

all heights are in metres & relative to chart datum
MHWS +5.3m
MLWS +0.7m

Justification statement for change in layout

Staffin Harbour project has been granted the following consents to date;

- 21/04276/ful Improvements to road to staffin slipway, erection of an SSE substation.
- 21/04521/ful Improvements at Staffin Harbour, erection of WCs, storage sheds, parking spaces, installation of septic tank etc.
- 21/04525/ful Borrow pit on site of former Lealt quarry to extract over the course of 1 year for the requirement of 52,650 tons of rock aggregate and armour stone etc.
- 24/01031/FUL Further application for improvements at Staffin slipway
- Marine Licence - MS-00009582 & variation MS-00010741

All of these consents have now been commenced and work at Lealt and at the harbour are underway. The marine engineers have been working on the detailed design of the new breakwater structure.

Part of the detailed design process includes a wave study. The wave study highlighted the unusual seabed topography at this location which presents unacceptable risks in a 1:100 year storm event from a Northerly direction, i.e. very deep water quickly shallowing in way of the reef between Staffin Island and the harbour. This topography causes steep breaking waves that are particularly onerous to any rock armour structures built near the reef. As such to build the approved breakwater (green line) would cost more than is feasible, and use more rock than Lealt borrow pit could provide.

Therefore the project team and engineers have decided to move the breakwater west & farther away from the reef such that it can be designed & built using the Lealt rock source and the risks from a 1:100 year Northerly storm are acceptable. The marine engineers have developed a detailed design of the new breakwater & slipway and the new hardstanding area.

The overall footprint & volume of the new design is similar in area to the footprint & volume of the previous design and is all within the boundary of the approved Marine Licence & EIA. The extra hardstanding area will provide more onshore boat, trailer & car parking space to make up for the reduction in pontoon berths caused by moving the breakwater farther inshore. There are no buildings or other structures planned on the new hardstanding area.

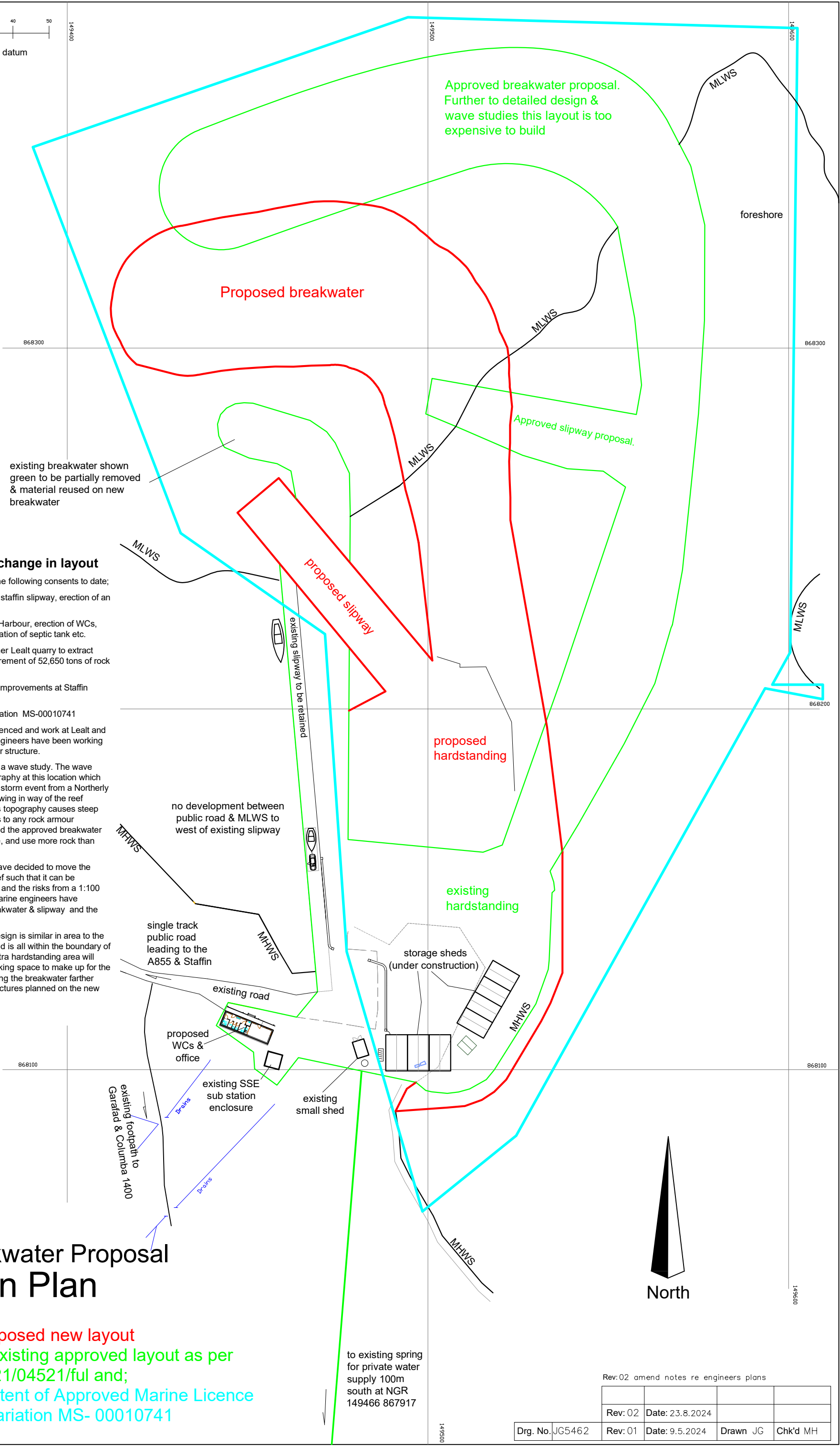
Staffin Harbour Reduced Breakwater Proposal Comparison Plan

1:1000

Red line indicates proposed new layout

Green line indicates existing approved layout as per planning consent ref 21/04521/ful and;

Cyan line indicates extent of Approved Marine Licence ref MS-00009582 & variation MS- 00010741



Rev:02 amend notes re engineers plans

Drg. No.	JG5462	Rev: 02	Date: 23.8.2024	Rev: 01	Date: 9.5.2024	Drawn	JG	Chk'd	MH
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