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Date:
24/01/2022

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Dear Sirs,

MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING

THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED)

STAFFIN COMMUNITY TRUST (PER AFFRIC LTD) - HARBOUR DEVELOPMENT - STAFFIN SLIPWAY, ISLE OF SKYE

With reference to your recent correspondence on the above development, we acknowledge receipt of the Environmental Impact Assessment Report (EIAR) prepared by Affric Limited in support of the above development.

This information has been passed to SYSTRA Limited for review in their capacity as Term Consultants to Transport Scotland – Roads Directorate. Based on the review undertaken, we would provide the following comments.

Proposed Development

We understand that the Staffin Community Trust (SCT) is proposing to upgrade the existing slipway in Staffin in order to create a Community Harbour. This will provide a functional multi-user facility to support existing commercial, non-commercial and recreational users, and to facilitate new uses of the area. Staffin is located approximately 24km north of Portree, where the A87(T) trunk road is located.

Assessment of Environmental Impacts

Chapter 15 of the EIAR considers the likely traffic and transport effects of the proposed upgrade and states that the operational impact of the proposed development has been considered in a Transport Assessment. We note that the assessment was undertaken by Pell Frischmann with transport effects considered in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines. Transport Scotland is satisfied with this approach.

Chapter 15 indicates that the peak traffic flows associated with the construction phase results in an average of 74 movements per day (37 trips in and 37 trips out), of which 48 would be HGVs (24 inbound and 24 outbound). Table 15.5.1 provides the results of the increase in base traffic associated with both the total traffic increase and the HGV increase. This shows that the total traffic on the A87(T) at Portree will increase by 0.2%, while the HGV traffic will increase by 5.7%. These figures are well within the threshold limits as indicated by the IEMA Guidelines and Transport Scotland is satisfied that there is no requirement for further detailed assessment of environmental effects associated with increased traffic.

With regard to the operational phase of the development, we note that there will be up to 65 vehicle movements per day, which is less than the construction phase. We are therefore, also satisfied that there is no requirement for detailed assessment of environmental effects.

Abnormal Loads Assessment

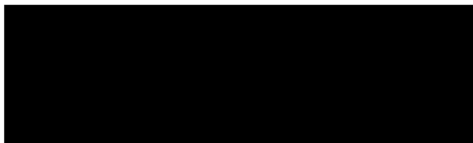
The EIAR makes no mention of any requirement for abnormal load deliveries, therefore, Transport Scotland would assume that this type of vehicle will not be utilised during construction.

Conclusion

Based on the review undertaken, Transport Scotland is satisfied with the submitted EIAR and has no objection to the development in terms of environmental impacts on the trunk road network.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail, please do not hesitate to contact Alan DeVenny at SYSTRA's Glasgow Office on 0141 343 9636.

Yours faithfully



Gerard McPhillips

**Transport Scotland
Roads Directorate**

cc Alan DeVenny – SYSTRA Ltd.