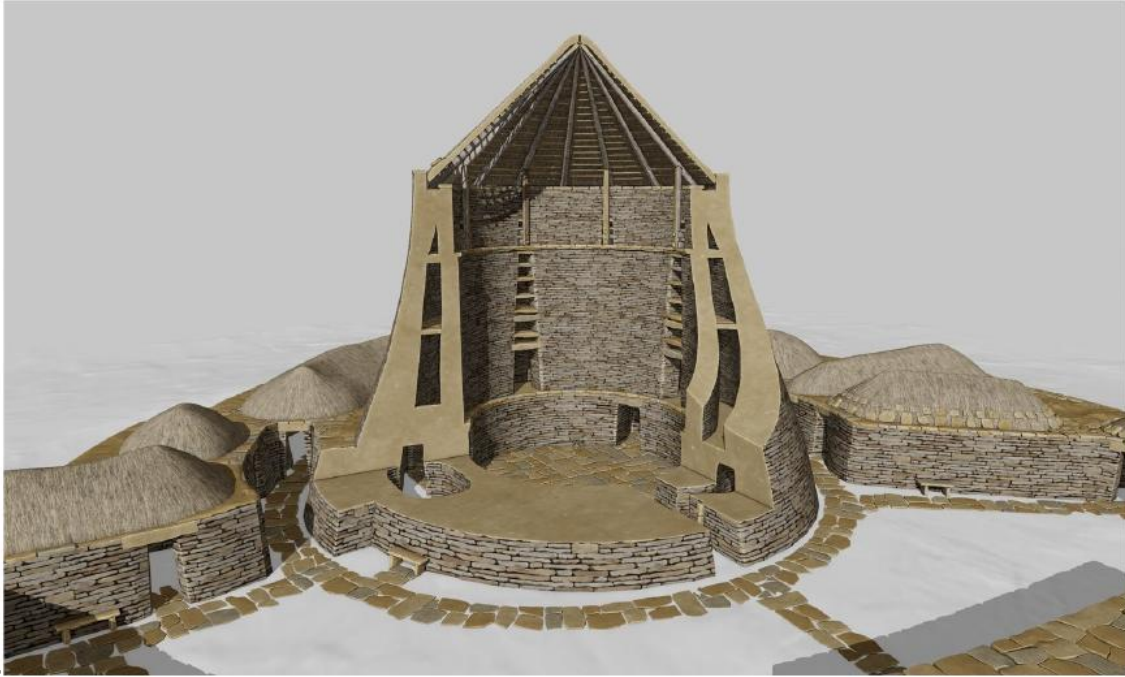


Flygla Phase 1



Executive Summary –

CBP Phase 1 Flyga Site

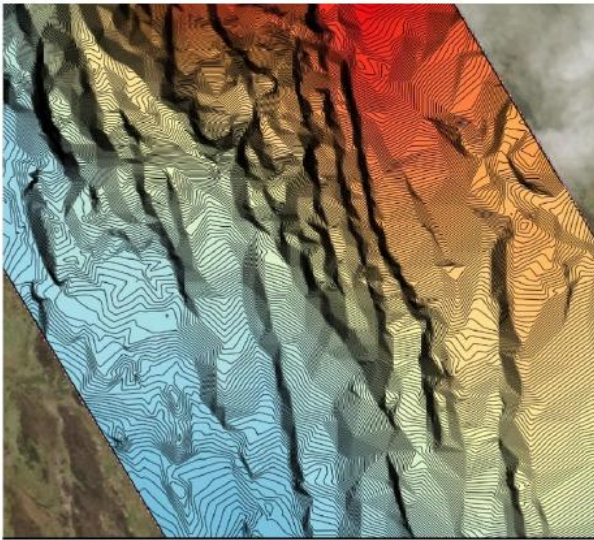
The Caithness Broch Project (CBP) is initiating Phase 1 works at the Flyga site to establish a Caithness gateway to the Flow Country UNESCO World Heritage Site and initiate Scotland's first full-scale Iron Age broch reconstruction. This phase focuses on developing a viable attraction aimed at visitor exploration and orientation, securing essential infrastructure, and creating the operational conditions required for safe, efficient, and suitable conditions for construction in subsequent phases.

Phase 1 delivers three core outcomes:

- Access roads, parking, visitor wellbeing facilities, interpretation and a path network that connects the various exploration zones across the landscape
- A fully serviced, construction-ready site with access, ground preparation, utilities, and environmental safeguards in place. Sufficient facilities to support traditional building methods, volunteer involvement, and long-term public engagement.
- Baseline archaeological, ecological, and engineering data that ensures the site is developed to the highest standards of authenticity, safety, and sustainability.

The works include initial ground investigations, topographical and geotechnical surveys, vegetation clearance where appropriate, establishment of access routes, installation of welfare and storage facilities. All activity is designed to minimise environmental impact while enabling controlled public access for education and interpretation as the project progresses.

Phase 1 represents the transition from planning to physical delivery. It establishes the practical, regulatory, and infrastructural framework that will support the broch's construction and the wider vision for Flyga as a flagship heritage destination. Completing this phase positions CBP to move confidently into developing the site alongside our partners at ERI (Environmental Research Institute) and FCP (Flow Country Partnership) and the staged construction programme that will follow.



1. Junction Off the A9 – Approved Access Works

The primary access to the Flyga site will be delivered via the new junction off the A9, which has already been fully designed and approved through the statutory planning process. This ensures that all works conform to Transport Scotland standards and provide a safe, durable entry point for construction traffic, staff, and future visitor access.

Phase 1 includes the construction of the full junction infrastructure, comprising:

- **Culvert installation** to manage water flow and maintain existing drainage patterns
- **Reinforced header** walls to stabilise the culvert and protect the road edge
- **Tarmac bellmouth** providing a robust, long-lasting surface suitable for heavy vehicles
- **Secure access gates** to control entry during construction and operational phases
- **Road markings** and signage as specified in the approved design package

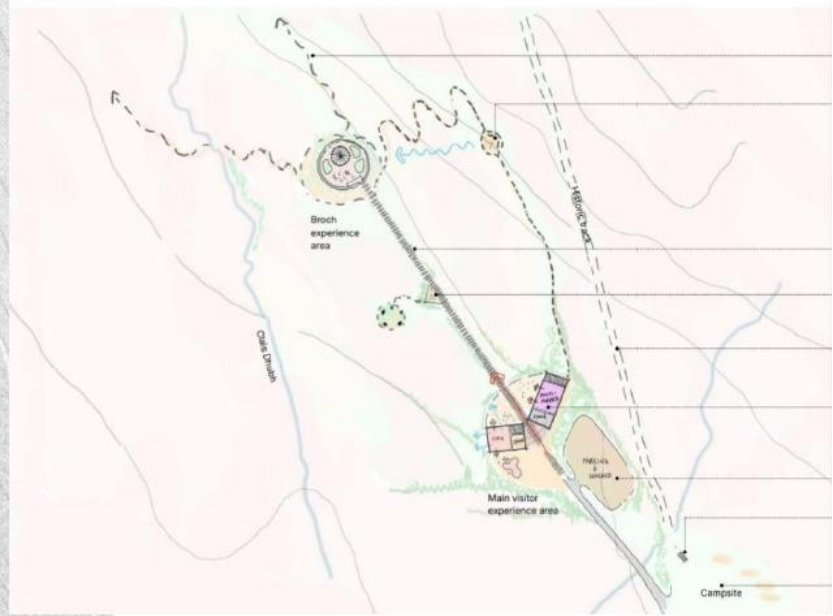
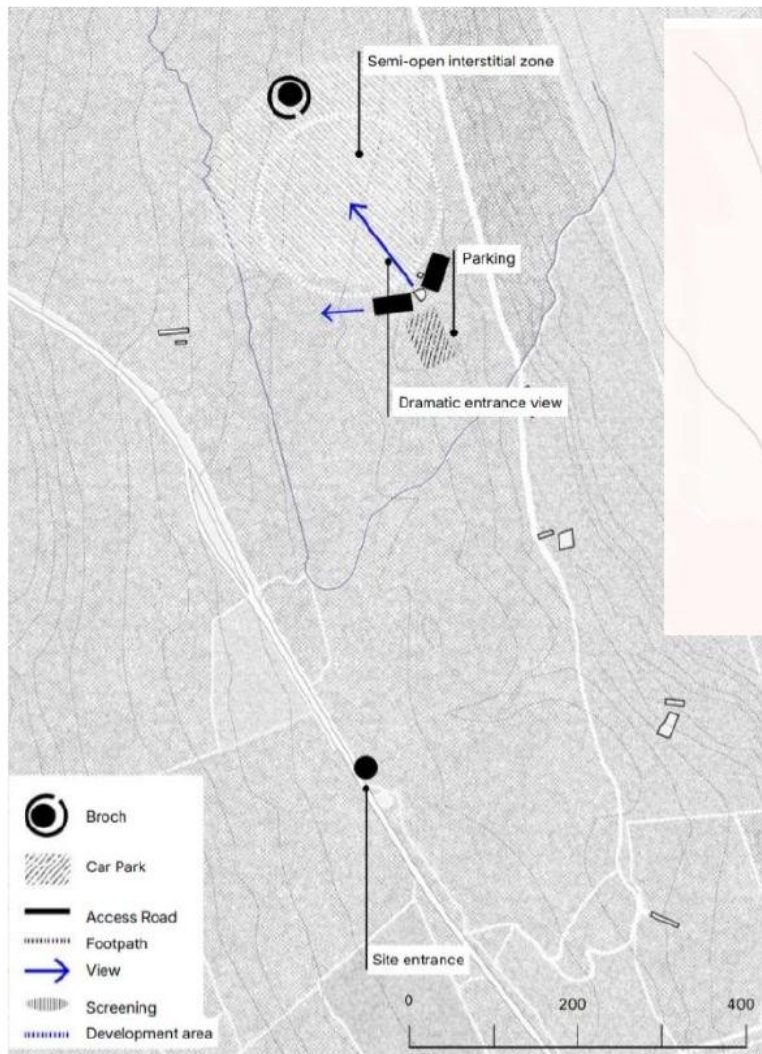
These works establish a compliant, high-capacity access point that enables safe movement of materials, plant, and personnel throughout the broch construction programme. Completing the junction at the outset ensures the site is fully accessible for all subsequent phases and reduces logistical risk across the project timeline.

2. Internal Road Network and Parking Infrastructure

Phase 1 includes the construction of the internal road network required to safely move construction traffic, staff, volunteers, and—later—visitors throughout the Flyga site. The design prioritises durability, drainage performance, and the capacity to handle both heavy plant during the build and high visitor numbers once the broch is operational.

The works comprise:

- **Primary access road** constructed from compacted hardcore, providing a stable, all-weather surface suitable for HGVs, delivery vehicles, and site machinery
- **Integrated drainage system**, including side ditches and cross-drains where required, to manage surface water and protect the road structure
- **Passing places** positioned at appropriate intervals to ensure safe two-way movement and reduce congestion during peak activity
- **Dedicated parking area** with capacity for: 40 cars 3 full-size buses or coaches and A turning circle designed to accommodate large vehicles without reversing manoeuvres
- **Defined road length**, extending from the A9 junction to the main construction compound and visitor arrival zone, providing a continuous, safe route across the site



his road network establishes the logistical backbone of the Flyga development. It enables efficient material delivery, supports welfare and storage access, and lays the groundwork for future visitor management. The design ensures long-term resilience while keeping maintenance requirements low, aligning with CBP's commitment to sustainable, low-impact infrastructure.

Projected cost : £240,000

See attached tender submission

3. Utilities Setup – Power, Water, and Drainage Infrastructure

Phase 1 includes the installation of essential utilities to support construction activities and to establish the long-term servicing framework for the broch, visitor centre, and future campsite. These works ensure the site is fully functional, compliant, and capable of supporting both operational needs and projected visitor numbers.

A. Electrical Supply

A nearby electrical connection point will be extended into the site and distributed to three key locations. All cabling will be buried to protect the landscape, reduce visual impact, and ensure long-term resilience.

Power will be routed to: - **The future campsite** - **The visitor centre** - **The broch construction site**

The installation includes trenching, ducting, protective conduit, junction boxes, and termination points at each destination. This creates a robust electrical backbone for both construction and future operations. If burying the cable proves to be prohibitively expensive then an additional separate transformer will be installed for the campsite.

Component	Estimated cost
Trenching & ducting	£22,500
Cabling	£17,500
Distribution boxes and termination	£7,500
Total	£47,500

B. Water Supply

A dedicated borehole will be established onsite to provide a reliable, independent water source. The system will include:

- Borehole drilling and casing
- Submersible pump installation
- Above-ground or buried storage tank sized for peak demand
- Distribution pipework to the visitor centre and campsite

This arrangement ensures potable water availability for welfare facilities during construction and for full visitor operations in later phases.

Component	Estimated cost
Borehole drilling & casing	£16,000
Pump & controls	£4,500
Storage tank (circa 15k litres)	£6,000
Pipework to campsite & visitor centre	£9,000
Total	£35,500

C. Drainage and Wastewater Management

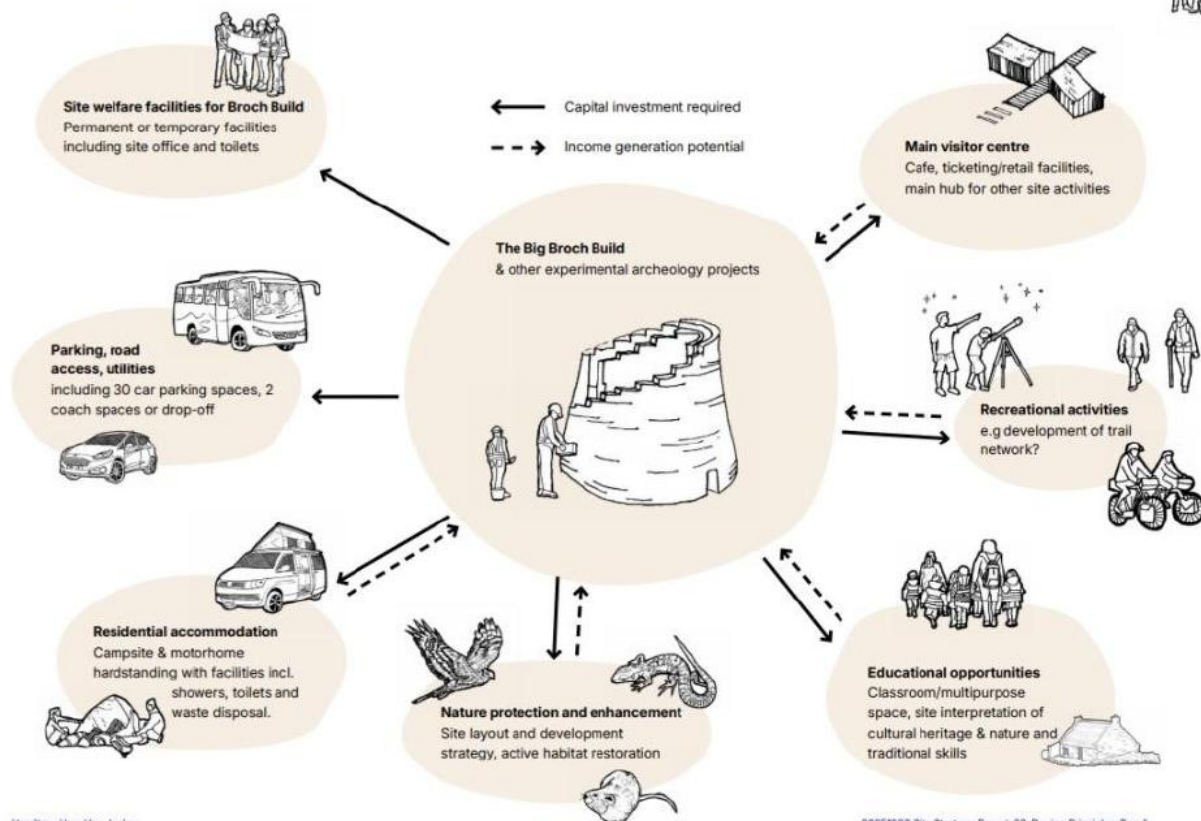
To support the visitor centre and campsite, Phase 1 includes the installation of a compliant, low-impact wastewater system comprising:

- A rumbling drain (soakaway system) for surface water management
- A septic tank sized for projected visitor numbers and operational requirements
- Associated pipework, inspection chambers, and outflow arrangements

This system provides reliable, environmentally responsible wastewater treatment while minimising ground disturbance and long-term maintenance requirements.

Component	Estimated cost
Septic tank (large capacity)	£16,000
Soakaway / rumbling drain	£11,500
Pipework & chambers	£7,500
Total	£35,000

2.5.3 Emerging brief



Hamilton Hay Van Jonker

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4. Path Network – Initial Trails and Landscape Connections

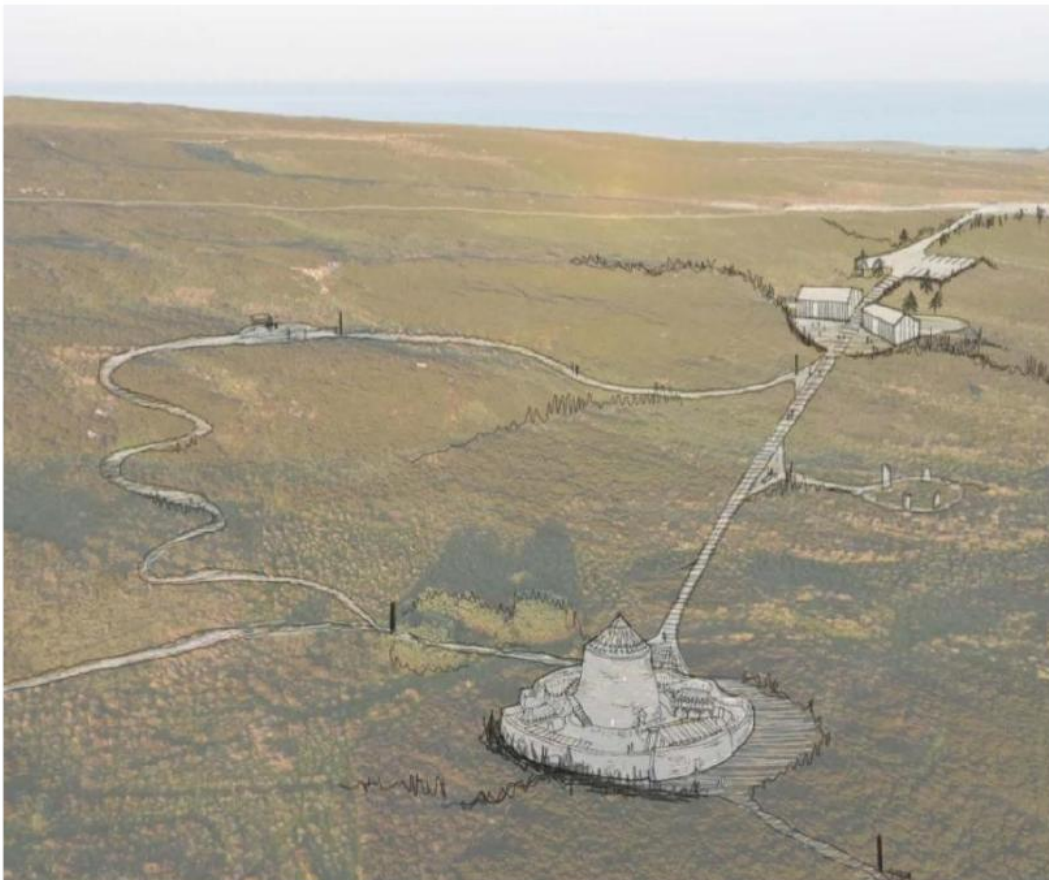
Phase 1 includes the establishment of a sensitive, low-impact path network that connects the broch site to key viewpoints, archaeological features, ecological study

areas, and the wider Rumster landscape. The design prioritises accessibility, environmental protection, and a strong sense of place, ensuring visitors can engage with the site safely and meaningfully from the earliest stages of development.

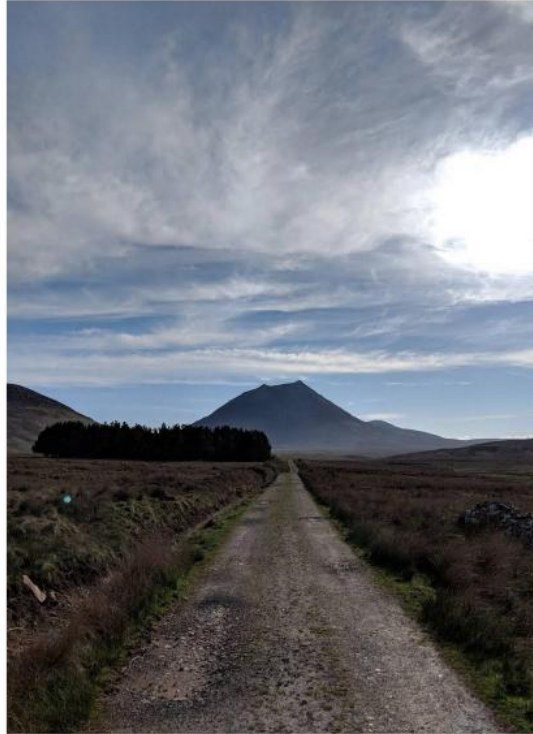
A. All-Abilities Path from Parking Area to Broch Site

A primary accessible route will be created from the main parking area to the broch construction zone. This will make use of existing trails wherever possible to minimise disturbance. It will also introduce sensitive surface treatments (compacted fines, geotextile reinforcement, or similar) suitable for all-abilities access. Providing a safe, legible route for visitors, volunteers, and educational groups during the build phase

This path forms the backbone of the visitor experience and ensures inclusive access from day one.



B: Trail Network to Rumster Mast and Viewpoint at Beinn a' Chlièt



Phase 1 will establish the first section of a wider trail system linking the broch to the surrounding archaeological and natural landscape. This includes:

- A defined route to the hilltop provided an unbroken panoramic vista of the flow country from the Beinn a' Chlièt,-
- Initial connections toward the Wag of Forse, Forse of Nature, and Rumster Forest archaeological zones

These links begin to position Flyga as a gateway to the wider Caithness landscape of brochs, hut circles, and prehistoric settlement.

Path	Estimated cost
All-abilities path	£47,000

Rumster mast & viewpoint trail	£57,500
Light-touch northern trail	£7,600
Boardwalk over peat	£62,750
Inter-zone connectors	£9,500
Total	£184,350

C: Waymarked Trail to the Northern Natural Zone

A light touch minimal-intervention trail will be created to the upper northern section of the site, where ERI will undertake environmental studies and habitat enhancement. Works include this trail hopes to immerse visitors in the natural topography, allowing them to explore the site off piste, being led through the undulating hills by a waymarked trail.

- **Light brushing and clearance of existing desire lines**
- **Discreet waymarking posts**
- **Minimal surfacing, preserving the natural character of the area**

This route supports research access while offering visitors a quiet, nature-focused experience.

Component	Estimated cost
Vegetation clearance (£3.50/m)	£1,750
Minor surface shaping (£5.50/m)	£2,750
Waymarking posts	£3,100
Total (500m)	£7,600

D: Boardwalk Path Across Sensitive Peat Banks

In the lower section of the site, where deep wet soils and peat banks illustrate the character of the Flow Country, a raised boardwalk will be installed. This will:

- Protect fragile peatland habitats
- Provide safe passage across wet ground
- Highlight the site's connection to the Flow Country Partnership and the UNESCO World Heritage Site designation
- Serve as an interpretive feature demonstrating peatland ecology and hydrology

The boardwalk becomes both an access solution and an educational asset. It is up to the Flow Country Partnership to design and fundraise for their own interpretation of the landscape. Partnership working on shared access routes and respective development zones onsite will be a collaborative effort



Component	Estimated cost
Piled or floating supports	£25,875
Timber or composite decking	£23,000
Handrails	£8,625
Installation labour	£8,625
Total	£66,125

Integrated, Landscape-Led Path Network

All routes will be designed to sit naturally within the complex topography of the site

- **Connect archaeological, ecological, and visitor-focused zones into a coherent whole**
- Use materials and construction methods appropriate to a heritage landscape
- Minimise visual and environmental impact
- Provide a safe, engaging visitor experience from the earliest project stages

This network forms the foundation of the long-term visitor journey, linking the broch to the wider landscape and establishing Flyga as a hub for heritage, ecology, and outdoor exploration.

5. Flow Country interpretation

Create UNESCO world heritage site Flow Country interpretation at Flyga, establishing the site as “the eastern gateway” to the UNESCO world heritage site. Utilising the varied topography to create long viewpoints that present views over the landscape designed to give visitors a safe, elevated vantage point over the UNESCO peatland landscape. This would be developed in collaboration with the Flow Country Partnership (FCP), ensuring that the design, messaging, and interpretive themes align with their wider UNESCO World Heritage Site strategy.

A short boardwalk section leading to the a viewing platform will provide controlled access across sensitive ground and serve as an educational zone. Here, visitors could take part in peat-probe engagement activity, allowing them to safely measure peat depth and learn how peatlands store carbon, form over millennia, and contribute to global climate regulation. This hands-on element turns the site into an active learning environment rather than a passive viewpoint.

The FCP will determine the interpretive content, ensuring scientific accuracy and consistency with their wider outreach. In return, the Broch Project benefits from enhanced visitor experience, stronger environmental credentials, and deeper integration with one of Scotland’s most significant natural heritage assets. The

viewing platform, interpretation and boardwalk become a shared piece of infrastructure that promotes both the broch and the UNESCO landscape it sits within, strengthening the partnership and broadening the site's appeal.



6.Standing Stone Circle

Establish an authentic experimental standing stone setting at Flygla site as a research-led, visitor-ready feature that explores prehistoric megalithic construction methods, landscape alignment, and community participation. This experimental archaeological installation will use locally sourced stone and be built using traditional lifting and setting techniques, allowing archaeologists, craftspeople, and volunteers

to test hypotheses about how prehistoric communities erected monoliths. The circle will serve as both a live experimental archaeology zone and an early attraction that enriches the visitor experience long before the broch itself is complete.

The layout, orientation, and interpretive framing will be developed in consultation with archaeologists and heritage specialists to ensure the experiment contributes meaningfully to wider research on prehistoric ritual landscapes. The circle also strengthens the site's narrative coherence: a broch, a Flow Country viewpoint, and a stone circle together create a layered heritage environment that reflects the deep time of Caithness. As with other Phase 1 elements, this feature provides immediate public value, supports educational programming, and builds momentum for the full broch construction.



Combined budget

Component	Estimated cost
Junction, roads & parking	£240,000
Electrical supply	£47,500
Water supply	£35,500
Drainage & waste management	£35,000

Path network	£184,350
Flow Country Interpretation	£25,000
Standing stone circle	£15,000
Welfare facilities & outdoor classroom	£65,000
Contingency (10%)	£64,700
Total	£712,050