

Minute

Development and Infrastructure Committee

Tuesday, 2 April 2019, 10:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Graham L Sinclair, Andrew Drever, Norman R Craigie, David Dawson, J Harvey Johnston, Rachael A King, W Leslie Manson, Gwenda M Shearer, James W Stockan, Magnus O Thomson, Duncan A Tullock and Kevin F Woodbridge.

Councillor Stephen Sankey, who had been invited for Items 5 and 11.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Gavin Barr, Executive Director of Development and Infrastructure.
- Brian Archibald, Head of Marine Services, Engineering and Transportation (for Items 1 to 15).
- Darren Richardson, Head of Infrastructure and Strategic Projects (for Items 1 to 4).
- Roddy Mackay, Head of Planning, Development and Regulatory Services.
- Colin Kemp, Corporate Finance Senior Manager.
- Karen Bevilacqua, Solicitor.
- Stuart Allison, Economic Development Manager (for Items 10 to 16).
- Peter Bevan, Engineering Services Manager (for Items 7 to 11).
- Naomi Bremner, Transportation Manager (for Items 7 to 15).
- Kenneth Roy, Roads Support Manager (for Items 1 to 4).
- Stuart West, Planning Manager (Development and Marine Planning) (for Items 2 to 8 and 10 to 18).
- James Green, Senior Policy Planner (Development and Marine Planning) (for Items 2 to 8).
- Susan Shearer, Senior Planner (Development and Marine Planning) (for Items 2 to 5).
- Michael Harvey, Policy Planner (Development and Marine Planning) (for Items 2 to 7).

Observing

- David Hartley, Communications Team Leader (for Items 11 to 13).
- Andrew Hamilton, Performance and Best Value Officer (for Items 1 and 2).
- Ross Irvine, Rural Planner (for Items 15 to 18).
- Rebecca McAuliffe, Press Officer (for Items 2 to 5 and 7 to 18).

Apology

- Councillor Owen Tierney, who had been invited for Item 5.

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Graham L Sinclair.

1. Disclosure of Exempt Information

The Committee noted the proposal that the public be excluded from the meeting for consideration of Items 14 to 17, as the business to be discussed involved the potential disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

2. Local Government Benchmarking Framework

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, the Committee:

Noted the performance of the Development and Infrastructure Service against the Local Government Benchmarking Framework Indicators for 2017 to 2018, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

3. Road Asset Replacement Programme

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Infrastructure and Strategic Projects, the Committee:

Noted:

3.1. That, on 11 September 2018, the Committee approved a revised Road Asset Replacement Programme for 2018 to 2019, together with indicative programmes for 2019 to 2020 and 2020 to 2021.

3.2. That a multi-year approach to the replacement of road assets allowed for greater flexibility to vary the timing of individual projects where constraints and/or pressures emerged, such as weather, unplanned events or resource levels.

3.3. The proposed replacement programme for 2019 to 2020, together with indicative programmes for 2020 to 2021 and 2021 to 2022, in respect of the Council's Roads Assets, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, with estimated costs as follows:

- 2019 to 2020 – £1,077,000, including slippage, amounting to £127,000, carried forward.
- 2020 to 2021 – £950,000.
- 2021 to 2022 – £950,000.

3.4. That, although approval was sought for a multi-year programme, the Executive Director of Development and Infrastructure would continue to submit reports, on an annual basis, to provide progress updates of the current year's programme and present an updated programme for subsequent years.

The Committee resolved, in terms of delegated powers:

3.5. That the Road Asset Replacement Programme for 2019 to 2020, together with indicative programmes for 2020 to 2021 and 2021 to 2022, attached as Appendix 1 to this Minute, be approved.

3.6. That powers be delegated to the Executive Director of Development and Infrastructure, in consultation with the Head of Finance, to adjust the three year programme, referred to at paragraph 3.5 above, as variations arose in order to maximise use of the annual capital allocation.

4. Proposed Provision of Zebra Crossing

New Scapa Road, Kirkwall

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Head of Infrastructure and Strategic Projects, the Committee:

Noted:

4.1. That, as part of the development of the new Hospital and Health Care Facilities, NHS Orkney was required to facilitate pedestrian access.

4.2. That an assessment of vehicle and pedestrian movements had been carried out by NHS Orkney, with counts in respect of vehicle movements carried out on New Scapa Road, Kirkwall, outside the new hospital site.

4.3. The request from NHS Orkney to install a zebra crossing on New Scapa Road, Kirkwall, at the entrance to the new Hospital and Health Care Facility, as shown in the drawing attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

4.4. That construction costs associated with the proposed zebra crossing, including all road works, lighting, lining and electrical connections, would be borne by NHS Orkney.

4.5. The requirement for the Council to consult with Police Scotland, publish a public notice and inform Scottish Ministers in respect of the provision of a zebra crossing on New Scapa Road, Kirkwall.

4.6. That, subject to no objections being received during the consultation, the final construction details associated with the new crossing and removal of the existing layby would be approved under powers delegated to the Executive Director of Development and Infrastructure prior to works commencing.

4.7. That, on completion of the works, the new crossing and road realignment would be maintained as part of the public road.

The Committee resolved to **recommend to the Council**:

4.8. That the request from NHS Orkney to install a zebra crossing on New Scapa Road, Kirkwall, at the location shown in the drawing attached as Appendix 2 to this Minute, be approved, with construction costs being met by NHS Orkney.

5. Supplementary Guidance: Housing in the Countryside

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

5.1. That, in March 2017, the Council agreed to monitor performance of the approved Supplementary Guidance: Housing in the Countryside and present the findings of the monitoring exercise to the Development and Infrastructure Committee in early 2019.

5.2. The Monitoring Report, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, which recorded the monitoring process and its findings.

5.3. The revised draft Supplementary Guidance: Housing in the Countryside, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure, which had been amended to respond to the material planning matters raised through the monitoring process.

The Committee resolved to **recommend to the Council**:

5.4. That the revised draft Supplementary Guidance: Housing in the Countryside, referred to at paragraph 5.3 above, be approved for consultation.

5.5. That the Executive Director of Development and Infrastructure should submit a report, to the meeting of the Committee to be held on 10 September 2019, detailing the outcome of the consultation exercise, referred to at paragraph 5.4 above, and presenting a final version of Supplementary Guidance: Housing in the Countryside, for adoption by the Council.

6. World Heritage Site Masterplan

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

6.1. That the World Heritage Site Management Plan, the primary document for guiding the future of the Heart of Neolithic Orkney World Heritage Site, prepared by Historic Environment Scotland in partnership with the Council and partner organisations, was subject to review every four years.

6.2. That the current World Heritage Site Management Plan was due to be reviewed in 2020.

6.3. That, in March 2017, the Council agreed that a draft strategic masterplan for the World Heritage Site should be progressed.

6.4. The draft World Heritage Site Masterplan, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

6.5. That the recommendations and proposals contained in the Masterplan were intended to inform and complement the forthcoming update of the World Heritage Site Management Plan.

6.6. The five key elements the Masterplan sought to progress, as detailed in section 4.3 of the report by the Executive Director of Development and Infrastructure.

6.7. That the Masterplan highlighted a number of actions which should take place to assist in resolving the identified challenges that the World Heritage Site was currently facing, as detailed in section 5 of the report by the Executive Director of Development and Infrastructure.

The Committee resolved to **recommend to the Council:**

6.8. That the World Heritage Site Masterplan, attached as Appendix 3 to this Minute, be approved.

6.9. That the Executive Director of Development and Infrastructure should undertake to progress the next steps of the World Heritage Site Masterplan and thereafter submit a report, to the meeting of the Committee to be held in April 2020, providing an update of progress.

7. Sustainable Transport Project Development Plan

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

7.1. That, in July 2018, when considering the Sustainable Transport Project Development Plan, the Council approved a project list as the basis of a three year programme for potential applications to the Community Links Programme, operated by Sustrans.

7.2. That, during 2018 to 2019, notable progress had been made with the following projects and plans:

- Arcadia Community Park, Kirkwall.
- Papdale East Park, Kirkwall.
- Stromness Place Plan.
- Kirkwall Townscape Heritage Initiative Places and Spaces.
- World Heritage Site Active Travel Plan.

7.3. That the projects referred to above had been progressed on a fully funded basis or at no additional cost to the Council.

7.4. That Development and Marine Planning officers were committed to carrying out the necessary feasibility studies on projects identified in the project list, referred to at paragraph 7.1 above, to determine which projects were eligible for funding and achievable for delivery during the current financial year and beyond until 2021, with further projects also having been identified.

7.5. The updated project list, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, which would continue to be used as the basis for the remainder of the three year programme for potential applications to the Community Links Programme, and that further projects might be identified, with the possibility that not all projects would be delivered.

7.6. That progressing the projects had been prioritised over core planning work, causing a strain on Development and Marine Planning staff resources.

7.7. That funding of up to £50,000 had been awarded from the Smarter Choices Smarter Places fund towards creation of a temporary post of Programme Manager, for up to one year, to progress the Sustainable Transport Project Development Plan, subject to the Council contributing 25% of costs, as detailed in section 4 of the report by the Executive Director of Development and Infrastructure.

The Committee resolved to **recommend to the Council:**

7.8. That a dedicated full-time temporary post of Programme Manager, for one year, be established to progress the Sustainable Transport Project Development Plan and associated marketing campaign, subject to the necessary funding being identified within existing Development and Infrastructure budgets.

Councillor Magnus O Thomson left the meeting at this point.

8. Proposed Scapa Flow Historic Marine Protected Area

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Senior Policy Planner (Development and Marine Planning), the Committee:

Noted:

8.1. The proposal by Scottish Ministers, acting on advice from Historic Environment Scotland, to make designation orders for a Historic Marine Protected Area in Scapa Flow, as detailed on the maps attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

8.2. That Historic Environment Scotland was undertaking a formal consultation on the proposals, referred to at paragraph 8.1 above, for which responses were required by 17 April 2019.

8.3. The Council's draft response to the public consultation on the proposals to designate Scapa Flow as a Historic Marine Protected Area, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure.

8.4. That the Scapa Flow Historic Marine Protected Area proposals were considered to accord with the Council's adopted policy principles in respect of any new national or international environmental, natural heritage or marine related designations.

The Committee resolved to **recommend to the Council:**

8.5. That the designation of the proposed Scapa Flow Historic Marine Protected Area be endorsed.

8.6. That the Council's response, referred to at paragraph 8.3 above, be amended to reflect the following:

8.6.1. To confirm, for the avoidance of doubt, the status of the red lines on the maps, with the understanding being that those were to protect the historic marine assets only, rather than a general area based designation.

8.6.2. To safeguard navigation in Burra Sound in respect of potential movement of historic marine assets.

8.7. That the Executive Director of Development and Infrastructure should submit the Council's amended response, including the additions referred to at paragraph 8.6 above, to the public consultation by Historic Environment Scotland on proposals to designate Scapa Flow as a Historic Marine Protected Area by the deadline of 17 April 2019, with the proviso that any further amendments, following ratification by Council on 2 May 2019, being submitted to, and accepted by, Historic Environment Scotland.

Councillor Magnus O Thomson rejoined the meeting during discussion of this item.

9. Inter-Island Air Services

Proposed Winter 2019 to 2020 Timetable

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

9.1. That the inter-island air services timetable for winter 2019 to 2020 was scheduled to operate from 27 October 2019 to 1 March 2020.

9.2. That the draft timetable in respect of air services to be operated by Loganair Limited during winter 2019 to 2020 was presented to the Air Services Consultative Forum for consideration on 13 February 2019, with main comments and representations from transport representatives outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

9.3. That the proposed timetable, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, was consistent with that operated during winter 2018 to 2019.

The Committee resolved, in terms of delegated powers:

9.4. That the timetable in respect of inter-island air services, to be operated by Loganair Limited during winter 2019 to 2020, attached as Appendix 4 to this Minute, be approved.

10. Inter-island Ferry Services

Proposed Winter 2019 to 2020 Timetables

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

10.1. That the inter-island ferry services timetables for winter 2019 to 2020 were scheduled to operate from 1 October 2019 to 2 May 2020.

10.2. That draft timetables in respect of ferry services to be operated by Orkney Ferries Limited during winter 2019 to 2020 were presented to the Ferry Services Consultative Forum for consideration on 13 February 2019, with main comments and representations from transport representatives outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

10.3. That, on 5 March 2019, the proposed timetables, together with feedback from the Ferry Services Consultative Forum, were considered by the Board of Orkney Ferries Limited and recommended to the Council for implementation.

10.4. That the proposed timetables, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, remained broadly consistent with those operated during winter 2018 to 2019, and incorporated the Tuesday and Thursday return link from Eday to Sanday for education purposes as part of the continuation of the trial arrangements.

The Committee resolved, in terms of delegated powers:

10.5. That the timetables in respect of ferry services to be operated by Orkney Ferries Limited during winter 2019 to 2020, attached as Appendix 5 to this Minute, be approved.

11. Churchill Barriers

Wave Overtopping and Tidal Energy Capture

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

11.1. That, in December 2014, the Committee noted the lowest cost option for a solution to wave overtopping solution only at Barrier Number 2, at an estimated cost of £13 million, being to reface the east side of the barrier.

11.2. That, in December 2014, Council agreed to investigate developer interest in progressing a wave overtopping and tidal energy scheme at Barrier Number 2.

11.3. Progress made in respect of a tidal energy scheme at Barrier Number 2, as detailed in section 4 of the report by the Executive Director of Development and Infrastructure, with the proposal that no further work be undertaken on this.

11.4. That, between 2006 and 2018, the average number of closures per year due to bad weather was seven, with each closure having an average duration of 3 hours 40 minutes, and 33% of closures being due to wind from the west, as detailed in section 5 of the report by the Executive Director of Development and Infrastructure.

11.5. That, in February 2016, a caisson was placed on the east side of Barrier Number 2, for which a Marine Licence was required, which was due to expire in June 2019.

11.6. The results of investigations into historic sedimentation trends, as detailed in section 6 of the report by the Executive Director of Development and Infrastructure.

11.7. Options for wave overtopping at Barrier Number 2, as outlined in section 10 of the report by the Executive Director of Development and Infrastructure, with the preferred option being Option 3, namely to commission a study to further assess the viability and cost of beach recharge, at an estimated cost of £60,000.

Councillor Andrew Drever, seconded by Councillor David Dawson, moved that consideration in respect of commissioning a study to further assess the viability and cost of beach recharge at Barrier Number 2 be deferred, to enable consultation with the community to take place, through South Ronaldsay and Burray Community Council, to seek opinion of residents in the linked south isles on the proposed options outlined in section 10 of the report by the Executive Director of Development and Infrastructure.

Councillor Kevin F Woodbridge, seconded by Councillor Gwenda M Shearer, moved an amendment that consultation with the community should take place, which would include the Community Council as a matter of course, but without direct reference to the role of the Community Council as part of that process.

The result of a recorded vote was as follows:

For the Amendment:

Councillors Rachael A King, W Leslie Manson, Gwenda M Shearer, James W Stockan and Kevin F Woodbridge (5).

For the Motion:

Councillors Norman R Craigie, David Dawson, Andrew Drever, J Harvey Johnston, Graham L Sinclair, Magnus O Thomson and Duncan A Tullock (7).

The motion was therefore carried.

Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, moved that an extension of the marine licence be sought from Marine Scotland, to allow the caisson to remain in position until an alternative use was found and the potential for its disposal to be explored.

Councillor W Leslie Manson, seconded by Councillor Duncan A Tullock, moved an amendment that an extension of the marine licence should be sought from Marine Scotland, to allow the caisson to remain in position.

The result of a recorded vote was as follows:

For the Amendment:

Councillors Norman R Craigie, J Harvey Johnston, W Leslie Manson, Duncan A Tullock and Kevin F Woodbridge (5).

For the Motion:

Councillors David Dawson, Andrew Drever, Rachael A King, Gwenda M Shearer, Graham L Sinclair, James W Stockan and Magnus O Thomson (7).

The motion was therefore carried.

The Committee thereafter resolved to **recommend to the Council:**

11.8. That no further action be taken in respect of a tidal energy scheme at Barrier Number 2.

11.9. That consideration of commissioning a study to further assess the viability and cost of beach recharge at Barrier Number 2 be deferred, to enable the Executive Director of Development and Infrastructure to undertake consultation with the community, through South Ronaldsay and Burray Community Council, to seek opinion of residents in the linked south isles on the proposed options outlined in section 10 of the report by the Executive Director of Development and Infrastructure, and thereafter submit a report, to a future meeting of the Committee, detailing the outcome of the consultation, together with any financial implications for options going forward.

11.10. That the Executive Director of Development and Infrastructure should apply to Marine Scotland for an extension of the marine licence to allow the caisson to remain in position until an alternative use was found and the potential for its disposal to be explored.

Please refer to the Minute of the General Meeting of the Council held on 2 May 2019.

12. Harbour Authority Sub-committee

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019, copies of which had been circulated, the Committee:

Resolved:

12.1. On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019 as a true record.

The Committee resolved to **recommend to the Council:**

12.2. That the recommendations at paragraphs 3.8, 4.8, 4.9 and 4.10 of the Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019, attached as Appendix 6 to this Minute, be approved.

13. Exclusion of the Public

On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, the Committee resolved that the public be excluded for the remainder of the meeting, as the business to be considered involved the disclosure of exempt information of the classes described in Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

Councillors J Harvey Johnston and Kevin F Woodbridge left the meeting at this point.

14. Community Transport Services

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

14.1. That, in October 2015, following a review of community transport, the Council agreed to continue supporting the provision of door-to-door community transport services for leisure and social purposes for at least the next five year period to 2021.

14.2. That, from 1 April 2016, for a period of three years, an allocation of £17,500 had been available to the Committee, from the community transport budget, in respect of the Community Transport Grant Scheme specifically from community groups and trusts, with powers delegated to the Executive Director of Development and Infrastructure to make awards from that allocation.

14.3. That, as part of the budget setting process for 2019 to 2020, the Council had established a community transport budget of £100,900.

14.4. The proposal to continue the Community Transport Grant Scheme on an annual basis, subject to an appropriate budget being made available to the Committee.

14.5. That, following advertisement, four applications were submitted for funding from the Community Transport Grant Scheme for 2019 to 2020, as detailed in sections 5 and 6 of the report by the Executive Director of Development and Infrastructure.

14.6. Evaluation of the applications submitted for funding from the Community Transport Grant Scheme for 2019 to 2020, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

The Committee resolved to **recommend to the Council:**

14.7. That the following grants, totalling £19,783, be awarded towards continued operation of community transport services during 2019 to 2020:

- Shapinsay Development Trust – £2,975.
- Island of Hoy Development Trust – £14,808.
- Papa Westray Development Trust – £2,000.

14.8. That grants be awarded to Orkney Disability Forum, towards continued operation of the Dial-A-Bus service during 2019 to 2020.

14.9. That powers be delegated to the Solicitor to the Council to conclude, where required, grant funding agreements, on the Council's standard terms and conditions, in respect of awards made from the Community Transport Grant Scheme.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

15. Orkney Internal Air and Ferry Services

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 6, 8 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, the Committee:

Noted:

15.1. That, during 2015 to 2016, the first phase of the Orkney Inter-Island Transport Study was undertaken, resulting in a final report from the consultants, Peter Brett Associates, which formed the Strategic Business Case, being presented to the Committee in November 2016.

15.2. That, in December 2016, a budget was established to progress the second stage of the study work, namely the Outline Business Case, noting that Peter Brett Associates had commenced that work in November 2018.

15.3. That the purpose of the Outline Business Case was to establish the preferred option in terms of vessel and infrastructure mix and services provided and the economic case for that option.

15.4. That several options were being progressed through the Outline Business Case, as detailed in section 4.4 of the report by the Executive Director of Development and Infrastructure, with Phase 1 of the Outline Business Case detailed at section 4.6 of the report.

15.5. That, against an original estimated cost for completing the Outline Business Case, and following a procurement exercise, the proposed costs had increased.

15.6. That Highlands and Islands Enterprise and HITRANS had since confirmed additional funding contributions towards the Outline Business Case.

The Committee resolved to **recommend to the Council:**

15.7. That the Executive Director of Development and Infrastructure should seek to confirm Scottish Government support for the ongoing work, and validation of the outcomes, of the Outline Business Case.

15.8. That, if required, the budget allocation be increased, to be funded from the Transportation Infrastructure Fund, in order to contribute to completing the next stage of the Orkney Inter-Island Transport Study work, the Outline Business Case, referred to at paragraph 15.3 above.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

16. Promoting Orkney: Digital Media Marketing Project

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 6 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from Economic Development Manager, the Committee:

Noted:

16.1. That, in October 2016, the Council successfully applied for grant support of 50% from the LEADER Programme 2014 to 2020, towards a three year digital media marketing project for Orkney, running from January 2017 to December 2019.

16.2. That, in October 2016, subject to approval of a contribution from Highlands and Islands Enterprise, the Council agreed a budget allocation, up to a maximum sum of £130,500, be awarded towards the project referred to at paragraph 16.1 above.

16.3. That the project had been delivered as Digital Media Orkney, in direct support of Orkney Marketing programme activities, which were endorsed by industry partners represented at the Orkney Marketing Advisory Group, with feedback from the Group deeming the project a significant success.

16.4. That, responding to the last competitive call for LEADER programme funding, an application for grant support of 50% had been made by the Council, to fund additional digital media marketing activities, from June 2019 to September 2020, at a total cost of £150,000, which would extend the capability to support Orkney Marketing activities, as outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

16.5. That the project proposal would enhance and enable further integration with the Orkney Marketing programme activity plan for 2019 to 2020, which would be presented to Committee in June 2019, and would outline activities recently endorsed by the Orkney Marketing Advisory Group.

16.6. The proposal that the project, referred to at paragraph 16.4 above, be jointly funded as follows:

- LEADER contribution – 50% of total costs up to a maximum sum of £75,000.
- Council contribution – 43.75% of total costs up to a maximum sum of £65,625.
- Highlands and Islands Enterprise contribution – 6.25% of total costs up to a maximum sum of £9,375.

The Committee resolved to **recommend to the Council:**

16.7. That, subject to a successful LEADER application based on 50% grant support, together with approval of the contribution from Highlands and Islands Enterprise, referred to at paragraph 16.6 above, a budget allocation of 43.75% of total costs, up to a maximum sum of £65,625, to be met from the Economic Development Grants budget, be awarded towards the Digital Media marketing project for Orkney, to run from June 2019 to September 2020.

16.8. That powers be delegated to the Executive Director of Development and Infrastructure, in consultation with the Head of Finance and the Solicitor to the Council, to conclude arrangements and agreements with appropriate partner organisations, in respect of the funding detailed at paragraph 16.7 above.

17. Land in Stromness

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 6 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Resolved to **recommend to the Council** what action should be taken with regard to land in Stromness.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

18. Conclusion of Meeting

At 15:45 the Chair declared the meeting concluded.

Signed: Graham L Sinclair.