
Stornoway Deep Water Port

Application for Planning Permission in Principle

Pre-Application Consultation Report
(Planning and Marine Licence)

Prepared on behalf of Stornoway Port Authority

November 2018

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1.0 INTRODUCTION

Introduction

- 1.1 This Pre-Application Consultation ('PAC') Report has been prepared by Barton Willmore on behalf of Stornoway Port Authority ('the Port Authority') ('the applicant'), to provide information on the consultation process and feedback comments received as part of the PAC process undertaken in relation to an applications for Planning Permission in Principle (PPP), Marine Licences ('ML') and a Harbour Revision Order ('HRO') at the west shore of Glumaig Bay, Arnish ('the Site') for the following:

Development to create deep water port, associated level development platform and access road links to connect the port with the existing Arnish Industrial Estate Road and Arnish Point Industrial Estate (via the coast). Works to comprise extraction of rock, reclamation of land (cut/fill), formation of level development platform, formation, dressing and landscaping of rock cuttings/embankments and placement of rock armour to revetments all to adjoin the simultaneous construction (in marine waters) of a deep water berth, freight ferry berth, finger pier, link-span and related Port and storage areas. Uses of the development platform to comprise general industrial, heavy engineering and fabrication, storage and distribution, decommissioning, ferry and port related activities (including for associated marshalling, car and lorry parking areas.

- 1.2 Given that the wider Deep Water Port project includes both ML and PPP applications - both of which require PAC prior to submission - this PAC Report has been prepared to satisfy both the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 Regulations.

Statutory Requirements for Pre-Application Consultation (Planning Permission)

- 1.3 In line with the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 (SSI 2009/51), the proposed development constitutes a 'major' development and therefore requires pre-application consultation between the applicant and the local community.
- 1.4 Accordingly, and as outlined above, this PAC Report has been prepared to accord with the respective planning regulations and the Planning etc. (Scotland) Act 2006.
- 1.5 This report accords with the requirements set out within Circular 3/2013 'Development Management Procedures'. This circular emphasises that the Scottish Government wants to

encourage *"improved trust and open, positive working relationships from the earliest stages in the planning process and to provide, where possible, an early opportunity for community views to be reflected in proposals"* (paragraph 2.1).

- 1.6 The Circular also states that *"pre-application consultations with the community and pre-application discussions with the planning authority and statutory consultees are intended to add value at the start of the development management process"* (paragraph 2.2). It is considered that the above guidance has been reflected fully within the approach taken by the applicant.
- 1.7 The key thrust of current Development Management Procedures is to ensure that communities are informed of proposals prior to the submission of national or major planning applications in order to enable participation, consultation and ultimately, contribution (i.e. comments) from members of the local community on the proposed development during the PAC process. In line with the Regulations, engagement undertaken at this stage in the application process has been meaningful and has considered comments received from the local community.
- 1.8 This report also demonstrates compliance with supporting advice from the Scottish Government in relation to community engagement. PAN3/2010 'Community Engagement' seeks to ensure that engagement with members of the public is meaningful/proportionate and happens at an early stage to shape proposals (paragraph 7).
- 1.9 In relation to the role of applicants and their agents, PAN3/2010 (paragraph 21) states that *"early consultation provides an opportunity for prospective applicants to both ensure they are better informed about the community's view of the proposed development and to address these concerns where they can be tackled"*.
- 1.10 The Circular states that: *"As part of the pre-application consultation report, applicants should set out how they have responded to the comments made, including whether, and in what way, the proposals have changed as a result of this consultation. Whilst under no obligation to take on board community views, or directly reflect them in any subsequent application, the proposals, if adjusted, should benefit from that engagement..."* (Paragraph 44).
- 1.11 The guidance above has been fully considered within the pre-application approach undertaken, as set out within this PAC Report, to ensure that the requirements of this Circular have been met and that meaningful engagement has taken place.

Statutory Requirement for Pre-Application Consultation (Marine Licence)

- 1.12 In addition to the requirements above, statutory consultation is also required to be undertaken in relation to the Marine Licence applications under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 ('Marine Licence Regulations').

- 1.13 Specifically, Section 7(1)(a) and (b) of these Regulations states that the prospective applicant for a marine licence must:
- Hold at least one pre-application consultation event to allow members of the public to provide comments on the licensable marine activity; and
 - Publish a notice in a local newspaper containing various information including:
 - A description of the marine activity, where further information may be obtained, details of the pre-application consultation event;
 - A statement explaining how/where/when persons should comment and identifying that comments are not representations to the Scottish Ministers but that formal representations can be made upon application submission.
- 1.14 Section 7(2) of these Regulations states that a pre-application consultation event must be held no earlier than six weeks after the date on which notification of such event is given. Section 8 of the Regulations then goes on to state that a pre-application consultation report must be prepared.
- 1.15 The consultation undertaken as part of this project also fulfilled all aforementioned requirements. Specifically, advertising of the exhibition (on 4 June 2018) took place on 5 April 2018 - over 6 weeks before the event.
- 1.16 The notice contained the aforementioned text required under Section 7(1)(b) of the Regulations.
- 1.17 Furthermore, the preparation of this PAC Report in accordance with Section 8 of the Regulations ensures compliance within all consultation requirements associated with the Marine Licence Regulations.

Aims of This Report

- 1.18 This Report outlines the efforts undertaken by the applicant to ensure that an inclusive and comprehensive range of pre-application consultation engagement has been undertaken to inform the local community and stakeholders of the emerging proposal that complies with, and exceeds, the statutory requirements.
- 1.19 This Report provides further clarification on the following topics:
- Identification of the groups, individuals and stakeholders consulted during the pre-application consultation process;
 - Identification on the types of consultation that have been undertaken;

- Details relating to the locations, dates and times of each consultation approach;
- Details highlighting attendance levels at events and any verbal/written feedback received; and
- Conclusions on how the feedback has been considered by the applicant in their preparation of the design for the proposed development, assessment considerations and the evolution of the proposed approach.

2.0 PROJECT HISTORY

Background

- 2.1 National Planning Framework 3 ('NPF3') was published by the Scottish Government in June 2014 and represents the top tier of Scotland's planning hierarchy. It seeks to influence, control and shape strategic planning priorities within Scotland by identifying the need for 'national' development priorities within Scotland. It also identifies national priorities for selected areas (i.e. Coastal and island locations) and sectors (i.e. Harbours) to reduce any disadvantage of 'distance' to such communities.
- 2.2 In this regard, Stornoway is identified as a 'Key Port' with significant potential for growth within NPF3. This document also identifies that longer-term opportunities arising from the opening up of new shipping routes across the Arctic / North East Passage – with several deep water assets, including Stornoway, being identified as those best placed to consider opportunities for new / expanded ports that can take advantage of this and of wider opportunities. This also includes opportunities for tourism related development. It also suggests that Stornoway harbour's strategic location ensures that *"it will be well placed as a stopping point for international shipping"* and that it has *'significant potential as a destination for cruise ships and leisure craft'*.
- 2.3 NPF3 also identified Arnish as part of the Low Carbon/Renewables North Enterprise Area. Stornoway is an important transport hub for passenger and commercial transport.
- 2.4 Building on this, the National Renewable Infrastructure Plan (N-RIP), prepared by Scottish Enterprise (N-RIP Stage 1 January 2010 and Stage 2 July 2010), identifies Arnish (and therefore part of the Stornoway Deep Water Port) as a key port to support recognised growth in the renewables industry with a particular focus on distributed manufacturing and infrastructure to support offshore renewables development (including wind and tidal). The N-RIP notes that the Arnish lacks a quay that can accommodate large vessels requiring a water depth of over 6.5m. Accordingly, the provision of the Stornoway Deep Water Port Harbour will be important component in progress towards the realisation of these aspirations.
- 2.5 Finally, Policy STY3 within Comhairle nan Eilean Siar's ('CnES') Proposed Local Development Plan 2017 ('LDP2') requires that development proposals within the Harbour Limits or on the adjacent developed coast take account of objectives within the Stornoway Port Masterplan 2017 and safeguard sites identified in the Masterplan. The provision of the Deep Water Port is expressly identified as one of these projects within the Stornoway Port Masterplan - thereby encouraging its delivery within the LDP2.

Pre-Application Consultation (PAC)

- 2.1 Various pre-application consultation approaches have taken place with CnES, a nearby Community Council, local community groups, stakeholders and the local community. Further details on the pre-application consultation methodologies undertaken in relation to the proposed development are provided within Section 3 of this Report.

3.0 COMMUNITY ENGAGEMENT

Statutory Consultation Requirements

- 3.1 In accordance with the requirements set out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and the relevant provisions of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006, the applicant has undertaken pre-application consultation in connection with the proposed development as outlined below.

Development Management Procedure - Regulations and Circular

- 3.2 In line with the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 the proposed development constitutes 'major' development and requires pre-application consultation between the applicant and the local community.
- 3.3 In terms of pre-application consultation, Circular 3/2013 'Development Management Procedures', as amended, (Paragraph 2.6) states:

"The objective of PAC is for communities to be better informed about major and national development proposals and to have an opportunity to contribute their views before a formal planning application is submitted to the planning authority. This helps to: improve the quality of planning applications; mitigate negative impacts where possible; address misunderstandings; and to air and to address where practicable any community issues. Any adjustments made as a result of PAC should improve the proposals and assist the efficient consideration of applications once submitted'.

- 3.4 The Circular (Paragraph 2.7) also states:

'...while engagement should be meaningful, the prospective applicant is not obliged to take on board community views, or directly reflect them in any subsequent application'.

- 3.5 The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 set out the specific requirements that must be met by the applicant in terms of pre-application consultation:

'7.-(1) The prospective applicant is to consult as respects a proposed application every community council any part of whose area is within or adjoins the land where the proposed development is situated and in doing so is to give a copy of the proposal of application notice to the community council.

(2) The prospective applicant is to-

- *hold at least one public event where members of the public may make comments to the prospective applicant as regards the proposed development; and*
 - *publish in a local newspaper circulating in the locality in which the proposed development is situated a notice containing-*
 - *a description of, and the location of, the proposed development;*
 - *details as to where further information may be obtained concerning the proposed development;*
 - *the date and place of the public event;*
 - *a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and*
 - *a statement that comments made to the prospective applicant are not representations to the planning authority and if the prospective applicant submits an application there will be an opportunity to make representations on that application to the planning authority'.*
- (3) *A public event held by the prospective applicant in accordance with paragraph (2)(a) is not to be held earlier than 7 days after notification of the date and place of such event is given under paragraph (2)(b)(iii).*

Meeting Statutory Consultation Requirements

- 3.6 In line with the statutory requirements for a planning application for a 'major' development, and the recommendations within national guidance, the PAC strategy undertaken by the applicant in relation to the proposed development has included:
- The submission of a Proposal of Application Notice ('PAN') (on 3 April 2018) at least 12 weeks prior to submission of the planning application (Appendix 1 within this Report);
 - Pre-application meetings and liaison with CnES Planning;
 - Formal PAN notification sent to Ward Councillors (within Ward 04 (Uig & North Lochs), Ward 06 (Stornoway South) and Ward 07 (Stornoway North) and North Lochs Community Council (as a nearby Community Council, despite no statutory requirement);
 - Placing of one newspaper advert at least 7 days before the first consultation event on 24 April 2018 including:
 - Public notice within The Stornoway Gazette on Thursday 5 April 2018 (Appendix 2 within this Report); and
 - Public notice within The Events Newspaper April 2018 edition;

- These notices contained the descriptions/details required by the aforementioned Regulations including:
 - Description of, and the location of, the proposed development (i.e. Description of Development and site address as per PAN);
 - Details where further information may be obtained concerning the proposed development (i.e. Barton Willmore as agents);
 - The date and place of the two proposed public events (as per dates outlined below);
 - Details of who to provide pre-application comments to (i.e. Barton Willmore as agent); and
 - A statement that comments made to the prospective applicant were not representations to the planning authority and that there would be an opportunity to submit formal representations on the subsequent planning application once it was submitted later in the year (included).
- Two public exhibitions took place on Tuesday 24 April 2018 and Monday 4 June 2018 (both 10am to 6pm) at Stornoway Town Hall.

Providing Clarity for the PAC and Post-Submission Consultation Process

- 3.7 Importantly, throughout the pre-application process, the applicant highlighted to the local community and other stakeholders that the comments submitted during the consultation stage do not constitute formal representations to any forthcoming planning, ML or HRO application.
- 3.8 The applicant and the design team advised the local community and other stakeholders that further opportunity to make representations to respective regulatory authorities will be available once the respective applications have been submitted. Specifically, at the time it was stated that representations should be sent to CnES for the PPP Application, Transport Scotland for the HRO Application and Marine Scotland for the ML Application(s). This was expressly identified within the public notice advertised in the Stornoway Gazette, within the consultation exhibitions boards and within the questionnaires (Appendix 5 within the Report) handed out at the consultation exhibition.

Engagement Programme

- 3.9 A full list of all pre-application consultation undertaken with regards to the proposed development, including dates, engagement type and locations is presented within the table below.

	Engagement Type	Date and Time
1)	Submission of PAN: To CnES, Ward Councillors and North Lochs Community Council	3 April 2018
2)	Public Exhibition and Community Consultation Event:	
	Public Consultation Event - At Stornoway Town Hall	24 April 2018 10am – 6pm
	Public Consultation Event - At Stornoway Town Hall	4 June 2018 10am – 6pm
3)	Ward Councillor Correspondence: PAN Documentation and Covering Letter.	3 April 2018
4)	Correspondence to Marine Licence Stakeholders	11 April 2018
5)	Public Notice:	
	a) Stornoway Gazette	5 April 2018
	b) Stornoway Events Paper	April 2018
6)	Online Coverage (Press Releases):	
	a) Hebrides News website	April and May 2018
	b) We Love Stornoway website	
7)	Radio Broadcasts: Press releases were issued to Community Radio Stations including Radio Na Gaidheal and Isles FM Radio to facilitate radio broadcasts confirming the dates/times of the forthcoming public exhibitions.	April and May 2018
8)	Pre-Application Meetings:	
	a) Regulator Meeting No. 1	26 January 2018
	b) CnES Planning (Development Department)	7 February 2018
	c) Regulator Meeting No. 2	11 June 2018

1) Proposal of Application Notice (PAN)

3.10 The applicant commenced a formal pre-application consultation process with the submission of a PAN to CnES on 3 April 2018. The proposed development was identified as:

"Planning Application for Major development to create deep water port, associated level development platform and access road links to connect the port with the existing Arnish Industrial Estate Road and Arnish Point Industrial Estate (via the coast). Works to comprise extraction of rock, reclamation of land (cut/fill), formation of level development platform, formation, dressing and landscaping of rock cuttings/embankments and placement of rock armour to revetments all to adjoin the simultaneous construction (in marine waters) of a deep water berth, freight ferry berth, finger pier, link-span and related Port and storage areas. Uses of the development platform to comprise general industrial, heavy engineering and fabrication, storage and distribution, decommissioning, ferry and port related activities (including for associated marshalling, car and lorry parking areas)".

3.11 The PAN confirmed that various consultation approaches would be sought including public exhibitions at Stornoway Town Hall to inform interested parties of the proposed development. This information was reiterated within an advert placed in the Stornoway Gazette on 5 April 2018, advertising the two public consultation events. A copy of the advert is included within Appendix 2 of this report.

3.12 In line within with the Marine Licensing Regulations, the PAN stated that a public consultation event would be advertised in a local newspaper for a minimum period of 42 days in advance of the consultation event taking place. This advert was published within the respective timescales (please refer to paragraph 3.33 below).

Issuing the PAN to Community Councils

3.13 The applicant was informed by CnES Planning that the Stornoway Community Council is not currently active, therefore there was no statutory requirement to consult with any community council. Despite this, a copy of the PAN was sent to North Lochs Community Council as a nearby community council.

3.14 The accompanying correspondence included a request to attend the Public Exhibitions. Unfortunately, no response was received from North Lochs Community Council in with respect to this request.

Issuing the PAN to Ward Councillors:

3.15 The following Local Councillors were also sent a copy of the PAN:

<i>Ward 04 (Uig & North Lochs)</i>	<i>Ward 06 (Stornoway South)</i>	<i>Ward 07 (Stornoway North)</i>
Councillor Angus Morrison	Councillor Angus McCormack	Councillor Gordon Murray
Councillor Norman A Macdonald	Councillor Charlie Nicolson	Councillor Iain M MacAulay
Councillor Alasdair R Fraser	Councillor Keith Dodson	Councillor Neil Mackay
	Councillor Rae MacKenzie	Councillor Roddie Mackay

Confirmation of PAN Suitability

- 3.16 On 4 April 2018 correspondence was received from CnES confirming that the PAN had been registered (Reference: 18/00125/PAN) and that it satisfied the minimum statutory consultation requirements under the relevant Regulations and the Town and Country Planning Act 1997 (as amended) (Appendix 3 within this Report).

2) Public Exhibition and Community Consultation Event

- 3.17 Two public consultation events took place as follows within Stornoway Town Hall on:
- 24 April 2018 10am – 6pm; and
 - 4 June 2018 10am – 6pm.
- 3.18 The venue was chosen for its accessible location within the centre of Stornoway. The venue was split into three separate areas to coincide with the related, but separate public consultation events taking place on behalf of the Port Authority within the same building.
- 3.19 For the first event, this included:
- Introduction and Background Context: Three exhibition boards providing additional background context to Port Authority’s proposals for the Deep Water Port and Newton Marina projects, the consenting approach for each project, indicative timescales and where to direct comments for each consenting regime.
 - Deep Water Port: Three exhibition boards providing project-specific information in relation to the proposed Deep Water Port including indicative layouts, a list of proposed works, various 3D visualisations, relevant policy considerations and considerations relating to various Environmental Impact Assessment (‘EIA’) chapters.
 - Newton Marina: Three exhibition boards also outlined further details with respect to the Newton Marina Project including an indicative layout, list of proposed works, 3D images and policy/EIA considerations.
- 3.20 The introduction and background context boards were located at the main entrance, with each side of the main hall dedicated to either the Stornoway Deep Water Port or Newton Marina projects.

- 3.21 For the second consultation event, the above boards were utilised, alongside updated boards for the Deep Water Port and Newton Marina Projects, to provide an update to members of the public on the comments received during the first consultation event and an update on the progress of the EIA.
- 3.22 In this instance, the purpose of both consultation events was to inform members of the public about the indicative proposals for the Deep Water Port (in addition to proposals for Newton Marina), provide an opportunity to submit comments associated with this pre-application process and to provide details where to submit statutory representations once the PPP, HRO and ML applications have been submitted to the regulatory authorities.
- 3.23 Representatives from the Port Authority and the consultant team were available throughout both events to answer any questions raised by visiting members of the public, to clarify matters, where appropriate, and to encourage people to complete the questionnaires to input their thoughts on the principle of the proposed development and indicative layouts.

Collecting Feedback

- 3.24 Those attending and viewing the exhibition were able to provide feedback either by speaking to a member of the project team or by filling out one of the questionnaires and 'posting' it in the comments box or by returning it by post/email to Barton Willmore.

Public Attendance and Feedback

- 3.25 Approximately 185 people attended the first consultation event. The project team received a total of 48 completed questionnaires for the Deep Water Port at the event.
- 3.26 At the second consultation event, 100 people attended with 16 questionnaires received.
- 3.27 This totalled approximately 285 people across both consultation events with 64 completed questionnaires.
- 3.28 Representatives from a range of local groups and businesses attended both public exhibitions.

3) Ward Councillor Correspondence

- 3.29 As outlined above, a copy of the PAN was sent to Councillors within Ward 04 (Uig & North Lochs), Ward 06 (Stornoway South) and Ward 07 (Stornoway North) on 3 April 2018 with accompanying correspondence offering an opportunity to meet and discuss the proposed development with the design team. One Councillor formally responded to this request to confirm their attendance at this event. Other ward Councillors also attended the event on 24 April 2018.

4) Correspondence to Marine Licence Stakeholders

3.30 Correspondence was also issued to the following stakeholders to inform them of the forthcoming applications for construction and dredging Marine Licences and outlining further details of the proposed consultation events:

- Commissioners of Northern Lighthouses;
- Maritime and Coastguard Agency;
- Scottish Environment Protection Agency; and
- Scottish Natural Heritage.

3.31 This outcome fully accords within Regulation 6 of the Marine Licence Regulations.

5) Public Notice

3.32 The two public consultation events were advertised within a statutory notice displayed within the Stornoway Gazette on 5 April 2018. (Please refer to Appendix 2).

3.33 Importantly, this advert was published at least 7 days prior to the first public consultation event being held (Planning consultation event) in accordance with the Development Management Procedures Scotland Regulations 2013 and 42 days before the second public consultation event (marine licence consultation event) complying with the Marine Licence Regulations.

3.34 In compliance with the aforementioned regulations, including Regulation 7 of Marine Licence Regulations, the public notices within the newspaper advertising the proposals included:

- The location and description of proposed development;
- A description and location of the proposed marine activities;
- Details as to where further information could be obtained;
- The date and event locations;
- An explanation of how and where to comment on the proposals (including proposals for licensable marine activity);
- A statement explaining that comments made to the prospective applicant are not representations to the Regulatory bodies (including Marine Scotland, Transport Scotland and the Local Planning Authority);
- A statement that there would be an opportunity to make representation to the Regulatory authorities upon submission of the respective applications.

3.35 Additionally, a second public notice was placed within the April 2018 version of the Stornoway Events Paper.

Publicity

- 3.36 Posters advertising the event were also placed in Stornoway Town Hall windows and other buildings within Stornoway High Street. (Appendix 4 within this Report). Details of the event were also posted on the Port Authority's website.

6) Online Coverage

- 3.37 In April 2018, a press release was issued to the Hebrides News website and We Love Stornoway websites which facilitated online coverage within both websites. Specifically, articles providing further details relating to the PAN submission to CnES, the Port Authority's proposals for each project and the proposed two consultation events were published as follows:

- Hebrides News Website: published 5 April 2018; and
- We Love Stornoway Website: published 20 April 2018

- 3.38 In addition, in May 2018, information was issued to the same websites outlining that a second public consultation would be taking place on 4 June to provide further updates on both projects. This resulted in the following online coverage:

- Hebrides News Website: An additional online notice was published in May 2018 outlining the proposed consultation event on 4 June 2018; and
- We Love Stornoway Website: The second consultation event was included within the 'interactive events calendar' in the We Love Stornoway website in May and early June 2018.

- 3.39 Finally, details of the second consultation event were provided on the following websites to alert local residents and let them know that updated consultation material had been prepared for this event:

- Port Authority's Public Facebook Page: Published 30 May 2018.

7) Radio Coverage

- 3.40 Press releases / information updates were also issued to Community Radio Stations during April 2018 to outline that public consultations were taking place and encouraging local residents to attend. This included broadcasts on the following radio stations:

- Radio Na Gaidheal; and
- Isles FM Radio.

8) Pre-Application Meetings

- 3.41 A series of pre-application meetings took place with CnES's Planning Manager (Development Management) and the Regulators including Scottish Natural Heritage, Scottish Environment Protection Agency and Marine Scotland to discuss the key considerations relevant to each project. This included meetings on:
- 26 January 2018 - Regulator Meeting No. 1 (with CnES and Regulators);
 - 7 February 2018 - CnES Planning Pre-Application Meeting; and
 - 11 June 2018 Regulator Meeting No. 2 (with CnES and Regulators).

26 January 2018 - [Regulator Meeting No. 1](#)

- 3.42 The first regulator meeting took place in January 2018 to consider the various consenting regimes and the proposed submission approach for all three applications. This allowed the regulators to confirm their respective guidance and to clarify procedures applicable to each project.
- 3.43 In relation to the PPP application, this meeting sought to confirm a Consenting Strategy for the PPP Application. Specifically, agreement of the PAN, PAC requirements, submission approach and other procedural requirements. These meetings, and the approved Consenting Strategy also allowed for all parties to agree what works would be required to be considered within the forthcoming PPP Application.

7 February 2018 - [CnES Planning Pre-Application Meeting](#)

- 3.44 Following various pre-application discussions with CnES' Planning Manager, this meeting was arranged to provide further information on the proposed development associated with each project and to outline potential development descriptions associated with the forthcoming PAN.
- 3.45 Discussion regarding the Port Authority's approach for potential consenting mechanisms was also outlined to ascertain the likely application documentation required to support any forthcoming planning application.

11 June 2018 [Regulator Meeting No. 2](#)

- 3.46 A second regulator meeting took place on 11 June 2018 to discuss various design components associated with both projects including applications for PPP, HRO and ML. Given that CnES's Planning Manager was in attendance - and was extensively involved in providing comments at each stage of the PPP application process - these meetings were considered to be relevant to the pre-application consultation process. They were a very useful 'sounding board' regarding the proposed engagement approach and enabled cognisance of views emerging locally from

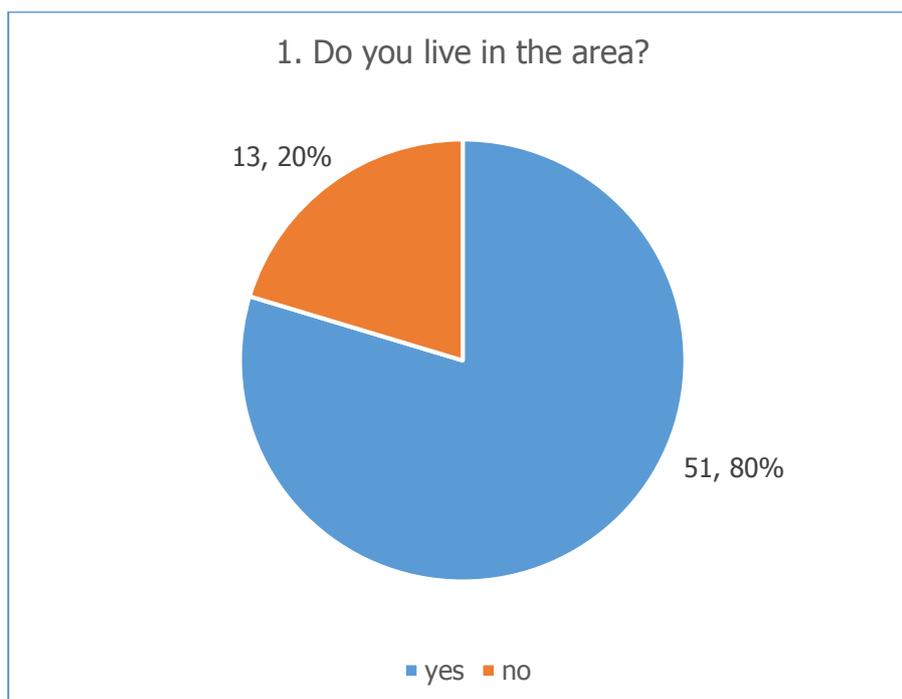
relevant statutory bodies. They also provided an opportunity to discuss the planning application requirements and the range of documentation that would accompany each application.

4.0 ANALYSIS OF COMMUNITY ENGAGEMENT FEEDBACK

1st Public Exhibition (24 April 2018): Questionnaire Responses

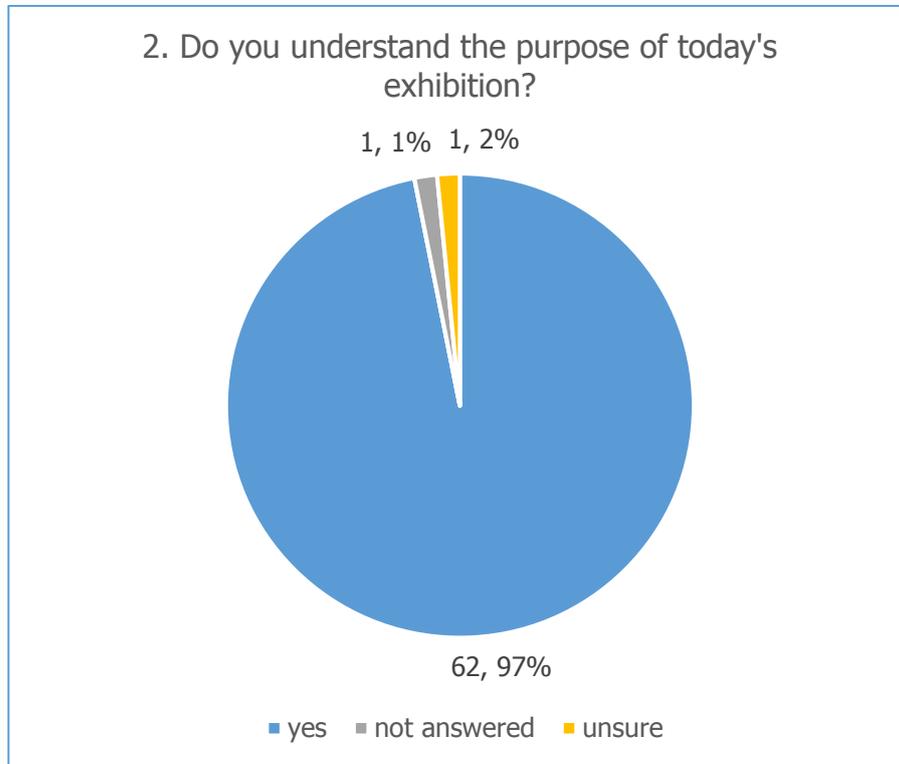
- 4.1 Around 185 people attended the first public exhibition on Tuesday 24 April 2018. The majority of attendees were local to the area in addition to some tourists visiting Stornoway. A total of 48 feedback questionnaires were received in relation to this project. Please refer to Appendix 6 of this Report for further details showing photographs taken during the public exhibition.
- 4.2 Around 100 people attended the second public exhibition on Monday 4 June 2018. The majority of attendees were local to the area. A total of 16 feedback questionnaires were received in relation to this project. Over the two events, this totalled approximately 285 people across both consultation events with 64 completed questionnaires.
- 4.3 This is considered to be a healthy turnout and this stemmed from a variety of factors including: the location and accessible nature of the community consultation event within Stornoway Town Hall and the well-publicised nature of the event - which included notices within two local publications, online advert, press notices to local radio stations and posters within the town centre.
- 4.4 The following section provides a review of completed public exhibition questionnaires, by question, seeking to summarise the position of respondents against a range of key issues highlighted within the questionnaire.

Question 1: Do you live in the area?



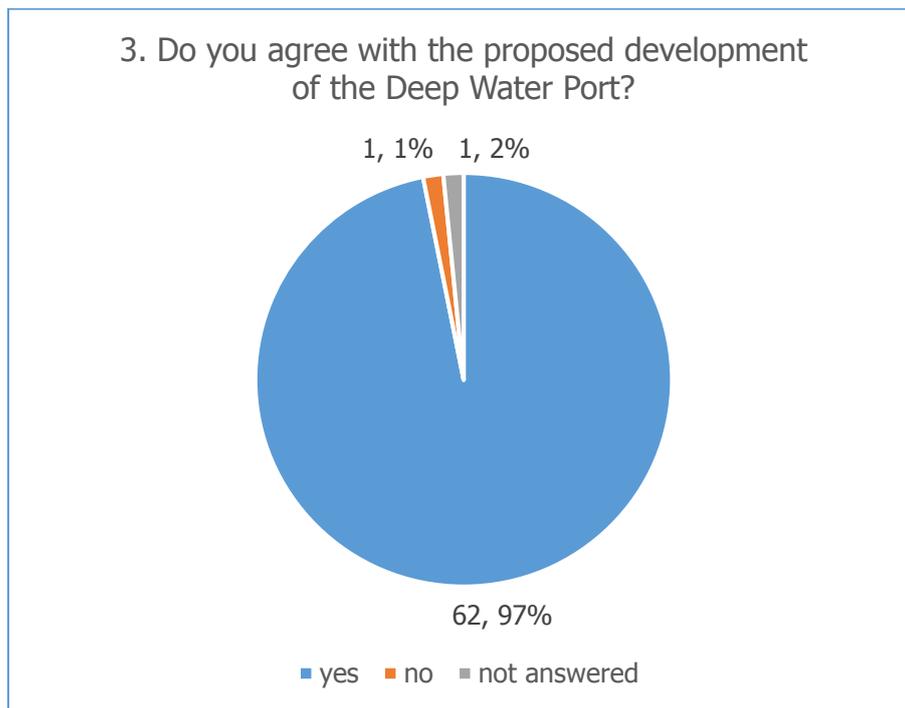
- 4.5 As outlined above, the vast majority of respondents were from the local area with only selected respondents nominated themselves as visitors to the area.

Question 2: Do you understand the purpose of today's exhibition?



- 4.6 Almost all of the respondents understood the purpose of the event, with 97% of respondents replied positively to this question. This is likely to relate to the respective exhibition board which summarised the purpose of the exhibition and how members of the public could comment on forthcoming application submissions.

Question 3: Do you agree with the proposed development of the Deep Water Port?



4.7 Almost all respondents supported the proposed development of the Deep Water Port, with only one respondent suggesting to the contrary. The vast majority stated that it would result in a positive impact to the area and that it was long overdue with additional to this question stating that:

- The need to deliver such a facility was considered to be vital and long overdue;
- The potential economic development and tourism benefits associated with this project were seen to be critical to the sustainable growth of the Western Isles;
- The project would significantly increase visitor numbers to the island which was strongly encouraged;
- The ability to provide berthing capacity for cruise ships, and an alternative to tendering, was considered to be critical to the town, particularly if bad weather restricts cruise ships entering port;
- The diversity offered by such a project to increase tourism opportunities (including increased visitor numbers) and additional employment opportunities was also considered to be hugely significant;
- It was considered that proportionate development could be undertaken to enhance facilities without compromising environmental ambitions;

- The ambitious nature of plans for this project was encouraged. It was outlined that this project could be the transformational improvement that the local economy requires for sustainable growth; and
- This project would make best use of this valuable local asset.

4.8 A range of recommendations for the Port Authority to consider were also outlined within the comments section in this question including:

- Scope to provide reflection/interpretation areas on the history of Arnish should be explored;
- This project should consider landscape impacts and any potential pedestrian connections linking the area to the castle grounds and the town centre; and
- This project should ensure that the harbour is deep enough to accommodate a variety of vessels both now and for the future to learn from other town's 'mistakes'.

4.9 The second consultation event sought to answer various queries raised at the first event and take cognisance of the comments received from respondents.

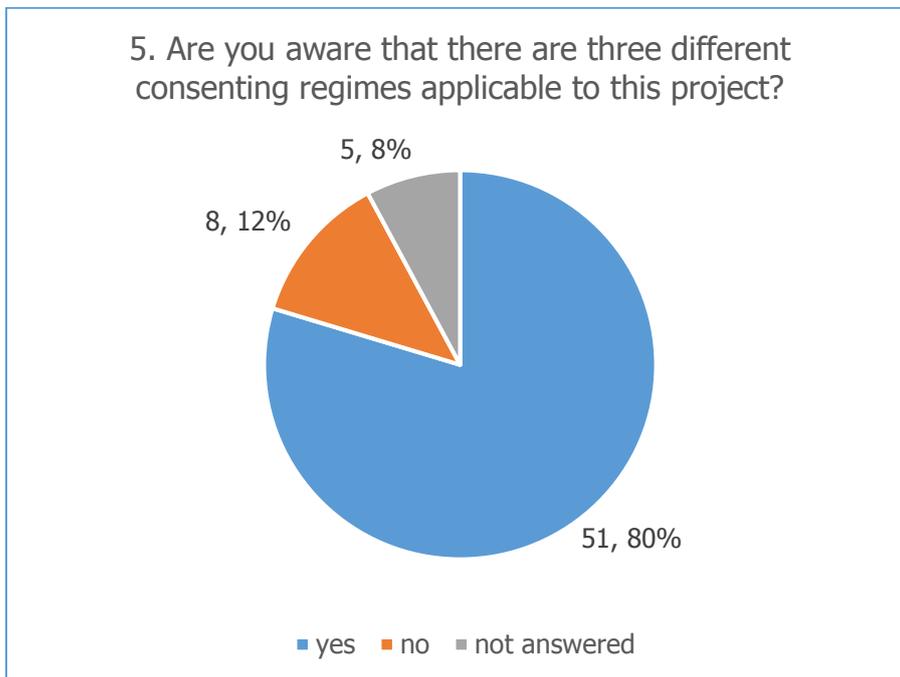
Question 4: Do you have any comments on the indicative layout for the Deep Water Port

4.10 The following summarises comments raised in relation to this question:

- The Deep Water Port layout was considered to successfully accommodate the needs of the port and future users whilst also being proportionate to the local setting;
- The Deep Water Port was seen to be a very practical use of the area and local materials;
- The flexibility afforded by the proposed layout was encouraged as it was seen to be important to accommodate future development phases and alternative uses to suit changing market demands;
- Opportunities to provide cruise ship berthing and passenger transit areas within the Deep Water Port layout were widely supported, particularly as this avoided the need to use tenders to bring passengers ashore;
- Alternative non-industrial uses were also encouraged within the Deep Water Port including occasional leisure uses, a drive-in cinema and food stalls/markets etc. Bus links to these facilities from town were also encouraged;
- Opportunities to provide an enhanced pedestrian link from the Deep Water Port to the town centre, via the castle grounds, were encouraged;

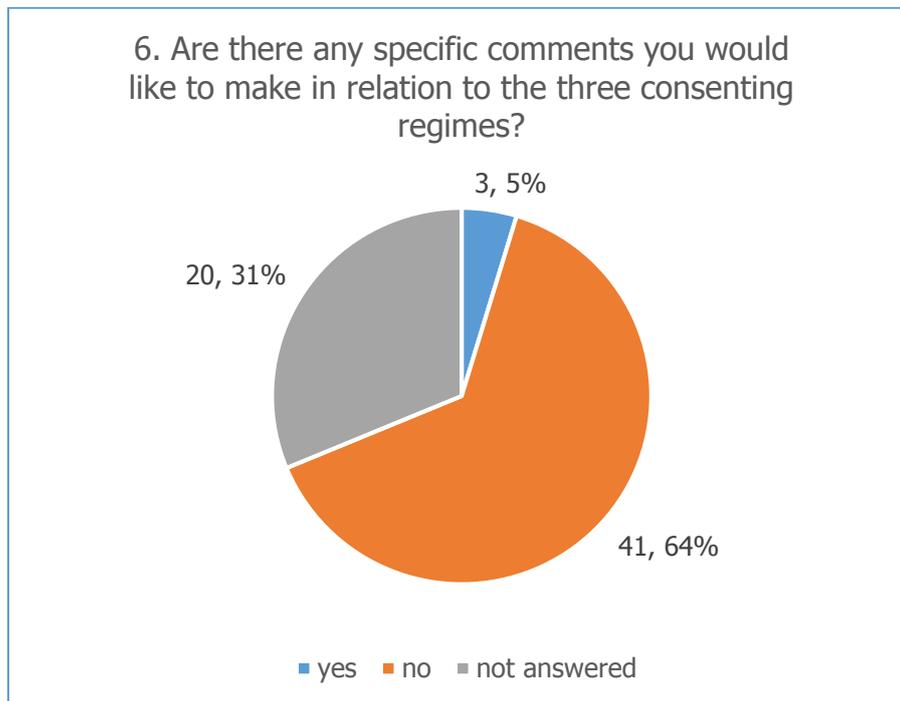
- Opportunities to accommodate more than one vessel at a time would be sensible;
- The proposed connection from the Deep Water Port to the Arnish Yard is a critical component and should be retained;
- Consideration should be afforded to the transportation of cruise ship passengers once they arrive onshore;
- It was suggested that access from the Deep Water Port along the Arnish Industrial Estate Road to the main road (i.e. A859) should be explored in more detail;
- Improvements/widening/reinforcement of this road were suggested to accommodate vehicles associated with the Deep Water Port. More information on potential options was encouraged;
- The potential loss of fishing ground should be considered, with compensation for areas that can no longer be fished. Detailed review of impacts to the marine environment should also be considered;
- Consideration of landscape impact should be undertaken to address potential visual impacts from the town centre/castle and to 'deindustrialise' the panorama, where possible;
- Facilities (toilets/meeting areas/visitor information areas) at the new Deep Water Port will be important to accommodate visitors; and
- Opportunities to relocate oil and gas storage from the town centre to the Deep Water Port was also encouraged.

Question 5: Are you aware that there are three different consenting regimes applicable to this project?



- 4.11 The fifth question asked if members of the public were aware that there were three different consenting regimes. In this instance 80% of those questioned knew that there were multiple consenting regimes with only 8 respondents indicating otherwise.
- 4.12 This provided the Project Team with confidence that the various methods used to explain and publicise the public exhibitions had been effective.

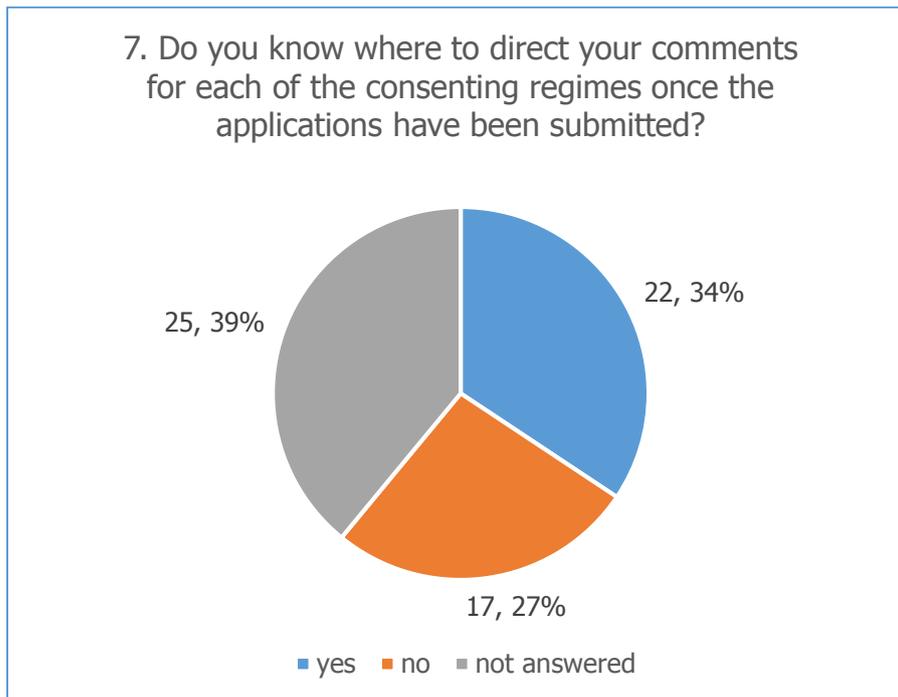
Question 6: Are there any specific comments you would like to make in relation to the three consenting regimes?



- 4.13 Very few respondents provided any additional comments on each of the three consenting regimes and they preferred to provide supplementary comments to the other questions.
- 4.14 Isolated answers to this question indicated that the regulatory authorities should consider, then subsequently approve, the PPP, HRO and ML applications.

Question 7: Do you know where to direct your comments for each of the consenting regimes once the applications have been submitted?

- 4.15 Whilst the response to this question was lower than expected for this event, almost 40% of respondents did not answer this question. If this number had responded positively, over three-quarters of respondents would know where to direct their comments.
- 4.16 In addition, multiple respondents ticked the 'no' answer believing that it asked them if they wanted to provide any further comments on the consenting regimes (as per the style of the previous question). At the second exhibition, additional copies of the 'where to direct your comments' page were available to re-emphasise where to direct comments on the respective applications, once they had been submitted to the respective Regulatory Authorities.



4.17 The 'Additional Comments' section within this question outlined that:

- Occasional leisure opportunities should be encouraged with opportunities for bus links from the town to these leisure facilities;
- The proposed Deep Water Port would be great for the island economy and for the people of Stornoway;
- The provision of a dedicated Deep Water Port to accommodate cruise ships will be a welcome alternative to tendering by boat to the island;
- Some respondents outlined that it was great to see this project moving forward and coming to fruition;
- It was also considered to be good to see efforts being made to attract the growing UK cruise traffic to this area;
- Keeping the general public informed at each stage of the process was considered to be important; and
- It was encouraging that both exhibitions were located within the town hall, for public awareness and to encourage participation with the local community.

Additional Responses

4.18 Despite opportunities to email and post completed questionnaires to the applicant's agent, no further consultation responses were received after the event.

Conclusions - Public Feedback Analysis

- 4.19 Overall, it is considered that the applicant has undertaken an extensive community and stakeholder engagement strategy.
- 4.20 This consultation process has used a variety of approaches - including a detailed public exhibition process - which has generally been extremely positive.
- 4.21 A turnout of around 185 people at the first public exhibition event (with receipt of 48 questionnaires from various sources) and 100 attendees from the second public event (with 16 completed questionnaires) has been considered to be a very positive return and represents a meaningful engagement process.
- 4.22 In general, respondents suggested that the Deep Water Port: was vital and long overdue; the economic benefits were critical to the sustainable growth of the Western Isles; would significantly increase visitor numbers to the island; would allow large cruise ships to berth at a quay; increase tourism and employment opportunities; could create proportionate development and enhance facilities without compromising environmental ambitions; could be a transformational improvement that the local economy requires for sustainable growth; would make best use of this valuable local asset; was a very practical use of the area and local materials; and that flexibility to design/phasing was encouraged to suit changing market demands.
- 4.23 A range of recommendations for the Port Authority to consider were also outlined within the comments section in this question including:
- Opportunities to provide cruise ship berthing and passenger transit areas within the Deep Water Port layout were widely supported, particularly as this avoided the need for bringing passengers in by tender;
 - Alternative non-industrial uses were also encouraged within the Deep Water Port including occasional leisure uses, a drive-in cinema and food stalls/markets etc. Bus links to these facilities from town were also encouraged;
 - Opportunities to provide an enhanced pedestrian link from the Deep Water Port to the town centre, via the castle grounds, were encouraged;
 - Opportunities to accommodate more than one vessel at a time would be sensible;
 - The proposed connection from the Deep Water Port to the Arnish Yard is a critical component and should be retained;
 - Consideration should be afforded to the transportation of cruise ship passengers once they arrive onshore;

- It was suggested that access from the Deep Water Port along the Arnish Industrial Estate Road to the main road (i.e. A859) should be explored in more detail;
- Improvements/widening/reinforcement of this road were suggested to accommodate vehicles associated with the Deep Water Port. More information on potential options was encouraged;
- The potential loss of fishing ground should be considered, with compensation for areas that can no longer be fished. Detailed review of impacts to the marine environment should also be considered;
- Consideration of landscape impact should be undertaken to address potential visual impacts from the town centre/castle and to 'deindustrialise' the panorama, where possible;
- Facilities (toilets/meeting areas/visitor information areas) at the new Deep Water Port will be important to accommodate visitors; and
- Opportunities to relocate oil and gas storage from the town centre to the Deep Water Port was also encouraged.

4.24 A review of these issues, whether supporting or opposing the proposed development, will be addressed within Section 5 of this Report.

4.25 As outlined above, this pre-application consultation approach clearly exceeds the requirements within the Marine Licence Regulations, the Planning etc. (Scotland) 2006 Act and The Town and Country Planning (Development Management Procedures) Scotland Regulations 2013 (as amended) – demonstrating the applicant's commitment to create an inclusive consultation approach with the local community and to support extensive engagement with key stakeholders, organisations and members of the public.

5.0 RESPONDING TO PRE-APPLICATION COMMENTS

5.1 Careful consideration has been given by the applicant to the comments received during the PAC process in order to address any concerns, where possible. The following section provides a summary outlining how some of the key issues raised during the pre-application consultation process have been considered by the design team and, subsequently, during the evolution of the design associated with the proposed development.

Key Issues Raised

5.2 Examples of the range of issues raised during the public exhibitions can be summarised as follows:

- Resource and operational requirements;
- Economic benefits and sustainable growth relating to tourism;
- Opportunities to avoid tendering;
- Traffic, transportation and accessibility;
- Environmental impacts;
- Landscape and visual impacts;
- Increased passenger facilities;
- Loss of fishing grounds;
- Explore the economic benefits versus the environmental impacts;
- Reflection / interpretation areas;
- Flexibility - accommodating a range of vessels;
- Non-industrial uses;
- Pedestrian links to Stornoway Town Centre;
- Considering cruise passengers;
- Dredging details; and
- Relocation of oil and gas storage.

5.3 To this extent, the aforementioned pre-application consultation responses have been considered by the applicant and, where applicable, addressed as outlined below.

Resource and operational requirements

5.4 The vast majority of respondents outlined that the proposed development of the Deep Water Port would address an extant operational need for a Deep Water Port to facilitate cruise ship berthing.

5.5 The Port Authority agrees that there is unmet demand for such cruise ship berthing within Stornoway and that the Deep Water Port facilities would realise this opportunity over the coming years to enhance economic benefits for the wider area.

Economic benefits and sustainable growth relating to tourism

- 5.6 It was also suggested that this project would result in much-needed development within Stornoway and complement the existing industrial offer within Stornoway - bringing sustainable economic growth, wider benefits and increased visitors to the Western Isles. Specifically, a consistent, and increased, supply of visitors, to Stornoway.
- 5.7 The Port Authority has considered these PAC comments and agrees that the Proposed Deep Water Port project would facilitate the attainment of these aspirations from the local community through the provision of a Deep Water Port that can provide cruise ship berthing, enhance industrial opportunities and subsequently, significantly increase tourist and passenger numbers to Stornoway and the Outer Hebrides - for the benefit of the local community.

Opportunities to avoid cruise ship passengers coming ashore in tenders

- 5.8 The ability to provide quayside berthing capacity for cruise ships - as an alternative to tendering - was considered by respondents to be critical to enhance economic development opportunities and tourist related revenue to the town, particularly as bad weather often restricts cruise ships from entering Stornoway Harbour. The Port Authority agree with this position and has sought to provide an option that avoids the need for passengers to be brought in by tender.
- 5.9 It is considered that the Deep Water Port design would enhance the reliability of economic opportunities from cruise ship passengers to tourist related businesses/retailers/tourist attractions island etc as relative certainty would be provided with respect to passenger arrivals given that cruise ships visits are less likely to be cancelled due to bad weather.

Traffic, transportation and accessibility

- 5.10 During the public exhibitions, it was identified that the connection from the Deep Water Port to Arnish Point Industrial Estate should be maintained. This option has been taken forward within the proposed development and an access link road (approximately 25m wide) would provide appropriate connections for industrial/commercial vehicles from the Deep Water Port operational areas to Arnish Yard and other industrial areas within the Island.
- 5.11 Respondents recommended that further investigation be explored to consider access from the Deep Water Port to the main road (i.e. A859). This is being investigated in collaboration with public agencies.
- 5.12 To this extent, these pre-application comments have been considered by the Port Authority and, where applicable, addressed as follows:

- A Transport Assessment (TA) has been prepared by SYSTRA on behalf of the Port Authority which undertakes a comprehensive review of trip generation, junction capacities and vehicular / access requirements for vehicles associated with the Deep Water Port; this will be submitted with the application for PPP;
- The TA indicates that there would be sufficient capacity within the existing junctions to accommodate all traffic associated with this project (including HGV movements) without the need for any additional infrastructure improvements;
- Additionally, this assessment indicates that the existing Arnish Industrial Estate Road is of a sufficient width and surface quality, with appropriate passing places, to accommodate HGV movements associated with this project without the need for any widening surface upgrades;
- Details of the proposed site access and turning areas have also been outlined which show the location of the proposed site access and demonstrates that large delivery vehicles could be accommodated; and
- A Construction Traffic Management Plan will be submitted to CnES for approval prior to works commencing on the site – to ensure that construction traffic will not result in significant detrimental impacts to existing traffic movements within Stornoway.

5.13 Accordingly, the pre-application comments in relation to access, transport and accessibility have been considered in detail during the evolution of the proposed development (and in particular the design of the site access arrangements, traffic management and the impacts of traffic generation).

5.14 The accompanying TA provides a detailed review of the relevant considerations - including approaches to address those comments received during the pre-application process and further information to justify the Port Authority's position on this matter - to ensure that the acceptability of the proposed development is justified in relation to access/road requirements for HGVs, traffic generation and accessibility impacts associated with the proposed development.

Environmental impacts

5.15 During the PAC process, concern was also raised by some respondents in relation to potential environmental impacts associated with this project.

5.16 To this extent, these pre-application comments have been considered by the Port Authority and, where applicable, addressed as follows:

- In line with comments received from CnES, TS and MS, a full EIA, set out within an EIA Report, has been carried out to accompany all three consenting regimes - allowing for a

- holistic assessment of the potential environmental impacts associated with this process and identification of potential mitigation measures required for the Deep Water Port;
- Following the publication of the EIA Report, it is considered that various environmental comments and concerns identified during the public exhibitions have been considered and addressed;
 - Additionally, where mitigation measures have been identified within the EIA Report - subsequently requiring that the scope of the proposed development be amended - these measures would be undertaken to address the aforementioned concerns identified during the PAC process. This includes:
 - Marine Mammal considerations - Chapter 5 (Marine Ecology) within the EIA Report; and
 - Loss of Fishing considerations – Chapter 8 (Water Environment) of the EIA Report.
 - To this extent, the EIA Report provides a detailed review of each environmental consideration, its effects on the surrounding area and any mitigation measures required, as applicable, to lessen such impacts to an acceptable level; and
 - Accordingly, the aforementioned comments received during this PAC process in relation to potential environmental impacts have been considered and addressed in detail within the accompanying EIA Report.

Landscape and visual impacts

- 5.17 Some concerns were outlined in relation to potential landscape and visual impact of the industrial nature of the Deep Water Port against the existing landscape. Particularly, looking for opportunities to minimise the perceived 'industrial character' on the Deep Water Port from existing panoramas from the town centre and Lews Castle.
- 5.18 In this regard, the comments received in relation to this issue have been considered by the Port Authority, where applicable, addressed as follows:
- In relation to landscape and visual impact, a comprehensive Landscape and Visual Impact Assessment has been prepared by the Port Authority's landscape consultant which considers and addresses landscape and visual impacts associated with this project; and
 - The assessment concludes that significant visual impacts will be limited to within 1.8km of the site and that the experience of any significant visual impact will be restricted to a small area.

- The assessment sets out potential measures to mitigate the landscape and visual impact; these will be considered during the detailed design process. Accordingly, the proposed development fully considers the PAC comments made in relation to this issue.

Increased passenger facilities

- 5.19 During the public exhibitions, it was also outlined that additional facilities should be provided for cruise ship passengers without compromising the environmental objectives for this area.
- 5.20 In addressing this comment, the Port Authority intends that the Deep Water Port will include facilities to accommodate passengers disembarking/embarking the cruise ships. There are extensive areas within the Phase 1 Indicative Concept Layout Concept Layout that can accommodate such provision. Whilst the detailed design has not been confirmed, the Port Authority will ensure that these facilities are provided to accommodate the quantum of passengers expected at the Deep Water Port.

Loss of fishing grounds

- 5.21 PAC concerns were also raised in relation to the potential loss of fishing ground stemming from the proposed development of the Deep Water Port.
- 5.22 In this instance, Chapter 5 (Marine Ecology) of the EIA Report found that sediment disturbance during dredging would be extremely low around areas with the potential for high concentrations of fish (i.e. mouth of the River Creed etc). In addition, mitigation would be put in place to minimise impacts on existing fish within proximity to the works with the potential for greatest disturbance (i.e. impact-piling etc). As such, following the results of the EIA Report and the implementation of any requisite mitigation measures, as applicable, it is considered that the proposed development would not result in detrimental impacts to fishing areas.

Explore the economic benefits versus the environmental impacts

- 5.23 Chapter 10 (Other Issues) of the EIA Report includes a Socio-Economic Impact Assessment for the proposed Deep Water Port which outlines the economic benefits associated with the proposed development and assesses the economic benefits related to its delivery (including £17M+ Gross Value Added to the economy, 237 Full Time Equivalent ('FTE') jobs and 240 construction jobs).
- 5.24 In line with the comments above, and in line with the relevant statutory requirements, the EIA Report provides a comprehensive review of various environmental considerations to consider the potential likely significant environmental effects associated with this project and outline any potential mitigation measures, as applicable.

Reflection / interpretation areas

- 5.25 Isolated comments suggested that the Port Authority provide reflection and interpretation areas outlining the history of Arnish at the Deep Water Port to enhance passenger experiences as they disembark from their respective vessels.
- 5.26 Given that the detailed design elements are not known at this stage, specific public art proposals have not yet been identified. However, there is sufficient land within the Indicative Concept Layout to accommodate such provision, should it be required. This could allow for the provision of interpretation boards or public art, should separate funding be obtained. Notwithstanding this, the Deep Water Port includes open space areas and drop off/collection points which could accommodate public artwork/interpretation boards should they be proposed.

Flexibility - accommodating a range of vessels

- 5.27 Comments also recommended that the Port Authority carefully consider long term requirements for deep water vessels and operational activity to ensure that 'lessons could be learned from other town's 'previous mistakes'. It was also suggested that the ability to accommodate more than one vessel would be important.
- 5.28 In this regard, the Port Authority have undertaken extensive research to decide on the best approach for the Deep Water Port, which includes review of demand and an economic business case. A 4-phased approach has been chosen which includes comprehensive design aspirations for Phase 1 - for those areas to be constructed in the short term to meet extant demand for such facilities - combined with indicative concepts for Phases 2 to 3, which will accommodate future phases in meeting anticipated demand, dictated by the market as the need for operational capacity, deep water berthing facilities and/or development land dictates.
- 5.29 This phased approach ensures that potential growth of the Deep Water Port is in line with requisite demand for such facilities. Sufficient capacity will therefore be provided to accommodate future renewable energy, decommissioning and other port-related uses as demand for such facilities increases.

Non-industrial uses

- 5.30 It was also suggested during one of the PAC exhibitions that opportunities for non-industrial uses within the Deep Water Port should be encouraged, for example to accommodate occasional leisure uses, a drive-in cinema and food stalls/farmer's market etc.
- 5.31 In this regard, the Port Authority have always proposed that the Deep Water Port would accommodate heavy industrial uses alongside operational areas for the transfer of goods and

passengers etc. The inclusion of leisure and other largely commercial/town-centre uses could conflict (and even compromise) industrial activities within this location, to the detriment of port-related operations. Therefore, the Port Authority consider that any leisure uses would be best placed at other locations within Stornoway Town Centre. This position also reflects initial pre-application discussions with CnES Planning who considered that complementary uses at the Deep Water Port should not detract from its industrial role as an economic development site within the LDP2.

Pedestrian links to Stornoway town centre

- 5.32 Opportunities to provide an enhanced pedestrian link from the Deep Water Port to the town centre, via the castle grounds, were encouraged. The Port Authority have considered this request and, whilst not forming part of the proposed development at the Deep Water Port, opportunities to enhance pedestrian connectivity to the north, and in particular, towards or through the castle ground would be explored with The Stornoway Trust and other interested parties.

Considering cruise passengers

- 5.33 Respondents also outlined that consideration should be afforded to the transportation of cruise ship passengers once they arrive onshore.
- 5.34 This arrangement has been fully explored by the Port Authority and it is proposed that passengers would be collected from a point within the Deep Water Port and transferred by bus to either Stornoway Town Centre or other tourist related attractions within Lewis/Harris. The quantum and frequency of the proposed bus trips has been considered in detail within the accompanying Transport Assessment which identifies that there would be sufficient capacity within the existing junctions to accommodate all traffic associated with this project.

Dredging details

- 5.35 Further details of the proposed dredging approach were requested during the PAC consultation events. In this regard, an outline description of all proposed marine engineering works (including earthworks and dredging) is included within the EIA Report. This document provides further details about the potential dredging methodologies.

Relocation oil and gas

- 5.36 Opportunities to relocate oil and gas storage from the town centre to the Deep Water Port were also encouraged by numerous respondents. Whilst these works do not form part of the proposed development, the Port Authority would consider opportunities to discuss such options

with the respective owners/stakeholders to consider any potential opportunities to relocate such infrastructure to the Deep Water Port, or land nearby.

6.0 CONCLUSIONS

An Effective Consultation Approach

- 6.1 It is considered that a robust, transparent pre-application process has been undertaken which is fully in accordance with statutory procedures and meets the stated pre-application consultation requirements within both the Planning and Marine Licence Regulations.
- 6.2 The pre-application consultation approaches undertaken have allowed the Port Authority to gain an insight and understand the aspirations, comments and concerns of the local community.
- 6.3 The PAC exercise is considered to have been a success in terms of informing the local community about the proposed development by the applicant and providing local people with an opportunity to contribute their views on the draft proposals before the planning, HRO and ML applications are submitted to the respective authorities.
- 6.4 The response from those within the local community who attended the public exhibitions was extremely positive with overwhelming support for the Deep Water Port. In addition, various recommendations were outlined during the PAC process by members of the local community that the Port Authority should consider alongside isolated concerns from the local community that have also been considered, with appropriate mitigation outlined as applicable.
- 6.5 This PAC process has influenced and guided the proposed development - evidenced through the extensive range of positive comments received during a range of PAC approaches.

Exceeding Statutory Consultation Requirements

- 6.6 This report has been prepared in accordance with the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, Planning etc. (Scotland) Act 2006, Circular 3/2013, Development Management Procedure (Scotland) Regulations 2013, PAN 3/2010 and - ensuring that a detailed consultation approach has been provided by the applicant and that all stakeholders and members of the public have been afforded an opportunity to view and comment on the proposed development.
- 6.7 It is clear that the applicant has fulfilled, and indeed, exceeded its statutory obligations in terms of the level of pre-application consultation undertaken and it is considered that the process has provided extensive opportunities for members of the public, the local community and other stakeholders to engage positively in the process and provide comments on the proposed development.
- 6.8 All comments received during this pre-application process have been considered and have ensured that the accompanying application documentation provides sufficient information and

mitigation and/or variations to the proposed development, to some extent, to respond to the aforementioned comments and recommendations.

- 6.9 It is considered that this consultation approach has provided the local community with significant opportunity to engage in the pre-application process and allow for adequate information to be available to parties to objectively assess and comment on the proposed development.

APPENDIX 1: PROPOSAL OF APPLICATION NOTICE (PAN)



Comhairle nan Eilean Siar

Proposal of Application Notice

(To be completed in respect of National and Major categories of development)

Under the Town & Country Planning (Scotland) Act 1997 as amended by the Planning Etc (Scotland) Act 2006

The planning authority will respond within 21 days of receiving the Notice. It will advise whether the proposed Pre-Application Consultation is satisfactory or if additional notification and consultation above the statutory minimum is required. The minimum consultation activity includes consultation with the relevant community council(s), the holding of one public event and its advertisement in a local newspaper.

1. Applicant Details

NAME	STORNOWAY PORT AUTHORITY
ADDRESS	AMITY HOUSE
	ESPLANADE QUAY
	STORNOWAY
POSTCODE	HS1 2XS
TELEPHONE	01851 702 688
EMAIL	sypa@stornowayport.com

Please tick the box if the applicant is an Elected Member, or an officer involved in the planning process, of Comhairle nan Eilean Siar, or is a partner/close friend/relative of either

2. Agent Details (if applicable)

NAME	COLIN LAVETY
ADDRESS	BARTON WILLMORE
	68-70 GEORGE STREET
	EDINBURGH
POSTCODE	EH2 2LR
TELEPHONE	0131 220 7777
EMAIL	Colin.Lavety@bartonwillmore.co.uk

Please tick the box if the applicant is an Elected Member, or an officer involved in the planning process, of Comhairle nan Eilean Siar, or is a partner/close friend/relative of either

3. Address or Location of Proposed Development

Please state the postal address of the prospective development site. If there is no postal address, describe its location. Please outline the site on an OS base plan and attach it to this completed Notice.

STORNOWAY DEEP WATER PORT – LAND AT WEST SHORE OF GLUMAIG BAY,
ARNISH, ISLE OF LEWIS

PLEASE ALSO REFER TO ACCOMPANYING LOCATION PLAN (REFERENCE 27670 03 D)

4. Description of Proposed Development

Describe in general terms the development to be carried out. Outline its characteristics. (Please append further details as appropriate).

REFER TO ATTACHED 'FURTHER INFORMATION' SHEET.

State Class:
Please tick

National

Major

5. Screening Opinion

Has the Planning Authority adopted a Screening Opinion in respect of this development? Yes No
Please tick

Have the Scottish Ministers made a Screening Direction in respect of this development? Yes No
Please tick

6. Notified Parties

State which other parties have received a copy of this Proposal of Application Notice.

Community Council(s)	Date Notice served
REFER TO ATTACHED 'FURTHER INFORMATION' SHEET.	
Any Other Parties	Date Notice served
REFER TO ATTACHED 'FURTHER INFORMATION' SHEET.	

7. Consultation Details

Please give details of proposed consultation. (Please append further details as appropriate).

Proposed Public Event Venue Date and Time

REFER TO ATTACHED 'FURTHER INFORMATION' SHEET.

Proposed newspaper advert date:

Where published:

Details of any other consultation methods (date, time and with whom)

REFER TO ATTACHED 'FURTHER INFORMATION' SHEET.

8. Schedule of Attached Plans and Documents

Please detail below all attachments submitted with this form.

1. **FURTHER INFORMATION SHEET**

2. **LOCATION PLAN (REFERENCE 27670 03 D)**

3. **LETTER TO WARD COUNCILLORS**

9. DECLARATION

Please check that you have completed questions 1-7 correctly and have appended all relevant documentation. Please complete the declaration below.

I CERTIFY THAT THE INFORMATION GIVEN BY ME IN THIS FORM IS ACCURATE TO THE BEST OF MY KNOWLEDGE.

Name/Signature of
applicant/agent:

[Redacted]

Date 3 APRIL 2018

**COLIN LAVETY -
FOR BARTON WILLMORE ON
BEHALF OF STORNOWAY
PORT AUTHORITY**

A planning application for this development cannot be submitted sooner than 12 weeks from the date the Proposal of Application Notice is received and prior to the statutory requirements having been met. The planning application must be accompanied by the Pre-Application Consultation report.

Comhairle nan Eilean Siar
Director of Development
Council Offices
Stornoway, Isle of Lewis HS1 2BW
Tel: 01851 822690
or
Council Offices
Balivanich, Benbecula, HS7 5LA
Tel: 01870 604990

www.cne-siar.gov.uk/planningservice

planning@cne-siar.gov.uk

STORNOWAY DEEP WATER PORT LAND AT WEST SHORE OF GLUMAIG BAY, ARNISH, ISLE OF LEWIS PROPOSAL OF APPLICATION NOTICE – FURTHER INFORMATION

3. Address or Location of Proposed Development:

Land at West Shore of Glumaig Bay, Arnish, Isle of Lewis

4. Description of Proposed Development:

“Planning Application for Major development to create deep water port, associated level development platform and access road links to connect the port with the existing Arnish Industrial Estate Road and Arnish Point Industrial Estate (via the coast).

Works to comprise extraction of rock, reclamation of land (cut/fill), formation of level development platform, formation, dressing and landscaping of rock cuttings/embankments and placement of rock armour to revetments all to adjoin the simultaneous construction (in marine waters) of a deep water berth, freight ferry berth, finger pier, link-span and related port and storage areas.

Uses of the development platform to comprise general industrial, heavy engineering and fabrication, storage and distribution, decommissioning, ferry and port related activities (including for associated marshalling, car and lorry parking areas) ”.

6. Notified Parties (Receiving a copy of the PAN)

We note that Planning Officers have confirmed that the Stornoway Community Council is not active and therefore cannot be contacted regarding this proposal. Despite this, a copy of the PAN will also be sent to North Lochs Community Council (nearby Community Council).

Ward Members for Ward 04 (Uig & North Lochs), Ward 06 (Stornoway South) and Ward 07 (Stornoway North) have been sent copies of the PAN and accompanying documentation as follows:

<i>Ward 04 (Uig & North Lochs)</i>	<i>Ward 06 (Stornoway South)</i>	<i>Ward 07 (Stornoway North)</i>
Councillor Angus Morrison	Councillor Angus McCormack	Councillor Gordon Murray
Councillor Norman A Macdonald	Councillor Charlie Nicolson	Councillor Iain M MacAulay
Councillor Alasdair R Fraser	Councillor Keith Dodson	Councillor Neil Mackay
	Councillor Rae MacKenzie	Councillor Roddie Mackay

7. Consultation Details:

A range of community consultation approaches will take place with the local community with respect to the proposed development as outlined below.



a) Public Exhibitions*:

The purpose of the public exhibitions will be to undertake community consultation with the local community prior to the submission of the forthcoming planning application for this project and will be held on the following dates:

1. Tuesday 24th April 2018, 10.00am - 6.00pm at Stornoway Town Hall, Point Street, Stornoway, HS1 2XF

This event will set out the proposals and the methods being used by the Port Authority to assess the environmental impact of the projects.

2. Monday 4th June 2018, 10.00am - 6.00pm at Stornoway Town Hall, Point Street, Stornoway, HS1 2XF

This event will explain how the proposals have evolved since the first consultation event and provide information about the environmental impact assessments.

The public exhibitions will be held as 'drop-in' sessions with boards and other graphical material on display to provide information about the proposed development and to communicate the proposals clearly to the community. The public exhibitions will be staffed by members of the project team/applicant, in order to respond directly to any questions raised. Comments forms will also be available to allow us to collate feedback on the proposed development (which will form the basis of the Pre-Application Consultation Report which will accompany the forthcoming planning application).

** Please note that it is the applicant's intention to hold a joint public event for this proposal and the Newton Marina Project. Both projects will be subject to separate planning applications, expected to be submitted to Comhairle nan Eilean Siar ('CnES') at the same time, following the completion of the pre-application consultation period. (Please refer to separate Proposal of Application Notice for further details on the Newton Marina Project). Both events will be held within the same venue but will be clearly separated within the corresponding room, with separate exhibition boards and separate comments sheets, to ensure that responses are received for each project independently.*

b) Public Meeting:

There will be a presentation about the Newton Marina and Stornoway Deep Water Port projects and an opportunity to make comments at the Port Authority's Annual Public Meeting at:

- 7pm on Wednesday 23rd May 2018 at An Lanntair, Kenneth Street, Stornoway, HS1 2DS.

c) Statutory Notice:

A public notice will be placed in the Stornoway Gazette providing details of the proposed public exhibitions. This notice will be published at least 7 days before the first public exhibition.

d) Radio:

A press release will be issued to Community Radio Stations (including Radio na Gaidheal and Isles FM radio) to facilitate radio broadcasts publicising each project and the forthcoming public exhibitions.

e) Online Coverage:

A press release will also be issued to the Hebrides News website and We Love Stornoway website to allow for online coverage and a news article promoting both projects and the proposed public exhibitions.

APPENDIX 2: STATUTORY NOTICE

Classified

ADDICTION

HAVE YOU A PROBLEM WITH DRINK? ALCOHOLICS ANONYMOUS
Phone
Stornoway
07553 076203
8-10pm only
or
07770 827634



FIND YOUR NEW FRONT DOOR

VIEW PROPERTY FOR SALE IN YOUR LOCAL AREA

DISCOVER HOMES

EVERY WEEK IN PAPER AND ONLINE

DEBT MANAGEMENT

Debt Rescuers

Do you owe over £6000 of debt to 2 or more creditors?

0800 009 6362

Your individual situation is reviewed, and recommendations given for suitable solutions.

Free debt advice is available through the moneyadvice.service.org.uk. We don't charge a fee for our advice service. Where a solution through one of our 3rd parties involves fees, full details will be provided before set up. We may receive a commission from a 3rd party.

Debt Rescuers is a trading style of Pacific Financial Solutions Ltd. Registered in England & Wales. Company Number: 09404359. Authorised and Regulated by the Financial Conduct Authority FRN: 688034

PUBLIC NOTICES

LOST & FOUND



MISSING
From the Upper Coll area of Lewis.
Since 21st March Oliver is a black & white neutered tomcat with a white tip tail.
Who is prone to getting into cars & sheds.
Reward for safe return
01851 820201

PUBLIC NOTICES

Proposed Assignment of a Croft

Mr Donald Angus Mackinnon is applying to the Crofting Commission for consent to assign the tenancy of the croft at 4 Seilbost to Angus Macsween, 5 Ellergreen Road, Bearsden, Glasgow, G61 2RJ. If you have an interest in this application, you may submit comments on the proposal in writing or some other permanent form to the Crofting Commission, Great Glen House, Leachkin Road, Inverness, IV3 8NW (e-mail info@crofting.scotland.gov.uk) within 28 days from the date of publication of the advert. Please note that any comments you provide are part of an open process and will be made available to interested parties. Your comments would also be released under a Freedom of Information enquiry.

FIRST REGISTRATION OF A CROFT

Harvey Johnston has registered his croft 5 Flodabay in the parish of Manish on the Crofting Register held by the Registers of Scotland. Any person who wishes to challenge the registration may apply to the Scottish Land Court by 19 November 2018.

Details of the registration can be found at www.crofts.ros.gov.uk/register/home. The croft registration number is C4877.

PUBLIC NOTICES

MARINE (SCOTLAND) ACT 2010 INSTALLATION OF 2 FRESHWATER STORAGE PENS MARULAIG BAY, LOCH BOISDALE, SOUTH UIST

Notice is hereby given that Marine Harvest (Scotland) Limited has applied to the Scottish Ministers of the Scottish Government, under Part 4 of the Marine (Scotland) Act 2010, in respect of the installation of 2 freshwater storage pens at

Cost	>£2,500 - <£5,000	
Marulaig Bay, Loch Boisdale, South Uist	Latitude	Longitude
Moonings Area	57° 07.789' N	007° 14.666' W
	57° 07.674' N	007° 14.707' W
	57° 07.682' N	007° 14.842' W
	57° 07.800' N	007° 14.808' W
Freshwater Pipe	57° 07.657' N	007° 15.080' W
	57° 07.747' N	007° 14.782' W

(WGS84)

Plans showing the position of the works may be inspected at **The Post Office, Lochboisdale, Isle of South Uist, Eilean Siar, HS8 5TH.**

Objections relating to safety of navigation or environmental issues in respect of the application should be made in writing to:

Licensing Operations Team, Marine Scotland, Marine Laboratory, 375 Victoria Road, Aberdeen, AB11 9DB within 28 days of the date of this notice or by email to: MS.MarineLicensing@gov.scot, quoting reference:

06649

Marine Harvest (Scotland) Limited

Applicant: Marine Harvest (Scotland) Ltd

First Registration of a Croft

Mary B Mac Donald has registered her Croft at 2A Acarsaid, Mhor, Eriskay, South Uist on the crofting register held by the Registers of Scotland.

Any person who wishes to challenge the registration may apply to the Scottish Land Court by 5/4/19. Details of the registration can be found at www.crofts.ros.gov.uk/register/home. The Croft Registration number is C4960

Amended Registration of a Croft

A rectification has been made to the croft 60 Leurbost on the Crofting Register held by the Registers of Scotland.

Any Person who wishes to challenge the registration may apply to the Scottish Land Court by 15 December 2018.

Details of the registration can be found at www.crofts.ros.gov.uk/register/home. The croft registration number is C4214

Crofting Notice

Mary MacInnes has registered their crofts 1/3 7 Rushgarry, Berneray and Rushgarry (Church Croft), Rushgarry, Berneray on the Crofting Register held by the Registers of Scotland.

Any person who wishes to challenge the registration may apply to the Scottish Land Court by 12th December 2018.

Details of the registration can be found at www.crofts.ros.gov.uk/register/home. The croft registration numbers are C4921 and C4925.

Back Football & Recreation Club - A G M

The AGM of Back Football & Recreation Club will be held in the Community Centre on Tuesday 10 April 2018 at 7.30pm. All with an interest in, or association with, the club and its activities are cordially invited to attend

First Registration of a Croft

NEIL JOSEPH MACDONALD, has registered their croft, 101 CARNAN, EOCHAR, SOUTH UIST on the Crofting Register held by the Registers of Scotland. Any person who wishes to challenge the registration may apply to the Scottish Land Court by 13th December 2018. Details of the registration can be found at www.crofts.ros.gov.uk/register/home.

The croft registration number is I4921.

North Tolsta Funeral Fund North Tolsta Cemetery Trust

Funeral Fund fees are now due. Adults £3 and Under 18 £1.50
Treasurer 12 New Tolsta HS2 0NN
Cemetery Trust Fees now due £10 per Lair
Treasurer Windy Ridge, North Tolsta

MALAGLATE COMMON GRAZING COMMITTEE

AGM Meeting will be held at Taigh Sgìre Sholais on Thursday 19th of April 2018 at 7.30 pm to appoint a new Grazing Committee.

If you have an existing equity release plan

Could we get you a better deal?



Award winning equity release specialist Age Partnership will compare the whole market to make sure that your current lifetime mortgage plan really is the best for you. We could find you a lower interest rate which could save you thousands of pounds in interest compared to your current plan or allow you to release more money from your home as a homeowner aged 55 plus.

Being able to change your plan will depend upon the amount outstanding on your equity release plan including any interest that has accrued and any potential early repayment charges that may be applicable.

We will let you know if it's right for you and what impact it could have on the size of your estate or your entitlement to means-tested benefits, either now or in the future.

You only continue to own your own home with a lifetime mortgage which is secured against your property.

Equity release may involve a home reversion plan or lifetime mortgage which is secured against your property. To understand the features and risks, ask for a personalised illustration.

We provide initial advice for free and without obligation. Only if you choose to proceed and your case completes would a typical fee of 2.2% of the amount released be payable.

Equity released, plus accrued interest to be repaid upon death, or moving into long-term care.

Age Partnership
Retirement Specialists

Call 0800 4640 804

Age Partnership Limited is authorised and regulated by the Financial Conduct Authority. FCA registered number 425432. Company address: Age Partnership Limited, 2200 Century Way, Thorpe Park, Leeds, LS15 8ZB

Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Marine (Scotland) Act 2010 and Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013

Harbours Act 1964

PRE-APPLICATION CONSULTATION

Notice is hereby given of the intention of Stornoway Port Authority to submit applications for **Planning Permission** and **Marine Licences**, along with a **Harbour Revision Order**, in relation to the proposed developments at the following sites:

1. **Land and marine areas at Newton Marina, Goat Island, Stornoway, Isle of Lewis.**
2. **Land and marine areas at Stornoway Deep Water Port, West Shore of Glumaig Bay, Arnish, Isle of Lewis.**

This advert provides notice of two separate public exhibitions being held as part of pre-application consultation with the local community for each individual project, prior to formal applications being submitted.

The proposed developments will comprise:

Newton Marina

Application for Planning Permission

Planning Application for Major development to facilitate the creation of a leisure craft marina and create development land. Works to include the construction of a breakwater, installation of a boat lift structure, creation of an access ramp, the placement of rock armour to revetment slopes, the reclamation of land (largely utilising material dredged from Newton basin) behind a concrete retaining wall to create a level development platform; development land to accommodate boat and dinghy laydown and storage areas, marina facilities, business, industrial, storage, food and drink, community, tourist and leisure/recreation uses together with related roads, parking and turning areas. The simultaneous development (in marine waters) is to incorporate a slipway and pontoons for yachts and small vessels.

Marine Licences

Construction of a new marina including but not limited to: dredging of existing bay, construction of new breakwater to form the marina, placement of rock armour stone and concrete retaining wall, provision of a floating access walkway, pontoons / berthing, walkway bridge and associated infrastructure, boat lift structure and land reclamation using materials recovered from dredging operations and local sources where possible.

Stornoway Deep Water Port

Application for Planning Permission

Planning Application for Major development to create deep water port, associated level development platform and access road links to connect the port with the existing Arnish Industrial Estate Road and Arnish Point Industrial Estate (via the coast). Works to comprise extraction of rock, reclamation of land (cut/fill), formation of level development platform, formation, dressing and landscaping of rock cuttings/embankments and placement of rock armour to revetments all to adjoin the simultaneous construction (in marine waters) of a deep water berth, freight ferry berth, finger pier, link-span and related Port and storage areas. Uses of the development platform to comprise general industrial, heavy engineering and fabrication, storage and distribution, decommissioning, ferry and port related activities (including for associated marshalling, car and lorry parking areas).

Marine Licences

Construction of a Deep Water Port including but not limited to: dredging of existing bay, provision of new quays, including finger pier with freight ferry berth, laydown areas and associated support infrastructure, berthing, including alongside cruise liner berth, placement of rock armour stone; and land reclamation, using materials recovered from dredging operations and local sources, where possible.

Public Exhibitions

Two separate public exhibitions are being held for each project, prior to submission of the respective applications to present the proposals and seek feedback. These are being carried out simultaneously, on the same day, at the same venue, as follows:

1. **Tuesday 24th April 2018, 10.00am - 6.00pm at Stornoway Town Hall, Point Street, Stornoway, HS1 2XF**
This event will set out the proposals and the methods being used by the Port Authority to assess the environmental impact of the projects.
2. **Monday 4th June 2018, 10.00am - 6.00pm at Stornoway Town Hall, Point Street, Stornoway, HS1 2XF**
This event will explain how the proposals have evolved since the first consultation event and provide information about the environmental impact assessments.

Public Meeting

There will be a presentation about the Newton Marina and Stornoway Deep Water Port projects and an opportunity to make comments at the Port Authority's Annual Public Meeting at 7pm on 23rd May 2018 at An Lanntair, Kenneth Street, Stornoway, HS1 2DS.

Harbour Revision Order

The works referred to above will also be authorised by a Harbour Revision Order made under the Harbours Act 1964, where applicable. The Order will also contain ancillary provisions regarding these works and other provisions regarding the operation of the harbour facilities. The formal application for the Order will be advertised in due course. The Order will require to be approved by Scottish Ministers before coming into force.

To obtain further information or make comments

Further information may be obtained from sypa@stornowayport.com, <http://www.stornowayportauthority.com/news> and Colin Lavety, Planning Director, Barton Willmore on 0131 220 7777. Persons wishing to make comments on the proposed development should do so by **18th June 2018** to Colin Lavety, Barton Willmore, 68/70 George Street, Edinburgh, EH2 2LR or colin.lavety@bartonwillmore.co.uk

Any comments made during this pre-application stage are to the prospective applicant and are not representations to the regulatory authorities. Upon submission of a formal planning application to Comhairle nan Eilean Siar, a Marine Licence application to Marine Scotland Licensing Operations Team and a Harbour Revision Order application to Transport Scotland, there will be further periods within which to make formal representations to each of these regulatory authorities.

CARS



FOR THOSE WHO LOVE TO DRIVE

CAR REVIEWS,
INDUSTRY NEWS,
PLUS WE TALK
TECHNICAL

EVERY WEEK
IN PAPER AND ONLINE

**APPENDIX 3: CONFIRMATION OF PROPOSAL OF APPLICATION NOTICE
SUITABILITY**



Stornoway Port Authority
C/o Barton Willmore
68-70 George Street
Edinburgh
EH2 2LR

COMHAIRLE NAN EILEAN SIAR

Balivanich, Isle of Benbecula, HS7 5LA

Bail' a'Mhanaich, Beinn na Faoghla, HS7 5LA

Telephone	01870 602425
Fax	01870 602332
E-mail	mferguson@cne-siar.gov.uk
Writer	Morag Ferguson (01870 604990)
Our Reference	MF/CCM
Your Reference	
Date	4 April 2018

Dear Sir/Madam

DECISION NOTICE PROPOSAL OF APPLICATION NOTICE: TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006

APPLICATION REFERENCE: 18/00125

TYPE OF APPLICATION: Proposal of Application Notice

LOCATION OF DEVELOPMENT: Port, Arnish, Isle Of Lewis

PROPOSED DEVELOPMENT: Planning Application for Major development to create deep water port, associated level development platform and access road links to connect the port with the existing Arnish Industrial Estate Road and Arnish Point Industrial Estate (via the coast). Works to comprise extraction of rock, reclamation of land (cut/fill), formation of level development platform, formation, dressing and landscaping of rock cuttings/embankments and placement of rock armour to revetments all to adjoin the simultaneous construction (in marine waters) of a deep water berth, freight ferry berth, finger pier, link-span and related Port and storage areas. Uses of the development platform to comprise general industrial, heavy engineering and fabrication, storage and distribution, decommissioning, ferry and port related activities (including for associated marshalling, car and lorry parking areas)

VALID APPLICATION RECEIVED: 3 April 2018

With reference to your Proposal of Application Notice received 3 April 2018 the Comhairle, in exercise of its power under the above Act, **APPROVE** the proposed consultation.

You are reminded that the advert(s) to be placed in the Press must be published within the timescales and in the format that complies with that prescribed by The Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013 – Part 2 – Regulation 7 (2) (b) and 7 (3). Please refer to:

<http://www.legislation.gov.uk/ssi/2013/155/contents/made>

If you have a general enquiry regarding your application please contact the Planning Officer on the telephone number or email address above.

Your Proposal of Application Notice will be made available for public viewing on-line via the Comhairle Public Access Planning Portal, <http://planning.cne-siar.gov.uk/publicaccess/>.

Yours faithfully

[Redacted]

Morag Ferguson
Planning Manager (Development Management)
Development Department

APPENDIX 4: POSTER



STORNOWAY PORT AUTHORITY

DEEP WATER PORT AND NEWTON MARINA

PUBLIC EXHIBITION



Stornoway Town Hall

Tuesday 24th April 2018

10am to 6pm



STORNOWAY PORT AUTHORITY

DEEP WATER PORT AND NEWTON MARINA

PUBLIC EXHIBITION



UPDATED INFORMATION

Stornoway Town Hall

Monday 4th June 2018

10am to 6pm

APPENDIX 5: QUESTIONNAIRE



STORNOWAY PORT AUTHORITY

DEEP WATER PORT QUESTIONNAIRE

1. Do you live in the area?

Yes

No

Postcode

2. Do you understand the purpose of today's exhibition?

Yes

No

Unsure

Additional comments:

3. Do you agree with the proposed development of the Deep Water Port?

Yes

No

Additional comments:

4. Do you have any comments on the indicative layout for the Deep Water Port?

Additional comments:

5. Are you aware that there are three different consenting regimes applicable to this project?

Yes

No



STORNOWAY PORT AUTHORITY

DEEP WATER PORT QUESTIONNAIRE

6. Are there any specific comments you would like to make in relation to the three consenting regimes?

Yes No

a) Planning Permission in Principle (PPP)

b) Harbour Revision Order (HRO)

c) Marine Licence (ML)

9. Do you know where to direct your comments for each of the consenting regimes once the applications have been submitted?

Yes No

Additional Comments

Thank you for visiting our exhibition and taking the time to provide feedback on our proposed development. Please provide copies of any completed forms to a member of the team.

If you wish to send comments in separately then please email these to:
Colin.Lavety@bartonwillmore.co.uk or post to:

Stornoway Deep Water c/o Barton Willmore,
68-70 George Street,
Edinburgh
EH2 2LR

Comments should be received by Monday 18th June 2018.

Any comments made during this pre-application stage are to the prospective applicant and are not representations to the regulatory authorities. Upon submission of a formal planning application to Comhairle nan Eilean Siar, Marine Licence applications to Marine Scotland Licensing Operations Team and a Harbour Revision Order to Transport Scotland, there will be periods within which to make formal representations to each of these regulatory authorities.

APPENDIX 6: PUBLIC EXHIBITION PHOTOGRAPHS

