
SCOTTISH STATUTORY INSTRUMENTS

2019 No. 76

The Stornoway Port Authority Harbour Revision Order 2019

PART 3

WORKS

Power to construct works

12. The Authority may in the lines and situations and within the limits of deviation and according to the levels shown on the deposited plans and sections construct and maintain the following works—

Work No. 1 - Newton Marina - The reclamation and infilling of an area comprising 20,500 square metres of the seabed and foreshore at Newton Basin and the levelling of that area to form a platform to accommodate boat storage, a boatyard building, boat sheds, and support facilities buildings, and parking areas for the proposed marina, having a concrete retaining wall or rock armoured revetted slope on its northern perimeter, and rock armoured revetted slopes on its western and eastern perimeters, the location of which is shown on sheet 3, with the limits of deviation shown in red, and sections of which are shown on sheet 4.

Work No. 2 – Newton Marina - A rubble mound breakwater 75 metres long and 20 metres wide at its base, with rock armoured revetted slopes, to provide shelter for the proposed marina, the location of which is shown on sheet 3, with the limits of deviation shown in green, and sections of which are shown on sheet 4.

Work No. 3 – Newton Marina - A concrete-surfaced slipway 50 metres long and varying in width at its base from 10 metres to 23 metres, with rock armoured revetted slopes on its sides, for the launching and recovery of small boats from trailers, the location of which is shown on sheet 3, with the limits of deviation shown in yellow, and sections of which are shown on sheet 5.

Work No. 4 – Newton Marina - A pontoon facility comprising floating pontoons, configured to provide a main walkway, and three berthing walkways, each with finger and walkway pontoons, restrained in place by steel cantilever piles driven into the bed of the harbour, and including an access bridge connecting to the shore, the location of which is shown on sheet 3, with the limits of deviation shown in blue, and a section of which is shown on sheet 5.

Work No. 5 – Newton Marina - A boat hoist support structure, comprising two steel beams 37 metres long 0.7 metres deep and 1.2 metres wide supported on 12 steel bearing piles 508 millimetres in diameter, driven into the bed of the harbour, and protected on its east side by a pontoon fender, to allow the recovery and launching of vessels up to 80 tonnes in weight, the location of which is shown on sheet 3, with the limits of deviation shown in pink, and sections of which are shown on sheet 5.

Work No. 6 – Newton Marina – A new passing place on the causeway to Goat Island, formed by building a rock armoured rock fill extension on the west side of the causeway, with a surfaced road area of 110 square metres, the location of which is shown on sheet 3, with the limits of deviation shown in orange, and sections of which are shown on sheet 5.

Work No. 7 – Newton Marina – Two boat sheds, 12.5 metres long, 5 metres wide and 6 metres high, comprising steel profile clad steel framed buildings with roller shutter doors, to replace existing boat sheds which are to be removed, the location of which is shown on sheet 3, with the limits of deviation shown in brown, and sections of which are shown on sheet 6.

[^{F1}Work No. 8 – Deep Water Port - The reclamation and infilling of an area comprising 66,000 square metres of the seabed and foreshore and the excavation by blasting and levelling of 50,000 square metres of adjacent land, to form quayside working areas, laydown and storage areas, marshalling and parking areas for a freight ferry, and development areas, having berthing quay walls at its east and north edges, rock armoured revetted slopes at the south edges of the reclamation and rock faces around the edges of the excavated area, the location of which is shown on sheet 3A, with the limits of deviation shown in red, and sections of which are shown on sheet 4A.

Work No. 9 – A pier of open piled construction, 114 metres in length and 15 metres in width, connected to the south east corner of Work No.8, the location of which is shown on sheet 3A, with the limits of deviation shown in brown, and sections of which are shown on sheet 4A.

Work No. 10 – A steel linkspan bridge 40 metres long and varying from 10 to 20 metres in width, supported at its landward end on Work No. 8; and at its seaward end, on two dolphins, one partially piled and partially supported on the quay, the other partially piled and partially founded on the seabed in concrete; the location of which is shown on sheet 3A, with the limits of deviation shown in purple, and sections of which are shown on sheet 5A.

Work No. 11 – A road 350 metres long and 8 metres wide connecting Work No. 8 to the existing Arnish access road, constructed by excavation by blasting and levelling and with bituminous surfacing, the location of which is shown on sheet 3A, with the limits of deviation shown in blue, and sections of which are shown on sheet 5A.

Work No. 12 – A road 800 metres long and 25 metres wide, connecting Work No. 8 to the Arnish Fabrication Yard, constructed variously by excavation by blasting, levelling, reclamation and infilling, the location of which is shown on sheet 3A, with the limits of deviation shown in green, and sections of which are shown on sheet 6A.

Work No. 13 – The reclamation and infilling of an area comprising 4,000 square metres of the seabed through the excavation by blasting and levelling of adjacent land, adjoining Work No. 12, to form an access causeway, mooring points and working area, having rock armoured revetted slopes around its perimeter, the location of which is shown on sheet 3A, with the limits of deviation shown in yellow, and sections of which are shown on sheet 7A .]

Textual Amendments

- F1** Words in [art. 12](#) substituted (22.4.2021) by [The Stornoway Port Authority Harbour Revision Order 2021 \(S.S.I. 2021/192\)](#), [arts. 1\(1\), 3, 4](#) (with [arts. 6, 7](#))
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Commencement Information

- I1** Art. 12 in force at 1.3.2019, see [art. 1\(1\)](#)

Changes to legislation:

There are currently no known outstanding effects for the The Stornoway Port Authority Harbour Revision Order 2019, Section 12.