

## **Item: 5**

**Harbour Authority Sub-committee: 25 May 2021.**

**Orkney Harbour Authority Masterplan Phase 1 – Update.**

**Report by Executive Director of Development and Infrastructure.**

### **1. Purpose of Report**

To advise of progress made with regard to the Orkney Harbours Masterplan Phase 1.

### **2. Recommendations**

The Sub-committee is invited to note:

#### **2.1.**

That, on 16 April 2020, the Council approved the Orkney Harbours Masterplan Phase 1 as a Strategic Plan for the Harbour Authority.

#### **2.2.**

That, during summer/autumn 2020, as part of ongoing feasibility works, and following subsequent discussions with potential developers, it became apparent that the original plans for the proposed Scapa Deep Water Quay would not be suitable for off-shore wind developments, resulting in changes to the layout and size of the proposed Scapa Deep Water Quay.

#### **2.3.**

That, although there are no changes to the layout or size of the proposed extension to Hatston Pier, as contained within the approved Orkney Harbours Masterplan Phase 1, the provision of an aquaculture and fish processing facility at Hatston is not included in plans for the extension of Hatston Pier at this time.

#### **2.4.**

That initial drawings have been produced in respect of a new fuel tank arrangement for carbon based fuels to be provided at Hatston in the future, which may result in the proposed extension to Scapa Pier no longer being required.

#### **2.5.**

That there is possible use of Hatston as an operational and maintenance base for offshore wind developers.

## **2.6.**

That further consideration will be required in respect of additional reclaimed land next to Copland's Dock, Stromness, for any further necessary use with regard to off-shore wind developers' operations and maintenance/storage area.

## **2.7.**

That, with remediation of land at Lyness now at the procurement/tender stage, use of Lyness for larger items and long term storage, with respect to off-shore wind developments, remains a possibility.

## **3. Background**

### **3.1.**

On 17 March 2020, the Harbour Authority Sub-committee recommended that the Orkney Harbours Masterplan Phase 1 be approved as a Strategic Plan. The Masterplan Phase 1 was subsequently approved by Council on 16 April 2020.

### **3.2.**

The base content of the Orkney Harbours Masterplan Phase 1 (OHMP1) is shown at Figure 1 of Appendix 1 to this report.

## **4. Progress Update**

### **4.1. Scapa Deep Water Quay**

With reference to Figure 2 of Appendix 1, in respect of the proposal for a new pier facility at Scapa Deep Water Quay in Scapa Flow, a number of works/studies have been undertaken.

#### **4.1.1.**

As part of ongoing feasibility works during summer/autumn 2020, various works were carried out, including:

- Sea-bed sub-bottom profile scans.
- Sea-bed archaeological side scan.
- Environmental specialist (land) walk over, including an initial otter survey.
- Trial pits (land) over the whole site (engineering consultant).
- Investigations into electrical power availability.
- Investigation into mains water availability.
- Land ownership in and around the proposed site.
- Diverting the main A961 road in order to gain a suitable access point to the proposed site.

#### **4.1.2.**

During summer/late autumn/early winter 2020, as a result of detailed conversations and meetings with developers proposing to submit applications for the ScotWind offshore leasing round being undertaken by Crown Estate Scotland, it became very apparent that the original plans for Scapa Deep Water Quay would not be suitable for offshore wind developers.

#### **4.1.3.**

After due consideration, in particular to the amount of land area and quay length being suggested by some of the developers, along with the results of initial studies as described in section 4.1.1 above, and on advice from the engineering consultants, the location of the proposed Scapa Deep Water Quay was moved south of Deepdale Burn. This would allow the original method of construction to be used, ie no major rethink on construction methods; the depth of water to be relevant to the use, ie not all of the proposed quay would be at -20m chart datum – the majority would be at -15m chart datum, yet keeping and using all the data collected thus far without having to redo any of the previous investigation or works.

#### **4.1.4.**

Consultation and regular meetings with the possible ScotWind developers have continued throughout this period, with at least 12 non-disclosure agreements/memorandums of understandings concluded between these possible developers and the Council. The information provided by the developers has been fed back into the design characteristics of Scapa Deep Water Quay, as shown in Figure 2 of Appendix 1 to this report.

#### **4.1.5.**

This now shows that the proposed Scapa Deep Water Quay development has 575 metres of quay length, an area of approximately 20 hectares and has the capability of accepting vessels and equipment needed for the construction and assembly of offshore wind devices whether they be jacket or semi-submersible type. Scapa Deep Water Quay will remain capable of being a multi-purpose berth as originally indicated in OHMP1.

#### **4.1.6.**

The relocated site for Scapa Deep Water Quay remains suitable for a Future Fuels Hub, in accordance with the Islands Deal Heads of Terms document recently signed by the Council, with real interest being shown by zero-carbon fuel suppliers for ship bunkering and general zero-carbon fuel supply.

### **4.2. Hatston**

With reference to Figure 3 of Appendix 1, in respect of the proposal for an extended pier and reclaimed area at Hatston, Kirkwall, it should be noted that there are no changes to the layout and size compared to that within the approved OHMP1.

#### **4.2.1.**

The information in Figure 3 of Appendix 1 shows that the detail and users referred to in the approved OHMP1 remain, with one exception. After initial discussions with one of the two aquaculture companies operating in Orkney, the amount of water depth, area of land and short distance from the quay edge may lead to there being problems with including this in the proposed works. With this in mind, at this time, the provision of an aquaculture and fish processing facility at Hatston has not been included in the plans for the extension and reclamation for Hatston. This does not mean that it has been completely removed from plans for this site, and if a way of including the industry's requirements can be found, they will be considered in the future.

#### **4.2.2.**

After detailed discussions with offshore wind developers, who are considering submitting details with regard to the ongoing ScotWind leasing round presently being undertaken by Crown Estate Scotland, it has become evident that the proposed works at Hatston would be very suitable as an Operations and Maintenance/ Headquarters base for operations in the north of Scotland. This is being considered in conjunction with land already within the Council's ownership.

### **4.3. Scapa, Stromness, Lyness and Kirkwall Piers**

With reference to Figure 4 of Appendix 1, in respect of the proposals regarding Scapa Pier, Stromness (including Copland's Dock), Lyness and Kirkwall, progress has been made on each, as detailed below.

#### **4.3.1. Scapa**

With the development at Scapa Deep Water Quay now including a new berth for the towage and pilotage services operated by the Harbour Authority, and after internal discussions, it is now considered that the proposed extension to Scapa Pier may no longer be required. Initial drawings have been produced with a new fuel tank arrangement for carbon based fuels to be provided at Hatston at some stage in the future. This would mean that any extension of Scapa Pier would not be required, with Hatston having sufficient quay length and water depth to cater for any larger coastal tankers expected in the future. This is not finalised at this point and will need further feasibility work to confirm. If this were to proceed in this revised form, the present Scapa Pier may have a further use as a base for marine tourism for Scapa Flow.

#### **4.3.2. Copland's Dock**

With further details known about the possible use of Hatston as an operational and maintenance base for offshore wind, this means that the proposals for additional reclaimed land next to Copland's Dock may need further consideration. The other proposals regarding a pontoon for small vessel use and an extension to the Stromness marina are still being considered. A meeting has been held with Orkney Marinas on this and progress is ongoing.

### **4.3.3. Lyness**

The use of Lyness as a storage area for larger items and for longer term use by the offshore industries has been discussed over the last year. With the Council approving funding in December 2020, remediation of land at this site is now at the procurement/tender stage, therefore on track to meet any requirements of these industries.

### **4.3.4. Kirkwall Pier**

Progress with the proposed works for Kirkwall pier has been slow, with little progress being made at this stage, due to the amount of other initial works required for the proposed Scapa Deep Water Quay and Hatston Pier Extension and Reclamation projects.

## **5. Links to Council Plan**

### **5.1.**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Council Plan strategic priority of Enterprising Communities.

### **5.2.**

The Orkney Harbours Masterplan Phase 1 relates directly to priority 4.4 – development of Scapa Flow and other Orkney Harbours for oil and gas activity and continue to diversify and grow all marine business activity, and to stimulate marine and non-marine employment.

## **6. Links to Local Outcomes Improvement Plan**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Local Outcomes Improvement Plan priority of A Vibrant Community.

## **7. Financial Implications**

There are no financial implications arising from the recommendations of this report.

## **8. Legal Aspects**

There are no legal implications arising from the recommendations of this report.

## **9. Contact Officers**

Gavin Barr, Executive Director Development and Infrastructure, email [gavin.barr@orkney.gov.uk](mailto:gavin.barr@orkney.gov.uk)

Jim Buck, Head of Marine Services and Transportation and Harbour Master, email [james.buck@orkney.gov.uk](mailto:james.buck@orkney.gov.uk)

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## **10. Appendix**

Appendix 1: Orkney Harbours Masterplan Phase 1 – Update.

Appendix 1:-

# Orkney Harbours Masterplan Phase 1



**Hatston Pier:** Deep water quay extension and reclamation



**Kirkwall Pier:** Quay extension, waterfront development and marina expansion



**Stromness & Copland's Dock:** Infill tenders, reclamation, cruise tender pontoon and marina expansion



**Scapa Deep Water Quay:** Deep Water Facility with 5+ hectares of laydown



**Scapa Pier:** Pier extension and dredging

Figure 1 – Harbours Masterplan Phase 1, April 2020



Figure 2 – Scapa Deep Water Quay, original in Harbours Masterplan Phase 1 (April 2020) to proposed in CPA1

## Scapa Deep Water Quay

- Nationally significant and strategic project – Major Hub for offshore wind
- 575m of quay with a water depth of -15m chart datum (CD)
- 110m x 75m quay extension with a water depth of -20m CD
- 125m Ancillary Lay-by Berth for OIC Tugs & Pilot Vessel Operations
- At least 12 hectares of laydown area behind the quay: up to 20 hectares if required
- Re-alignment of the existing road (A961) between Kirkwall and Holm





**Figure 4:**  
**Harbours Masterplan Phase 1 (April 2020): -**  
**Other Proposals Update**

**Scapa Pier: project may no longer be required**

**Stromness: identified as secondary O&M site (offshore wind)**

**Lyness: identified as potential storage site (offshore wind)**

**Kirkwall: project to follow others**