010	EV parking sign - A4 landscape (Other sizes are available)
EVPP0100	5m 32A Type 2 to Type 2 charging cable
EVPP0107	10m 32A Type 2 to Type 2 charging cable
EVPP0105	5m 32A Three phase Type 2 to Type 2 charging cable
EVPP0108	10m 32A Three phase Type 2 to Type 2 charging cable (Other cables are available, including Type 1 options)
ACSR0125	100A up to 35mm ² screened CT clamp with 10m cable



RFID0010
RFID0020



EVCB0040

EVPS0010



GMCP0010



Branding & colour options available

Rolec offer a bespoke chargepoint branding service; from logos & brand colours, to vinyl wraps. This can be arranged at time of order. Contact Rolec for details.

















EVPP0100

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Chargepoint management



Monta's chargepoint management platform provides businesses and organisations with the ability to deploy and self-manage their very own electric vehicle charging network. Ideal for workplace, fleet, commercial and residential locations.

-  Full & automated control of your chargepoints
-  Unlock additional revenue streams
-  Set chargepoints for public and/or private use
-  Set different pricing for individual chargepoints & groups
-  Dynamic pricing allows operators to set pricing in line with their hour-by-hour energy cost
-  Fully scalable solution; add or remove chargepoints & users
-  Complete fleet management solutions with analytical feedback & reporting
-  Reduce charging costs and CO₂ with Smart Charge feature
-  Vehicle integration provides visibility of battery size, SOC, percentage & location etc.
-  Automatically reimburse employees' home charging
-  Smart queuing system that sends notifications to drivers when they become available
-  Over-the-air updates and self-healing algorithms ensure charger stability & availability
-  Static, Dynamic or True Dynamic load balancing options
-  EV Roaming feature, allowing chargepoints to be available on other apps

Other preferred back-office partners:

-  Fuuse
-  wattif
-  ChargePlace Scotland
electric vehicle charging

+ many more




Charge point settings
Set charge point to public

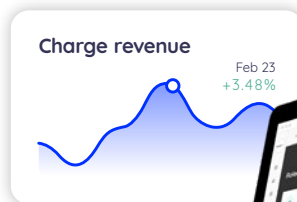
Private Public

Reserve charge point
Book charge points at a time that suits you the best!

[Reserve](#)

Easy payment for your employees















▶ For more information about Monta's chargepoint management solutions and pricing, see the Powered by Monta Overview Sheet

Chargepoint operation







Charge your EV on your terms. With Monta you have full control over your charging experience, at home or on the road.

-  Easily locate and navigate using the chargepoint map
-  Remotely control your home EV charging
-  Choose your ready time and choose to prioritise lower costs, lower CO₂ or only using renewable energy
-  Schedule charges so your car is ready when you are
-  Integrate with most EV manufacturer apps and cars
-  Real-time information on your car and battery levels to maximize your charging experience
-  Share and give charging access to friends, family and guests
-  Set your home charger for public use with custom pricing
-  Access to over 300,000 public chargepoints across Europe
-  Easily initiate charging and complete payments via credit card, Apple Pay, Google Pay or Monta Wallet
-  Online chat or support line for help when you need it most



The Monta app is 100% free with no subscription cost when charging at home

Other preferred mobile app partners:

-  Fuuse
-  wattif
-  ChargePlace Scotland
electric vehicle charging
-  ev.energy



DOWNLOAD THE APP



RFID activation

Great for quick activation, RFID cards or key fobs are easily accessible and add for a much simpler charging experience, which can also be used alongside the mobile app.



▶ For more details about the Monta solution for EV drivers and the Monta app, please visit www.monta.com/uk/home-charging



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The latest version of this publication can be downloaded at <https://www.rolecserv.com/downloads-ev-charging>

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EVBD-V02-R8 BasicCharge Data Sheet



Manufactured
in the UK

ROLECEV

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e: enquiries@rolecserv.co.uk

www.rolecserv.com

