

Minute

Development and Infrastructure Committee

Tuesday, 1 April 2025, 09:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Kristopher D Leask, Mellissa-Louise Thomson, Graham A Bevan, Alexander G Cowie, P Lindsay Hall, Rachael A King, W Leslie Manson, Raymond S Peace, Gillian Skuse, Owen Tierney, Duncan A Tullock and Heather N Woodbridge.

Clerk

- Katy Russell-Duff, Committees Officer.

In Attendance

- Gavin Barr, Interim Head of Planning and Community Protection (for Items 1 to 4).
- James Buck, Head of Marine Services, Transportation and Harbour Master.
- Sweyn Johnston, Head of Enterprise and Economic Growth (for Items 3 and 4).
- Lorna Richardson, Head of Neighbourhood Services (for Items 1 and 2).
- Karen Bevilacqua, Service Manager (Legal Services).
- Laura Cromarty, Service Manager (Transportation) (for Items 1 to 6).
- Alan Dundas, Service Manager (Environmental Services) (for Items 1 and 2).
- Shonagh Merriman, Service Manager (Corporate Finance).
- Kenny Roy, Service Manager (Roads and Grounds) (for Item 1).
- Susan Shearer, Service Manager (Development and Marine Planning) (for Items 1 to 3).
- Craig Walker, Service Manager (HR Operations).
- Derek Manson, Team Manager (Development Planning) (for Items 1 to 3).
- Craig Gillon, Strategic Projects Manager (for Items 3 and 4).

In Attendance via remote link (Microsoft Teams)

- Gareth Waterson, Corporate Director for Enterprise and Sustainable Regeneration.

Declarations of Interest

No declarations of interest were intimated.

Chair

- Councillor Kristopher D Leask.

1. Electric Vehicle Charge Point Tariff Review

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, together with an Island Communities Impact Assessment, copies of which had been circulated, and after hearing a report from the Head of Neighbourhood Services, Councillor Kristopher D Leask, seconded by Councillor Alexander G Cowie, moved that the charging structure in respect of the Council's electric vehicle charging infrastructure, outlined in Option 2, be implemented with effect from 1 June 2025.

Councillor Gillian Skuse, seconded by Councillor Duncan A Tullock, moved an amendment that the electric vehicle charges be increased to the levels charged by Shetland Islands Council.

On a vote being taken 10 members voted for the amendment and 2 for the motion,

The result of a recorded vote was as follows:

For the Amendment:

Councillors Graham A Bevan, P Lindsay Hall, Rachael A King, W Leslie Manson, Raymond S Peace, Gillian Skuse, Mellissa-Louise Thomson, Owen Tierney, Duncan A Tullock and Heather N Woodbridge (10).

For the Motion:

Councillors Alexander G Cowie and Kristopher D Leask (2).

The Amendment was therefore carried and the Committee thereafter:

Resolved to **recommend to the Council** that the undernoted charging structure in respect of the Council's electric vehicle charging infrastructure be agreed and implemented with effect from 1 June 2025:

- Rapid Chargers:
 - 59p per kWh, minimum charge of £3.00, maximum stay 1 hour.
 - Overstay penalty – £1/minute.
- Fast and Slow:
 - 49p per kWh, minimum charge of £1.50, maximum stay 4 hours.
 - Overstay penalty between 08:00 and 18:00 – £5, with no overstay fee between the hours of 18:00 and 08:00.

2. Environmental Cleansing and Litter Bin Policy

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, together with an Equality Impact Assessment and an Island Communities Impact Assessment, copies of which had been circulated, and after hearing a report from the Head of Neighbourhood Services, the Committee:

Resolved to **recommend to the Council** that the Environmental Cleansing Policy, attached as Appendix 1 to this Minute, be approved.

3. Updated Delivery Plan for Orkney Local Development Plan 2017

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Team Manager (Development Planning), the Committee:

Resolved to **recommend to the Council** that the updated Delivery Programme, attached as Appendix 2 to this Minute, be approved.

4. Community Benefits from Net Zero Energy Developments

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Enterprise and Economic Growth, the Committee:

Resolved to **recommend to the Council**:

4.1. That the draft response to the consultation on Community Benefits from Net Zero Energy Developments, attached as Appendix 3 to this Minute, be approved.

4.2. That the Corporate Director for Enterprise and Sustainable Regeneration be authorised to submit the response in relation to the consultation on Community Benefits from Net Zero Energy Developments to the Scottish Government, on behalf of the Council, by the deadline of 11 April 2025.

The Committee noted:

4.3. That, due to the timescale constraints involved, the Chief Executive would be requested to exercise emergency powers to authorise submission of the response, referred to at paragraph 4.2 above, prior to approval by the Council.

5. Inter-Island Ferry Services – Proposed Winter 2025/26 Timetables

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Transportation), the Committee:

Resolved, in terms of delegated powers, that, subject to an adequate service revenue budget for 2025/26 being established, the timetables in respect of inter-island ferry services, to be operated by Orkney Ferries Limited during winter 2025/26, attached as Appendix 4 to this Minute, be approved.

6. Inter-Island Air Services – Proposed Winter 2025/26 Timetables

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Transportation), the Committee:

Resolved, in terms of delegated powers:

6.1. That, subject to an adequate service revenue budget for 2025/26 being established, the timetable in respect of the inter-island air services to be operated during winter 2025/26, attached as Appendix 5 to this Minute, be approved.

The Committee noted:

6.2. That, should an enhanced inter-island air service be taken forward during the contract period, the Corporate Director for Enterprise and Sustainable Regeneration would submit an amended timetable for consideration by the Development and Infrastructure Committee.

7. Harbour Authority Sub-committee

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 18 March 2025, copies of which had been circulated, the Committee:

Resolved:

7.1. On the motion of Councillor Kristopher D Leask, seconded by Councillor Mellissa-Louise Thomson, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 18 March 2025 as a true record.

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

7.2. That the recommendations at paragraphs 1.4, 3.2 and 4 of the Minute of the Meeting of the Harbour Authority Sub-committee held on 18 March 2025, attached as Appendix 6 to this Minute, be approved.

8. Conclusion of Meeting

At 11:17 the Chair declared the meeting concluded.

Signed: Kristopher D Leask.



Environmental Cleansing and Litter Bin Policy

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Document Control and Council Approval

Version Number / Date	
Next Update Due	

1. Introduction

Orkney Islands Council (the Council) is committed to maintaining a clean, healthy, and sustainable environment for all residents and visitors. This Policy outlines our approach to environmental cleansing and litter management, ensuring that Orkney remains an attractive and thriving community.

2. Policy Objectives

The primary objectives of this Policy are to:

- Promote cleanliness in public spaces, including streets, parks and communal areas.
- Protect and enhance the natural environment, minimising pollution and the impact of waste.
- Foster community involvement in maintaining a clean and healthy environment.
- Comply with all relevant environmental legislation and regulations.

3. Scope

This Policy applies to all areas within the jurisdiction of the Council which are maintained by Environmental Services, generally streets, pathways and some public areas.

Environmental Services will:

- Implement and oversee the Environmental Cleansing and Litter Bin Policy.
- Provide and maintain adequate facilities, including litter bins and recycling centres.
- Conduct regular cleaning and maintenance of public spaces. (Note this does not include private land)
- Engage with residents, businesses and visitors to promote environmental responsibility.

4. Litter Prevention and Control

The Council will install and maintain adequate litter bins in public spaces, in accordance with the requirements set out in this Policy document. The primary objective of this Policy is to:

- a. Maximise the efficiency of current litter and dog waste bins provision.
- b. Encourage responsible waste disposal.
- c. Minimise littering and its associated environmental impacts.

The Policy outlines criteria for selecting and reviewing the locations and types of litter and dog waste bins provided and maintained by the Council.

Litter bin collection frequencies are outlined in Appendix 1.

4.1. Requests for New Bins

The capacity of the Council to provide litter and dog waste bins is limited. It is likely that the demand for litter bins will exceed the existing capacity to provide the service, especially during the busy summer season.

Installation and servicing of new litter and dog waste bins has an on-going impact on staff and financial resources. Each request for a new litter or dog waste bin must be carefully considered. Where financial or human resources do not allow for provision of a new bin, the Council will consider relocating one of the existing bins that is under used.

Litter and dog waste bins will only be provided at new locations when it can be demonstrated that cleaning requirements in public areas may be subsequently reduced, and it does not impede other operational commitments.

Litter and dog waste bins will only be provided on land that the Council has responsibility for. Third parties must not install bins on Council land without Council permission.

The Council will consider requests for a new or replacement bin on land belonging to a third party, or for the use of a third party. However, the third party will bear the cost of the bin, its installation and emptying of the bin on an agreed schedule. For seasonal service, a pro rata rate will be established.

Requests for a new litter or dog waste bin must be submitted online through the Council website.

A Council Officer will evaluate any request for a new litter or dog waste bin. The originator of the request shall receive a response to the request within 21 days. Where a request for a new bin has been successful, a new bin will be installed as soon as is reasonably practicable, bearing in mind operational and resource constraints.

The distance from a new or replacement litter bin to a place where a collection vehicle can safely stop should be kept to a minimum.

Any request for a new litter or dog waste bin will be assessed against the following criteria:

- a. Estimated litter volume.
- b. Foot traffic in the vicinity.
- c. Location.
- d. Capacity of the existing bin provision in the surrounding area.
- e. Orkney Islands Council resource availability.

4.2. Placement of Litter Bins

Litter bins should be placed only in high-traffic areas such as:

- a. Public parks and green spaces.
- b. Near takeaways and convenience stores.
- c. Transportation hubs.
- d. Other high-traffic areas as deemed appropriate by a Council Officer.

Efforts will be made to ensure consistency in bin types and design within the boundaries of the Council. The type of litter bin provided will be decided by a Council Officer and will depend on:

- a. Anticipated waste volumes.
- b. Available stock of litter bins.
- c. Location.
- d. Anticipated footfall.
- e. Operational efficiencies.

Litter bins will not be provided in new residential estates.

Consideration shall be given to the accessibility and visibility of litter bins to encourage their proper use.

Bins must be able to be safely and easily emptied from the public road. Access to the bins must not present any hazard for collection crews (such as rough surfaces, steps or inadequate lighting).

The placement of litter bins shall comply with relevant health and safety regulations to ensure the safety of users and maintenance personnel.

4.3. Dog Waste Bins

All litter bins are 'dual purpose' meaning they accept both litter and dog waste. Dog waste bins are for dog waste only.

Dual purpose bins are preferred to dog waste bins however, it is recognised that dog waste bins are sometimes more appropriate.

The Council policy is to avoid the use of dog waste bins in general and to replace existing ones with litter bins wherever possible.

4.4. Maintenance of Litter and Dog Waste Bins

Litter and dog waste bins will be emptied regularly, with a target of at least once a week. The frequency of emptying will be subject to requirements and resource availability. Appendix 1 outlines the current collection frequency.

The exception to this is Shapinsay where bins are emptied once per fortnight. This is due to Shapinsay being on an alternate weekly collection with recycling collected one week and general waste on the second week. No issues have been raised as result of this service in Shapinsay. The Service keeps this under regular review and should any issue arise, action can be taken to mitigate.

The Council will maintain litter and dog waste bins provided by them. Bins will be repaired or replaced when necessary to ensure they remain in good condition and continue to serve their purpose effectively.

Any damage or malfunction of litter bins shall be promptly reported to the relevant authorities for repair or replacement.

Bins which have been funded by a third party such as a Community Council, Schools, Community Group etc, remain the responsibility of, and will be maintained, repaired or replaced by the third party.

Where individual bins are repeatedly vandalised, the Council may move the bin to a nearby location or remove the bin entirely.

The Council will monitor the usage of litter bins and adjust their placement and maintenance schedule as needed. The Council may remove or relocate bins without public consultation.

The Council will continue to communicate with the public through social media campaigns about the proper use of litter bins to encourage responsible waste disposal habits.

4.5. Private Litter Bins

Some private businesses provide their own litter bins for use by their customers and passing members of the public. Private bins should be maintained and emptied by the business and will not be serviced by the Council. Waste collected from these bins should be added to the businesses' regular trade waste.

Private litter bins should be placed so as not to obstruct pavements or footpaths.

5. Street Cleansing

We are committed to providing a high quality and efficient service so that Orkney remains an attractive place to live, work and visit.

We know that standards of street cleansing and quality of the local environment are key indicators that inform our communities on how well we carry out our statutory functions.

The Environmental Protection Act 1990 (the Act) imposes a duty on local authorities and certain other landowners and occupiers (the duty bodies) to keep specified land clear of litter and refuse so far as is practicable. The Act also places a duty on local authorities or Scottish Ministers to keep public roads clean so far as is practicable.

The Scottish Government Code of Practice on Litter and Refuse (CoPLAR) defines standards of cleanliness which are achievable in different locations and under differing circumstances. It is concerned with how clean land is, rather than how often it is swept. The Code of Practice does not, therefore suggest cleaning frequencies. Rather it sets out how quickly different types of land should be returned to a set cleanliness standard.

To reflect the CoPLAR requirements, Orkney has been divided into various mechanical sweeping areas for scheduling purposes. The aim of the sweeping programme is to sweep at a frequency when needed.

The core works undertaken by the Environmental Cleansing service are:

- Manual litter picking and sweeping in towns and villages on a needs basis.
- Weed removal.
- Syringe and sharps removal.
- Removing fly-tipped waste.
- Removal of dead animals from publicly maintainable land.

Please note the service applies to land controlled by the Council. It does not cover private land, or land occupied by bodies other than the Council.

Appendix 2 details the frequencies of cleansing activities and response times to reported incidents.

The service frequencies provide an operational cycle that ensures the general coverage of the authority area required to maintain cleanliness standards. However, the Service retains the operational capacity to react to ad hoc events that require a more speedy response, to improve the standard of cleanliness of an area within the maximum timelines detailed in the Code of Practice. The balance of routine and ad hoc works is influenced by many factors and can result in the need to reprioritise routine works on a needs basis, but in general terms include reaction to issues such as:

- Sharps and needle removal.
- Dead animals.
- Fly tipping.
- Winter emergencies.

6. Community Engagement

6.1. Education and Awareness

The Council will issue waste awareness information via social media channels and on the Council website to inform the public about waste management practices, the importance of recycling, and the impact of litter on the environment.

6.2. Volunteer Programmes

Where practicable, the Council will support and encourage community-led clean-up initiatives, such as beach clean-ups and litter-picking events.

Environmental Services has further guidance available and would encourage groups considering a community clean up event, to contact the Environmental Services in advance. We can be contacted by calling 01856 871080 or email nsi@orkney.gov.uk.

7. Appendices

Appendix 1 – Litter Bin collection frequencies

Appendix 2 – Street cleansing requirements and frequencies

Appendix 1 – Litter Bin Collection Frequencies

As of December 2024, Environmental Services currently maintain over 270 litter and dog waste bins across Orkney. These bins are emptied on schedules which are dependent upon their location and use.

As a minimum, bins are emptied weekly, with the exception of Shapinsay. Some bins, particularly those in urban, heavily used areas, are emptied up to six times per week.

Shapinsay bins are emptied fortnightly due to the alternate weekly collection service schedule. No issues have arisen since the change of service was introduced in Shapinsay. The bins are monitored each visit and extra provision can be considered should the need arise.

Table 1 below summarises the schedule as of December 2024. This shows the number of bins which are emptied to a particular frequency. These bins will be in a variety of locations across Orkney. However, it can be seen that of the 279 litter bins in use across Orkney, 35 are emptied on six days of the week and around a third are emptied on at least five days out of seven.

Table 1: Litter bin emptying frequencies and numbers

Frequency of bin emptying	No. Litter bins emptied to this frequency	No. dog waste bins emptied to this frequency
6 times per week	35	0
5 times per week	53	4
3 times per week	35	7
2 times per week	99	26
Once per week	57	0

Please note these are bins that are serviced by Environmental Services only. These would not include litter bins provided by other Council services, which are serviced by themselves. Also, many businesses provide public litter bins outside their premises for their customers' convenience. These are serviced by that business and are not part of the total above.

Appendix 2 – Street Cleansing Requirements and Frequencies

December 2024.

For the requirement of street cleansing Orkney has been divided into three zones which are based on location and land use. Zones with the heaviest footfall are more likely to have litter problems and therefore require the most attention. Zones within Orkney have been defined as follows:

Zone 1: Kirkwall town centre.

Zone 2: Rest of Kirkwall, Stromness and larger villages.

Zone 3: Small villages and Rural areas. All Orkney outer isles.

Cleanliness Standards

The standard of street cleanliness is assessed in terms of ‘litter’ and measured using the six grades as A, B, C, D, E and F. These grades are defined as follows

A: No litter or debris.

B: Small amounts of litter and debris.

C: Moderate amounts of litter and debris.

D: Significant amounts of litter and debris.

E: Substantial amounts of litter and debris.

F: Incidents of fly tipping and hazardous waste (drug related waste, broken glass, animal carcasses, chemicals, and spillages of hazardous material).

Grade F is a special category reserved for wastes that are potentially hazardous such as syringe needles. As such, Environmental Services will endeavour to respond to cleaning areas with potentially hazardous debris at the earliest possible opportunity.

Either through Environmental Services own surveillance, or from reports from other Council departments or the general public, the Service will respond to reports in the timescales laid out in Table 1. There will be occasions when these timescales are not delivered. These reasons could include, staff are deployed on other priority works, the area where cleansing is required is inaccessible or requires special measures to gain access. Please note the service applies to land controlled by the Council. It does not cover private land, or land occupied by bodies other than the Council.

Table 1.

Zone Grade.	Litter Grade Area.	Time taken to respond.					
		A.	B.	C.	D.	E.	F.
1.	Kirkwall town centre.	N/A.	4 days.	2 days	1 day	1 day	Earliest opportunity.
2.	Rest of Kirkwall, Stromness, Larger Villages.	N/A.	13 days.	5 days.	4 days.	3 days.	Earliest opportunity.
3.	Small Villages, Rural Areas and Outer Isles.	N/A.	22 days.	8 days.	6 days.	5 days.	Earliest opportunity.

Environmental Services also carry out routine cleansing as detailed in Table 2 below.

Table 2.

	Zone/Category.	Zone summary/ Remarks.	Litter picking.	Sweeper (Compact).
1.	Kirkwall town centre.	Areas of high footfall in Kirkwall town centre.	Monday to Friday throughout the year. Saturday and Sunday during summer months and higher footfall.	Weekly.
2.	Rest of Kirkwall, Stromness, Larger Villages.	Larger villages are Dounby, Finstown, St Mary's, Burray village and St Margaret's Hope.	N/A Surveillance of these areas is undertaken by Environmental Services staff on a weekly basis as they carry out litter bin servicing. Any cleansing issues observed will be responded to by them. For larger incidents a team would be deployed to clean up the affected area.	Annual.

	Zone/Category.	Zone summary/ Remarks.	Litter picking.	Sweeper (Compact).
3.	Small Villages, Rural Areas and Outer Isles.	The service applied to these areas will be dependent on operational knowledge specific to the area concerned.	N/A.	N/A.

Areas of Known Accumulation of Debris.

Some areas are well known to become slippery underfoot due to accumulations of algae, bird excrement or leaf litter. For example, narrow lanes are prone to accumulations of algae due to persistent damp conditions.

These areas are visited as a minimum fortnightly to assess their condition. Cleansing will take place on these visits as required.

However, conditions on routes can change quickly and the public are encouraged to report concerns over slippery surfaces through the Council's Customer Services at [Report It](#)

Orkney Islands Council Local Development Plan Delivery Programme March 2025

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Appendix 2



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Introduction

Orkney Islands Council's statutory Local Development Plan when adopted in 2017 was accompanied by a Delivery Programme to support the delivery of the Local Development Plan. This Delivery Programme will replace the Delivery Programme adopted in 2017.

Background

In response to the letter received from the Chief Planner there has been a review undertaken of information contained in the existing Housing Land Audit, Strategic Housing Investment Plan and previous information from stakeholders and landowners to prepare an updated Delivery Plan for the existing Orkney Local Development Plan. This includes considering the information needed to show a Deliverable Housing Land Pipeline.

What is a Delivery Programme?

The purpose of the Delivery Programme is to support the delivery of the Orkney Islands Council Local Development Plan 2017 (OLDP) by setting out the actions and partnerships that are necessary to implement the Plan. In accordance with legislative requirements, the Delivery Programme, as a minimum, must set out:

- a list of actions required to deliver policies and proposals contained in the OLDP;
- an explanation as to how those actions are to be undertaken;
- the timescale for the conclusion of each action; and
- the expected sequencing of, and timescales for, delivery of housing on sites allocated by the LDP (a 'housing delivery pipeline').

The Orkney Islands Council Delivery Programme

The Delivery Programme, set out at in Schedule 1 and 2, outlines the actions required to support future development across Orkney. The Delivery Programme is structured according to the different allocations in settlements and highlights where there is relevant infrastructure considerations needed to progress delivery. It also sets out actions needed to help deliver the policies contained in the Local Development Plan. With work underway on developing a new Local Development Plan many of the actions will form part of the review of the new Local Development Plan and sites will also be reviewed as part of the preparation of the new Local Development Plan.

It should be noted that many of the sites which are allocated for development within the Local Development Plan are within private ownership therefore the timing at which sites come forward is largely outwith the control of Planning Authority. However, the Delivery Programme can be a way to facilitate development.

On viewing the remaining allocated sites within the Local Development Plan there are still many allocated sites that are available for development. These are of various sizes and locations across the different settlements of Orkney.

The Housing Land Audit has consistently demonstrated that significant numbers of new houses are delivered in Orkney through windfall development. Windfall development means planning permission has been granted on sites not specifically allocated for development in the Local Development Plan so would apply to conversions of existing buildings, small-scale infill developments within settlements or as housing developments in the countryside. With the ad hoc nature of windfall development, it isn't specifically covered in the Delivery Programme.

This Delivery Programme sets out a Delivery Pipeline with the expected timescales for delivery of housing on sites allocated by the OLDP categorised into short term: years 1-3, medium term: years 4-6 and long term: years 7-10.

The Delivery Programme will be a useful tool to help stimulate development within the allocated sites, highlighting where there is still capacity for development in the current Local Development Plan allocations. It will also assist in developing suitable approaches to development where closer work is needed with infrastructure providers and landowners and provide a resource to show where updates or further research is required to support policies for the next Local Development Plan.

Schedule 1 - Delivery Programme: Proposals



KIRKWALL PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Kirkwall	K-1	Housing	Private	Development Brief required	Long Term	No progress	-	-
Kirkwall	K-2	Housing	Private	Development Brief required	Long Term	No progress	-	-
Kirkwall	K-3	Housing	Mixed	Development Brief required, SWMP outcomes needed	Long Term	Partially developed	Part of site built out, application on private area of land submitted	OIC owned land - no progress, Private Land - submission for housing received.

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Kirkwall	K-5	Housing	Mixed	-	Short Term	Partially developed	Phases on site with final stages approved	-
Kirkwall	K-6	Housing	Public	Updated Development Brief required	Medium Term	Partially developed	Care Home on site, Housing Application approved	Application approved for Care Home (21/069/PP) and Housing (19/014/PPMAJ). Care Home development on site.
Kirkwall	K-7	Housing	Private	Development Brief required	Medium Term	No progress	-	-
Kirkwall	K-8	Housing	Private	New Development Brief required, Scottish Water upgrades, Archaeology investigations	Long Term	No progress	-	Area within Highland Park Catchment
Kirkwall	K-9	Housing	Mixed	Scottish Water upgrades and Drainage	Medium Term	Application Stage	-	Area within Highland Park Catchment
Kirkwall	K-10	Housing	Private	Review of HSE offset, Infrastructure issues	Long Term	Site on the market	-	Area within Highland Park Catchment
Kirkwall	K-11	Housing	Private		Long Term	No Progress	-	Area within Highland Park Catchment
Kirkwall	K-12	Housing	Private		Long Term	No Progress		
Kirkwall	K-13	Housing	Private		Long Term	No Progress		
Kirkwall	K-14	Housing	Public	Development Brief required, SWMP outcomes needed	Long Term	No Progress	-	-

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Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Kirkwall	K-15	Housing	Public	Development Brief required, Infrastructure queries and access	Long Term	No progress	-	The existing Waterfield Development Brief does not cover all of the allocation and will therefore have to be reviewed.
Kirkwall	K-16	Housing	Public	Developed	-	Completed	-	-
Kirkwall	K-18	Business & Industrial	Public	-	-	No progress	-	-
Kirkwall	K-19	Business & Industrial	Public	-	-	No progress	-	-
Kirkwall	K-20	Business & Industrial	Private	-	Medium Term	No progress	-	-
Kirkwall	K-21	Business & Industrial	Private	Joint Development Brief with K-1 & K-2. Review of land use as part of next LDP	Long Term	No progress	-	Submitted within call for sites as potential Housing land.
Kirkwall	K-22	Re-developm ent	Public	Development Brief is required, Land contamination/mitigation surveys required, Heritage/building surveys required	Long Term	No Progress	-	Site is still within ownership of NHS

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Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Kirkwall	K-23	Mixed Use	Public	Mixed use element of proposals requires funding. SEPA situation regarding coastal flooding requires resolution for housing development.	Medium Term	Early concept	-	HOUSING - There is a coastal, fluvial and pluvial high risk flood risk on this site. Coastal flood risk issues with SEPA need to be resolved. Museums and stores exploring development opportunity for archive facility within part of the site, with later removal of former bowling alley building.
Kirkwall	K-24	Mixed Use	Private	Flood Risk Management Required	Long Term	No progress	-	HOUSING - There is a coastal, fluvial and pluvial high risk flood risk on this site. Coastal flood risk issues with SEPA need to be resolved.
Kirkwall	K-25	Mixed Use	Private	Joint Development Brief/Masterplan required with K-26 & K-27. Phase 1 Archaeological study undertaken. Stage 1 Mitigation Survey undertaken	Long Term	Temporary Application for Retail/Leisure use	Temporary application is being developed out on site.	Permission given for temporary use for retail, leisure, open space and night club use. Application to make permanent would be required. SEPA coastal flooding issues across whole of site for sensitive uses.

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Kirkwall	K-26	Mixed Use	Private	Joint Development Brief/Masterplan required with K-26 & K-27. Phase 1 Archaeological study undertaken. Stage 1 Mitigation Survey undertaken	Long Term	No progress	-	Recently sold. SEPA coastal flooding issues across whole of site for sensitive uses.
Kirkwall	K-27	Mixed Use	Private	Joint Development Brief/Masterplan required with K-26 & K-27. Phase 1 Archaeological study undertaken. Stage 1 Mitigation Survey undertaken	Long Term	No progress	-	Site still occupied by current users
Kirkwall	K-28	Re-developme nt Site	Public	Updated masterplan/development brief needed. Understanding of Education Service need for space/services. Program and plan for special school funding and land requirements	Long Term	Early discussions	-	Potential issues with contamination within existing buildings. Funding requirements unclear
Kirkwall	K-29	Re-developme nt	Public	Listed Building/structures on site - requirement for investigation. Updated masterplan/development brief required	Long Term	No progress	-	Listed Building/structures. Would require specialist designers and potential external funding for delivery.
Kirkwall	K-30	Business & Industrial/E ducational	Public	Updated development Brief required. Understanding of UHI expansions requirements needed.	Long Term	Partial development	Developmen t of nursery consented on part of site	Review of land use as part of next LDP

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STROMNESS PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Stromness	STR- 1	Housing	Private		Long Term	No progress		
Stromness	STR- 2	Housing	Public	Access issues, requires full assessment and exploration of access	Long Term	Early discussions		

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Stromness	STR- 3	Housing	Private	Culverted watercourse on site - drainage and flooding assessment required), Development Brief required for the site, Foul drainage capacity requires exploration	Long Term	Early discussions		
Stromness	STR-4	Housing	Private	-	Long Term	No progress		
Stromness	STR-5	Housing	Private	-	Short Term	Consented	Application in for amendment to house location based on conditions	Application approved (22/382/PP)
Stromness	STR-6	Housing	Private	-	-	Completed	-	
Stromness	STR-7	Housing	Private	-	Medium Term	No progress	-	
Stromness	STR-8	Housing	Public	-	Medium Term	Partially developed	Care Home completed	Care Home completed, rest of land undeveloped
Stromness	STR-9	Housing	Private	Development Brief requires update, inc. constraints impact	Long Term	No progress	-	Application submitted on part of allocation (23/189/PP) - Refused
Stromness	STR-10	Housing	Private	-	-	Completed	-	
Stromness	STR-11	Housing	Private		Long Term	No progress		

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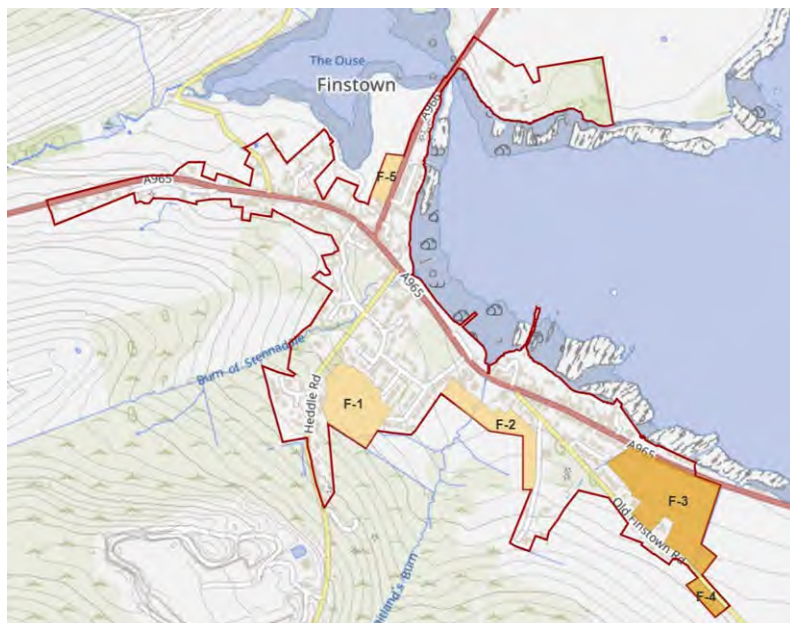
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Stromness	STR-12	Housing	Public		Long Term	No progress		
Stromness	STR-13	Housing	Private		Long Term	No progress		
Stromness	STR-14	Housing	Private	South End Dev Brief adopted.	Medium Term	No progress	Landowners issued with dev brief	
Stromness	STR-15	Housing	Private	South End Dev Brief adopted.	Medium Term	No progress	Landowners issued with dev brief	
Stromness	STR-16	Housing	Private	South End Dev Brief adopted. Infrastructure surveys inc. drainage, foul water and access required. Geological survey needed	Long Term	No progress	Landowners issued with dev brief	Multiple Private owners. Integration into existing sewage network would be required. Access and road/path improvements required. Geological investigations needed
Stromness	STR-17	Housing	Mixed	South End Dev Brief adopted. Infrastructure surveys inc. drainage, foul water and access required. Geological survey needed	Long Term	No progress	Landowners issued with dev brief	Site contains large area of marshland. Part Private, part OHAL ownership. Integration into existing sewage network would be required. Cross site pedestrian connections also required

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Stromness	STR-18	Housing	Private	South End Dev Brief adopted. Infrastructure surveys inc. drainage, foul water and access required. Geological survey needed	Long Term	No progress	Landowners issued with dev brief	Steeply sloping areas of the site which are unsuitable for development. Access and internal connections need consideration. Green/Blue corridor along May Burn within site
Stromness	STR-20	Business & Industrial	Mixed	No Action Required				
Stromness	STR-21	Business & Industrial	Public	No Action Required				
Stromness	STR-22	Business & Industrial	Public	No Action Required				
Stromness	STR-23	Re-development	Private	No Action Required		partially developed		Co-op redeveloped on northern end.
Stromness	STR-24	Re-development	Private	No Action Required		early discussions		
Stromness	STR-25	Re-development	Private	No Action Required		Early concept		
Stromness	STR-26	Re-development	Private	Development Brief Required, Retention of historic building/structures required				



DOUNBY PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Dounby	DY-1	Housing	Private		Short Term	Partially developed		Partially developed, 1/2 plots remaining
Dounby	DY-3	Housing	Private		Short Term	Application Stages		Application submitted (23/383/PP) No decision

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Dounby	DY-4	Housing	Private	Water Main crossing site - investigation required, Development Brief required	Medium Term	No Progress		
Dounby	DY-5	Housing	Private	Access requires exploration, foul and drainage studies required.	Long Term	No Progress		
Dounby	DY-6	Housing	Private	Requested removal from next Plan	N/A	No Progress		
Dounby	DY-7	Housing	Private	Requested removal from next Plan	N/A	No Progress		



FINSTOWN PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Finstown	F-1	Housing	Mixed	Development Brief required, within HSE zone for the quarry, topography and level require investigation for good design and drainage requirements. Burn within top of site boundary	Medium Term	No progress	-	

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Finstown	F-2	Housing	Private	Development Brief required, Burn crossing site, drainage/flooding investigation required,	Medium Term	No Progress	-	
Finstown	F-3	Housing	Private	Development Brief required, Heritage and setting impact on Cuween Hill need to be considered, Watercourse within the site boundary - flooding and drainage study required and potential de-culverting works needed.	Long Term	No Progress	-	
Finstown	F-4	Housing	Private	Setting of Cuween Hill needs to be considered.	Long Term	No Progress	-	
Finstown	F-5	Housing	Private	Adjacent to Scheduled Monument, Impact of development on archaeology and heritage requires investigation, Water main within site boundary, Coastal flooding within site - flood assessment required	Long Term	No Progress	-	



ST MARGARET'S HOPE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
St Margaret's Hope	SMH-1	Housing	Private	Partially developed out	Long Term	Partially developed	-	One plot built out. One plot remaining
St Margaret's Hope	SMH- 2	Housing	Public		Long Term	No Progress	-	
St Margaret's Hope	SMH-3	Housing	Public		Short Term	Early discussions	-	Hope Co-housing project
St Margaret's Hope	SMH-4	Housing	Public		Long Term	No Progress	-	
St Margaret's Hope	SMH-5	Housing	Private	Flooding and Drainage assessment required, Access and Transport access required.	Long Term	Pre-app	-	



STENNESS PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Stenness	STE-1	Housing	Private	Flood and drainage assessment required due to surface water and flooding issues	Long Term	No progress	-	
Stenness	STE-2	Housing	Private	-	Long Term	No progress	-	



TOAB PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Toab	TB-1	Housing	Private	-		Application Granted	-	Application (24/008/PP) granted for 10 homes
Toab	TB-2	Housing	Private	-		Application Granted	-	Application (19/367/PP) granted for 16 homes
Toab	TB-3	Housing	Private	Flood Risk Assessment Required due to Coastal flooding location	Medium Term	Partially developed	-	
Toab	TB-4	Housing	Public	Flood Risk Assessment Required due to Coastal flooding location	Medium Term	No progress	-	
Toab	TB-5	Housing	Private	Drainage and foul water treatment capacity required assessment.	Long Term	No progress	-	



BURRAY VILLAGE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Burray Village	BV-1	Housing	Private	-	-	Completed	-	
Burray Village	BV-2	Housing	Public	Pedestrian access required to neighbouring housing to create off-road link	Long Term	No progress	-	
Burray Village	BV-3	Housing	Public	Pedestrian access required from school to housing to create off-road link	Long Term	No progress	-	

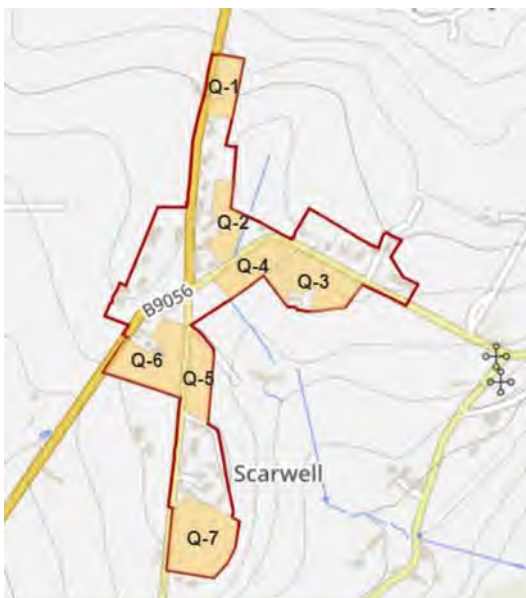
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Burray Village	BV-4	Housing	Private	Development brief required with BV-5. Drainage assessment required and consideration for neighbouring allocations and future infrastructure.	Long Term	No progress	-	
Burray Village	BV-5	Housing	Private	Development brief required with BV-4. Drainage assessment required and consideration for neighbouring allocations and future infrastructure. Watercourse on-site (culverted) capacity and flood assessment required to inform design and infrastructure	Long Term	No progress	-	
Burray Village	BV-6	Housing	Private	-	Short Term	On-site	-	Application 21/269/AMC granted



EVIE VILLAGE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Evie Village	EV-1	Housing	Private	-	-	Completed	-	-
Evie Village	EV-2	Housing	Private	Canalised burn within boundary, drainage and offset requirements needed to be explored	Medium Term	No progress		
Evie Village	EV-3	Housing	Private	Water Main within boundary.	Short Term	Application approved		Application 21/029/PP granted
Evie Village	EV-3	Housing	Private	Future connections to long term allocation required to be provided	Long Term	No progress		
Evie Village	EV-5	Housing	Private		Long Term	No progress		



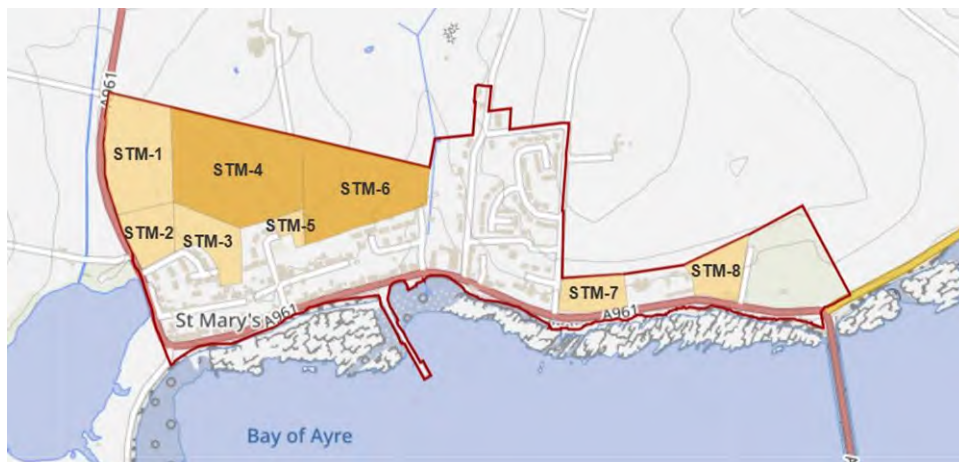
ORPHIR VILLAGE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Orphir	OR-1	Housing	Private			Completed		
Orphir	OR-2	Housing	Private	Foul drainage capacity and connection options require assessment	Medium Term	Partial	Permission granted to one plot at front of site	Site in multiple ownership, part of the site granted planning permission 24/068/PP for one dwelling, access to rest of site still possible
Orphir	OR-3	Housing	Private	Utilities on-site, assessment required and permissions to move would be required	Long Term	No Progress		
Orphir	OR-4	Housing	Private			Completed		
Orphir	OR-5	Housing	Private	Drainage and flood risk assessment required on the site due to watercourse and well within boundary. Biodiversity value of parts of the site require assessment	Long Term	No Progress		
Orphir	OR-6	Housing	Private	Access to the site might require road/junction improvements	Long Term	No Progress		



QUOYLOO PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Quoyloo	Q-1	Housing	Private	Foul drainage capacity and connection options require assessment	Medium Term	No Progress		
Quoyloo	Q-2	Housing	Private	Foul drainage capacity and connection options require assessment, including assessment of culverted drain within site	Long Term	No Progress		
Quoyloo	Q-3	Housing	Private	Foul drainage capacity and connection options require assessment	Long Term	No Progress	-	

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Quoyloo	Q-4	Housing	Private	Foul drainage capacity and connection options require assessment	Long Term	No Progress	-	
Quoyloo	Q-5	Housing	Private	Foul drainage capacity and connection options require assessment	Long Term	No Progress	-	
Quoyloo	Q-6	Housing	Private	Foul drainage capacity and connection options require assessment	Medium Term	Partial	Application granted on part of site	Application 24/108/PP granted permission for 2 homes, western and northern part of the site undeveloped.
Quoyloo	Q-7	Housing	Private	Foul drainage capacity and connection options require assessment	Long Term	No Progress	-	

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ST MARY'S PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
St Mary's	STM-1	Housing	Private	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5) , Drainage and flooding assessment required for whole site (potentially covering STM1-3), consideration of scheduled ancient monument to the west of the site, Access and Transport Assessment required due to scale of site. Pedestrian and vehicle connectivity between neighbouring allocations would be required	Long Term	No Progress		

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
St Mary's	STM-2	Housing	Private	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5), Drainage and flooding assessment required for whole site (potentially covering STM1-3), Access and Transport Assessment required due to scale of site. Pedestrian and vehicle connectivity between neighbouring allocations would be required	Long Term	No Progress		
St Mary's	STM-3	Housing	Private	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5) , Drainage and flooding assessment required for whole site (potentially covering STM1-3), Access and Transport Assessment required due to scale of site. Pedestrian and vehicle connectivity between neighbouring allocations would be required	Long Term	No Progress		
St Mary's	STM-4	Housing	Private	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5) , Drainage and flooding assessment required for whole site (potentially covering STM1-3), Access and Transport Assessment required due to scale of site. Pedestrian and vehicle connectivity between neighbouring allocations would be required	Long Term	No Progress	-	

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
St Mary's	STM-5	Housing	Public	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5)	Long Term	No Progress	-	
St Mary's	STM-6	Housing	Public	Development Brief/masterplan required for STM-1, STM-2 and STM-3, STM-4 & STM-6 (potentially inc. STM-5)	Long Term	No Progress	-	
St Mary's	STM-7	Housing	Private	Road and path improvements would be required to connect the site to the village	Long Term	No Progress	-	
St Mary's	STM-8	Housing	Private	Road and path improvements would be required to connect the site to the village	Long Term	No Progress	-	



THE PALACE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
The Palace	P-1	Housing	Private	Access from public road would require upgrade and improvements. Long-term issues surrounding coastal erosion and promoting land that requires access from at-risk roads/road sections. High potential for archaeological interest in the area, assessment required.	Long Term	No Progress	-	Landscape and heritage sensitivities within the area due to numerous Scheduled Ancient Monuments, and historic/listed buildings. Consideration of appropriate of scale, massing, design and siting would be required for any development.

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
The Palace	P-2	Housing	Private	Fluvial and Surface Water Flooding to part of the site. Full drainage and flooding assessment required to consider appropriate areas for development. Highly constrained road network through village, road widening not feasible in places due to Heritage features and existing buildings. Review of appropriateness to promote land with highly constrained access should be continued as part of next LDP. High potential for archaeological interest in the area, assessment required.	Long Term	No Progress	-	Landscape and heritage sensitivities within the area due to numerous Scheduled Ancient Monuments, landscape features and historic/listed buildings. Consideration of appropriate of development scale, massing, design and siting would be required for any development.
The Palace	P-3	Housing	Private	Highly constrained road network through the village, widening not feasible in places due to Heritage features and existing buildings. Review of appropriateness to promote land with constrained access should be continued as part of next LDP. High potential for archaeological interest in the area, assessment required.	Long Term	No Progress	-	Landscape and heritage sensitivities due to Scheduled Ancient Monuments, and historic/listed buildings. Consideration of appropriate of scale, massing, design and siting would be required for any development.

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
The Palace	P-4	Housing	Private	Highly constrained road network through the village, widening not feasible in places due to Heritage features and existing buildings. Review of appropriateness to promote land with constrained access should be continued as part of next LDP. High potential for archaeological interest in the area, assessment required.	Long Term	No Progress	-	Landscape and heritage sensitivities within the area due to numerous Scheduled Ancient Monuments, and historic/listed buildings. Consideration of appropriate of scale, massing, design and siting would be required for any development.



BURNSIDE, HARRAY PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Burnside, Harray	BH-1	Housing	Private	Road upgrades and widening would be required, drainage and foul assessment and shared infrastructure required	Long Term	No Progress	-	
Burnside, Harray	BH-2	Housing	Private	Utilities on-site, assessment required and permissions to move would be required	Medium Term	No Progress	-	
Burnside, Harray	BH-3	Housing	Private	Utilities on-site, assessment required and permissions to move would be required	Long Term	No Progress	-	
Burnside, Harray	BH-4	Housing	Private	-	Short Term	No Progress	-	Single unit development within settlement boundary - would classify as infill



EVIE SCHOOL PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Evie School	ES-1	Housing	Private	Access upgrades required to junction and road, visibility issues require consideration, Shared foul drainage required	Long Term	Early discussions		
EVIE SCHOOL	ES-2	Housing	Private	Access upgrades required to junction and road, visibility issues require consideration, Shared foul drainage required.	Long Term	Early discussions		

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Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Evie School	ES-3	Housing	Private	Burn offset required, drainage impact study needed, Access track upgrades potentially required. Shared foul drainage required	Medium Term	No Progress		



MADRAS PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Madras	M-1	Housing	Private	Upgrades to access points and roads required	Long Term	No Progress		
Madras	M-2	Housing	Private	Upgrades to access points and roads required	Long Term	No Progress		
Madras	M-3	Housing	Private	Upgrades to access points and roads required	Long Term	No Progress		
Madras	M-4	Housing	Private	Water Main within boundary.	Long Term	No Progress		
Madras	M-5	Housing	Private	Water Main within boundary.	Long Term	No Progress		
Madras	M-6	Housing	Private	Junction and road improvements required, visibility issues. Surface Water issues	Long Term	No Progress		



TINGWALL PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Tingwall	TW-1	Housing	Private	Watercourse within boundary, flooding and drainage assessment required to ensure no impact on neighbouring development	Long Term	No Progress	-	Potential review as part of next LDP to assess alignment with local living policies
Tingwall	TW-2	Housing	Private	Heritage and Archaeological impact assessment and exploration required to ensure no impact on the broch, potential coastal flooding and erosion issues, requires assessment	Long Term	No Progress	-	Location next to ferry terminal might be more appropriate for non-housing uses as part of review of LDP



HILLHEAD PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Hillhead	HH-1	Housing	Public	-	-	Completed	-	
Hillhead	HH-2	Housing	Private	Drainage/foul infrastructure for whole site needs to be done. Capacity of Scottish Water drainage requires confirmation	Long Term	No progress	-	
Hillhead	HH-3	Housing	Private	Drainage/foul infrastructure for whole site needs to be done. Capacity of Scottish Water drainage requires confirmation	Long Term	No progress	-	



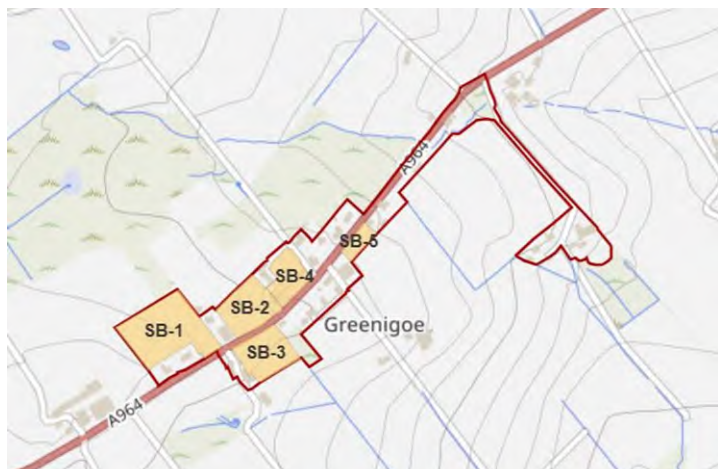
HOUTON PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Houton	HT-1	Housing	Public	Development Brief required. Archaeological/heritage assessment, Drainage assessment, Shared foul sewage infrastructure, Upgrades to road network.	Medium Term	Early discussions	Discussions taken place regarding requirements for planning and infrastructure need	
Houton	HT-2	Housing	Private	Archaeological/heritage assessment required due to onsite wartime features, potential contamination issues, Drainage assessment, Access to site requires exploration due to ferry terminal access	Long Term	No progress	-	
Houton	HT-3	Housing	Private	Archaeological/heritage assessment required due to onsite wartime features, potential contamination issues, Drainage assessment, Access to site requires exploration due to ferry terminal access	Long Term	No progress	-	



LYRON PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Lyron	YL-1	Housing	Private	-	Long Term	No progress		



NORSEMAN PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Norseman	N-1	Housing	Private	-	-	On-site	-	
Norseman	N-2	Housing	Private	Drainage and foul assessment required - low lying site	Long Term	No progress		
Norseman	N-3	Housing	Private	Drainage and foul assessment required, environmental impact potential on sensitive soils/peatland/biodiversity	Long Term	No progress		



SCAPA BRAE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Scapa Brae	SB-1	Housing	Private	Water Main within boundary - investigation with Scottish Water required with potential works	Long Term	No progress		
Scapa Brae	SB-2	Housing	Private	-	Short Term	Application Granted	-	Applications 18/288/PP, 23/082/PP, 22/349/PP, 23/244/PP granted
Scapa Brae	SB-3	Housing	Private	Water Main within boundary - investigation with Scottish Water required with potential works	Medium Term	No progress		
Scapa Brae	SB-4	Housing	Private	-	-	Completed	-	

Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Scapa Brae	SB-5	Housing	Private	Water Main within boundary - investigation with Scottish Water required with potential works. Private service pipes also within site, full investigations required	Medium Term	No progress	-	



DALESPOT PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Dalespot	DA-1	Housing	Private	-	Medium Term	Applications approved	-	Application 18/135/PP and 21/349/PP approved,

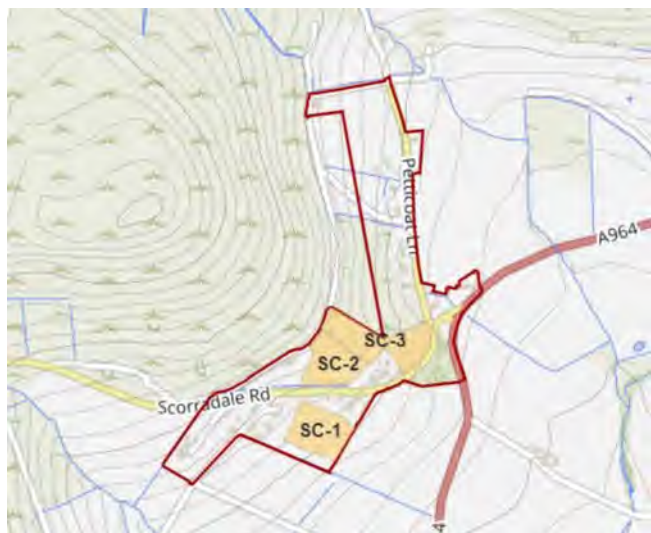


HERSTON PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Herston	HE-1	Housing	Private	-	Medium Term	Early discussions	-	



LIGHTHOUSE CORNER PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Lighthouse Corner	LC-1	Housing	Private	-	Medium Term	Pre-app	-	
Lighthouse Corner	LC-2	Housing	Private	-	Medium Term	Pre-app	-	
Lighthouse Corner	LC-3	Housing	Private	Combined foul/drainage proposals required for proposals. Access upgrades required to be explored.	Medium Term	Pre-app	-	

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SCORRADALE PROPOSALS								
Settlement	Site Number	Use	Ownership	Actions needed for delivery	Pipeline for Delivery	Current Stage	Progress Notes	Site/General Notes
Scorradale	SC-1	Housing	Private	Access requires exploration with potential upgrades likely, shared drainage and foul assessment for shared infrastructure	Long Term	Pre-app		High level pre-app discussions held with Landowner
Scorradale	SC-2	Housing	Private	Water course within site boundary, shared drainage and foul assessment for shared infrastructure	Long Term	No progress		
Scorradale	SC-3	Housing	Private	-	Short Term	Application Submitted		Application 22/365/PP, awaiting decision

Schedule 2 - Delivery Programme: Policies

Policy Number	Policy Name	Action Required?	SG/PPA/DMG	Responsibility	Target Date	Progress	Date Completed	Note
Policy 1	Criteria for All Development							
Policy 2	Design	Development Briefs and Design Statements	PPA	Development & Marine Planning, OIC	2027	Not Completed		Review as part of LDP - potential integration into next Plan within allocation/settlement plans
Policy 3	Settlements, Town Centres & Primary Retail Frontages	Town Centre Health Checks	DMG	Development & Marine Planning, OIC	bi-annually	Not Completed		To be completed bi-annually. 2024 last completion
Policy 4	Business, Industry & Employment	Employment Land Audit	Audit - DMG	Development & Marine Planning, OIC	bi-annually	Not Completed		Last completed 2023
		Businesses out with town centres	DMG	Development & Marine Planning, OIC	2023	Completed		Completed in September 2023.
		Business and Industry Land Research and potential Strategy		Development & Marine Planning, Ec Dev, OIC	2027	Not Completed		Identified as potential evidence gap for the next LDP
		Vacant and Derelict Land Audit	Audit - DMG	Development & Marine Planning, OIC	annually			
Policy 5	Housing	Housing Land Audit	Audit	Development & Marine Planning, OIC	bi-annually	Previewed as part of LDP		2024 Housing Land Audit complete

Policy Number	Policy Name	Action Required?	SG/PPA/DMG	Responsibility	Target Date	Progress	Date Completed	Note
Policy 6	Advertisements & Signs							
Policy 7	Energy	Energy	SG	Development & Marine Planning, OIC		Completed	2017	Policy and guidance will be reviewed in line with NPF4 Policy as part of LDP review
Policy 8	Historic Environment & Cultural Heritage	Historic Environment & Cultural Heritage	SG	Development & Marine Planning, OIC		Completed	2017	This SG is statutory after notification to the Scottish Ministers.
		Review Conservation Areas and associated Management Plan	PPA	Development & Marine Planning, OIC	Early within the next LDP period	Not Completed		This will cover all the current conservation areas.
Policy 9	Natural Heritage & Landscape	Natural Environment	SG	Development & Marine Planning, OIC		Completed	2017	This SG is statutory after notification to the Scottish Ministers.
		A full review of the Orkney Landscape Character Assessment	DMG	SNH	When required within the lifetime of the Plan	Not Completed		This is a SNH publication and therefore the review is in their hands
		Considering and Including Biodiversity in Development	DMG	Development & Marine Planning, OIC	2024	Completed		Completed
		Trees and Woodland	PPA	Development & Marine Planning, OIC	2025	In progress		Out for consultation

Policy Number	Policy Name	Action Required?	SG/PPA/DMG	Responsibility	Target Date	Progress	Date Completed	Note
Policy 10	Green Infrastructure	Planning for Open Space and Open Space Audit and Actions	PPA	Development & Marine Planning, OIC	When required within the lifetime of the Plan	Not Completed	2014	Initial documents were approved / completed in 2014. They require to be reviewed and updated as part of the next LDP
		Core Path Plan	DMG	Development & Marine Planning, OIC	2018	Complete		Core Path plan was amended in September 2018.
		Play sufficiency Assessment		Development & Marine Planning, OIC	2027	Complete		Complete as part of the Evidence Report for LDP
Policy 11	Outdoor Sports, Recreation & Community Facilities	Planning for Open Space, Open Space Audit & Action Programme	PPA	Development & Marine Planning, OIC		Not Completed		Initial documents were approved / completed in 2014. They require to be reviewed and updated.
Policy 12	Coastal Development	Orkney Islands Regional Marine Plan	SG	Marine Planning	2025	In progress		Consultative Draft produced and consultation complete.
		Aquaculture	SG	Development & Marine Planning, OIC		Not Completed		Policy and guidance will be reviewed and will seek alignment with the Marine Plan for the next LDP

Policy Number	Policy Name	Action Required?	SG/PPA/DMG	Responsibility	Target Date	Progress	Date Completed	Note
		Coastal Management Plan/Coastal Adaptation Study	PPA	OIC		In Progress		LIDAR works completed. Analysis in early stages. This would be a corporate document, completed with input from several OIC Teams.
Policy 13	Flood Risk, SUDS & Waste Water Drainage	Local Flood Risk Management Plan - second wave	PPA	Development & Marine Planning and Engineering Service, OIC and SEPA	2022	Completed		Completed 2022
		Kirkwall Surface Water Management Plan		Engineering Service (with support from planning)	2025	In progress		Work currently underway on Kirkwall catchments and potential capacity within the networks. Completion of consultant work expected May 2025
		Drainage and Roads Guidance/Handbook	PPA	OIC (DM, Engineering, Roads)	2026	Early stages		Discussions/early works underway to compile Drainage Guidance in relation to Roads to support planning applications

Policy Number	Policy Name	Action Required?	SG/PPA/DMG	Responsibility	Target Date	Progress	Date Completed	Note
Policy 14	Transport, Travel & Road Network Infrastructure	Orkney Local Transport Strategy and Delivery Plan	SG	Transport, OIC		Completed	2023	Works from this strategy will feed into the next LDP review process
		The Orkney Active Travel Strategy	PPA	Transport, OIC	2026	Not Completed		Outlined within the Local Transport Strategy Delivery Plan for 2025/2026 production. Outcomes from this will be fed into the review of the next LDP.
All Policies	-	Will be monitored against use as part of LDP Review process	-					

Community Benefits from Net Zero Energy Developments Consultation – Closes 11 April 2025

This appendix sets out the questions asked through the consultation and draft responses to each. Responses to the questions must be submitted via an online portal. The consultation is split into two main sections. Questions in Section 1 refer to community benefits from offshore wind, whereas questions in Section 2 relate to community benefits for onshore wind and other technologies, additionally exploring the Good Practice Principles.

Questions and Responses

Section 1. Offshore wind communities

1. In the context of offshore wind development, what or who or where do you consider the relevant communities to be?

As detailed in the current consultation paper at section1.1:

‘Rural and island communities are often, although not always, those in proximity to offshore and onshore renewable energy developments. Whilst each community is unique, on average they generally experience higher living costs and more limited access to services than those in urban areas, depending on their geography, demographics and other factors. Community benefits have the potential to deliver meaningful and long-term benefits for these communities’.

This statement is strongly supported by OIC. The interests of island communities are widespread in the marine context due to our diverse marine economies, cultural, and environmental activities/interests. These include, but are not limited to, energy, environment, landscape/seascape, harbours, fishing, ferries, shipping and navigation, cables and pipelines, tourism and recreation. It should also be noted that the marine economy is proportionally more significant for islands when compared to many other rural communities, and fragile island communities can be majorly affected by offshore developments at some distance from our shores. Island communities are also more impacted by energy related issues, with higher cost of living and the highest levels of fuel poverty in the country.

We appreciate that each offshore wind development will interact with various communities in different ways and are aware that developers are lobbying that there should be flexibility in how communities are identified.

However, we feel putting the onus of the developer to determine the community may pit communities against each other and lead to inconsistent or unfair decision making. For example, developers may be motivated to assign funds to the communities who object most, and therefore communities will be motivated to raise objections to projects with a view to being identified as the impacted community, even though they may not be the most relevant community. This would be detrimental to successful deployment of offshore wind

at scale. Our view is that it would be helpful for developers and communities if the guidelines set out a clear methodology for determining recipient communities.

We feel that there is strong rationale for identifying communities at a Local Authority level. Offshore wind projects are large in scale, and a balance needs to be struck in identifying the relevant community at the appropriate scale. Not so small such that benefits are only felt by a few, but not so wide that there is no sense of the impacted 'community' benefiting. We are open to how this is achieved but see merit in simplicity. The most straightforward method would extrapolate the existing Local Authority seaward boundaries established to 12nm from coast and produce a line of best fit further out from shore. Where a project straddles 2 Local Authority areas the Community Benefit payments should be split between the two areas on a percentage basis. Using Crown Estate Scotland 'area for lease' boundaries for each development would probably be easiest boundary for this task. To be clear we are not suggesting that Community Benefit payments should be made to Local Authorities, just that the community be defined using Local Authority boundaries. A clear system such as this ought to be welcomed by developers and communities.

2. When defining the relevant communities to receive benefits from offshore wind development, which factors should be considered, and by whom? Are there any factors which are most important, and why?

There is a critical need to ensure public support for renewable projects, and community benefit payments are an important tool to ensure the support of communities negatively impacted by these developments. The link between the impacted community, and the community benefit must be clear and at a suitable localised scale if this aim is to be achieved.

We would refer to our response to question 1 which sets out that a simple extrapolation of local authority seaward boundaries would be the simplest and fairest method to identify the community.

Some of the key factors informing this view include:

- The visibility of the proposed offshore wind farm from surrounding island and coastal communities, and the associated landscape/seascape impacts.
- The location of ports and harbours used for assembly, wet storage, deployment, O&M and decommissioning phases of the development.
- Interactions with and effects on lifeline and local ferry routes/services.
- Interactions with and effects on harbour infrastructure and operations.
- Interactions with and effects on the fishing fleets, and associated processing and supply chains, of island and coastal communities.
- Interactions with and effects on existing and planned cable and pipeline infrastructure that service islands.
- Interactions with and effects on tourism and recreational activities.
- Ecological connectivity with island and coastal communities e.g. impacts on seabirds, spawning grounds for commercial fish stocks, the migratory routes of commercially important fish and shellfish stocks.

We feel that location of cable landfall and substations should not form part of the decision making for identification of community, as they are secondary to the above list and the UK government is putting in place a separate community benefit payment for grid infrastructure. There are also examples of projects, such as Stromar, located in close proximity to Caithness and Orkney, with practical impacts from the wind farm likely to impact those communities, but which has a grid connection into Aberdeenshire, which demonstrates that cable landfall does not map well with identification of impacted community.

Section 1. Maximising the impact of community benefits from offshore wind developments

- 3 Who should decide how offshore wind community benefits are used (decision-makers)?
Are there any groups, organisations or bodies you feel should have a formal role in this?

We are aware that work has been undertaken by HIE and others looking at whether establishment of a central community benefit pot in each Local Authority area, managed by a not-for-profit entity, could be a sensible way of managing community benefit from different developments/sources. This would rationalise funds available to communities, minimise administration burden, and help focus capacity building. We would support an approach such as this. It should also be welcomed by developers as it would reduce administration burden and remove the need for them to consult and determine what is appropriate.

Such an approach may require establishment of a new group to administer funds, or existing groups could be repurposed or tasked with this. One such existing group which may be appropriate to consider would be the Local Action Groups (LAGs), which have a role currently in dispersal of Community Led Local Development funding from Scottish Government. We would, however, require sight of more detailed proposals to ensure local influence before committing to any one model.

- 4 What are the best ways to ensure that decision-makers truly reflect and take into account the needs and wishes of communities when determining how community benefits are used?

Community should be consulted on the use of community benefit funds. As noted above, to avoid repeated consultation by various developers/projects, it is felt that centralised management within each local authority area would be a sensible approach. Ideally, communities will have developed place plans to identify community priorities to focus funding. The centralised management organisation could coordinate and assist in the production of such plans.

- 5 What could be done to help maximise the impact of community benefits from offshore wind? What does good look like?

In order to maximise benefit, community benefit must be on a cash first approach. Benefits to the community from renewable energy payments are likely to focus on the following to deliver maximum benefit;

- sustainable development
- community wealth building
- investment in decarbonisation
- investment in community assets and revenue generation

It must be highlighted that local decision making is critical and that there should be no limitations or conditions placed on how community benefit payments are utilised within government guidance.

- 6 How do you think directing community benefits towards larger scale, longer term, or more complex projects would affect the potential impact of community benefits from offshore wind

Per above, it is viewed that government guidelines should not direct how funds should be utilised, rather this should be determined at a local level.

- 7 The development of offshore wind is often geographically dispersed with multiple communities who could potentially benefit. To what extent do you agree or disagree that a regional and/or national approach to delivering community benefits would be an appropriate way to address geographical dispersal of development and multiple communities?

It states on page 17 of the consultation paper that:

'Community benefit arrangements in Scotland have typically followed a project specific application style fund, however other models have been put forward by local authorities and community stakeholders. These include proposals to use a portion of funds to support regional strategic funds, as well as for a nation-wide community wealth fund'.

We view that placing funds into 'regional strategic projects' at a Local Authority area level would have clear merits. However, we are strongly opposed to any portion of community benefit being held in a national fund. Scottish Government will benefit directly from these developments through option fees and rental payments. Those funds should be used to the benefit of the nation, but community benefit payments should stay linked to the impacted communities.

- 8 Are you aware of any likely positive or negative impacts of the Good Practice Principles on any protected characteristics or on any other specific groups in Scotland, particularly: businesses; rural and island communities; or people on low-incomes or living in deprived areas? The Scottish Government is required to consider the impacts of proposed policies and strategic decisions in relation to equalities and particular societal groups and sectors.

Our responses to earlier questions have set out the particular and unique importance and linkage between islands and community benefit from renewable technologies. It is therefore critical that Scottish Government takes account of the impact on Islands in considering the best practice guidelines.

Section 1. Determining appropriate levels of community benefits from offshore wind

9 In your view, what would just and proportionate community benefits from offshore wind developments look like in practice?

We believe the approach must be appropriate to the community and the developer. Offshore wind developments and the commercial opportunity therein are significant in scale, and the impacts on communities will be substantive. We expect Scottish Government to review the level of community benefits already proposed and committed by developers, as well as research and analysis undertaken, to determine an appropriate level of community benefit payment. From our own review of proposals, we consider that a value of £7,500 per MW installed capacity (index linked) would be appropriate. This reflects a figure broadly analogous with that established for onshore wind, but taking account of inflation over the time since it was established. We would be entirely open to an alternative figure linked to generation (MWh, rather than MW) to reach a similar level of payment. We note that developers are commercially incentivised to seek to minimise this level of payment. Our view is that it is important that community benefit payments from offshore wind are set at a significant level, and not less than any other technology. It is imperative that a clear value is set within the guidelines such that there is a level playing field in terms of community expectation from developers.

10 What processes and guidance would assist communities and offshore wind developers in agreeing appropriate community benefits packages?

Our view is that the Scottish Government best practice guidelines must set out a clear methodology for identifying community and must set out a clear expectation of level of payment linked to annual generation or installed capacity. If the guidelines fail to achieve either of these aims, they will be toothless, and largely pointless. Whilst we are aware that developers are lobbying for the exact opposite, that the guidelines should be vague and non-committal on identifying community and payment level, we view that clarity should be welcomed by both communities and developers, and that the Government has an opportunity now to set a level playing field for the sector in Scotland in terms of community benefit expectations.

It should be noted that lessons learnt from onshore wind best practice and shared ownership best practice, as well as third party research, must be considered and implemented in the updated guidelines to ensure that mistakes are avoided.

In that regard the Scottish Government should consider the recommendations from Just Transition Scotland in their report into community benefit from wind turbines in Shetland, which can be found [here](#).

The Orkney Community Planning Partnership's 'Vision for a climate-resilient and net zero future' report is also of relevance and can be found [here](#).

Section 1. Shared ownership of offshore wind developments

- 11 What do you see as the potential of shared ownership opportunities for communities from offshore wind developments?

In general terms we see significant merit in renewable energy projects with shared ownership, or even initiatives wholly owned by the community or the public sector. The money that communities can derive from wholly or shared ownership of developments are many times greater than the benefits from the community benefit we derive from purely privately funded developments. The overall scale of offshore wind projects does make significant levels of shared ownership more challenging to achieve, but we view that it could provide an interesting opportunity for communities to directly benefit from offshore wind developments. However, we also note that there are challenges around sourcing of funding and skills required to manage this type of relationship. Whilst we would welcome sight of proposals for how communities could take shared ownership of developments, we view this as being separate from and in addition to the core requirement for direct community benefit payments.

- 12 Thinking about the potential barriers to shared ownership of offshore wind projects, what support could be offered to communities and developers to create opportunities and potential models, and for communities to take up those opportunities?

Potential barriers include high costs of offshore wind development, community access to finance and community capacity. We expect that significant support in terms of provision of finance, and expertise would be required to make shared ownership work.

Section 2. Extending the scope of the good practice principles of offshore wind developments

- 1a. Which of the following onshore technologies should be in scope for the Good Practice Principles?

Wind - Yes

Solar - Yes

Hydro power (including pumped hydro storage)

Hydrogen - Yes

Battery storage - Yes

Heat networks

Bioenergy

Carbon Capture, Utilisation and Storage (CCUS) Yes

Negative Emissions Technologies (NETs)

Electricity transmission Yes

Other – please specify in 1b

- 1b. Please explain your reasons for the technologies you have selected or not selected and provide evidence where available.

Whilst in general we would welcome the opportunity to extend community benefit payments to all technologies, we recognise that different technologies are at different technology readiness levels, and we do not feel it appropriate to expect community benefit from non-commercial technologies. Orkney Islands Council's already established policy position is only applicable to commercial projects and the Council recognises that some offshore renewable generation projects, particularly in the wave and tidal energy sectors, are pre-commercial.

Overall, we do not have enough experience of the various technologies listed to give a view on the appropriateness of whether they should be in scope or not.

2. Should the same Good Practice Principles apply in a standard way across all the technologies selected, or should the Good Practice Principles be different for different technologies?

See answer 1b above.

Section 2. Improving the good practice principles

- 3 Do improvements need to be made to how eligible communities are identified? For example, changes to how communities are defined at a local level, and whether communities at a regional and/or national level could be eligible.

We refer to our response to Section 1 questions 1 and 2 regarding identification of eligible communities.

- 4 Should more direction be provided on how and when to engage communities in community benefit opportunities, and when arrangements should take effect?

It is important that the guidelines set out clarity on process to streamline and standardise discussions/engagement with developers, removing inequity driven by a lack of experience or skills within community groups. The best practice guidance for shared ownership has a good and clear outline of the engagement process, however it was never enforced or monitored. We propose that this process could be reviewed and updated, but perhaps seeking/mandating more commitment from developers to follow the process.

- 5 How could the Good Practice Principles help ensure that community benefits schemes are governed well? For example, what is important for effective decision-making, management and delivery of community benefit arrangements?

We feel that the guidelines should set out how to define the community and should support establishment of regional management of funds from various sources at a local authority area level, but that further detail on how funds should be used should be left for the communities to determine. They know best how to direct funds to have maximum impact in their communities.

- 6 How could the Good Practice Principles better ensure that community benefits are used in ways that meet the needs and wishes of the community? For example, more direction on how community benefits should or should not be used, including supporting local, regional or national priorities and development plans.

Per our response to other questions we feel that it is helpful if funding can reflect community priorities as identified in a place plan or development plan to ensure that investment is most focussed on what the community has identified as being its key needs. We do not feel that national development plans are of relevance for community benefits and in general we are against the best practice principles being prescriptive about how money should be spent. This should be up to the communities to decide.

- 7 What should the Good Practice Principles include on community benefit arrangements when the status of a new or operational energy project changes? For example, reviewing arrangements when a site is repowered or an extension is planned, or when a new project is developed or sold.

If the Good Practice Principles are clear on how community is identified, and the level at which payments should be made (linked to installed capacity or output) then changes in project status such as lifespan, ownership, size, and repowering should be easily captured and understandable by developers and community. Furthermore, if funds from various developments are managed at a local authority area level, then accommodation of project changes should be even easier, as there would be consistency in management of funds.

- 8 Should the Good Practice Principles provide direction on coordinating community benefit arrangements from multiple developments in the same or overlapping geographic area? If so, what could this include?

As we have set out elsewhere, we see significant benefits in a coordination of community benefit payments through a single not-for-profit entity at a local authority area level.

- 9 What improvements could be made to how the delivery and outcomes of community benefit arrangements are measured and reported? For example, the Good Practice Principles encourage developers to record and report on their community benefit schemes in Scotland's Community Benefits and Shared Ownership Register. The register showcases community benefits provision across Scotland using a searchable map.

Yes, the guidelines should continue to encourage reporting of community benefits on the national register. Where possible this requirement should be strengthened, perhaps with templates for reporting and data collection to ensure consistency across developers. There will also need to be requirements set for the review process to ensure developers are upholding agreements. Government should also consider promoting good news stories from developers who are proactively contributing and upholding agreements, as well as naming and shaming developers who do not meet the best practice guidelines.

10 In addition to the Good Practice Principles, what further support could be provided to communities and onshore developers to get the most from community benefits? For example, what challenges do communities and onshore developers face when designing and implementing community benefits and how could these challenges be overcome?

Lack of experience and knowledge in communities to negotiate/ monitor/ hold account to has been a serious challenge in onshore wind. By using a local authority area model with a central governing body those members can both centralise engagement with developers and upskill, thus correcting an imbalanced power dynamic between community and developer.

Additionally, if communities have no prior experience of grant delivery or capital delivery then support may be required, either using funds externally or ideally from Scottish Government programmes.

Section 2. Setting a funding benchmark

11 Do you think that the Good Practice Principles should continue to recommend a benchmark value for community benefit funding? The current guidance recommends £5,000 per installed megawatt per year, index-linked (Consumer Price Index) for the operational lifetime of the energy project.

Yes, the guidelines are largely pointless if they do not set a benchmark figure. This ensures a level playing field.

Important to note is that the £5k figure has not changed despite inflation. Per guidelines each project should pay £5k/MW/year in year one, index linked thereafter. It would be fairer to set a value for a reference year and expect developers to index link payments to the value in the reference year. It may also be fairer to use a 'generation (MWh)' linked value, rather than an 'installed capacity (MW)' linked value.

12a. Should the benchmark value be the same or different for different onshore technologies?

As noted in our response to Section 2 Question 1b, whilst in general we would welcome the opportunity to extend community benefit payments to all technologies and can see a strong argument for parity between technologies, we recognise that different technologies are at different technology readiness levels, and we do not feel it appropriate to expect community benefit payments from non-commercial technologies. Orkney Islands Council's already established policy position is only applicable to commercial projects.

12b. How could we ensure a benchmark value was fair and proportionate for different technologies? For example, the current benchmark for onshore is based on installed generation capacity but are there other measures that could be used?

Different technologies have different capacity factors, so linking payment to generation would be fairer than linking it to capacity.

Section 2. Assessing impacts of Good Practice Principles

- 13 Are you aware of any likely positive or negative impacts of the Good Practice Principles on any protected characteristics or on any specific groups in Scotland, particularly: businesses; rural and island communities; or people on low-incomes or living in deprived areas? The Scottish Government is required to consider the impacts of proposed policies and strategic decisions in relation to equalities and particular societal groups and sectors.

Our responses to earlier questions have set out the particular and unique importance and linkage between islands and community benefit from renewable technologies. It is therefore critical that Scottish Government takes account of the impact on islands in considering the best practice guidelines.

Appendix 4.

Inter-Island Ferry Services

Winter 2025-26 Timetables

Page 2380 – Graemsay and Hoy (Moaness).

Page 2381 – North Ronaldsay.

Page 2382 – Outer North Isles.

Page 2383 – Outer North Isles (refit).

Page 2384 – Outer North Isles (refit – Nordic Sea).

Page 2385 – Papa Westray.

Page 2386 – Rousay, Egilsay and Wyre.

Page 2387 – Shapinsay.

Page 2388 – South Isles.

Graemsay and Hoy (Moaness)

Effective From 29 September 2025 until 2 May 2026

Our service from Stromness to Hoy/Graemsay is a **PASSENGER ONLY** service. Vehicles can be carried by prior arrangement to Graemsay on the advertised cargo sailings.

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Stromness	dep	0730	0730	0730	0730	0730	0815 C	
Hoy (Moaness)	dep	0755	0755	0755	0755	0755		
Graemsay	dep	0810	0810	0810	0810	0810	0845 C	
Stromness	dep	1000	1000	1000	1000	1000	0930	0930
Hoy (Moaness)	dep	1030	1030	1030	1030	1030	1000	1000
Graemsay	dep	1045	1045	1045	1045	1045	1015	1015
Stromness	dep	1200 A		1200 A	1200 A			
Graemsay	dep	1230 A		1230 A	1230 A			
Hoy (Moaness)	dep	1240 A		1240 A	1240 A			
Stromness	dep	1600	1600	1600	1600	1600		
Graemsay	dep	1615	1615	1615	1615	1615		
Hoy (Moaness)	dep	1630	1630	1630	1630	1630		
Stromness	dep	1800 B	1800 B	1800 B	1800 B	1800 B	1800	1800
Graemsay	dep	1815	1815	1815	1815	1815	1815	1815
Hoy (Moaness)	dep	1830 B	1830 B	1830 B	1830 B	1830 B	1830	1830
Stromness	dep					2130 C		
Graemsay	dep					2145 C		
Hoy (Moaness)	dep					2200 C		

- A** Cargo Sailings to Graemsay, will have limitations on passenger numbers therefore booking is advisable. These sailings may be delayed due to cargo operations.
- B** ON REQUEST to and from Hoy (Moaness) must be booked online or through the Kirkwall Office by 1700hrs on the day of sailing.
- C** ON REQUEST must be booked online or through the Kirkwall Office by 1600hrs on Friday.

Notes:

- Passengers are requested to be available for boarding **5 minutes** before departure.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
- No Show Charges - Cancellations must be made at least 1 hour prior to the scheduled sailing time either by phone or email, or full charges may apply.
- Monday cargo to be booked by **1600hrs** on previous Friday otherwise all cargo must be booked before **1600hrs** the day before sailing. Cargo must be delivered to Stromness Pier no later than **1100hrs** on the day of sailing.

For information on this service contact Orkney Ferries, Shore Street, Kirkwall.
Telephone: 01856 872044, Email: info@orkneyferries.co.uk

North Ronaldsay Sailings – 2025 / 26

Proposed sailing times from Kirkwall to North Ronaldsay are noted below. All are weather permitting and subject to confirmation the day before sailing.

Return sailings will depart North Ronaldsay on completion of cargo operations.

Passengers from North Ronaldsay to Kirkwall should be ready to board as soon as the vessel arrives in North Ronaldsay.

As sailing times will vary from week to week, prospective passengers and shippers are advised to check with the Company to confirm timings of each sailing.

October 2025

Saturday	04 th	Dept Kirkwall
Saturday	11 th	Dept Kirkwall
Saturday	18 th	Dept Kirkwall
Saturday	25 th	Dept Kirkwall

November 2025

Saturday	01 st	Dept Kirkwall
Saturday	08 th	Dept Kirkwall
Saturday	15 th	Dept Kirkwall
Saturday	22 nd	Dept Kirkwall
Saturday	29 th	Dept Kirkwall

December 2025

Saturday	06 th	Dept Kirkwall
Saturday	13 th	Dept Kirkwall
Saturday	20 th	Dept Kirkwall
Sunday	28 th	Dept Kirkwall

January 2026

Sunday	04 th	Dept Kirkwall
Saturday	10 th	Dept Kirkwall
Saturday	17 th	Dept Kirkwall
Saturday	24 th	Dept Kirkwall
Saturday	31 st	Dept Kirkwall

February 2026

Saturday	07 th	Dept Kirkwall
Saturday	14 th	Dept Kirkwall
Saturday	21 st	Dept Kirkwall
Sunday	28 th	Dept Kirkwall

March 2026

Saturday	07 th	Dept Kirkwall
Saturday	14 th	Dept Kirkwall
Saturday	21 st	Dept Kirkwall
Saturday	28 th	Dept Kirkwall

April 2026

Saturday	04 th	Dept Kirkwall
Saturday	11 th	Dept Kirkwall
Saturday	18 th	Dept Kirkwall
Saturday	25 th	Dept Kirkwall

May 2026

Saturday	02 nd	Dept Kirkwall
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North Isles Ro-Ro Service

Effective from 29 September 2025 – 2 May 2026

(Sailings subject to alteration during the Christmas and New Year period)

(This timetable will not operate during the refit periods of 'Earl Thorfinn', 'Earl Sigurd' and 'Varagen' which will commence on 4 January 2026 until 7 March 2026)

	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		
Kirkwall dep				0700	0720	0740	0700	0720	0740	0700	0720	0740	0700	0720	0740	0720	0700	0740	0700	0720	N
Eday arr									0855												
Eday dep									0905												R
Stronsay arr				0840			0835			0840			0840			0900			0840		O
Stronsay dep				0855			0900			0855			0855			0915			0850		N
Sanday arr						0905			0925			0905			0905			0925			A
Sanday dep						0915			0935			0915			0915			0935			L
Eday arr				0930						0930			0930			0950			0955		D
Eday dep				0945						0945			0945			1005			1005		S
Westray arr					0845			0845			0845			0845			0825			0845	A
Westray dep					0900			0900			0900			0900			0840			0900	Y
Kirkwall arr				1100	1025	1040	1040	1025	1100	1100	1025	1040	1100	1025	1040	1120	1005	1040	1120	1025	
Kirkwall dep								1330		1115 ♦	1035 ♦	1055 ♦		1300			1040				
Eday arr												1210									
Eday dep												1220 ♦									
Sanday arr												1240									
Sanday dep												1250 ♦									
Stronsay arr										1250											
Stronsay dep										1300 ♦											
Westray arr								1455			1200			1425							
Westray dep								1505			1210 ♦			1435							
P.Westray arr								1545									1235				
P.Westray dep								1600									1300				
Kirkwall arr										1440	1335	1415		1605			1450				
Kirkwall dep	1600	1700	1620	1500	1620	1520	1600		1520	1500	1620	1520	1600	1620 ♦	1520	1600	1620	1640	1520	1620	
Eday arr				1615						1615			1715			1715					
Eday dep				1630						1630			1730			1730					
Stronsay arr	1735			1705			1740			1705			1805			1805			1700		
Stronsay dep	1745			1715			1755			1715			1815			1815			1710		
Sanday arr			1745			1645			1645			1645			1645			1805	1745		
Sanday dep			1755			1655			1655			1655			1655			1815	1755		
Eday arr			1815						1715										1815		
Eday dep			1825						1730										1825		
Westray arr		1825			1745			1745			1745			1745			1745			1745	
Westray dep		1835			1755			1755			1755			1755 ♦			1755			1755	
Kirkwall arr	1925	2000	1940	1855	1920	1820	1930	1920	1845	1855	1920	1820	2000	1920	1820	1955	1920	1940	1940	1920	

Vehicle bookings must be made at least one hour before departure from Kirkwall either online, or by phone during office opening hours. **Sailings marked ♦ will only operate until 30th October 2025.**

A weekly service will be carried out to **North Ronaldsay**, weather permitting. As departure times vary from week to week, see reverse for proposed sailings.

A scheduled feeder service for passengers/light cargo will operate between **Pierowall (Westray) & Papa Westray** to connect with the above sailings. A private minibus service is available on request between Rapness and Pierowall.

1. Vehicles **must** be available for boarding **20** minutes before departure, passengers **10 minutes** before departure.
2. For Conditions of Carriage of Passengers and Cargo see notices exhibited in vessels, company premises and website.
3. **No Show Charges** - Cancellations must be made at least **1 hour prior to the scheduled sailing time** either by phone or email, or full charges may apply.

For information on these services contact Orkney Ferries, Shore Street, Kirkwall. Telephone: 01856 872044, email: info@orkneyferries.co.uk

Ro-Ro timetable covering the refit period Outer North Isles service
From Sunday 04 January 2026 until 07 March 2026.
 but it may extend beyond this date, following which sailings will revert to normal published timetable.

** Sailings could be subject to delays due to cargo operations **

	Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Kirkwall dep			0740	0720	0740	0720	0740	0720	0740	0720	0740	0720	0800	N
Eday arr					0855				0855					
Eday dep					0905				0905					R
Sanday arr					0925				0925					O
Sanday dep					0935				0935					N
Stronsay arr			0920		1010		0920		1010		0920		0940	A
Stronsay dep			0930		1020		0930		1020		0930		0955	L
Sanday arr			1005				1005				1005		1030	D
Sanday dep			1015				1015				1015		1040	S
Eday arr			1035				1035				1035		1100	A
Eday dep			1045				1045				1045		1110	Y
Westray arr				0845		0845		0845		0845		0845		
Westray dep				0900		0900		0900		0900		0900		
Kirkwall arr			1200	1025	1200	1025	1200	1025	1200	1025	1200	1025	1225	
Kirkwall dep				1040	1040	1330		1035		1300		1045		
Sanday arr				1205				1200						
Sanday dep				1215				1210						
Stronsay arr					1220			1245						
Stronsay dep					1230			1255						
Eday arr				1235										
Eday dep				1245										
Sanday arr					1305									
Sanday dep					1315									
Westray arr						1455				1425				
Westray dep						1505				1435				
P. Westray arr						1545					1235			
P. Westray dep						1600					1250			
Kirkwall arr				1400	1440			1435		1600		1440		
Kirkwall dep	1540	1620	1600	1620	1540		1540	1620	1540	1620	1600	1620		1620
Westray arr		1745		1745		1745		1745				1745		1745
Westray dep		1800		1755		1755		1755				1755		1755
Eday arr	1655		1715				1655		1655		1715			
Eday dep	1710		1730				1710		1710		1730			
Stronsay arr					1720									
Stronsay dep					1730									
Sanday arr	1730		1750		1805		1730			1745	1750			
Sanday dep	1740		1800		1815		1740			1755	1800			
Stronsay arr	1815		1835				1815		1745		1835			
Stronsay dep	1825		1845				1825		1800		1845			
Eday arr					1835									
Eday dep					1845									
Kirkwall arr	2005	1925	2025	1920	2000	1920	2005	1920	1940	1920	2025	1920		1920

Vehicle bookings must be made at least one hour before departure from Kirkwall either online, or by phone during office opening hours.

A weekly service will be carried out to **North Ronaldsay**, weather permitting. As departure times vary from week to week, see reverse for proposed sailings.

1. Vehicles **must** be available for boarding **20** minutes before departure, passengers **10 minutes** before departure.
2. For Conditions of Carriage of Passengers and Cargo see notices exhibited in vessels, company premises and website.
3. **No Show Charges** - Cancellations must be made at least **1 hour prior to the scheduled sailing time** either by phone or email, or full charges may apply.

For information on these services contact Orkney Ferries, Shore Street, Kirkwall. Telephone: 01856 872044, email: info@orkneyferries.co.uk

Nordic Sea ONI Refit**To run Monday 6th January to Friday 7th March 2025****Route Monday Tuesday Wednesday Thursday Friday Saturday Sunday****AM**

Depart Kirkwall	06:15	06:15	06:15	06:15	06:15		08:00
Arrive Eday	07:30		07:30		07:30		
Depart Eday	07:35		07:35		07:35		
Arrive Stronsay	08:10	-	08:10	-	08:10		09:40
Depart Stronsay	08:15	-	08:15	-	08:15		09:45
Arrive Sanday	08:40	07:40	08:40	07:40	08:40		10:10
Depart Sanday	08:45	07:45	08:45	07:45	08:45		10:15
Arrive Eday	09:00	08:00	09:00	08:00	09:00		10:30
Depart Eday	09:05	08:05	09:05	08:05	09:05		10:35
Arrive Kirkwall	10:20	09:20	10:20	09:20	10:20		11:55

PM

Depart Kirkwall	13:30	13:30	13:30	13:30	13:30	15:30
Arrive Stronsay	15:10	-	15:10	-	15:10	17:10
Depart Stronsay	15:15	-	15:15	-	15:15	17:15
Arrive Sanday	15:40	14:55	15:40	14:55	15:40	17:40
Depart Sanday	15:45	15:00	15:45	15:00	15:45	17:45
Arrive Eday	16:00	15:15	16:00	15:15	16:00	18:00
Depart Eday	16:05	15:20	16:05	15:20	16:05	18:05
Arrive Kirkwall	17:25	16:35	17:25	16:35	17:25	19:25



Westray - Papa Westray Passenger Service
Winter Timetable effective from 29 September 2025 to 2 May 2026

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Pierowall	dep	0730 B	0740	0740	0740	0720	0740 A	
Papa Westray	arr	0755	0805	0805	0805	0745	0805	
Papa Westray	dep	0800 B	0810	0810	0810	0750	0810 A	
Pierowall	arr	0825	0835	0835	0835	0815	0835	
Pierowall	dep	0830*	0915 A	0915	0915 A	0855 A	0915 A	
Papa Westray	arr	0855*	0940	0940	0940	0920	0940	
Papa Westray	dep	0900*	0945 A	0945	0945 A	0925 A	0945 A	
Pierowall	arr	0925*	1010	1010	1010	0950	1010	
Pierowall	dep	0930 A						
Papa Westray	arr	0955						
Papa Westray	dep	1000 A						
Pierowall	arr	1025						
Pierowall	dep			1230		1510*		1315
Papa Westray	arr			1255		1535*		1340
Papa Westray	dep			1300		1540*		1530
Pierowall	arr			1325		1605*		1555
Pierowall	dep	1600	1600	1600	1600	1610 A	1625 A	1700 A
Papa Westray	arr	1625	1625	1625	1625	1635	1650	1725
Papa Westray	dep	1630	1630	1630	1630	1640 A	1655 A	1730 A
Pierowall	arr	1655	1655	1655	1655	1705	1720	1755
Pierowall	dep	1815 A		1815 A	1815 A	1815 A	1815 A	1855 A
Papa Westray	arr	1840		1840	1840	1840	1840	1920
Papa Westray	dep	1845 A		1845 A	1845 A	1845 A	1845 A	1925 A
Pierowall	arr	1910		1910	1910	1910	1910	1950

* Sailings will operate during school term only.

A On request - must be booked at least 1 hour before departure from Pierowall either online or during office opening hours. In the event of an urgent booking being required after this time please contact 07841 452426.

B On request - must be booked by 1400 on Saturday either online or by calling our Kirkwall Office on 01856 872044. In the event of an urgent booking being required after this time, please contact 07841 452426.

Notes

All of these sailings with the exception of those marked * are request sailings and are timed to connect with the arrivals and departures of the ro-ro vessels at Rapness - normal fares will therefore apply. Any sailings outwith these times will be treated as hires and charged accordingly.

1. Passengers must be available for boarding **10 minutes** before departure times.

2. **No Show Charges** - Cancellations must be made **at least 1 hour prior to the scheduled sailing time** either by phone or email or full charges may apply.

3. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.



Rousay, Egilsay and Wyre Ro-Ro Service

Winter Timetable Effective from 29 September 2025 until 2 May 2026

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Rousay	dep	0650	0650	0650	0650	0650	0650	
Egilsay	dep	0710A	0710A	0710A	0710A	0710A	0710A	
Wyre	dep	0730A	0730A	0730A	0730A	0730A	0730A	
Rousay	dep	0745	0745	0745	0745	0745	0745	
Tingwall	dep	0820	0820	0820	0820	0820	0840	
Rousay	dep	0850	0850	0850	0850	0850		
Wyre	dep	0900	0900	0900	0900	0900		
Rousay	dep	0910	0910	0910	0910	0910	0910	0910A
Egilsay	dep	0930	0930	0930	0930	0930	0930B	0930A
Wyre	dep	0950	0950	0950	0950	0950	0950	0950A
Rousay	dep	1005	1005	1005	1005	1005	1005	1005
Tingwall	dep	1040	1040	1040	1040	1040	1040	1040
Rousay	dep	1115	1115	1115	1115	1115	1115	
Tingwall	dep	1150	1150	1240	1150	1150	1150	
Rousay	arr	1215	1215	1305	1215	1215	1215	1115
Rousay	dep	1315B	1315B		1315B	1315B	1315B	1120B
Wyre	dep							1130B
Egilsay	dep	1335B	1335B		1335B	1335B	1335B	1150B
Wyre	dep	1355B	1355B		1355B	1355B	1355B	
Rousay	arr							1210
Rousay	dep	1410	1410	1410	1410	1410	1410	1410
Tingwall	dep	1445	1445	1445	1445	1445	1445	1445
Rousay	dep	1520	1520	1520	1520	1520	1520	1520B
Wyre	dep	1530	1530	1530	1530	1530	1530	1530B
Tingwall	dep	1605	1605	1605	1605	1605	1605	
Rousay	dep	1635	1635	1635	1635	1635	1705B	
Egilsay	dep	1655	1655	1655	1655	1655		1550B
Wyre	dep	1715	1715	1715	1715	1715	1715B	
Rousay	dep	1730	1730	1730	1730	1730	1730	1610
Tingwall	dep	1800	1800	1800	1800	1800	1800	1645
Rousay	arr	1825	1825	1825	1825	1825	1825	1705
Rousay	dep	1830B	1830B	1830B	1830B	1830B	1830B	
Wyre	dep	1840B	1840B	1840B	1840B	1840B	1840B	
Egilsay	dep	1900B	1900B	1900B	1900B	1900B	1900B	
Rousay	arr	1915B	1915B	1915B	1915B	1915B	1915B	

A On request **TO and FROM** Egilsay and Wyre. Customers are requested to make advanced bookings by 1700 on the day before travel. For travel on Sunday this **must** be made by 1500 on Saturday.

B On request **TO and FROM** Egilsay and Wyre. Can be made up to one hour before the departure from Tingwall by booking online or by calling the Tingwall Office during opening hours.

In the event of an urgent need for "on request" sailings outside of the above please contact the Tingwall Office during normal office hours.

ALL BOOKINGS MUST BE MADE AT LEAST ONE HOUR BEFORE DEPARTURE FROM TINGWALL EXCEPT THOSE MARKED A.

NOTES

1. Vehicles must be available for boarding **15 Minutes** before departure and passengers **5 minutes** before departure times.
2. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
3. **No Show Charges** - Cancellations must be made at least 1 hour prior to the scheduled sailing time either by phone or email, or full charges may apply.

For information on these services contact Orkney Ferries, Tingwall, Evie.
Telephone 01856 751360, email: info@orkneyferries.co.uk



Orkney Ferries

www.orkneyferries.co.uk

Shapinsay Ro-Ro Service

Winter Timetable Effective From

29 September 2025 until 2 May 2026

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Shapinsay dep	0730	0730	0730	0730	0730		
Kirkwall dep	0815	0815	0815	0815	0815		
Shapinsay dep	0900	0900	0900	0900	0900	0900	
Kirkwall dep	0945	0945	0945	0945	0945	0945	
Shapinsay dep	1030	1030	1030	1030	1030	1030	1030
Kirkwall dep	1130	1130	1130	1130	1130	1130	1130
Shapinsay dep	1330	1330	1330	1330	1330	1330	1330
Kirkwall dep	1415	1415	1415	1415	1415	1415	1415
Shapinsay dep	1515	1515	1515	1515	1515	1515	1515
Kirkwall dep	1600	1600	1600	1600	1600	1600	1600
Shapinsay dep	1645	1645	1645	1645	1645	1645	
Kirkwall dep	1730	1730	1730	1730	1730	1730	

Vehicle bookings must be made at least one hour before departure, either online or by telephone during office opening hours

Notes:

1. Vehicles **must** be available for boarding **15 minutes** before departure and passengers **5 minutes** before departure.
2. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
3. **No Show Charges** - Cancellations must be made **at least 1 hour prior to the scheduled sailing time** either by phone or email or full charges may apply.

For information on this service contact Orkney Ferries, Shore Street, Kirkwall.

Telephone: 01856 872044 email: info@orkneyferries.co.uk



South Isles Ro-Ro Service

Orkney Ferries

Winter Timetable Effective from 29 September 2025 until 2 May 2026

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Longhope	dep	0625	0625	0625	0625	0625	0800	0830
Lyness	dep		0650	0650	0650			
Flotta	dep	0650	0710	0710	0710	0650	0830	0855
Lyness	dep	0710				0710	0900	0915
Houton	arr	0745	0745	0745	0745	0745	0935	0950
Houton	dep	0800	0800	0800	0800	0800	0950	1000
Lyness	dep	0845				0845	1030	1045
Flotta	dep	0910	0845	0845	0845	0910	1055	1110
Lyness	dep		0910	0910	0910			
Houton	arr	0945	0945	0945	0945	0945		
Longhope	arr							1125
Longhope	dep							1500
Houton	dep	1015	1015	1015	1015	1015		
Lyness	arr	1050	1050	1050	1050	1050		
Lyness	dep	1100	1100		1100	1100		
Flotta	dep		1200		1200			
Houton	arr	1135				1135	1130	
Houton	dep	1145				1145		
Lyness	dep	1230	1230	1230	1230	1230		
Houton	arr	1305	1305	1305	1305	1305		
Houton	dep	1315	1315	1315	1315	1315	1415	
Lyness	dep	1400	1400	1400	1400			
Flotta	arr	1415	1415	1415	1415			
Flotta	dep	1425	1425	1425	1425	1400	1500	
Lyness	dep					1425		
Houton	arr	1500	1500	1500	1500	1500		
Houton	dep	1515	1515	1515	1515	1515		
Flotta	dep	1600	1600	1600	1600	1600		1530
Lyness	dep	1640	1640	1640	1640	1640	1530	1555
Houton	arr	1715	1715	1715	1715	1715	1605	1630
Houton	dep	1730	1730	1730	1730	1730	1615	1640
Lyness	dep	1810	1810	1810	1810	1810	1700	1715
Flotta	dep	1830A	1830A	1830A	1830A	1830A	1720A	1735
Longhope	arr	1850	1850	1850	1850	1850	1740	1750

A ON REQUEST SAILINGS - Bookings for these services must be made up to 1 hour before departure from Houton.

Vehicle bookings must be made at least one hour before departure, either online or by telephone during office opening hours

NOTES

1. Vehicles **must** be available for boarding **15 minutes** before departure, and passengers **5 minutes** before departure.
2. **No Show Charges** - Cancellations must be made at least **1 hour prior to the scheduled sailing time** either by phone or email or full charges may apply.
3. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

For information on these services contact Orkney Ferries, Houton, Orphir.

Telephone: 01856 811397 email: houton@orkneyferries.co.uk

Winter Inter-Island Air Services Timetable. Sunday 26 October 2025 - Sunday 15 February 2026 inclusive



		Monday										Tuesday						Wednesday								
FLIGHT NUMBER	LM	700	700	702	703	703	704	705	706		707	701	708	709	705	710	707	701	711	709	712	714	705	706	715	707
		D	E		D	E																A			B	
Kirkwall	dep	07:35	08:00	08:25	08:45	09:10	10:30	15:00	15:10		16:10	07:35	08:25	08:35	15:00	15:10	16:10	07:35	08:25	08:35	09:20	14:25	15:00	15:10	16:00	16:10
Stronsay	arr				08:59	09:19										15:19			08:34							
Stronsay	dep				09:06	09:26										15:26			08:41							
Sanday	arr				09:11	09:31			15:23				08:38			15:31			08:46					15:23		
Sanday	dep				09:18	09:38			15:30				08:45			15:38			08:53					15:30		
North Ronaldsay	arr	07:52	08:17				10:47				16:27	07:52					16:27	07:52								16:27
North Ronaldsay	dep	07:59	08:24				10:54				16:34	07:59					16:34	07:59								16:34
Westray	arr			08:40										08:50						08:50						
Westray	dep			08:47										08:57						08:57						
Papa Westray	arr			08:49			11:04	15:15						08:59	15:15					08:59			15:15			
Papa Westray	dep			08:56			11:11	15:22						09:06	15:22					09:06			15:22			
Westray	arr							15:24							15:24								15:24			
Westray	dep							15:31							15:31								15:31			
Eday	arr	08:09	08:34																		09:30	14:35			16:10	
Eday	dep	08:16	08:41																		09:37	14:42			16:17	
Stronsay	arr								15:35				08:50											15:35		
Stronsay	dep								15:42				08:57											15:42		
Kirkwall	arr	08:26	08:51	09:11	09:31	09:51	11:26	15:46	15:51		16:51	08:16	09:06	09:21	15:46	15:51	16:51	08:16	09:06	09:21	09:47	14:52	15:46	15:51	16:27	16:51

		Thursday							Friday								Saturday				Saturday during ferry refit (10 Jan - 7 March 2026*)						Sunday		
FLIGHT NUMBER	LM	701	708	709	716	705	710	707	701 D	701 E	711	709 D	709 E	730	705	706	707	702	719	720	721	722	723	724	725 C	726 C	727 C	728	729
Kirkwall	dep	07:35	08:25	08:35	12:15	15:00	15:10	16:10	07:35	08:00	08:25	08:45	09:10	14:00	15:00	15:10	16:10	08:25	09:30	10:30	15:10	08:00	09:10	10:20	14:00C	15:00C	16:10C	13:45	15:05
Stronsay	arr						15:19				08:34															15:09C			
Stronsay	dep						15:26				08:41															15:16C			
Eday	arr																										16:20C		
Eday	dep																										16:27C		
Westray	arr			08:50								09:00	09:25					08:40					09:25						
Westray	dep			08:57								09:07	09:32					08:47					09:32						
Papa Westray	arr			08:59		15:15						09:09	09:34	14:15	15:15			08:49	09:34		15:25		09:34		14:15C				15:20
Papa Westray	dep			09:06		15:22						09:16	09:41	14:22	15:22			08:56			15:32		09:41		14:22C				15:27
Westray	arr					15:24									15:24										14:24C				15:29
Westray	dep					15:31									15:31										14:31C				15:36
North Ronaldsay	arr	07:52			12:32			16:27	07:52	08:17				14:32			16:27		09:47		15:42	08:17					16:37C	14:02	
North Ronaldsay	dep	07:59			12:39			16:34	07:59	08:24				14:39			16:34		09:54		15:49	08:24					16:44C	14:09	
Eday	arr								08:09	08:34												08:34							
Eday	dep								08:16	08:41												08:41							
Sanday	arr		08:38				15:31				08:46					15:23				10:43				10:33		15:21C		14:15	
Sanday	dep		08:45				15:38				08:53					15:30				10:50				10:40		15:28C		14:22	
Stronsay	arr		08:50													15:35				10:55				10:45				14:27	
Stronsay	dep		08:57													15:42				11:02				10:52				14:34	
Kirkwall	arr	08:16	09:06	09:21	12:56	15:46	15:51	16:51	08:26	08:51	09:06	09:31	09:56	14:56	15:46	15:51	16:51	09:11	10:11	11:11	16:06	08:51	09:56	11:01	14:46C	15:41C	17:01C	14:43	15:51

A: Operates 12 November 2025 - 14 January 2026 (Eday Wednesday departure time subject to change due to operation of service during daylight hours)

B: Operates 29 October - 5 November 2025 and from 21 January - 11 February 2026

C: These flights will operate 30 minutes earlier on 10, 17 and 24 January 2026

D: Operates 27 October - 24 November 2025 and 23 January - 13 February 2026

E: Operates 28 November 2025 - 19 January 2026

Eday: Monday AM drop during school term only. Bookings on the Eday drop will be subject to availability from 12:00 the Friday before departure
EDAY: Friday AM the first four seats are prioritised for North Ronaldsay residents up to 24 hours before flight.
Sunday: Flight drop off/pick up on request. Bookings can be made on the Sanday flight, shared with North Ronaldsay, from 12:00 on Friday until 12:00 on Sunday.
The operation of the Stronsay Sunday service is subject to availability of ground crew on the island. Currently (March 2024) there are NO Stronsay crew available. Please check with Loganair.

North Ronaldsay 07:35/08:00 and 16:10 departures - these flights operate during the hours of darkness and due to associated legislation, times may change to operate during daylight hours. Loganair will inform all booked passengers of the flight time change in advance. In the event that the flights are changed, the departure times from Kirkwall are as follows:

Evening Flight	Mon-Fri	Morning Flight	Mon/Fri	Tue-Thu
3 November 2025 - 23 January 2026	14:00	10 November - 24 November 2025, 23 January - 6 February 2026	10:10	
		11 November 2025 - 5 February 2026		09:40

* Dates may be subject to change if ferry refit period is extended.

Minute

Harbour Authority Sub-committee

Tuesday, 18 March 2025, 09:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Kristopher D Leask, Graham A Bevan, P Lindsay Hall, Ivan A Taylor and Duncan A Tullock.

Present via remote link (Microsoft Teams)

Councillors Mellissa-Louise Thomson and Heather N Woodbridge.

Clerk

- Katy Russell-Duff, Committees Officer.

In Attendance

- Gareth Waterson, Corporate Director for Enterprise and Sustainable Regeneration.
- James Buck, Head of Marine Services, Transportation and Harbour Master.
- Karen Bevilacqua, Service Manager (Legal Services).
- Shonagh Merriman, Service Manager (Corporate Finance).
- David Sawkins, Deputy Harbour Master (Strategy and Support).

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Kristopher D Leask.

1. Scapa Flow Oil Port and Miscellaneous Piers and Harbours

Draft Revenue Budgets

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, the Sub-committee:

Noted:

- 1.1. That provision of £2,738,600 had been made within the revenue budget for Miscellaneous Piers and Harbours in respect of maintenance and repairs works.

1.2. That, after applying inflationary and budget assumptions, the draft revenue budget in respect of Miscellaneous Piers and Harbours for 2025/26, detailed in Annex A to the report by the Corporate Director for Enterprise and Sustainable Regeneration, indicated a net surplus of £2,349,800.

1.3. That, after applying inflationary and budget assumptions, the draft revenue budget in respect of Scapa Flow Oil Port for 2025/26, detailed in Annex A to the report by the Corporate Director for Enterprise and Sustainable Regeneration, indicated a net surplus of £488,900.

The Sub-committee resolved to **recommend to the Council:**

1.4. That the draft revenue budgets for 2025/26 in respect of the Scapa Flow Oil Port and Miscellaneous Piers and Harbours, as detailed in Annex A to the report by the Corporate Director for Enterprise and Sustainable Regeneration, be approved.

2. Miscellaneous Piers and Harbours

Proposed Revenue Maintenance Programme

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Transportation and Harbour Master, the Sub-committee:

Resolved, in terms of delegated powers, that, subject to an adequate budget being established, the revenue maintenance programme for Miscellaneous Piers and Harbours for 2025/26, attached as Appendix 1 to this Minute, be approved.

3. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Proposed Minor Capital Improvement Programmes

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Transportation and Harbour Master, the Sub-committee:

Resolved, in terms of delegated powers:

3.1. That, subject to adequate budgets being established, the minor capital improvement programmes for Miscellaneous Piers and Harbours and Scapa Flow Oil Port for 2025/26, attached as Appendices 2 and 3 respectively to this Minute, be approved.

The Sub-committee resolved to **recommend to the Policy and Resources Committee:**

3.2. That the capital allocation within the Non-General Fund capital programme for 2025/26 be increased from £300,000 to £1,615,500, in respect of minor capital improvement works for Miscellaneous Piers and Harbours.

4. Orkney Harbour Authority Hydrographic Policy

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, together with an Island Communities Impact Assessment, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master (Strategy and Support), the Sub-committee:

Resolved to **recommend to the Council** that the Hydrographic Policy for the Orkney Harbour Authority, attached as Appendix 4 to this Minute be adopted.

5. Conclusion of Meeting

At 10:26 the Chair declared the meeting concluded.

Signed: Kristopher Leask.

Miscellaneous Piers and Harbours Revenue Maintenance - 2025/2026

Detail	Amount	Sub-total	Comment
	£	£	
Retention from previous projects due in 2025/26			
NI Fender Replacement - Eday & Stronsay	3,000		Retention due Dec 25
Kettletoft Pier	6,500		Retention due Apr 25
Stromness South Pier Repairs	2,800		Retention due Apr 25
Pier Lighting Replacement - Stromness, Burray, Loth & Rapness	7,500		Retention due Dec 25
Stromness Walkway and Linkspan Painting	10,000		Retention due Nov 25
Kirkwall Pier Break Tank	6,000		Retention due Nov 25
Scapa Pier Power Upgrade	24,000		Retention due Oct 25
Hydrographic Surveys - Year 4	25,000		Year 4 payment
Hatston Linkspan Painting	7,000		Retention due Dec 25
Misc Pier Ladders (Kirkwall, Sutherland, Moaness, Shapinsay, Hatston)	6,000		Retention due Mar 26
Hatston Slip Repairs	6,800		Retention due Nov 25
		104,600	
2024/25 projects carried forward			
Hatston Passenger Walkway Painting	280,000		Repainting of Passenger Walkway
Pole Star Pier concrete repairs and ladder replacement	50,000		Exsiting ladder missing, replacement reqd to comply with regs, existing sections of pier concrete strucutre damaged
Eday Ferry Terminal wave screens, fenders, ladders and timber capsil	450,000		Wave screens and fender repairs, replacement ladders and capsil
Stronsay East Pier Repairs	75,000		NOTE: This is year 1 of a two year programme. Budget for year 2 £275,000
Rousay Pier surfacing and timber fenders	100,000		Surfacing to old pier
Longhope Pier Lighting	75,000		Replacing lighting fittings to comply with regulations
Kirkwall Pier Lighting	250,000		Replacing lighting fittings to comply with regulations
Stronsay Ferry Terminal Lighting	100,000		Replacing lighting fittings to comply with regulations
		1,380,000	
Proposed 2025/26			
Holm Pier Repairs	80,000		Ladders and pointing to west side.
Kirkwall North Pier Deck Slabs - quay side by tanker and north berths	75,000		NOTE: This is year 1 of a two year programme. Budget for year 2 £375,000
Coplands Dock fender ladders	130,000		Amend/replace existing ladders mounted to fenders - existing ladders does not comply with regulations
Stronsay West Pier Repairs - Investigation / design	50,000		Undermining along both sides
Loth Pier deck slabs	150,000		Settlement to deck slabs
Rapness Pier deck slabs	175,000		Settlement to deck slabs and loose slab at linkspan, possible larger issue.
Scapa Pier, cracked cope beam, sheet piles split, galvanised steps poor. Fendering to corner	160,000		cracked cope beam, sheet piles split, galvanised steps poor. Fendering to corner
Hatston WeighBridge Control Upgrade as per Stromness 2023 system	31,000		
		851,000	
Pier Lighting upgrades (material supply only)			
Shapinsay	28,000		
Eday	30,000		
Tingwall	20,000		
		78,000	

Detail	Amount	Sub-total	Comment
	£	£	
Maintenance Dredging 2025/26			
Stronsay channel dredge	150,000		MS currently progressing licensing
Flotta dredge	75,000		MS currently progressing licensing
Stromness harbour	50,000		MS currently progressing licensing
Perparation works for following year dredging	50,000		26/27 programme likely to include Burray, Egilsay & Wyre dredging as a minimum.
		325,000	
Grand Total	2,738,600	2,738,600	

Miscellaneous Piers & Harbours Minor Capital Programme 2025/2026

Detail	Amount	Sub-total	Comment
	£	£	
Proposed			
NI Linkspans Control System Upgrades	600,000		Year 1 of two year programme. Year 2 budget £600,000. Will be subject to CPA process
Stromness/Hatston Linkspan Control System Upgrade.	650,000		Will be subject to CPA process
Stromness Pier Lighting Upgrade	1,000		Carried forward from 24/25
Standby Generator - Kirkwall Pier Linkspan	22,500		Improvement to internal ferry services in event of power failure
		1,273,500	
Capital Dredging 2025/26			
Stromness marina dredging	200,000		Capital dredge in preparation for Marina expansion plans
		200,000	
Vehicle replacement			
Land Rover Defender 110	35,000		Replacement programme
Iveco Pickup / Van	48,000		Replacement programme
3.5t Forklift	35,000		New - subject to further committee report
Electric Van	24,000		Replacement programme
		142,000	
Grand Total		1,615,500	

Scapa Flow Oil Port Minor Capital Programme 2025/2026			
Detail	Amount	Sub-total	Comment
	£	£	
Proposed 2025/26			
Upgrades to Pilot Vessels:-			
John Rae, upgrade of Navigation equipment	52,000		
John Rae, Supply & Installation of Goodchild MOB Platform	68,000		
		120,000	
Grand total:		120,000	



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Hydrographic Policy for Orkney Harbours

The safety of navigation is dependent upon the provision of relevant, up to date hydrographic information, delivered in a form most appropriate to each sector of the wide spectrum of harbour and port users. To this end Orkney Harbours will:

- Undertake such hydrographic surveys as are necessary, and as a minimum as per the hydrographic program maintained by the Service Manager (Engineering), (the program being reviewed on an annual basis), in order to assist with the safe and efficient navigation within harbour areas;
- Carry out a managed program of hydrographic surveys of the seabed in all Orkney Harbour Areas as defined in the Orkney County Council Act 1974 and amendments;
- Set and maintain programmes, standards and specifications for Orkney Harbours hydrographic services;
- Provide harbour and port users with up-to-date, timely and accurate hydrographic information, and where appropriate on a commercial basis;
- Provide timely and accurate tidal data;
- Maintain hydrographic and tidal information;
- Maintain a close liaison with, and provide relevant data to, the United Kingdom Hydrographic Office;

18 March 2025

Nothing in this Policy will subvert existing Harbour Byelaws, Special or General Directions, regulations or terms and conditions.