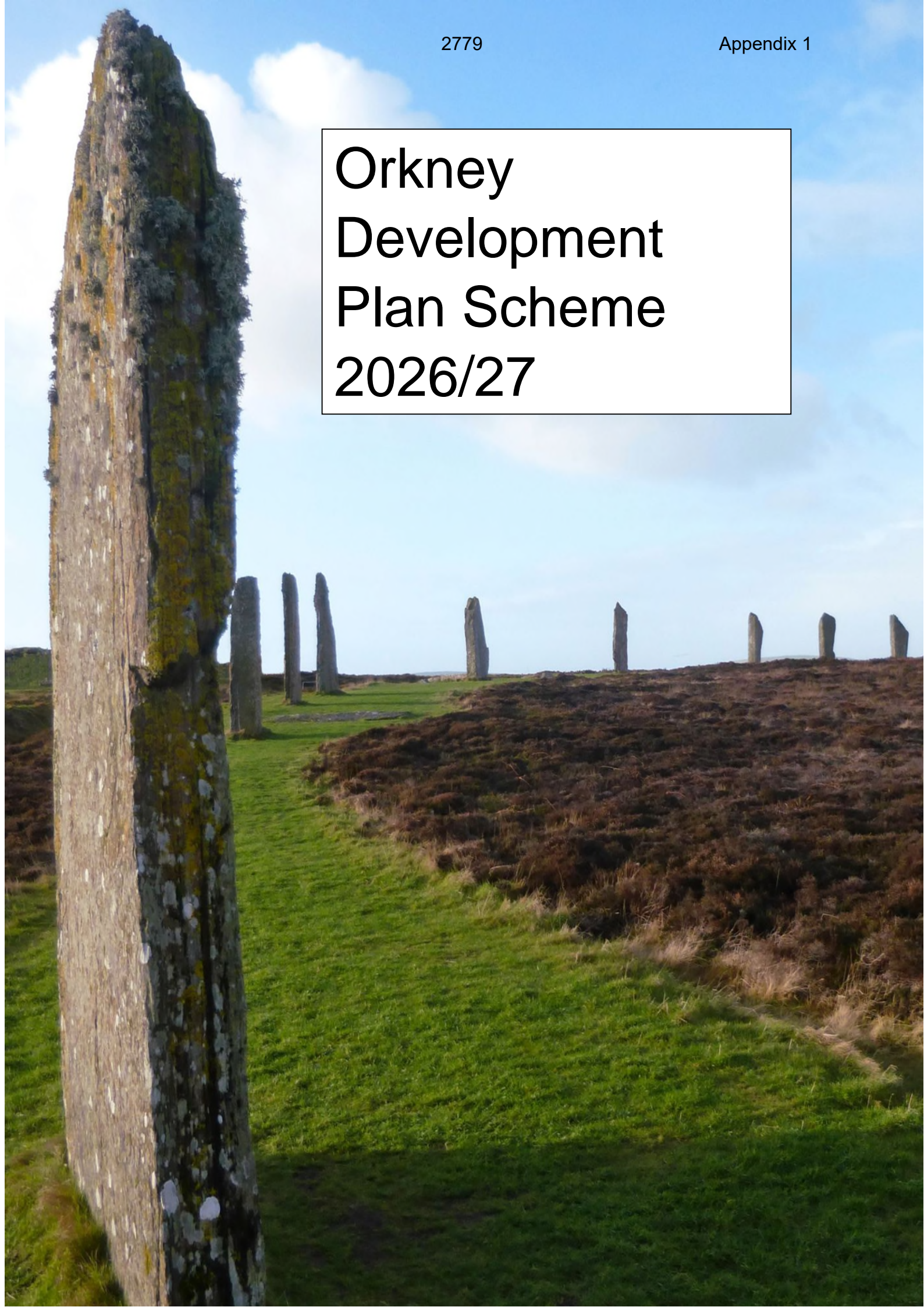


# Orkney Development Plan Scheme 2026/27



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## Introduction

This Local Development Plan newsletter provides an overview of the timetable and work programme for preparing the new Orkney Local Development Plan and sets out the work and engagement that has been completed over the last year. It also lets you know how and when you can get involved in the preparation of the Local Development Plan. This newsletter also acts as the Council's Development Plan Scheme (DPS) that we submit annually to Scottish Government.

By law the Council is required to prepare a Development Plan Scheme, that includes a participation statement. This Development Plan Scheme will be referred to as Development Plan Scheme 2026 (DPS2026) and will detail the work programme ahead. Through legislation it has to be reviewed yearly and reported to our Council.

Since 2016, the Scottish Government have been reviewing the national planning system and a new Planning Act was published in July 2019. In May 2023, the Development Planning Regulations and Guidance were published which has changed the way in which Local Development Plans are produced, including more opportunities for community engagement in Planning. These documents can be found at <https://www.gov.scot/publications/local-development-planning-guidance/>

**DPS2026** sets out the programme for preparing and reviewing our Local Development Plan and explains what is likely to be involved at each stage. This Development Plan Scheme will cover the following:

- Provide an update on the focus of our work over the coming year and highlights work which has been completed.
- Indication of timescales for preparing a new Local Development Plan.
- Participation statement outlining how and when we will engage with our communities and stakeholders.

## What is a Local Development Plan (LDP)?

A LDP is a land use strategy document that details areas within a location that require to be protected for their value and areas for new development to meet the social, economic and housing needs of the location.

Under changes to the planning system the Scottish Government have adopted and published [National Planning Framework 4 \(NPF4\)](#) that now provides all of Scotland with spatial principles, regional priorities, national developments and national planning policies.

Under planning legislation, NPF4 now forms part of the Development Plan and will be used to assess planning applications alongside policies in our LDP. This will likely lead to a reduction in the number and range of policies that we require in our LDP.

## The new Local Development Plan for Orkney

Under new legislation, our next LDP will aim to be more spatial in nature; meaning it will be more mapped based with many of the policies already detailed in NPF4. There is now a focus on place planning, an infrastructure first approach to

development, a focus on development delivery and a clear ambition that land use planning will assist in tackling the climate and nature crisis currently facing Scotland.

The Scottish Government now expects all planning authorities to have a new look LDP within the five years of NPF4 being adopted; and this next Plan will be in place for a 10-year period.

### Background to the new system

The reforms to Scotland's planning system are being brought about by implementation of the Planning (Scotland) Act 2019. Further information on how it was developed can be found at <https://www.transformingplanning.scot/planning-reform/how-we-got-here/>

### New-style Local Development Plan

Scotland's reformed planning system includes changes to the key steps for preparing a LDP. Preparation of a new-style LDP will include:

- Evidence-gathering, including for example through a range of audits and community/ stakeholder engagement, leading to an Evidence Report.
- Submission of the Evidence Report to Scottish Ministers for an independent GateCheck.
- Plan preparation, leading to publication of the Proposed Plan for consultation.
- Submission of the Proposed Plan to Scottish Ministers for an independent examination of outstanding issues; and
- Adoption of the Plan.

### Local Place Plans

The Scottish Government has also introduced Local Place Plans so that communities can have a more direct role in the decisions that influence their local community. Local Place Plans are a new requirement of the Planning Act, and the government has published a Circular ([Circular 1/2022: Local Place Plans](#)) which provides guidance for both communities and planning authorities on the preparation, submission and registration of Local Place Plans.

Once Local Place Plans have been registered by the planning authority, we have a legal responsibility to take them into account in the preparation of the LDP.

As part of the early engagement on the LDP during 2024 we held a number of community conversations and engagement events where we used the events to highlight to communities the opportunity to prepare a Local Place Plan. In addition to this, in January 2024 we formally invited communities the opportunity to prepare a Local Place Plan through advertising in the local press and writing to each Community Council. There have been a number of communities that have expressed an interest in developing a Local Place Plan. As part of the support for communities, we have developed guidance on our website where communities are signposted to relevant examples and useful advice.

As of February 2026, there has been three Local Place Plans registered and we are aware of several others about to be submitted for registration.

## Participation Statement

The Participation Statement sets out when, how and why you should get involved in the various stages of preparing the LDP. The experience of preparing previous LDPs has helped us learn how to improve the way we include the public and reach a wide range of people.

The Planning Act has set a clear direction to improve engagement and help people in communities find a way to influence how their community and the place they live will change for the better in the future. When preparing the LDP we will share information and focus on early and meaningful consultation. We want to do the best we can to encourage people to take part and have their opinions and ideas heard so we will use the methods that have been shown to work and are now considered best practice for engaging with people.

Everyone will have an opportunity to get involved and comment throughout the LDP at the various stages of its preparation, including having a say on how you would like to be involved.

When the proposed LDP has been published the opportunity for further engagement is a much more formal process, so we have been seeking to ensure everyone has had the opportunity to input at the earlier stages of the plan preparation process such as during the evidence base stage and before drafting of the proposed LDP has been started.

Ensuring the public and other key stakeholders are informed and made aware of when events are happening is crucial to this. This is done by publicising events and consultations on our website, through Council social media accounts, using email updates and using local media such as the Orcadian and Radio Orkney.

Throughout the preparation of LDP, we will consult and engage with the following groups:

- The general public.
- Within the Council it will be important to engage with relevant services, including economic development, housing, education, waste, transport, roads, environmental health and estates, from the outset.
- Elected Members will also be closely involved in process, informing and inputting during the Plan's preparation including consideration and approval of key stage documents such as the Evidence Report and Proposed Plan.
- Community Planning Partnership.
- Under-represented groups such as disabled people, children and young people, gypsies and travellers (note: there are no gypsy or traveller sites within Orkney and the Housing Need and Demand Assessments have not identified any specific need, but we are still to consider if engagement is required).
- Community groups, organisations and their representatives, including Community Councils and Development Trusts.
- Interest groups such as the National Farmers Union (NFU).
- The third sector through Voluntary Action Orkney (VAO).

- Stakeholders and key agencies such as SEPA, Historic Environment Scotland and Nature Scot.
- Scottish Government and Marine Scotland.
- Our neighbouring authorities.
- Higher Education – UHI, Heriot Watt University and Robert Gordons University.
- Private sector such as business interests, landowners, and developers such as renewable energy, house builders and the aquaculture industry.
- Other groups with a wide interest such as Sustrans, tourism and nature conservation organisations.

Proposed methods for information sharing, engagement and consultation for the preparation of the LDP may include:

- Press releases.
- Social media alerts.
- Information and updates on Council webpage.
- Directly notifying people signed up to our news and updates mailing list.
- In person and digital meetings and discussions.
- Community Council meetings.
- Drop-in sessions and workshops in various locations across Orkney.
- Engaging with under-represented groups.
- Creative approaches to place making.
- Notifying neighbouring properties to sites that are being considered for inclusion within the plan.
- Online and printed questionnaire.

## Local Development Plan Updated Timeline and Key Stages 2026 – 2027

Since the publication of the previous Development Plan Scheme, there has been a need to make significant updates to the timeline for preparing the Local Development Plan. This is due to several reasons including:-

- Requiring to resubmit an updated Evidence Report back to the Scottish Government to undergo a further Gatecheck process.
- Provide additional time for the LDP to take account of relevant studies to ensure an infrastructure first approach to future land allocations and consider the latest available information on coastal vulnerabilities to flooding, surface water management requirements in Kirkwall and future harbour masterplan priorities.
- Provide further time for communities to prepare and submit Local Place Plans and undertake stakeholder engagement on key policy areas.

## Evidence Report

Complete

The Evidence Report is a new element to the process where we must gather evidence as to why we need a new LDP and show what evidence we have that supports the aims and aspirations for development planning in Orkney. Some information is required by law and is set out in the Planning Act, development planning regulations or development planning guidance.

Under the new plan-making system, the Evidence Report is intended to front load the work and use the evidence to clearly inform what to plan for, before the proposed LDP looks at where development should take place. The Evidence Report provides a summary of the evidence and analysis of what it means for the plan, informed by the views of those who are anticipated to be affected by the plan, and involved in its implementation.

From previous work there was already a wealth of baseline information, for example, for a number of years we have collected data and have been monitoring the present LDP and associated planning policy documents.

Research was commissioned where gaps in information have been identified in the Evidence Report. For example, work to prepare a surface water management study for Kirkwall.

An important element of the evidence gathering work was engaging with a wide range of communities and other stakeholders to understand their views of the baseline information across a range of topics including existing infrastructure, housing, and the existing natural and historic assets. We have also sought to understand their priorities for the future which we should plan for. All this information directly informed the evidence base.

As part of the community engagement, several community consultation events were undertaken including meeting with a number of community councils and attending different stakeholder forums such as the business forum. A “call for ideas” consultation was also undertaken which included the opportunity for landowners to

submit their land for inclusion in the LDP with 230 sites submitted. These are being analysed for suitability. A play sufficiency assessment has also been prepared. In order to undertake this assessment, there was engagement with over 340 young people or their carers. A detailed write up of the existing play and hang out provision has been developed and this includes details of the feedback we have heard on each of these outdoor play and hang out spaces.

Evidence that was provided to the Scottish Government formally through a Gatecheck process included:

- Geographical Demographics (school rolls, birth and death rates, healthcare statistics, inward migration).
- Housing Need and Demand Assessment.
- Economic Change (Agriculture, Energy, Tourism, Food and Drink, Retail).
- Digital Connectivity.
- Sustainable Transport Data.
- Environmental baseline and issues (Historical and Natural).
- Evidence of Community Engagement and Consultation (Local Place Plans).
- Open Space Strategy and Play Sufficiency Assessment.
- Self-Build Housing Demand Register.
- Evaluate whether the previous plan has delivered on its outcomes, and allocations and consider appropriateness of previous strategy.
- Infrastructure such as communications, transport, drainage systems, supply of water, energy, health care and education facilities of the county and how it is used.

During the evidence gathering stage, the commencement of the process of Strategic Environmental Assessment (SEA) for the new LDP was prepared – specifically, preparation of the Scoping Report. Other assessments will also be prepared for the Local Development Plan including a Public Sector Equality Duty Assessment, a Fairer Scotland Duty Assessment, an Island Communities Impact Assessment and a Habitats Regulations Appraisal. These will each have their own work programmes.

### **Gatecheck**

Current Stage – estimated complete May 2026

The Gatecheck provides an independent assessment of whether the planning authority has sufficient information to prepare a LDP. It is carried out by a person appointed by Scottish Ministers, usually a Reporter from the Directorate for Planning and Environmental Appeals (DPEA). As this is an independent process we are not in control of the timings.

Following Council approval in June 2025, the Evidence Report and accompanying documentation was submitted to the Scottish Government for the Gatecheck Assessment. Unfortunately, this was returned to the Council resulting in further evidence being prepared specifically on exceeding the NPF4 housing requirement. The resubmission of the Evidence Report was submitted in March 2026 and the outcome of the resubmission is currently awaited.

## **Preparation and Publication of the Proposed Local Development Plan**

Work underway estimated complete Feb 2027

The proposed LDP will be a document that identifies where the planning system can have the greatest influence to achieve the objectives set out in the Evidence Report. The next LDP will place a greater focus on place-based planning, identifying areas where significant change is required that the planning system can support. It is anticipated that there will be an emphasis on maps and settlement statements within the document.

Sites specifically identified for development will have been assessed as being deliverable and free from major constraints as far as possible; where necessary there will be details on infrastructure requirements that a developer will be expected to deliver as part of any development.

The next plan is likely to have less policy wording to reflect the new role of National Planning Framework 4, and where bespoke tailored policies are required, this will only be for the purpose of adding value or filling gaps on the interpretation of national policies or where a specific tailored local policy approach is required.

Prior to drafting the proposed LDP there will be engagement with key stakeholders identified in the Participation Statement and account will be taken of any Place Plans that have been submitted.

Once the proposed LDP has been drafted it must be approved by the Council before being published for public consultation.

Drafting the Proposed Local Development is expected to be the most time-intensive stage of the process. Originally estimated in the last Development Plan Scheme for drafting to be completed in December 2025, this stage has now been rescheduled.

Work is now underway and now estimated to be complete in February 2027. The revised timeframe reflects adjustments to earlier stages such as the need to resubmit the Evidence Report and ensuring sufficient time to produce a comprehensive and well-informed draft plan based on up-to-date evidence and undertake necessary assessments.

## **Proposed Local Development Plan Consultation and LDP modified following consultation engagement**

Estimated May 27 – August 27

There will be a minimum 12 week consultation on the proposed LDP and the draft Delivery Programme.

Following the close of the consultation on the proposed LDP, the Plan may be modified to take account of any representations, consultation responses, minor drafting or technical issues. There will be a modification report produced that outlines the changes to the proposed LDP.

Originally estimated for January to March 2026, this stage has now been rescheduled to be estimated to take place between May 2027 and August 2027.

### **Submission and Examination of the Proposed Local Development Plan**

Estimated Date: November 2027 – March 2028

Following the consultation on the proposed LDP and subsequent modifications, if there are still issues that have not been resolved through changes to the proposed LDP after consultation (unresolved representations) then these will be collated and a summary of unresolved issues produced. Scottish Ministers will then instruct the Department of Planning and Environmental Appeals Division (DPEA) to conduct a Local Development Plan Examination into the modified proposed LDP.

Due to the new power to negotiate on representations received, it is anticipated that an examination will be smaller in scope than that seen in past LDPs given the weight of NPF4 and may take less time to complete.

This stage was previously scheduled for November 2026 to February 2027 but has now been rescheduled to take place between November 2027 and March 2028.

### **Adopt Local Development and Publish Delivery Programme**

Estimated Date: May 2028

Once the examination report has been received by the Council it will need to make any modifications recommended by the DPEA to the LDP. That being the case the plan will be adopted to replace the existing Orkney Local Development Plan.

The Delivery Programme will be considered at the outset of plan preparation and run alongside it. It is instrumental to achieving an outcome focussed approach to development planning and will support delivery of the LDP. It will be developed to provide a clear route for delivery of sites and proposals in the adopted plan.

This milestone of adoption of the LDP was originally estimated for March 2027 but is now estimated for May 2028.

## Key stages and Indicative Programme for Local Development Plan

Stage	When
Publish finalised Development Plan Scheme	March 2026
<b>Evidence Report</b>	
Gather evidence	<b>Complete</b>
Engage with public and groups on evidence and support communities prepare Local Place Plans. This will include a call for ideas as part of the community engagement	<b>Complete</b>
Finalise and publish Evidence Report and SEA Scoping Report	<b>Complete</b>
<b>Gatecheck</b>	
Examination of the updated Evidence Report	March to May 2026*
<b>Proposed Plan</b>	
Plan Preparation	Underway – Feb 2027
Report Proposed Plan to Full Council	March 2027
Publish and consult on Proposed Plan and the Environmental Report	May 2027 – August 2027
Assess representations. Consider any changes and progress to examination stage.	Aug 2027 – November ** 2027
<b>Examination</b>	
Examination of Proposed LDP and Environmental Report	Nov 2027 – March 2028 **
Consider Examination recommendations. Publish any changes. Resend modified Proposed LDP to Scottish Ministers	April 2028 – May 2028 **
<b>Adoption</b>	
Publish and Publicise Adopted LDP, Delivery Plan and Environmental Report	May 2028 **

\* This date will depend on the complexity of issues in the updated Evidence Report.

\*\* This date will depend on the number and complexity of representations received to the Proposed Plan.

The Town and Country Planning (Development Planning) (Scotland) Regulations 2023 state that Development Plan Schemes are to specify the Quarter (Q) in which the planning authority expects to publish certain elements of the Local Development Plan process.

This applies to the following stages:

- Publish Evidence Report Q2 2025 (June 2025)
- Publish Proposed Plan Q2 and Q3 2027 (May– August 2027)
- Send Proposed Plan to Scottish Ministers for examination Q4 2027 and Q1 2028 (November 2027– March 2028)
- Adopt LDP Q2 2028 (May 2028)

If you have any questions in respect of the Development Plan Scheme or would wish to be added to our content database, where we will regularly send email updates and notification of consultations then please contact us at [devplan@orkney.gov.uk](mailto:devplan@orkney.gov.uk)

## Glossary

**Call for ideas** - Optional consultation phase to inform the proposed Plan. It provides an opportunity for stakeholders including; landowners, developers and communities, to put forward ideas or sites they would like to be considered by the planning authority for inclusion in the LDP.

**Development Plan** - The statutory basis of planning decision making, comprising NPF4 and the LDP.

**Evidence Report** - A supporting document to the LDP. An Evidence Report summarises the evidence base for those proposals and policies set out in the development plan and demonstrates that appropriate consultation has been undertaken and regard given to the views of the community.

**Examination** - The Examination is the opportunity for independent consideration, by an appointed person, of any issues raised during the formal consultation on the proposed Plan that have not been resolved through modifications.

**Fairer Scotland Duty** - The duty on public bodies in Scotland, including councils, to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. It is a requirement of [the Equality Act 2010](#). The aim of the duty is to help the public sector make better policy decisions and deliver fairer outcomes. It should focus on socio-economic issues such as low income, low wealth and area deprivation.

**Gatecheck** - An assessment of the sufficiency of the evidence base on which the proposed Plan will be developed.

**Habitats Regulations Appraisal (HRA)** - Under the [Habitats Regulations](#), all competent authorities must consider whether any plan or project could affect a European site before it can be authorised or carried out. This includes considering whether it will have a 'likely significant effect' on a [European site](#), and if so, they must carry out an 'appropriate assessment' (AA). This process is known as Habitats Regulations Appraisal (HRA).

**Housing Land Audit (HLA)** - The annual HLA will monitor the delivery of housing land including past completions and future programming. It will inform the pipeline and actions to be taken in the Delivery Programme.

**Housing Need and Demand Assessment (HNDA)** – A HNDA estimates the number of additional housing units needed to meet existing and future housing need (social housing) and demand (market housing). It also captures information on the operation of the housing system to assist local authorities to develop policies on new housing supply, management of existing stock, specialist housing provision and the provision of housing-related services. HNDAs are undertaken by local authorities or groups of authorities every five years.

**Infrastructure first** – Approach that puts infrastructure considerations at the heart of development planning.

**Island Communities Impact Assessment** – The Islands (Scotland) Act 2018 placed new duties on public authorities to consider the effect of their policies, strategies and services on an ‘island community’.

**Local Place Plan (LPP)** - A LPP is a community-led plan setting out proposals for the development and use of land and a community's aspirations for its future development. Once registered they are to be taken into account in the preparation of the relevant LDP.

**National Planning Framework 4 (NPF4)** - a long-term plan looking to 2045 that guides spatial development, sets out national planning policies, designates national developments and highlights regional spatial priorities. It is part of the development plan.

**Open Space Strategy (OSS)** - An Open Space Strategy is to set out a strategic framework of the planning authority's policies and proposals as to the development, maintenance and use of green infrastructure in their district, including open spaces and green networks. It must contain; an audit of existing open space provision, an assessment of current and future requirements, and any other matter which the planning authority considers appropriate.

**Play Sufficiency Assessment (PSA)** - A Play Sufficiency Assessment is the assessment of the sufficiency of play opportunities for children in their area, carried out by a planning authority under the duty as set out in [Section 16D\(1\) of the Town and Country Planning Scotland Act 1997, as amended](#), and must be done by the planning authority in preparing an Evidence Report.

**Strategic Environmental Assessment (SEA)** - Strategic Environmental Assessment is a procedure to assess the environmental impact and sustainability of a proposed or existing policy, plan, or programme.

# Orkney Islands Marine Region: Finfish Farming Spatial Guidance



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# Orkney Islands Marine Region: Finfish Farming Spatial Guidance

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## Acronyms

<b>Term</b>	<b>Acronym</b>
AIS	Automatic Identification System
BAP	Biodiversity Action Plan
CCC	Clyde Cruising Club
EU	European Union
FeAST	Feature Activity Sensitivity Tool
GeMS	Geodatabase of Marine Features Adjacent to Scotland
HMPA	Historic Marine Protected Area
INIS	invasive non-indigenous species
MPA	Marine Protected Area
NC MPA	Nature Conservation Marine Protected Area
NIMF	Nationally Important Marine Feature
NSA	National Scenic Area
PMF	Priority Marine Feature
SAC	Special Area of Conservation
SPA	Special Protection Area
STS	Ship-to-ship

## 1. Purpose of this guidance

- 1.1 The Orkney Islands Marine Region: Finfish Farming Spatial Guidance is a decision support tool that should inform decision making by public authorities and developers on finfish farm development proposals in the Orkney Islands marine region.
- 1.2 The purpose of this Spatial Guidance is to:
- support the implementation of the Orkney Islands Regional Marine Plan Sector Policy 2b: Finfish and shellfish farming;
  - identify areas of greater and lesser potential sensitivity and/or constraint for finfish farming development in the Orkney Islands marine region;
  - provide greater clarity for stakeholders on the significance, and potential sensitivity of identified environmental, historic, social, economic and infrastructure features, or receptors, to finfish farming development; and
  - inform stakeholder understanding and participation in the planning and decision-making process for finfish farming development.

## 2. Policy context

- 2.1 Orkney Islands Marine Region: Finfish Farming Spatial Guidance is non-statutory planning guidance that supports the implementation of the Orkney Islands Regional Marine Plan Sector Policy 2b: Finfish and shellfish farming (see below). Sector Policy 2b vi. states that proposals for finfish farming development should have regard to this spatial guidance.

## Sector Policy 2: Aquaculture

### Sector Policy 2a: Safeguarding the operation of active aquaculture sites

Proposals for development and/or activities should avoid, minimise and/or appropriately mitigate significant adverse impacts on the operation of active aquaculture sites.

### Sector Policy 2b: Finfish and shellfish farming

- i. Proposals for finfish and shellfish farming development and/or activities should have regard to:
  - a. The Orkney Local Development Plan;
  - b. The National Marine Plan;
  - c. The National Planning Framework; and
  - d. any Marine Directorate or SEPA licensing requirements and guidance.
- ii. Proposals for finfish and shellfish farming development and/or activities should avoid, minimise and/or appropriately mitigate significant adverse impacts on:
  - a. landscape and/or seascape character and visual amenity;
  - b. nature conservation designations, protected species, and the wider biodiversity, including the national status of Priority Marine Features;
  - c. seal haul-out sites;
  - d. wild salmonid fish populations due to sea lice and/or escapes (applies to finfish farming only);
  - e. water quality, biological carrying capacity and the benthic environment;
  - f. historic environment assets;
  - g. other coastal and marine users including, but not limited to, commercial fishing, shipping and navigation, port and harbour infrastructure/operations, active aquaculture sites, marine cable routes and pipelines, tourism, recreation, and sport and leisure activities; and
  - h. amenity, including consideration of road traffic, noise, light, access, vibration, odour and litter impacts.
- iii. Proposals for finfish and shellfish development and/or activities should ensure appropriate measures are included to prevent the introduction and spread of non-native species.
- iv. New finfish farms should not bridge Disease Management Areas, although boundaries may be revised by the Marine Directorate to take account of any changes in fish farm location, subject to the continued management of risk.
- v. Appropriate planning conditions and, where necessary, a financial bond or a letter of credit will be concluded to ensure that decommissioning and site restoration arrangements will be implemented following cessation of the operation.

- vi. Proposals for finfish farming development should have regard to the Orkney Islands Marine Region: Finfish Farming Spatial Guidance.
- vii. Proposals for shellfish farming development should have regard to the Orkney Islands Marine Region: Shellfish Farming Spatial Guidance, where available.

### 3. How to use this guidance

- 3.1 This guidance should be used to guide decision making on finfish farming development in the Orkney Islands marine region. It does not identify locations that are suitable or unsuitable for finfish farm development. The Spatial Guidance is a decision support tool to help identify areas of greater and lesser sensitivity and/or constraint to finfish farming development.
- 3.2 There are environmental, historic, social, economic and infrastructure features, or receptors, in the Orkney Islands marine region and adjacent coastal areas, that can be affected by finfish farming development and/or activities. This Spatial Guidance identifies the location, significance and potential sensitivity of these receptors to finfish farm development.
- 3.3 The Spatial Guidance receptors have been selected in accordance with the criteria in the Orkney Islands Regional Marine Plan, Sector Policy 2b ii. Table 1 identifies the relevant receptors along with their spatial extent and the Orkney Islands Regional Marine Plan policies that are relevant to each receptor. These receptors include, for example, designated nature conservation sites and electricity cables.
- 3.4 Receptors have varying levels of significance. For example, internationally rare or vulnerable habitats or species have greater significance than habitats or species that are more common and/or of lesser conservation importance. Receptors can also have higher or lower levels of sensitivity to finfish farming development and/or activities. For example, the various Priority Marine Features have different levels of sensitivity to organic enrichment associated with finfish farming development and/or activities. Where relevant, a receptor's significance value is assigned on the basis of its position within the hierarchy of international, national and regional/local importance.
- 3.5 Table 2 provides information on the significance, and potential sensitivity of the identified environmental, historic, social, economic and infrastructure receptors to finfish farm development. The receptors have been assigned values according to their significance and their potential sensitivity, as identified in Table 2. The location, and significance and sensitivity values, of

the receptors are identified in the guidance maps in Section 7: Spatial Guidance.

- 3.6 Further information on the identified nature conservation receptors, and their potential sensitivity to finfish farm development and/or activities, is provided in Appendices 1 to 4.
- 3.7 The significance of any potential impact or effect associated with a specific finfish farming development or activity proposal is influenced by factors including, but not limited to, location, scale, siting and design, and any appropriate development specific mitigation measures. These development specific impacts or effects, and associated mitigation measures, are assessed as part of the relevant statutory consenting processes. For the purposes of this guidance, the assessments have been undertaken prior to the consideration of any development or site-specific mitigation.

#### 4. Online interactive maps

- 4.1 A web-based interactive spatial tool can be accessed at [Orkney Islands Marine Region: Finfish Farming Spatial Guidance \(arcgis.com\)](https://storymaps.arcgis.com/stories/3ec2b843d89346e3ac0e2f476b4568bd)<sup>1</sup>. This service allows users to identify nearby receptors from a given point by clicking on a desired location. The search distance from the clicked location can be set by the user (e.g., all receptors within 1km), with the option to view further information on the receptors present within the search area.

#### 5. Receptor updates

- 5.1 It is important that the location, significance and sensitivity of the receptors is identified using the most up to date data. The receptor locations identified in Appendix 5, Table A6, may be periodically reviewed and updated using the identified data sources. Relevant receptors may also be periodically updated to reflect updates to the Feature Activity Sensitivity Tool (FeAST). These updates may be made to this Spatial Guidance without the need for further public consultation on an updated spatial guidance document.

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<sup>1</sup>Orkney Marine Region: Finfish Farming Spatial Guidance:  
<https://storymaps.arcgis.com/stories/3ec2b843d89346e3ac0e2f476b4568bd>

## 6. Identified Receptors

6.1 Table 1 identifies the receptors that are of relevance to Orkney Islands Regional Marine Plan *Sector Policy 2b ii.*, along with their identified spatial extent and the Orkney Islands Regional Marine Plan general policies of relevance to each receptor.

**Table 1. Identified receptors summary**

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general policies and sector policies	Spatial extent of receptor in spatial guidance
<b>Nature conservation receptors</b>			
Special Protection Areas (SPA)	b) Nature conservation designations	General Policy 9: Nature	Site boundary.  (The foraging range of SPA qualify bird features are identified in Appendix 1, Table A2).
Special Areas of Conservation (SAC)	b) Nature conservation designations	General Policy 9: Nature	Site boundary.
Nature Conservation Marine Protected Areas (NC MPA)	b) Nature conservation designations	General Policy 9: Nature	Site boundary.
Priority Marine Features (PMF): Maerl beds, seagrass beds, flame shell beds, horse mussel beds and fan shell aggregations.	b) Priority Marine Features	General Policy 9: Nature	Point data (minimum raster grid of ~300m <sup>2</sup> ).

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general policies and sector policies	Spatial extent of receptor in spatial guidance
There are PMF locations within Orkney’s waters that have not yet been recorded and are therefore not identified in the spatial data used within this guidance. PMFs records will be periodically updated within this guidance as detailed in Appendix 5 to incorporate any updated records.			
Principal Sea Trout Spawning Burns	b) Priority Marine Features  d) Wild salmonid fish populations	General Policy 9: Nature	Point data (minimum raster grid of ~300m <sup>2</sup> ).
Seal haul-out sites	c) Seal haul-out sites	General Policy 9: Nature	Haul-out site boundary including 500 metre disturbance buffer from the shore and rocks where seals haul-out.
Landscape and seascape receptors			
National Scenic Area (NSA)	a) Landscape and/or seascape character and visual amenity	General Policy 10: Seascape and landscape	Site boundary.

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general polices and sector policies	Spatial extent of receptor in spatial guidance
<b>Historic environment receptors</b>			
World Heritage Site and Inner Sensitivity Zone	f) Historic environment assets	General Policy 8: Historic environment	Site boundary and Inner Sensitive Zone boundary.  The wider setting of the World Heritage Site component sites has not been spatially identified in the guidance maps.
Scapa Flow Historic Marine Protected Area (HMPA)	f) Historic environment assets	General Policy 8: Historic environment	Site boundary.
Scheduled Monuments	f) Historic environment assets	General Policy 8: Historic environment	Site boundary.  The setting of scheduled monuments has not been spatially identified in the guidance maps.
Listed buildings	f) Historic environment assets	General Policy 8: Historic environment	Point data (minimum raster grid of ~300m <sup>2</sup> )  The setting of listed buildings has not been spatially

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general polices and sector policies	Spatial extent of receptor in spatial guidance
			identified in the guidance maps.
Controlled Sites or Protected Places	f) Historic environment assets	General Policy 8: Historic environment	Point data (minimum raster grid of ~300m <sup>2</sup> ).
Conservation Areas	f) Historic environment assets	General Policy 8: Historic environment	Site boundary.  The setting of conservation areas has not been spatially identified in the guidance maps.
Historic Gardens and Designed Landscapes	f) Historic environment assets	General Policy 8: Historic environment	Site boundary.  The setting of historic gardens and designated landscapes has not been spatially identified in the guidance maps.
<b>Socio-economic / infrastructure receptors</b>			
National Development - Scapa Deep Water Quay / sensitive area	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	1500m radius sensitive area from centre point of proposed quay edge.
National Development - Orkney Logistics Base, Hatston / sensitive area	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	1500m radius sensitive area from centre point of proposed quay edge.

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general policies and sector policies	Spatial extent of receptor in spatial guidance
Scapa Flow North and East Safeguarded Area	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	Area boundary (1500 metres from Mean High Water Springs).
Indicative ferry routes	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	Indicative ferry routes with 250 metre (minimum) buffer either side.  Impacts or effects on safety of navigation can occur out with these identified indicative areas.
Shipping Density Areas	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	The average weekly shipping density at a 2km grid resolution.
Widewall Bay Harbour of Refuge	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	Area boundary.
Indicative Shipping Routes (Scapa Flow Harbour Area)	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	Indicative shipping routes with 250 metre (minimum) buffer either side.
Indicative pier and harbour infrastructure sensitive area	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	1500m radius sensitive area from end of pier.  These areas are indicative. The exact extent of the operational area around pier

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general polices and sector policies	Spatial extent of receptor in spatial guidance
			and harbour infrastructure varies depending on the specific maritime operations e.g. pier use, vessel size and type. Impacts on safety of navigation and harbour operations can occur out with the identified indicative areas.
Designated anchor berths and designated ship-to-ship (STS) anchor berths (Scapa Flow)  As identified on UK Hydrographic Office Charts.	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries	1500m radius sensitive area from anchor berth point.  These areas are indicative. The exact extent of the operational area around anchor berths varies depending on the specific maritime operations. Impacts or effects on anchor birth operations can occur out with the identified indicative areas.
Flotta Terminal Safeguarded Area	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries  Sector Policy 6: Zero carbon fuels, oil and gas transition	Area boundary.

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general policies and sector policies	Spatial extent of receptor in spatial guidance
Anchorages listed in the Clyde Cruising Club (CCC) sailing directions and anchorages publication	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries  Sector Policy 7: Tourism, recreation, leisure and sport	Point data (minimum raster grid of ~300m <sup>2</sup> ).
Visiting Yacht Moorings	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries  Sector Policy 7: Tourism, recreation, leisure and sport	Point data (minimum raster grid of ~300m <sup>2</sup> ).
Other anchorages	g) Shipping and navigation, ports and harbour infrastructure/operations	Sector Policy 3: Shipping, ports, harbours and ferries  Sector Policy 7: Tourism, recreation, leisure and sport	Point data (minimum raster grid of ~300m <sup>2</sup> ).
Submarine electricity cables	g) Marine cable routes	Sector Policy 4: Pipeline, electricity and telecommunications infrastructure	Cable with 250 metre buffer either side.
Submarine telecommunication cables	g) Marine cable routes	Sector Policy 4: Pipeline, electricity and telecommunications infrastructure	Cable with 250 metre buffer either side.
Out of Service (OoS) subsea cables	g) Marine cable routes	Sector Policy 4: Pipeline, electricity and	Cable with 250 metre buffer either side.

Receptor	Orkney Islands Regional Marine Plan:  Relevant criteria from Sector Policy 2b ii. Finfish and shellfish farming	Orkney Islands Regional Marine Plan:  Other relevant general policies and sector policies	Spatial extent of receptor in spatial guidance
		telecommunications infrastructure	
Hydrocarbon pipelines	g) Pipelines	Sector Policy 4: Pipeline, electricity and telecommunications infrastructure	Pipeline with 500 metre buffer either side.
Subsea water pipelines	g) Pipelines	Sector Policy 4: Pipeline, electricity and telecommunications infrastructure	Pipeline with 250 metre buffer either side.
Wave and tidal energy sites - Crown Estate Scotland lease and agreement for lease areas	g) Other coastal and marine users	Sector Policy 5: Offshore wind, wave and tidal renewable energy generation	Lease or Agreement for Lease areas.
The Sectoral Plan for Offshore Wind Energy – Plan Options (2020)	g) Other coastal and marine users	Sector Policy 5: Offshore wind, wave and tidal renewable energy generation	Plan Option areas.
Active aquaculture sites	g) Active aquaculture sites	N/A	Point data (minimum raster grid of ~300m <sup>2</sup> ).

6.2 The assessment of relevant finfish farm consent applications will take into account, through the relevant process, any impacts or effects on receptors located outwith the Orkney Islands marine region. For example, any likely significant effects on Special Protection Areas and Special Areas of Conservation.

- 6.3 Non-designated historic environment assets are not identified in this Spatial Guidance. For information on non-designated historic environment assets in the Orkney Islands marine region refer to Trove.scot<sup>2</sup>.

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<sup>2</sup> <https://www.trove.scot/>

7. Significance and sensitivity of receptors

7.1 Table 2 provides information on the significance, and potential sensitivity of the identified environmental, historic, social, economic and infrastructure receptors to finfish farm development and/or activities.

**Table 2: Significance and sensitivity of receptors**

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
<b>Nature conservation receptors</b>				
Special Protection Areas (SPA)	3	Special Protection Areas (SPAs) are selected to protect one or more rare, threatened or vulnerable bird species listed in Annex I of the Birds Directive, or certain regularly occurring migratory species. SPAs are of international conservation significance.	2-3	<p>An individual site sensitivity value has been assigned to relevant SPAs within Orkney and the Orkney Islands marine region. The sensitivity value for each SPA has been assigned on the basis of the sensitivity of the site's qualifying bird features to pressures from finfish farming development and/or activities. Refer to Appendix 1.</p> <p>The Orkney SPAs with qualifying features that have no identified pressure/interaction with finfish farming development and/or activities have been screened out and are therefore not included in the significance and sensitivity maps in</p>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
				<p>this spatial guidance. Refer to Appendix 1.</p> <p>SPAs outwith Orkney and the Orkney Islands marine region have potential connectivity with proposed finfish farming development and/or activities in Orkney. These SPAs are not identified in this Spatial Guidance.</p>
Special Areas of Conservation (SAC)	3	SACs are of international conservation significance. SACs in Scotland are designated by Scottish Ministers under the European Union (EU) Habitats Directive. They are areas which have been identified as best representing the range and variety within the EU of habitats and (non-bird) species listed on Annex I and II to the Directive. SACs in terrestrial areas and marine areas out to 12 nautical miles are afforded protection through the Conservation (Natural Habitats, &c.) Regulations 1994 (as	3	<p>An individual site sensitivity value has been assigned to relevant SACs within Orkney and the Orkney Islands marine region. The sensitivity value for each SAC has been assigned on the basis of the sensitivity of the site's qualifying features to pressures from finfish farming development and/or activities. Refer to Appendix 2.</p> <p>The Orkney SACs with qualifying features that have no identified pressure/interaction with finish farming development and/or</p>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		amended). SACs are of international conservation significance.		<p>activities have been screened out and are therefore not included in the significance and sensitivity maps in this Spatial Guidance. Refer to Appendix 2.</p> <p>SACs outwith Orkney and the Orkney Islands marine region have potential connectivity with proposed finfish farming development and/or activities in Orkney. These SACs are not identified in this Spatial Guidance.</p>
Nature Conservation Marine Protected Areas (NC MPA)	2	Nature Conservation Marine Protected Areas (NC MPAs) protect a wide range of habitats, species, geology and undersea landforms in Scottish waters. NC MPAs are statutory designations under the Marine (Scotland) Act 2010 and are of national significance.	3	<p>An individual site sensitivity value has been assigned to each NC MPA within the Orkney Islands marine region. The sensitivity value for each NC MPA has been assigned on the basis of the sensitivity of the site's protected features to pressures from finfish farming development and/or activities. Refer to Appendix 3.</p> <p>NC MPAs outwith Orkney and the Orkney Islands marine region have</p>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
				potential connectivity with proposed finfish farming development and/or activities in Orkney. These NC MPAs are not identified in this Spatial Guidance.
PMF: Maerl beds, seagrass beds, flame shell beds, horse mussel beds and fan shell aggregations.	2-3	<p>PMFs are species and habitats which have been identified as being of conservation importance in Scotland. PMFs are a subset of species and habitats identified on national, UK or international lists. Therefore, all PMFs are of at least national conservation significance in Scotland, but may be of UK level or international significance. Each PMF recorded in the Orkney Islands marine region has been attributed a significance value on the basis of national or international conservation status.</p> <p>Refer to Appendix 4 for the conservation status and significance value attributed to relevant PMFs.</p>	3	<p>The sensitivity of PMFs to pressures from finfish farming development and/or activities has been assigned using the <a href="#">Feature Activity Sensitivity Tool (FeAST)</a><sup>3</sup> and advice provided by NatureScot.</p> <p>Refer to Appendix 4 for the pressures/interactions from finfish farming development and/or activities for PMFs.</p>

<sup>3</sup> <https://feature-activity-sensitivity-tool.scot/>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
Principal Sea Trout Spawning Burns	2	Sea trout is listed as a Priority Species in the UK Biodiversity Action Plan and the Scottish Biodiversity List. The marine phase of the sea trout's life cycle is also included on the list of PMFs. The species is of national significance.	3	The sensitivity of sea trout has been informed by <a href="#">research and analysis</a> <sup>4</sup> published by Scottish Government on the interaction of salmon farming with wild sea trout populations and potential impacts from sea lice.
Seal haul-out sites	2	Seal haul-out sites are designated under section 117 of Marine (Scotland) Act 2010. They are locations on land where seals come ashore to rest, moult or breed and which have been designated by Scottish Ministers to provide additional protection for seals from intentional or reckless harassment. Seal haul-out sites were designated through the Seals (Designation of Haul-Out Sites) (Scotland) Order 2014. These sites are of national significance.	3	The sensitivity of grey and harbour seals has been assigned on the basis of their sensitivity to pressures from finfish farming development and/or activities. Information on seal sensitivity can be found within Sanday and Faray SAC qualifying features (Appendix 2).
<b>Landscape and seascape receptors</b>				
NSA	2	The Hoy and West Mainland NSA is nationally important for its scenic	3	Finfish farming development and/or activities can have significant effects

<sup>4</sup> <https://www.gov.scot/publications/summary-of-information-relating-to-impacts-of-salmon-lice-from-fish-farms-on-wild-scottish-sea-trout-and-salmon/>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		quality. NSAs are designated under Part 10 of the Planning etc. (Scotland) Act 2006 giving NSAs a statutory basis. NSAs are of national significance.		on the special qualities of the Hoy and West Mainland NSA. Particular special qualities of the NSA are highly sensitive to finfish farm development and/or activities. These special qualities include the archaeological landscape of World Heritage Status, the spectacular coastal scenery, a long-settled and productive land and sea, a landscape of contrasting curves and lines, land and water in constantly changing combinations under the open sky, and the townscape of Stromness, its setting and its link with the sea.
<b>Historic environment receptors</b>				
World Heritage Site and Inner Sensitivity Zone	3	The Heart of Neolithic Orkney World Heritage Site comprises six individual component sites: the settlement of Skara Brae, Maeshowe, the Stones of Stenness, the Watch Stone, the Barnhouse Stone and the Ring of Brodgar and its associated ritual and funerary monuments.	3	The World Heritage Site component sites are highly sensitive to direct physical impacts from development and/or activities.  The Inner Sensitivity Zone identifies an area of high sensitivity to development and/or activities that could affect the wider landscape

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>The World Heritage Site was formally inscribed onto the UNESCO World Heritage List in 1999 as a group of sites deemed to be an outstanding testimony to the cultural achievements of the Neolithic peoples of Northern Europe, fulfilling four of the six criteria of Outstanding Universal Value for cultural sites.</p> <p>The World Heritage Site Inner Sensitivity Zone has been designated to manage the impact of development on the wider landscape setting, and to prevent development that would have an adverse impact on the Outstanding Universal Value.</p> <p>The World Heritage Site and Inner Sensitive Zone are of international significance.</p>		<p>setting of the World Heritage Site component sites.</p>
Scapa Flow Historic Marine Protected Area (HMPA)	2	HMPAs are designated under Section 67 of the Marine Scotland Act 2010 to protect marine historic assets of national importance within Scottish territorial waters.	3	The marine historic features of the HMPA are highly sensitivity to direct impacts from development and/or activities including abrasion and collision (e.g. from anchors and

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
				moorings) and changes to physical processes and/or sedimentation.
Scheduled Monuments	2	Designated under the Ancient Monuments and Archaeological Areas Act 1979, scheduled monuments are archaeological sites, buildings or structures of national historic importance. These monuments include the wrecks of the German High Sea Fleet in Scapa Flow, numerous broches, burnt mounds, World War 1 and World War 2 coastal defences, castles and Neolithic, Iron Age to medieval settlements.	3	<p>The German High Sea Fleet scheduled monuments are highly sensitive to direct impacts from development and/or activities including abrasion and collision (e.g. from anchors and moorings) and changes to physical processes and/or sedimentation.</p> <p>Coastal scheduled monuments are highly sensitive to impacts from development and/or activities on their setting.</p>
Listed buildings	1-2	There are many coastal and marine related listed buildings in Orkney including lighthouses, harbour infrastructure, such as the Lyness Golden Wharf and Kirkwall Harbour, North Ronaldsay Sheep Dyke and clusters of numerous listed buildings within coastal settlements.	3	<p>Listed buildings are highly sensitive to direct physical impacts from development and/or activities.</p> <p>Listed buildings are highly sensitive to impacts from development and/or activities on their setting.</p>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>Listed under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, listed buildings are buildings of special architectural or historic interest and are listed by Historic Environment Scotland.</p> <p>The term ‘building’ has a broad definition and includes structures such as piers, walls and bridges.</p> <p>Listed buildings are assigned to one of three categories depending on their importance. Category A are buildings of national or international importance, either architectural or historic, or fine little-altered examples of some particular period or style. Category B are buildings of regional or more than local importance, or major examples of some particular period, style or building type which may have been altered. Category C are buildings of local importance, lesser examples of any period, style or building type, as originally constructed or moderately</p>		

Orkney Islands Marine Region: Finfish Farming Spatial Guidance

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>altered; and simple traditional buildings which group well with others in Categories A and B.</p> <p>Category A and B listed buildings are assigned a significance value of 2 and C listed buildings a significance value of 1 within this Spatial Guidance.</p> <p>The setting of a listed building can be an important factor that contributes to its significance.</p>		
Controlled Sites or Protected Places	3	HMS Hampshire, HMS Royal Oak, HMS Pheasant, and HMS Vanguard are designated controlled sites under the Protection of Military Remains Act 1986. These are often referred to as war graves. Permission is required from the Ministry of Defence to access these sites.	3	Controlled Sites or Protected Places are highly sensitive to direct impacts from development and/or activities including abrasion and collision (e.g. from anchors and moorings) and changes to physical processes and/or sedimentation.
Conservation Areas	2	The coastal settlements of Kirkwall, Stromness, St Margaret's Hope and Balfour Village are designated	3	Conservation Areas are highly sensitive to direct physical impacts from development and/or activities that effect their special architectural

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>Conservation Areas. Eynhallow and Brodgar are also Conservation Areas.</p> <p>Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation Areas are designated under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.</p>		<p>or historic interest, or the area's character or appearance.</p> <p>Conservation Areas are highly sensitive to impacts from development and/or activities on their setting.</p>
Historic Gardens and Designed Landscapes	2	<p>Balfour Castle, Skail House and Melsetter House are designated Gardens and Designed Landscapes.</p> <p>All landscapes included in the Inventory of Designed Landscapes are considered to be of national importance. Sites in the Inventory of Gardens and Designed Landscapes are selected under the terms of Ancient Monuments and Archaeological Areas Act 1979.</p>	3	<p>Historic Gardens and Designed Landscapes are highly sensitive to direct physical impacts from development and/or activities.</p> <p>Historic Gardens and Designed Landscapes are highly sensitive to impacts from development and/or activities on their setting.</p>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
<b>Socio-economic / infrastructure receptors</b>				
National Development - Scapa Deep Water Quay	2	Scapa Deep Water Quay is identified as a national development in National Planning Framework 4.	3	Scapa Deep Water Quay and the associated marine area (1500m radius) is highly sensitive to finfish farming development and/or activities that could affect safety of navigation and harbour operations.
National Development - Orkney Logistics Base, Hatston	2	Orkney Logistics Base, Hatston, is identified as a national development in National Planning Framework 4.	3	Orkney Logistics Base, Hatston, and the associated marine area (1500m radius) is highly sensitive to finfish farming development and/or activities that could affect safety of navigation and harbour operations.
Scapa Flow North and East Safeguarded Area	2	The north and east coast of Scapa Flow, from Stromness to St Mary's, within an area 1,500m from the shore, is a strategically important area for potential future harbour development and/or activities in the longer term. Scapa Flow is a nationally significant harbour asset identified in National Planning Framework 4.	2	The north and east coast of Scapa Flow is potentially sensitive to development and/or activities that could affect safety of navigation and harbour operations.

<b>Receptor</b>	<b>Significance Value</b>  (1=low; 2=medium; 3=high)	<b>Receptor significance</b>	<b>Sensitivity Value</b>  (1=low; 2=medium; 3=high)	<b>Receptor sensitivity to finfish farming development and/or activities</b>
Indicative ferry routes	3	Ferry routes are highly significant due to their community, transportation and economic importance.	3	Ferry routes are highly sensitive to development and/or activities that could affect safety of navigation and their efficient operation/use.
Shipping density areas	3	Areas with a medium/high shipping density are highly significant for the safe navigation of vessels. This can be for both local and international operations.	1-3	The sensitivity of a given area ranges from low to high depending on the frequency of use (shipping density). This is calculated from the average weekly density of vessels passing through each raster grid cell, taken from Automatic Identification System (AIS) data <sup>5</sup>  Shipping density associated with vessels that do not carry AIS are not represented in this Spatial Guidance.
Widewall Bay Harbour of Refuge	3	The Widewall Bay Harbour of Refuge is highly significant for the safety of oil tankers in distress when navigating the southern approach to Scapa Flow.	3	The Widewall Bay Harbour of Refuge is highly sensitive to development and/or activities that could affect the utilisation of this refuge site for maritime safety purposes.

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<sup>5</sup> <https://www.abpmer.co.uk/blog/the-value-of-ais-data-in-decision-making>

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
Indicative Shipping Routes (Scapa Flow Harbour Area)	3	These important shipping routes within Scapa Flow have been identified in consultation with the Orkney Harbour Authority. These shipping routes are of high significance for the safe and efficient operation of the Scapa Flow Harbour Area.	3	The indicative shipping routes (Scapa Flow Harbour Area) are highly sensitive to development and/or activities that could affect safety of navigation and harbour operations.
Indicative pier and harbour infrastructure sensitive areas	3	Pier and harbour infrastructure assets include the 29 piers operated by the Orkney Harbour Authority, St Margaret's Hope Pier and the Geo Amenity Slipway, Deerness. These pier and harbour infrastructure assets are of high economic, transport and/or community importance.	3	Pier and harbour infrastructure, and the associated sensitive areas (1500m radius), is highly sensitive to development and/or activities that could affect safety of navigation and harbour operations.
Designated anchor berths and designated STS anchor berths (Scapa Flow)  As identified on UK Hydrographic Office Charts.	3	Scapa Flow is identified in National Planning Framework 4 as a nationally significant harbour asset.  Scapa Flow is one of the principal locations in Europe for ship-to-ship (STS) operations for the transfer of crude and fuel oils.	3	Designated Anchor Berths (Scapa Flow) and the associated marine area (1500m radius), are highly sensitive to development and/or activities that could affect anchoring, safety of navigation and harbour operations.

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>There are 15 designated anchor berths in Scapa Flow including 4 STS berths. Designated anchor berths include the associated 1500 metre radius sensitive areas for safe vessel manoeuvring.</p> <p>Designated Anchor Berths (Scapa Flow) are of high significance due to their navigational safety, pollution control and economic functions.</p>		
Flotta Terminal Safeguarded Area	3	<p>The Flotta Safeguarded Area is the maritime operational area located to the north of Flotta Terminal.</p> <p>The Flotta Terminal Safeguarded Area is of high significance due to its navigational safety, pollution control and economic functions.</p>	3	The Flotta Safeguarded Area is highly sensitive to development and/or activities that could affect safety of navigation and harbour operations.
Anchorages listed in the CCC sailing directions and anchorages publication	2	CCC anchorages are important assets supporting safe navigation, the marine economy and recreational activities.	3	CCC anchorages are highly sensitive to development and/or activities that could affect mooring/anchoring and safety of navigation.

<b>Receptor</b>	<b>Significance Value</b>  <b>(1=low; 2=medium; 3=high)</b>	<b>Receptor significance</b>	<b>Sensitivity Value</b>  <b>(1=low; 2=medium; 3=high)</b>	<b>Receptor sensitivity to finfish farming development and/or activities</b>
Visiting Yacht Moorings (VYMs)	2	VYMs are important assets supporting safe navigation, the marine economy and recreational activities.	3	VYMs are highly sensitive to development and/or activities that could affect mooring/anchoring and safety of navigation.
Other established anchorages	2	Other established anchorages are important assets supporting safe navigation, the marine economy and recreational activities.	3	Other established anchorages are highly sensitive to development and/or activities that could affect mooring/anchoring and safety of navigation.
Submarine electricity cables	3	Electricity cables provide critical infrastructure of high significance connecting Orkney to mainland Scotland, and for distribution of electricity to Orkney communities.	3	Electricity cables are highly sensitive to direct physical impacts from development and/or activities (e.g. anchors).
Submarine telecommunication cables	3	Telecommunication cables provide critical infrastructure of high significance for communications for Orkney communities, Scotland and outwards to international locations via an extensive network.	3	Telecommunication cables are highly sensitive to direct physical impacts from finfish farming development and/or activities (e.g. anchors).
Out of Service (OoS) subsea cables	1	Out of Service (OoS) subsea cables are occasionally left on the seabed, either to guide new cable installations	1	Out of Service (OoS) subsea cables are of low sensitivity to direct

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		or due to being abandoned from dissolved companies. They do not perform a utilities or communications function.		physical impacts development and/or activities.  They are an obstruction and/or entanglement risk for finfish farm development and/or activities.
Hydrocarbon pipelines	3	Crude oil is imported to the Flotta Oil Terminal via a 30-inch subsea pipeline from several offshore installations in the Flotta Catchment Area. This subsea pipeline is protected by a 500m safety zone established by an Offshore Installations (Safety Zones) Order under Section 22 of the Petroleum Act 1987. This pipeline is of high significance due to its safety, pollution control and economic functions.	3	Hydrocarbon pipelines are highly sensitive to direct physical impacts from development and/or activities e.g. anchors.
Subsea water pipelines	3	Subsea water pipelines provide critical potable and wastewater infrastructure for Orkney communities of high significance.	3	Water pipelines are highly sensitive to direct physical impacts from development and/or activities e.g. anchors.

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
Wave and tidal energy sites - Crown Estate Scotland lease and agreement for lease areas	3	Wave and tidal lease sites within the Orkney Islands marine region are operated by the European Marine Energy Centre. These sites are of high significance for international research and development in renewable energy innovation and contribute significant economic benefits.	3	Wave and tidal energy testing sites are highly sensitive to development and/or activities that could affect their construction, operation or decommissioning.
The Sectoral Plan for Offshore Wind Energy – Plan Options (2020)	3	<p>The Sectoral Plan for Offshore Wind Energy sets out the strategic vision and objectives for future commercial-scale offshore wind development in Scotland. It has identified two Plan Option areas, North 1 (N1) and North East 2 (NE2), within the Orkney Islands marine region, along with a wider suite of Plan Option areas across the Scottish marine area.</p> <p>The agreements for lease within these Plan Options areas have been issued via the Scotwind leasing round.</p>	3	Plan Option areas are highly sensitive to development and/or activities that could affect their construction, operation or decommissioning.

Receptor	Significance Value  (1=low; 2=medium; 3=high)	Receptor significance	Sensitivity Value  (1=low; 2=medium; 3=high)	Receptor sensitivity to finfish farming development and/or activities
		<p>National Marine Plan 2015 identifies that the Plan Options areas are the preferred strategic locations for the sustainable development of offshore wind and that this preference should be taken into account by marine planners and decision makers if alternative development or use of these areas is being considered.</p> <p>The Plan Option areas are of high strategic importance in terms of just transition, climate crises and socio-economic benefit priorities within National Planning Framework 4.</p>		
Active aquaculture sites	3	Existing active aquaculture sites make a significant contribution to the economy and require significant investment from site operators. The purpose of identifying existing active aquaculture sites in this Spatial Guidance is to help safeguard these assets from potential adverse effects from new fish farm development.	3	Active aquaculture sites are highly sensitive to development and/or activities that could affect their safe and efficient operation.

## 8. Spatial guidance

- 8.1 This Spatial Guidance provides information on the location, significance, and potential sensitivity of the identified environmental, historic, social, economic and infrastructure receptors to finfish farm development (see Table 1 and Table 2).
- 8.2 The Spatial Guidance is provided in a suite of maps:

### **Nature conservation**

- Map 1: Nature conservation site receptors
- Map 2: Priority Marine Feature receptors
- Map 3: Nature receptors significance and sensitivity

### **Landscape and seascape**

- Map 4: Landscape and seascape receptors
- Map 5: Landscape and seascape receptors significance and sensitivity

### **Historic environment**

- Map 6: Historic environment asset receptors
- Map 7: Historic environment receptors significance and sensitivity

### **Socio-economic / infrastructure**

- Map 8: Harbour infrastructure and operations receptors
- Map 9: Energy, utilities and aquaculture infrastructure receptors
- Map 10: Shipping density and ferry routes

- Map 11: All socio-economic/infrastructure and operations receptor significance and sensitivity

**All receptors**

- Map 12: All receptors significance and sensitivity (i.e. data from Maps 3, 5, 7 and 11)

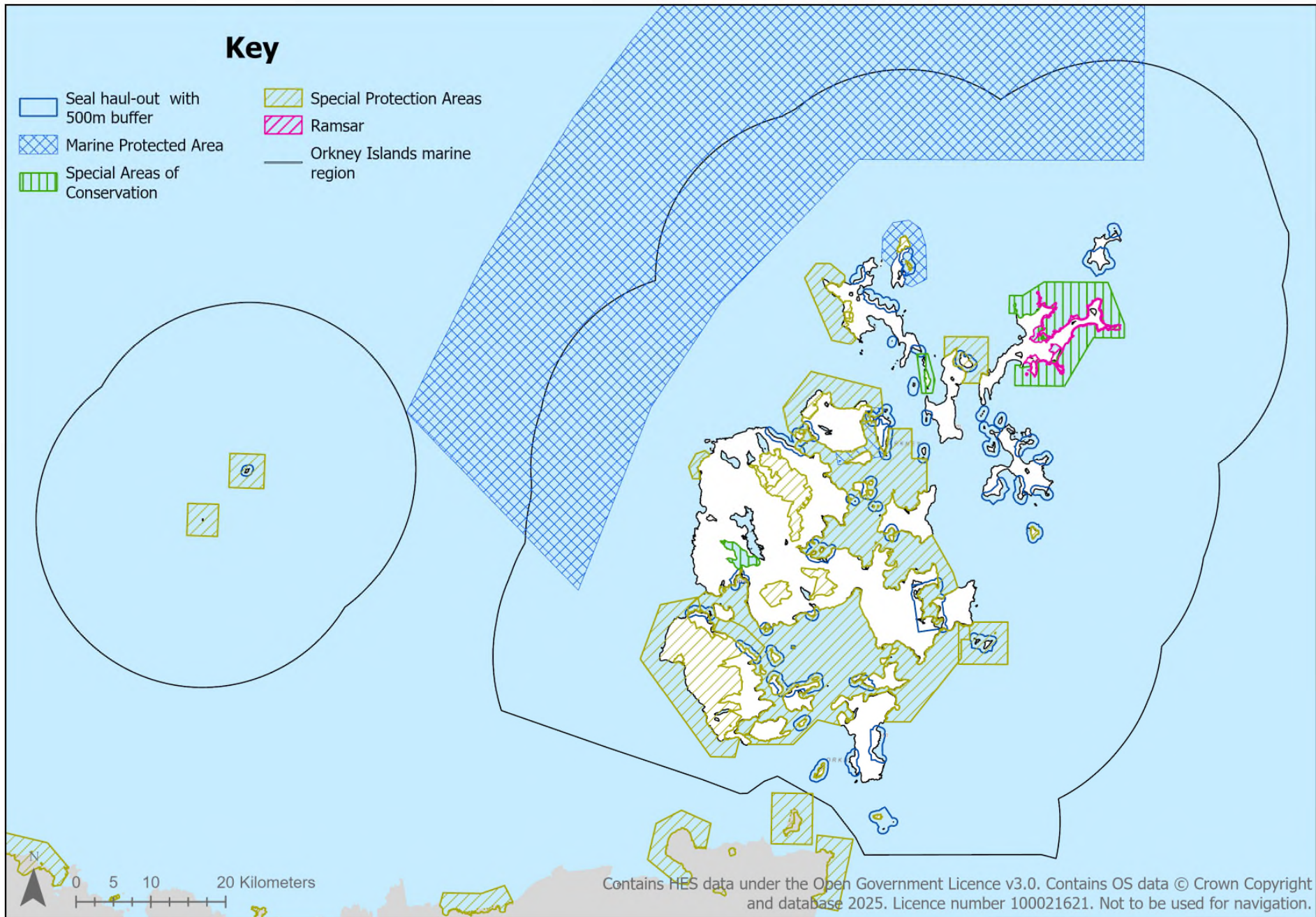
- 8.3 Maps 3, 5, 7, 11 and 12 identify areas of the Orkney Islands marine region with higher and lower levels of receptor significance and sensitivity to finfish farming development. Information on the significance, and sensitivity of the identified receptors to finfish farm development and/or activities is presented in Table 2. The receptors have been assigned values according to their significance and their potential sensitivity, as identified in Table 2. The Spatial Guidance Maps 3, 5, 7, 11 and 12 present the cumulative significance and sensitivity values for the identified receptors (i.e. the sum of overlaying receptor values).
- 8.4 Interactive maps can be accessed at [Orkney Marine Region: Finfish Farming Spatial Guidance \(arcgis.com\)](https://storymaps.arcgis.com/stories/3ec2b843d89346e3ac0e2f476b4568bd)<sup>6</sup> to allow users to look at locations in greater detail.
- 8.5 Information on the identified nature receptors, and their potential sensitivity to finfish farm development and/or activities, is provided in Appendices 1 to 4.

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<sup>6</sup> Orkney Marine Region: Finfish Farming Spatial Guidance: <https://storymaps.arcgis.com/stories/3ec2b843d89346e3ac0e2f476b4568bd>

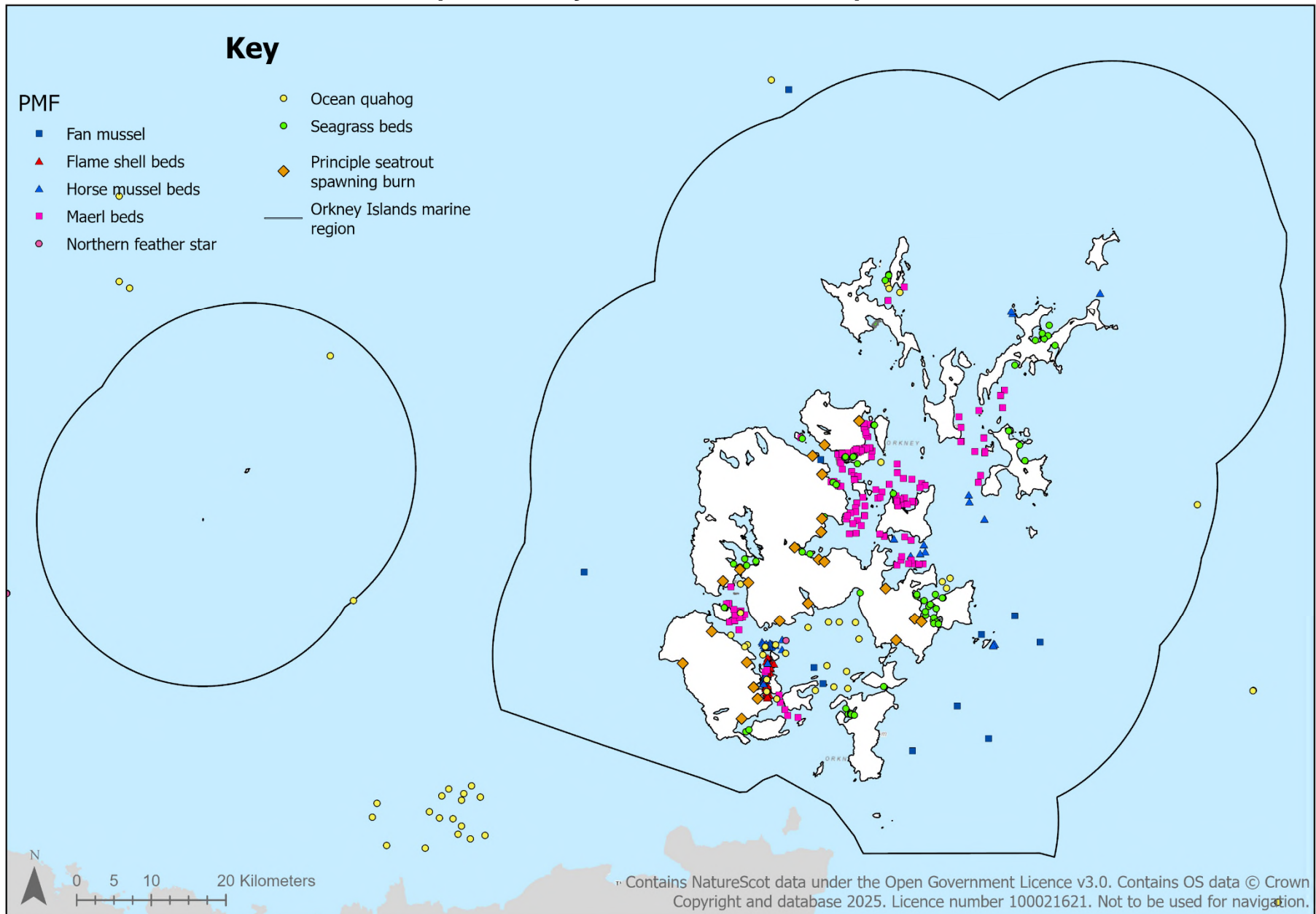
## Nature Conservation Receptor Spatial Guidance

# Map 1: Nature conservation site receptors



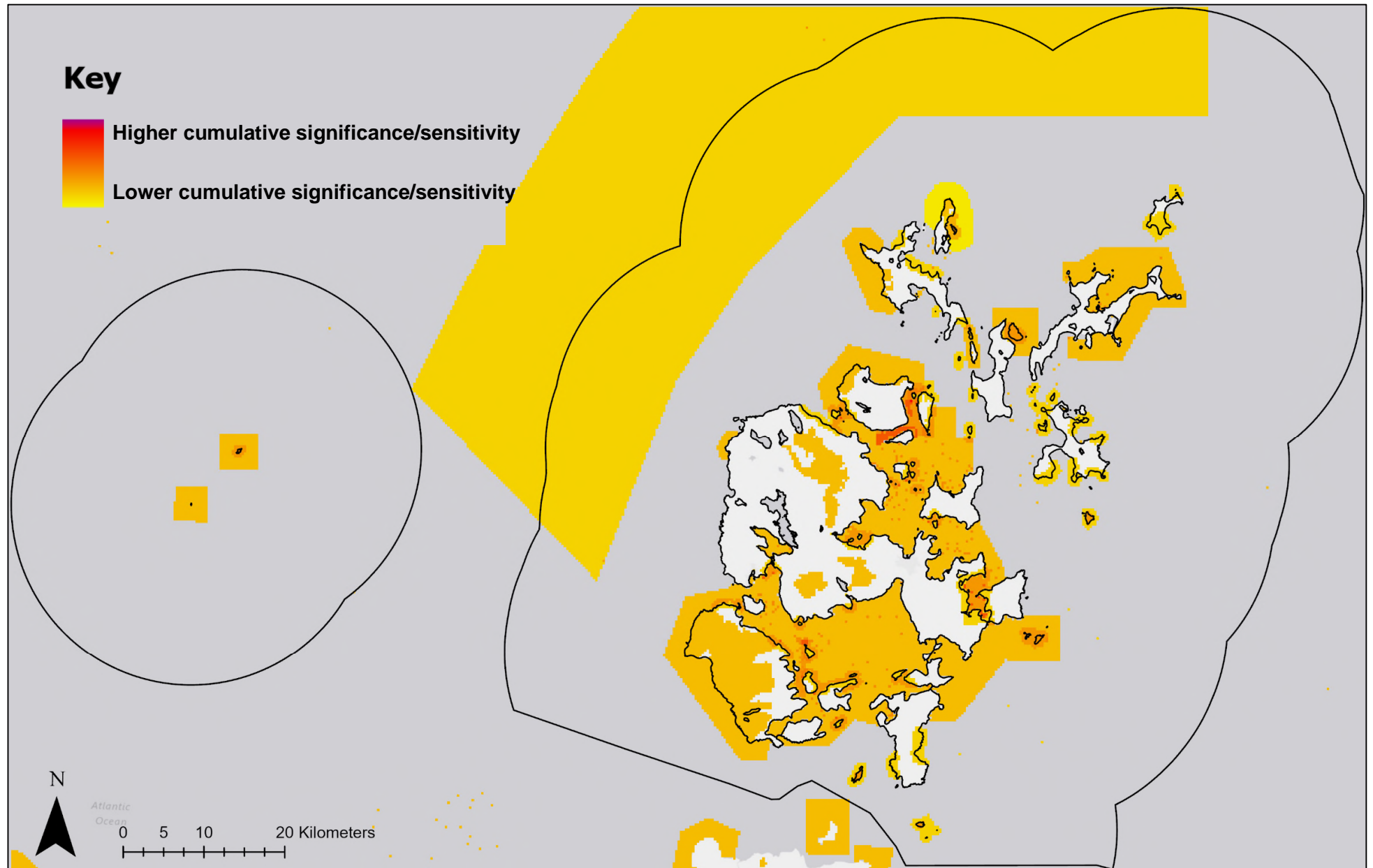
Nature conservation sites that have no identified pressure interactions with finfish farming development and/or activities have been screened out of the significance and sensitivity analysis and mapping in this spatial guidance. See Appendix 1 and Appendix 2 for more information.

## Map 2: Priority Marine Feature receptors



The Geodatabase of Marine Features Adjacent to Scotland (GeMS) Priority Marine Feature records in the Orkney Islands marine region are identified in Map 2. There are PMFs locations that have not yet been recorded and are therefore not identified in the spatial data used within this Guidance.

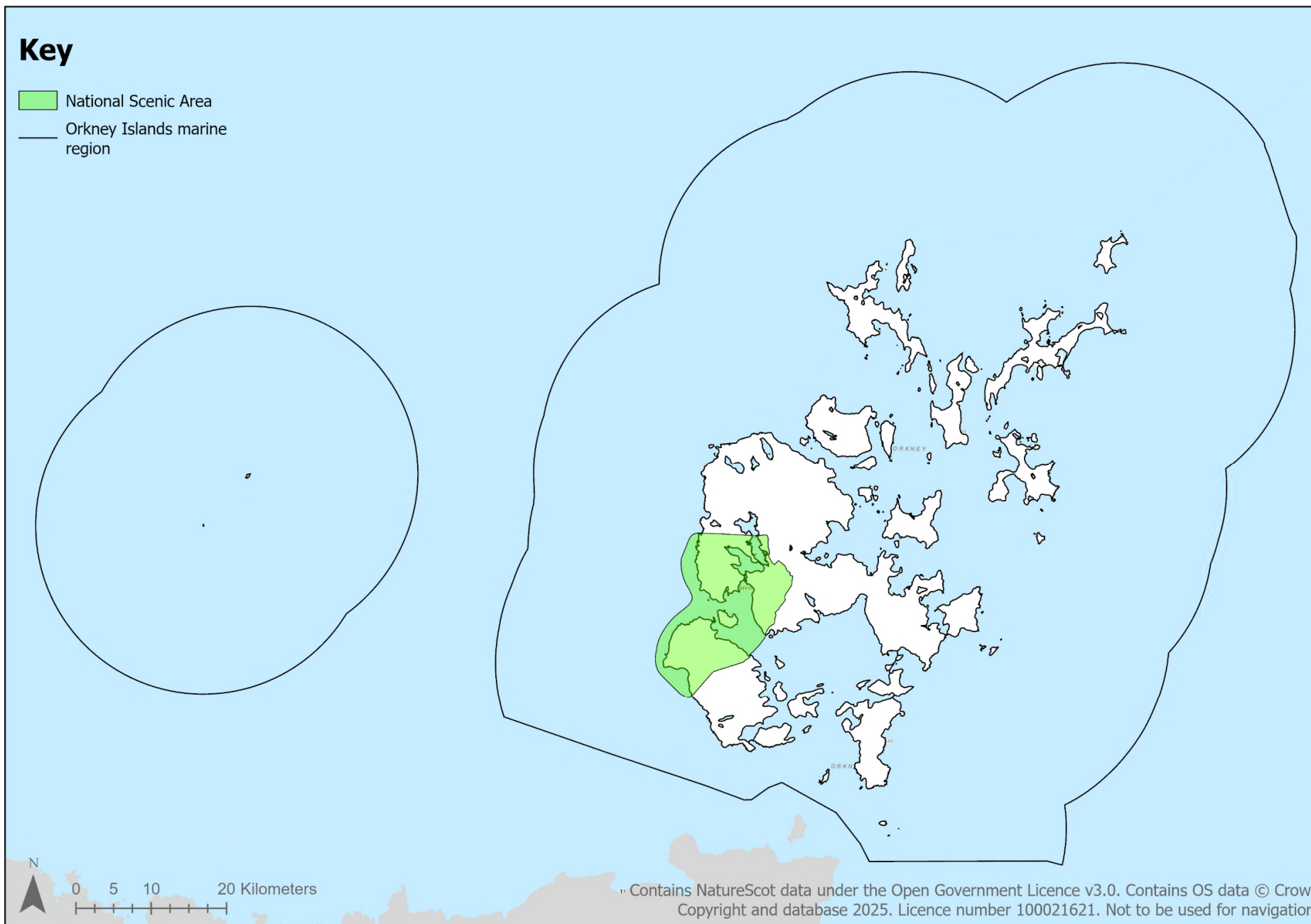
### Map 3: Nature conservation receptor significance and sensitivity



Map 3 presents the cumulative significance and sensitivity values for the identified nature receptors (i.e. the sum of overlaying receptor values).

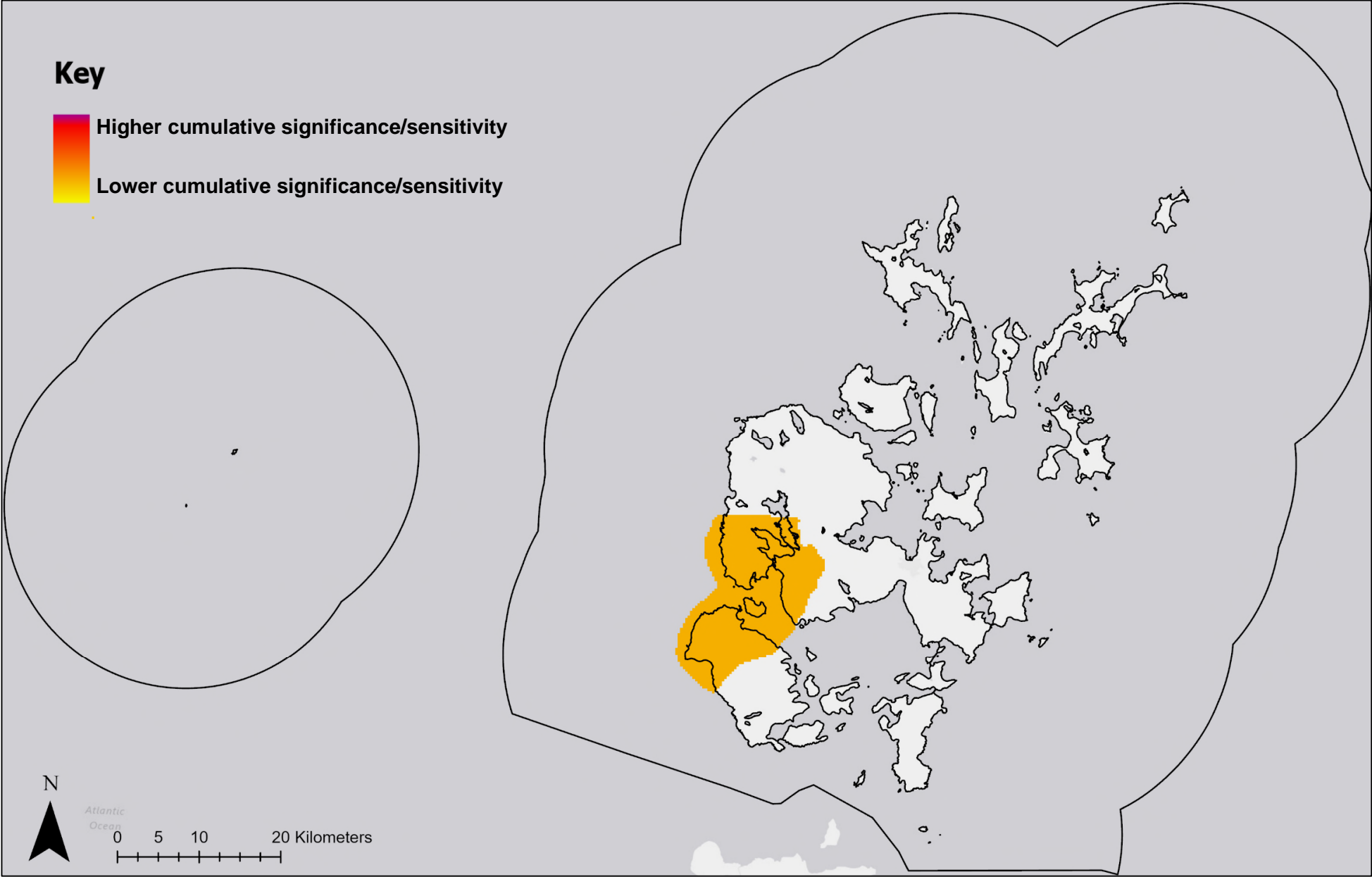
## Landscape and Seascape Receptor Spatial Guidance

# Map 4: Landscape and seascape receptors



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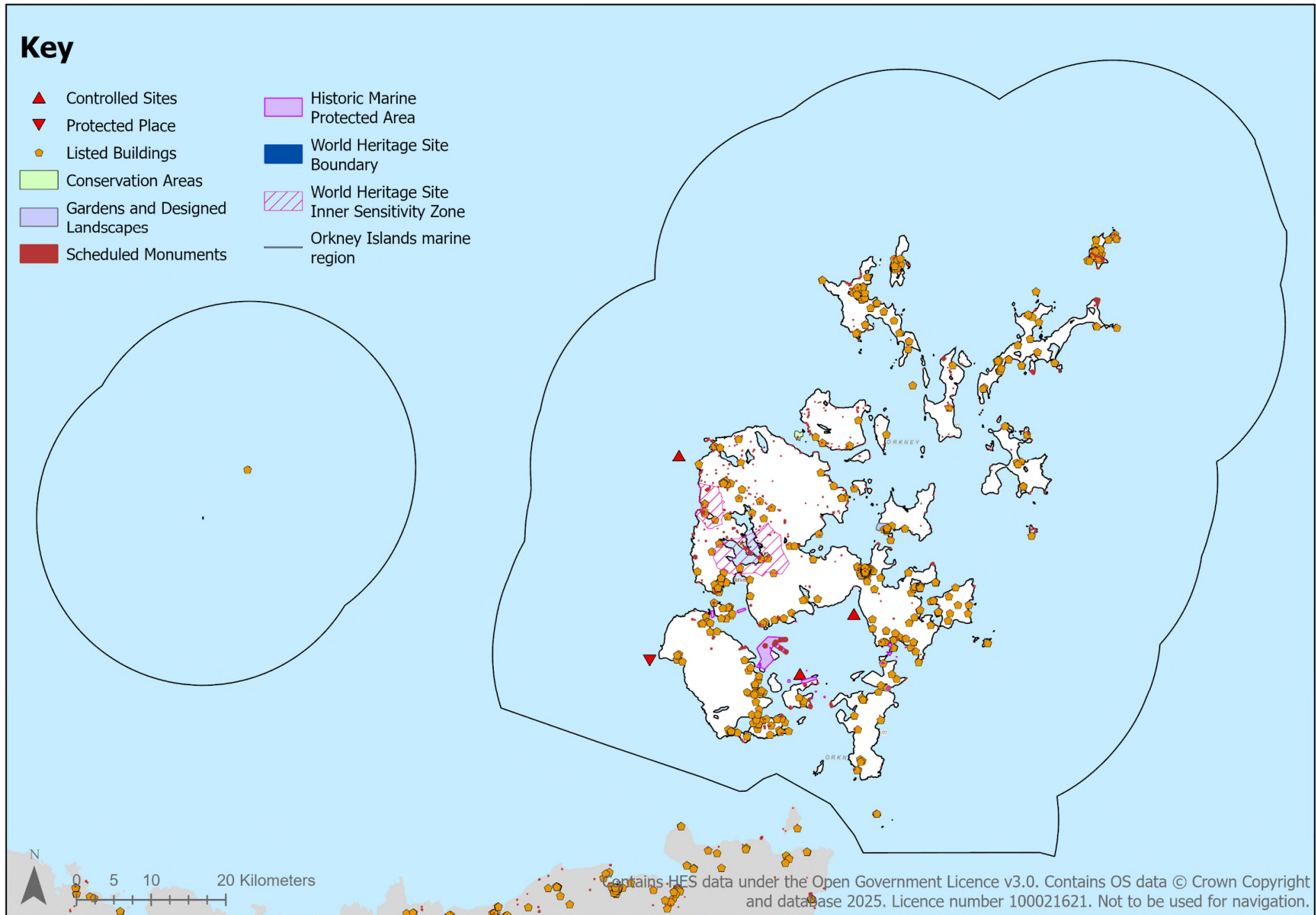
# Map 5: Landscape and seascape receptor significance and sensitivity



Map 5 presents the significance and sensitivity value for the identified landscape receptor (i.e. the Hoy and West Mainland National Scenic Area).

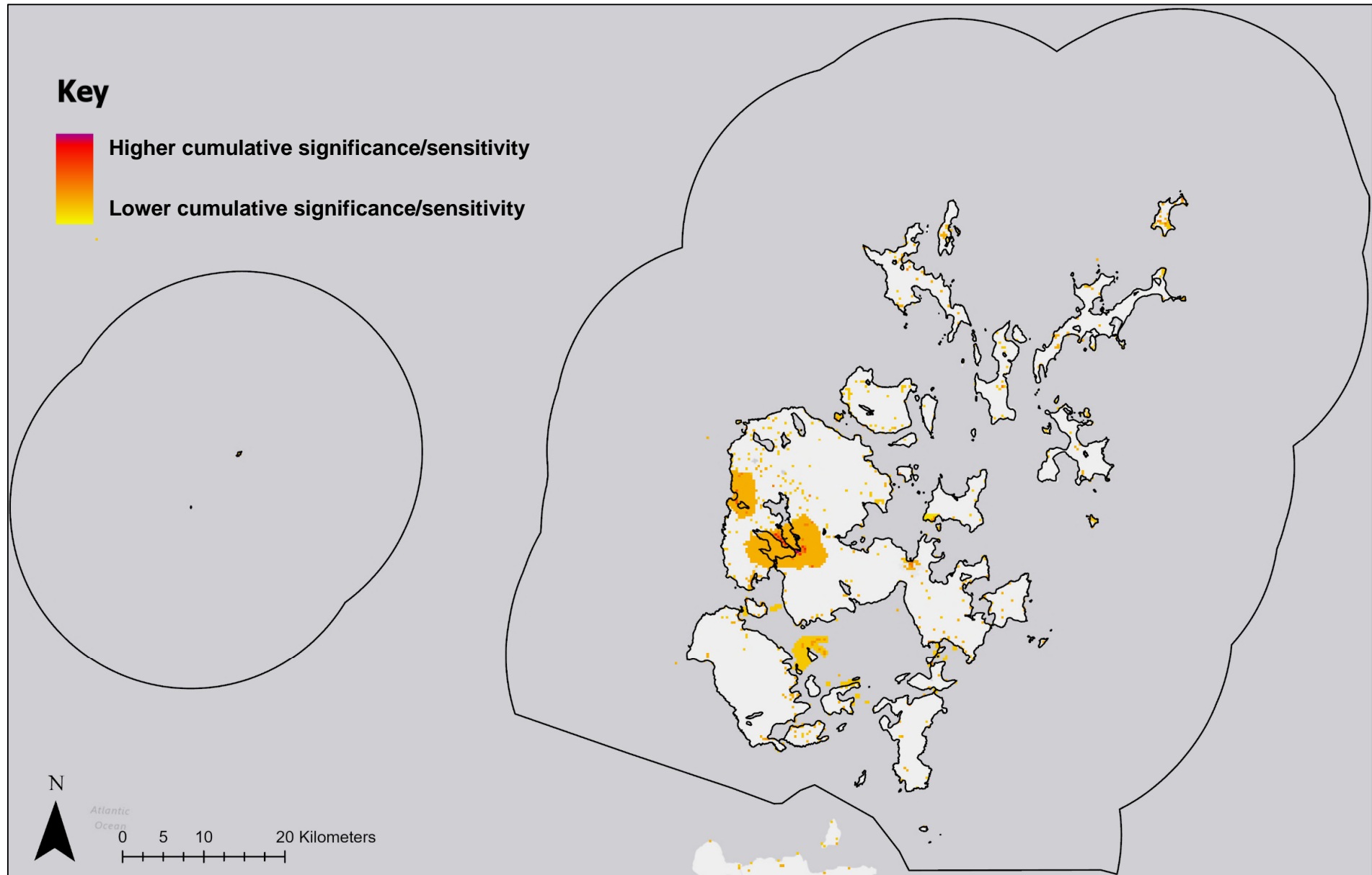
## Historic Environment Receptor Spatial Guidance

## Map 6: Historic environment asset receptors



Coastal historic environment assets have been identified in Map 6 to inform the assessment of impacts on their setting.

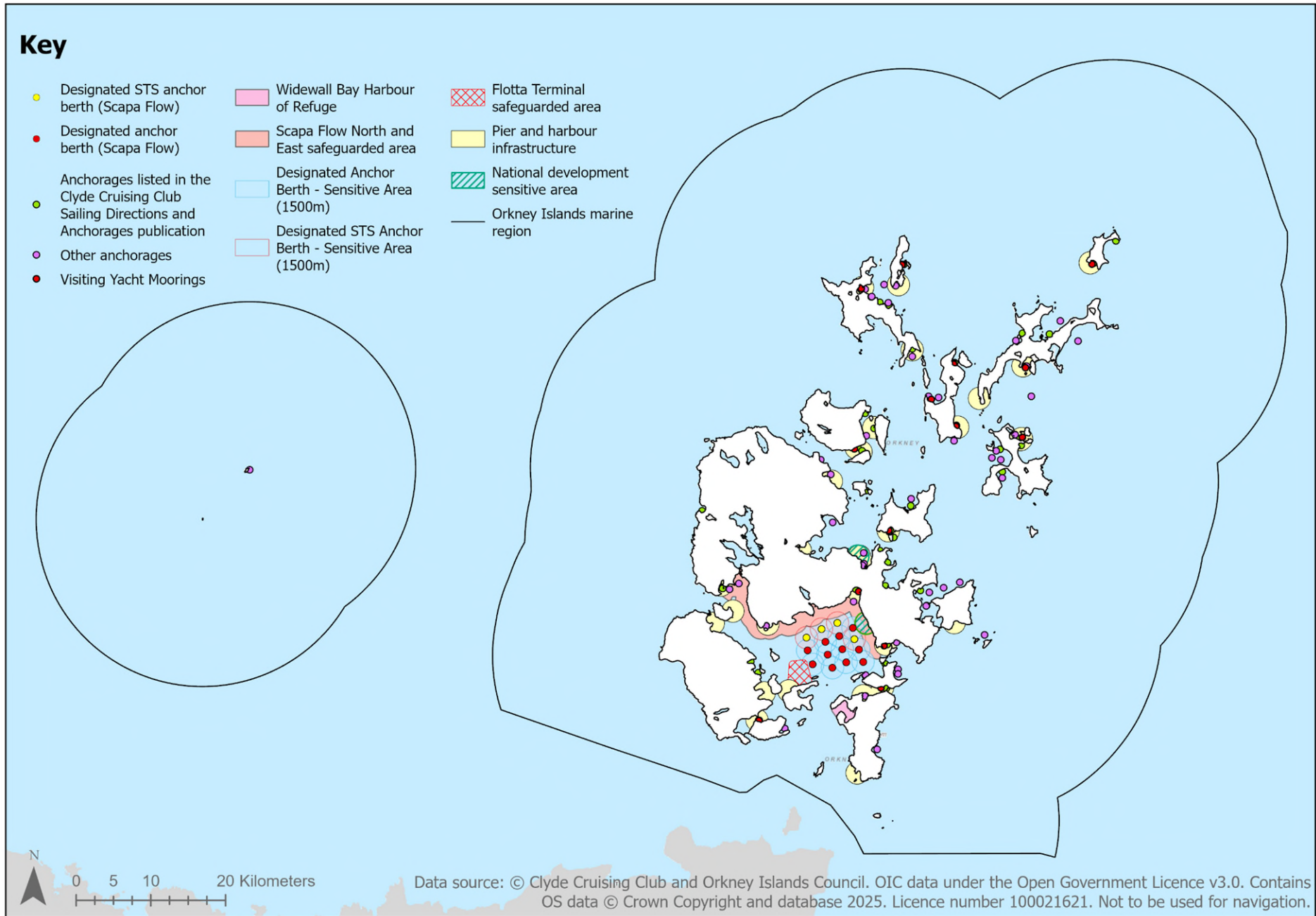
## Map 7: Historic environment asset receptor significance and sensitivity



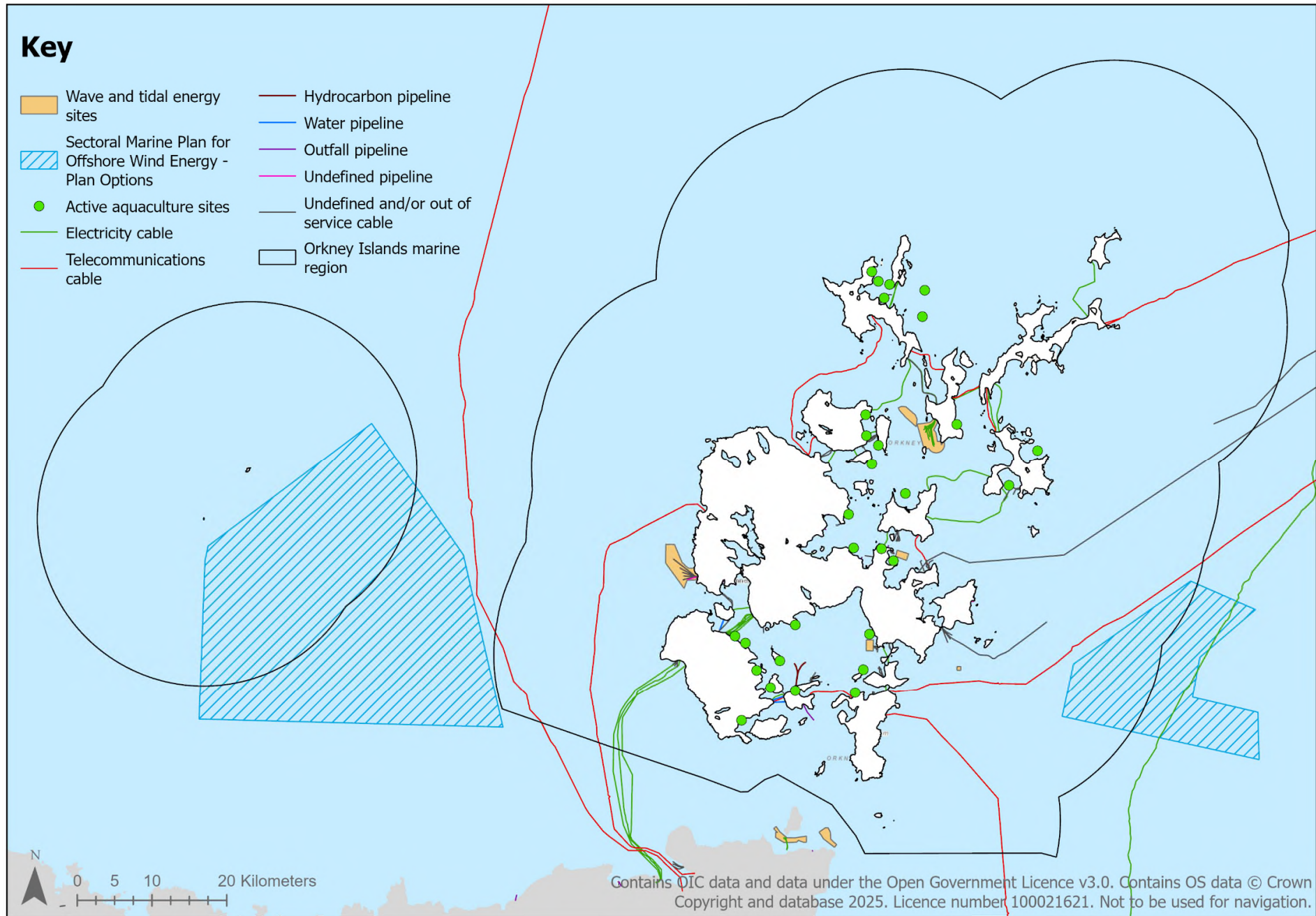
Map 7 presents the cumulative significance and sensitivity values for the identified receptors (i.e. the sum of overlaying receptor values).

## Socio-Economic, Infrastructure and Operations Receptor Spatial Guidance

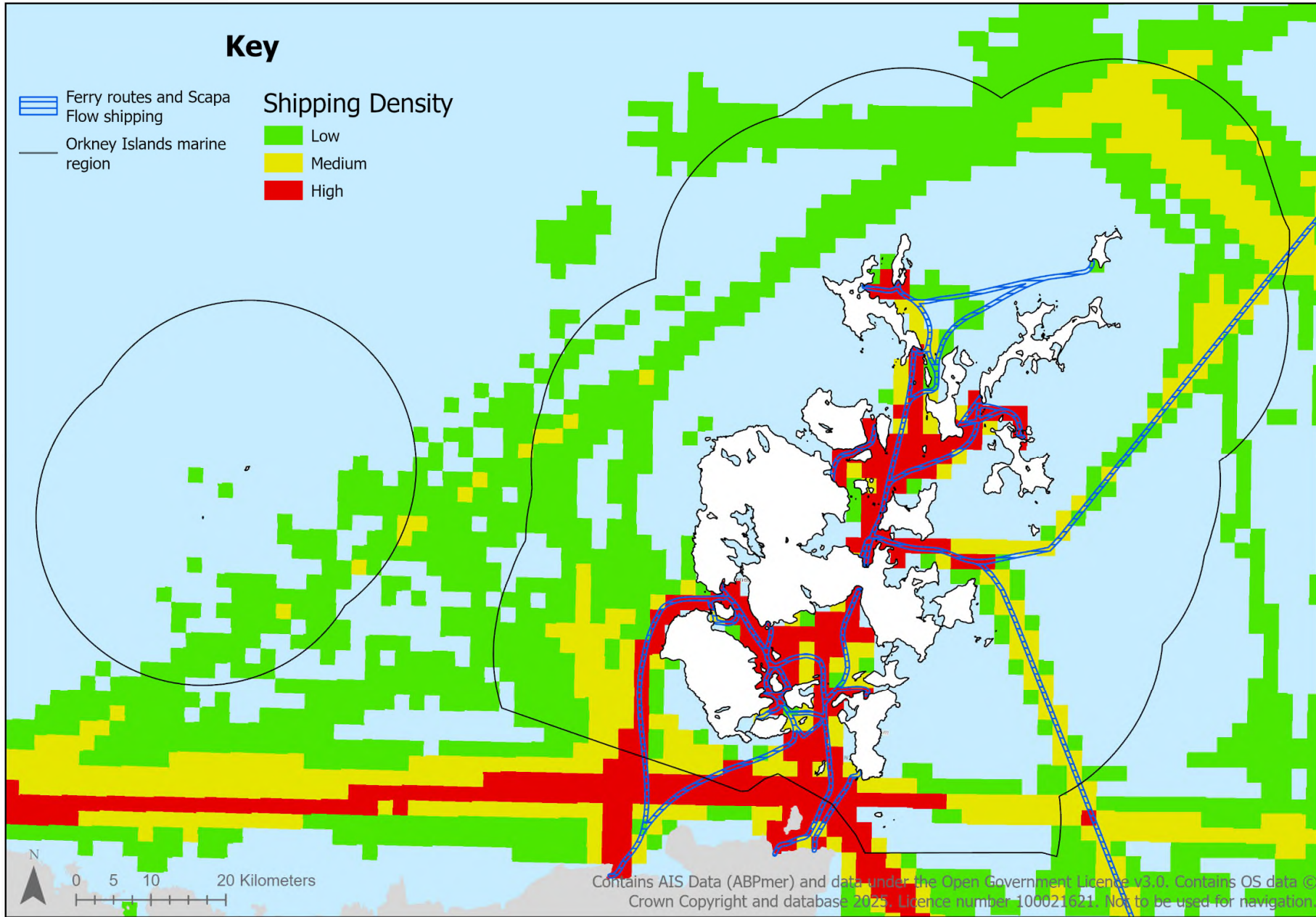
# Map 8: Harbour infrastructure and operations receptors



# Map 9: Energy, utilities and aquaculture infrastructure receptors

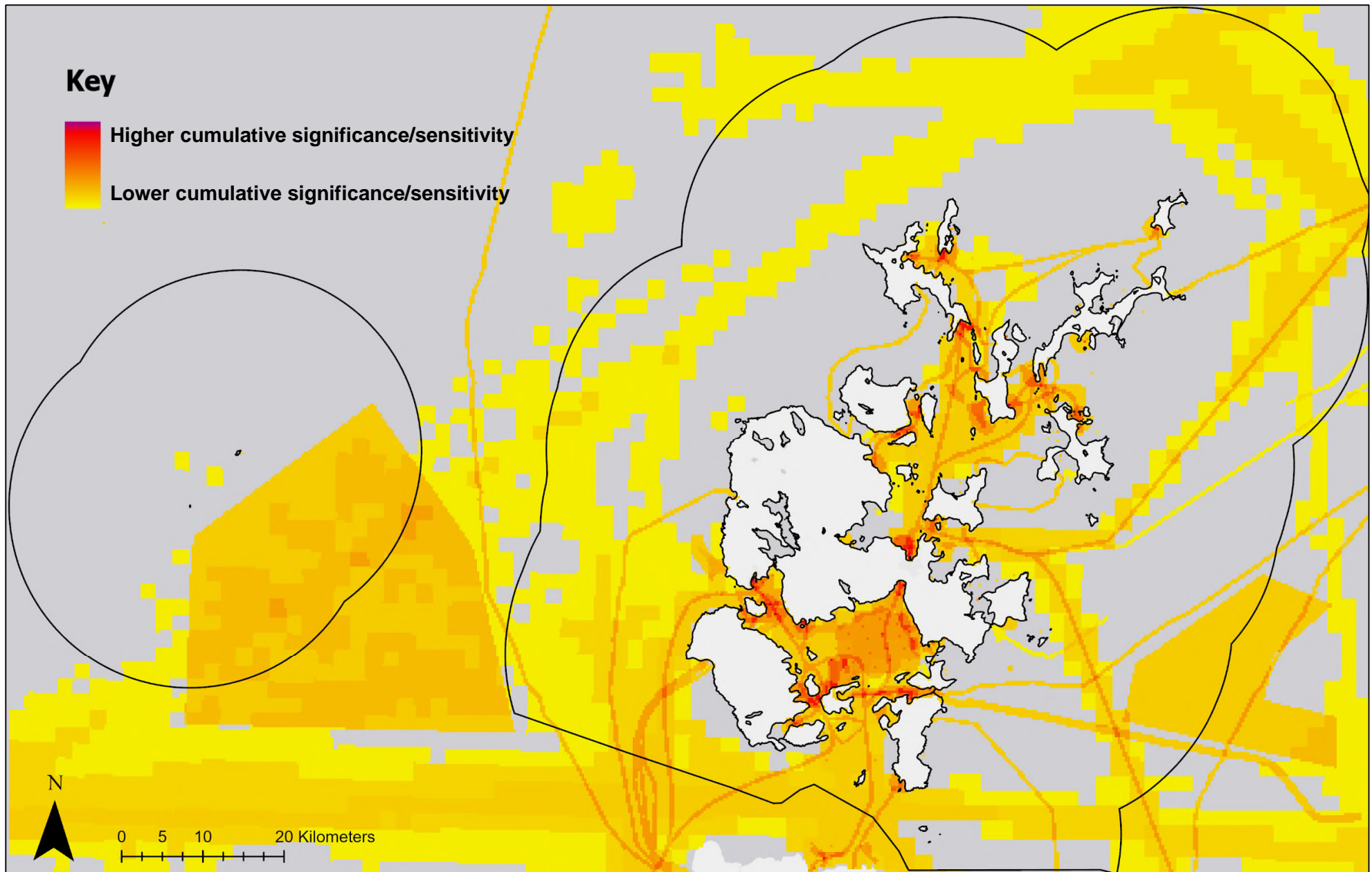


# Map 10: Shipping density and ferry routes



Map 10 identifies Automatic Identification System (AIS) data, Maritime and Coastguard Agency.

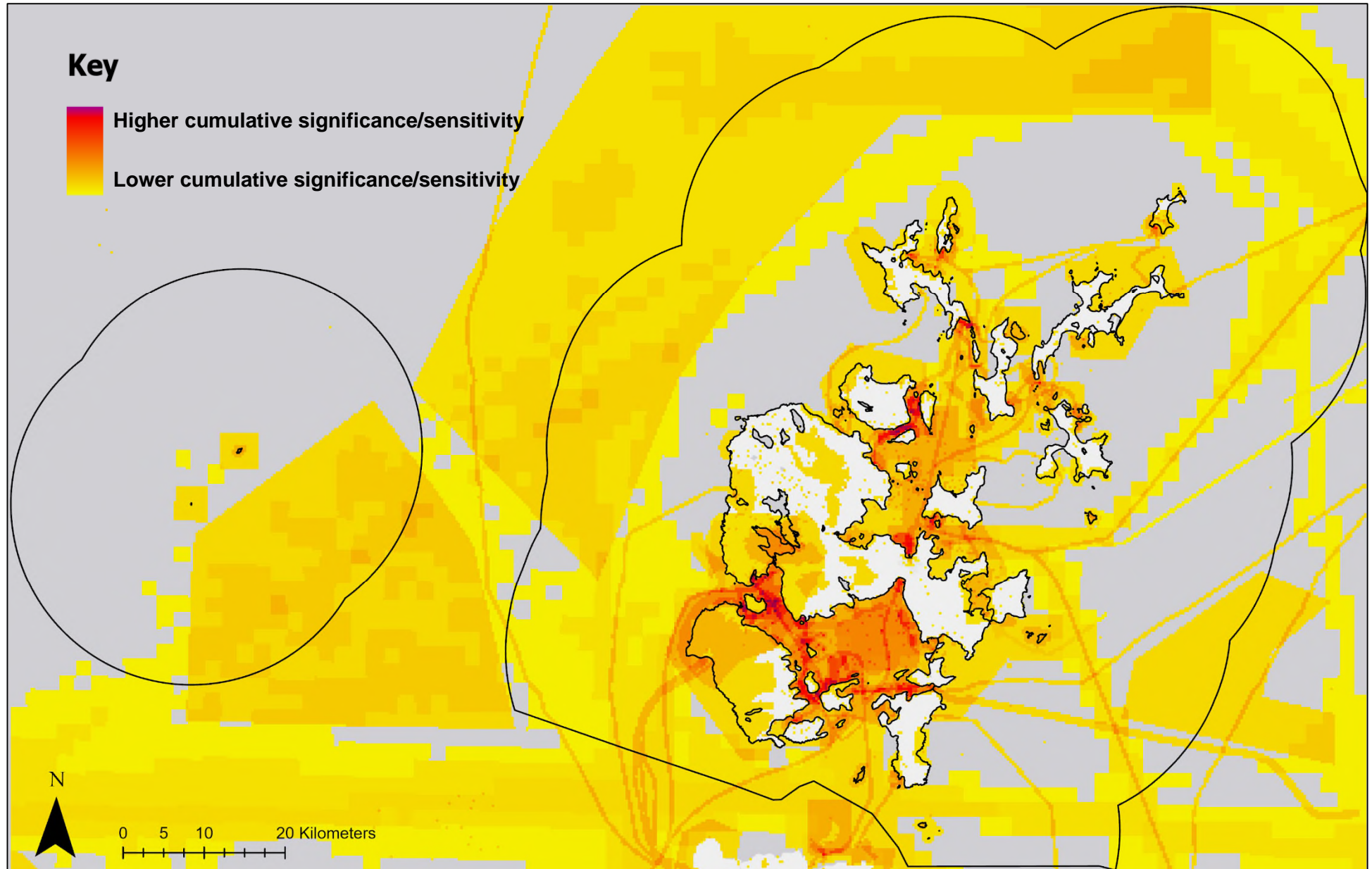
**Map 11: Socio-economic infrastructure and operations receptor significance and sensitivity.**



Map 11 presents the cumulative significance and sensitivity values for the identified socio-economic receptors (i.e. the sum of overlaying receptor score values).

## All Receptors Spatial Guidance

## Map 12: All receptor significance and sensitivity



Map 12 presents the cumulative significance and sensitivity scores for all identified receptors (i.e. the sum of overlaying receptor values).

## Appendix 1: Special Protection Areas and qualifying features sensitivity assessment

- A1.1 Special Protection Areas (SPAs) that have no identified pressure/interaction to their qualifying features with finfish farming development and/or activities have been screened out and are therefore not included in Map 3 (Nature Conservation Significance and Sensitivity).
- A1.2 An individual site sensitivity value has been attributed to the relevant SPAs within Orkney and the Orkney Islands marine region that have a pathway to impact from finfish farming development and/or activities.
- A1.3 The sensitivity value for each SPA has been attributed on the basis of the sensitivity of the site's qualifying bird features to finfish farming development and/or activities.
- A.4 The assessment of relevant finfish farm consent applications will take into account, through the relevant process, any impacts or effects on receptors located outwith the Orkney Islands marine region.
- A1.5 The foraging ranges of the SPA qualifying features are identified in Table A2.
- A1.6 The sensitivity value for each SPA has been attributed by following steps 1 to 4:**
- Step 1: Identify the qualifying features for each SPA (see Table A1: Column B);
- Step 2: Identify the pressures/interactions from finfish farming development and/or activities for each SPA qualifying bird feature using FeAST assessments (see Table A2: Column B);
- Step 3: Identify the sensitivity of the qualifying bird features to each pressure/interaction using values of low (1), medium (2) or high (3). For qualifying bird features affected by multiple pressures/interactions, the highest pressure sensitivity value was assigned to the feature (see Table A2: Column C).
- Step 4: The individual SPA sensitivity value was assigned based on the most sensitive qualifying feature within the SPA citation (see Table A1: Column E).

**Table A1. Special Protection Area sensitivity summary**

<b>A Special Protection Area (SPA)</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FeAST 'Feature Sensitivity' [FROM TABLE A2]</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E SPA Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
Auskerry	Breeding European storm petrel (Unfavourable declining, 2018)	See Table A2	Medium (2)	High (3)
	Breeding Arctic tern (Favourable declining, 2018)	See Table A2	High (3)	
Calf of Eday	Breeding cormorant (Favourable maintained, 2024)	See Table A2	High (3)	High (3)
	Breeding fulmar (Favourable maintained, 2024)	See Table A2	High (3)	
	Breeding great black-backed gull (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding kittiwake (Unfavourable no change, 2024)	See Table A2	High (3)	
	Breeding guillemot (Unfavourable no change, 2024)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable no change, 2024)	No pressure/interaction – screened out	N/A	
Copinsay	Breeding fulmar (Favourable maintained, 2024)	See Table A2	High (3)	High (3)
	Breeding great black-backed gull (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding guillemot (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding kittiwake (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable no change, 2016)	Screened out	N/A	
East Sanday Coast	Non-breeding bar-tailed godwit (Favourable maintained, 2016)	No pressure/interaction – screened out	N/A	N/A

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<b>A Special Protection Area (SPA)</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FeAST 'Feature Sensitivity' [FROM TABLE A2]</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E SPA Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
	Non-breeding turnstone (Favourable maintained, 2016)	No pressure/interaction – screened out	N/A	
	Non-breeding purple sandpiper (Favourable maintained, 2016)	No pressure/interaction – screened out	N/A	
Hoy	Breeding Arctic skua (Unfavourable declining, 2020)	See Table A2	Medium (2)	High (3)
	Breeding great skua (Unfavourable declining, 2024)	See Table A2	Medium (2)	
	Breeding great black-backed gull (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding guillemot (Unfavourable no change, 2017)	See Table 2	High (3)	
	Breeding kittiwake (Unfavourable declining, 2017)	See Table 2	High (3)	
	Breeding peregrine (Favourable maintained, 2013)	Screened out	N/A	
	Breeding red-throated diver (Favourable maintained, 2009)	See Table A2	Medium (2)	
	Breeding fulmar (Unfavourable no change, 2017)	See Table A2	High (3)	
	Breeding puffin (Unfavourable declining, 2005)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable declining, 2020)	No pressure/interaction – screened out	N/A	
Marwick Head	Breeding guillemot (Unfavourable no change, 2024)	See Table A2	High (3)	High (3)
	Breeding kittiwake (Unfavourable recovering, 2024)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable declining, 2017)	No pressure/interaction – screened out	N/A	
Papa Westray	Breeding Arctic skua (Unfavourable declining, 2016)	See Table A2	Medium (2)	High (3)
	Breeding Arctic tern (Unfavourable no change, 2017)	See Table A2	High (3)	
	Breeding hen harrier (Favourable maintained, 2013)	Screened out	N/A	Medium (2)

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<b>A Special Protection Area (SPA)</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FeAST 'Feature Sensitivity' [FROM TABLE A2]</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E SPA Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
Orkney Mainland Moors	Non-breeding hen harrier (Favourable maintained, 2014)	Screened out	N/A	
	Breeding short-eared owl (Favourable maintained, 2005)	Screened out	N/A	
	Breeding red-throated diver (Favourable maintained, 2009)	See Table A2	Medium (2)	
Pentland Firth Islands	Breeding Arctic tern (Unfavourable no change, 2018)	See Table A2	High (3)	High (3)
Rousay	Breeding guillemot (Unfavourable no change, 2024)	See Table A2	High (3)	High (3)
	Breeding Arctic skua (Unfavourable declining, 2024)	See Table A2	Medium (2)	
	Breeding Arctic tern (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding fulmar (Favourable maintained, 2024)	See Table A2	High (3)	
	Breeding kittiwake (Unfavourable declining, 2016)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable declining, 2016)	No pressure/interaction – screened out	N/A	
Sule Skerry and Sule Stack	Breeding gannet (Favourable maintained, 2024)	See Table A2	High (3)	High (3)
	Breeding European storm petrel (Unfavourable declining, 2024)	See Table A2	Medium (2)	
	Breeding guillemot (Favourable maintained, 2019)	See Table A2	High (3)	
	Breeding Leach's petrel (Unfavourable no change, 2024)	See Table A2	Medium (2)	
	Breeding puffin (Favourable maintained, 2024)	See Table A2	High (3)	
	Breeding shag (Unfavourable declining, 2024)	See Table A2	High (3)	
Switha	Non-breeding Greenland barnacle goose (Favourable maintained, 2013)	No pressure/interaction – screened out	N/A	N/A

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<b>A Special Protection Area (SPA)</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FeAST 'Feature Sensitivity' [FROM TABLE A2]</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E SPA Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
West Westray	Breeding guillemot (Unfavourable no change, 2024)	See Table A2	High (3)	High (3)
	Breeding Arctic skua (Unfavourable declining, 2024)	See Table A2	Medium (2)	
	Breeding Arctic tern (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding fulmar (Favourable maintained, 2024)	See Table A2	High (3)	
	Breeding kittiwake (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding razorbill (Unfavourable declining, 2024)	See Table A2	High (3)	
	Breeding seabird assemblage (Unfavourable declining, 2017)	No pressure/interaction – screened out	N/A	
North Orkney*	Breeding red-throated diver	See Table A2	Medium (2)	High (3)
	Non-breeding great northern diver	See Table A2	High (3)	
	Non-breeding Slavonian grebe	See Table A2	High (3)	
	Non-breeding velvet scoter	See Table A2	High (3)	
Scapa Flow*	Breeding red-throated diver	See Table A2	Medium (2)	High (3)
	Non-breeding black-throated diver	See Table A2	High (3)	
	Non-breeding common eider	See Table A2	High (3)	
	Non-breeding European shag	See Table A2	High (3)	
	Non-breeding great northern diver	See Table A2	High (3)	
	Non-breeding long-tailed duck	See Table A2	High (3)	
	Non-breeding red-breasted merganser	See Table A2	High (3)	
	Non-breeding Slavonian grebe	See Table A2	High (3)	
	Breeding fulmar (favourable maintained)	See Table A2	High (3)	High (3)
	Breeding kittiwake (Unfavourable, no change)	See Table A2	High (3)	

<b>A Special Protection Area (SPA)</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FeAST 'Feature Sensitivity' [FROM TABLE A2]</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E SPA Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
North Caithness Cliffs	Breeding puffin (Unfavourable declining)	See Table A2	High (3)	
	Breeding guillemot (favourable maintained)	See Table A2	High (3)	
	Breeding peregrine (unfavourable declining)	See Table A2	High (3)	
	Breeding razorbill (favourable maintained)	See Table A2	High (3)	
<i>*As Scapa Flow SPA and North Orkney SPA are relatively recent designations (2021), the status of the qualifying features is currently unavailable.</i>				

**Table A2. SPA qualifying bird features sensitivity summary\***

<b>A Species</b>	<b>B Pressures/interactions: finfish farming</b>	<b>C Sensitivity</b>	<b>D Over-all Sensitivity</b>	<b>E Recommended Foraging Range (km)</b>
Arctic skua (breeding)	Death or injury by collision above water	Medium	Medium	2.7
	Removal of non-target species (lethal)	Medium		
Arctic tern (breeding)	Barrier to spp. movement (including displacement)	Medium	High	40.5
	Death or injury by collision above water	Medium		
	Nitrogen and phosphorus enrichment	Medium		
	Removal of non-target species (lethal)	Medium		
	Synthetic compound contamination (inc. pesticides, antifoulants, pharmaceuticals)	Medium		

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<b>A Species</b>	<b>B Pressures/interactions: finfish farming</b>	<b>C Sensitivity</b>	<b>D Over-all Sensitivity</b>	<b>E Recommended Foraging Range (km)</b>
	Visual disturbance (behaviour)	High		
Common goldeneye (non-breeding)	Barrier to spp. movement (including displacement)	Medium	High	Scapa Flow SPA boundary
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	Medium		
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	High		
European shag (non-breeding)	Barrier to spp. movement (including displacement)	Medium	High	9.2±4.9
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	Medium		
	Removal of non-target species (lethal)	Medium		
	Visual disturbance (behaviour)	High		
Fulmar (breeding)	Barrier to spp. movement (including displacement)	Medium	High	1200.2
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	High		
Gannet (breeding)	Barrier to spp. movement (including displacement)	High	High	509.4
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	Medium		
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	Medium		
Great skua (breeding)	Death or injury by collision above water	Medium	Medium	931.2
	Removal of non-target species (lethal)	Medium		
Common Guillemot (breeding)	Barrier to spp. movement (including displacement)	Medium	High	153.7
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	High		
	Nitrogen and phosphorus enrichment	Medium		

Orkney Islands Marine Region: Finfish Farming Spatial Guidance

<b>A Species</b>	<b>B Pressures/interactions: finfish farming</b>	<b>C Sensitivity</b>	<b>D Over-all Sensitivity</b>	<b>E Recommended Foraging Range (km)</b>
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	High		
Kittiwake (breeding)	Barrier to spp. movement (including displacement)	Medium	High	300.6
	Removal of non-target species (lethal)	High		
	Synthetic compound contamination (inc. pesticides, antifoulants, pharmaceuticals)	Medium		
Leach's petrel (breeding)	Barrier to spp. movement (including displacement)	Medium	Medium	657
	Death or injury by collision above water	Medium		
	Removal of non-target species (lethal)	Medium		
	Visual disturbance (behaviour)	Medium		
Puffin (breeding)	Barrier to spp. movement (including displacement)	Medium	High	265.4
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	High		
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	Medium		
Razorbill (breeding)	Barrier to spp. movement (including displacement)	Medium	High	164.6
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	High		
	Nitrogen and phosphorus enrichment	Medium		
	Removal of non-target species (lethal)	High		
Red-throated diver (breeding)	Barrier to spp. movement (including displacement)	Medium	Medium	9+1**
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	Medium		
	Nitrogen and phosphorus enrichment	Medium		
	Removal of non-target species (lethal)	Medium		

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Orkney Islands Marine Region: Finfish Farming Spatial Guidance

<b>A Species</b>	<b>B Pressures/interactions: finfish farming</b>	<b>C Sensitivity</b>	<b>D Over-all Sensitivity</b>	<b>E Recommended Foraging Range (km)</b>
	Visual disturbance (behaviour)	Medium		
European storm petrel (breeding)	Barrier to spp. movement (including displacement)	Medium	Medium	336
	Death or injury by collision above water	Medium		
	Removal of non-target species (lethal)	Medium		
	Visual disturbance (behaviour)	Medium		
Black-throated diver (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	Scapa Flow SPA boundary
	Disturbance (vessel movement and displacement from foraging areas)	Medium		
Common eider (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	3.2±4.2
Cormorant (breeding)	Barrier to spp. movement (including displacement)	Medium	High	33.9
	Death or injury by collision above water	Medium		
	Death or injury by collision below water	Medium		
	Removal of non-target species (lethal)	Medium		
	Visual disturbance (behaviour)	High		
Great black-backed gull (breeding)	Barrier to spp. movement (including displacement)	Medium	High	73
	Removal of non-target species (lethal)	High		
	Visual disturbance (behaviour)	High		
Great northern diver (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	North Orkney and Scapa Flow SPA boundary
	Disturbance (vessel movement and displacement from foraging areas)	Medium		
Long-tailed duck (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	North Orkney and Scapa Flow SPA boundary

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Orkney Islands Marine Region: Finfish Farming Spatial Guidance

<b>A Species</b>	<b>B Pressures/interactions: finfish farming</b>	<b>C Sensitivity</b>	<b>D Over-all Sensitivity</b>	<b>E Recommended Foraging Range (km)</b>
Red-breasted merganser (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	North Orkney and Scapa Flow SPA boundary
	Disturbance (vessel movement and displacement)	Medium		
Slavonian grebe (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	North Orkney and Scapa Flow SPA boundary
	Disturbance (vessel movement and displacement from foraging areas)	Medium		
Velvet scoter (non-breeding)	Mortality (by-catch through entanglement in nets in the water column)	High	High	North Orkney SPA boundary
Greenland barnacle goose (non-breeding)	No pressure/interaction - screened out	N/A	None	N/A
Hen harrier (breeding)	No pressure/interaction - screened out	N/A	None	N/A
Bar-tailed godwit (non-breeding)	No pressure/interaction - screened out	N/A	None	N/A
Peregrine (breeding)	No pressure/interaction - screened out	N/A	None	N/A
Purple sandpiper (non-breeding)	No pressure/interaction - screened out	N/A	None	N/A
Short-eared owl (breeding)	No pressure/interaction - screened out	N/A	None	N/A
Turnstone (non-breeding)	No pressure/interaction - screened out	N/A	None	N/A

\*Recommended foraging ranges taken from NatureScot Guidance Note 3: <https://www.nature.scot/doc/guidance-note-3-guidance-support-offshore-wind-applications-marine-birds-identifying-theoretical>

\*\* for red-throated divers, because of their sensitivity to aquaculture a figure of 10km (maximum foraging range plus 1km for swimming) is used, as advised by NatureScot

## Appendix 2: Special Areas of Conservation assessment

- A2.1 SACs that have no identified pressure/interaction to their qualifying features with finfish farming development and/or activities have been screened out and are therefore not included in Map 3 (Nature Conservation Significance and Sensitivity).
- A2.2 An individual site sensitivity value has been attributed to the SACs within Orkney and the Orkney Islands marine region that have a pressure/interaction to their qualifying features from finfish farming development and/or activities.
- A2.3 The sensitivity value for each SAC has been attributed on the basis of the sensitivity of the site's qualifying features to finfish farming development and/or activities.
- A2.4 The assessment of the relevant finfish farm consent applications will take into account, through the relevant process, any impacts or effects on receptors located outwith the Orkney Islands marine region.

### **A2.5 The sensitivity value for each SAC has been attributed by following steps 1 to 4:**

Step 1: Identify the qualifying features for each SAC (see Table A3: Column B);

Step 2: Identify the pressures from finfish farming development and/or activities on each SAC qualifying feature in consultation with NatureScot (see Table A3: Column C);

Step 3: Identify the sensitivity of these qualifying features to each identified pressure using values of low (1), medium (2) or high (3) (see Table A3: Column D).

Step 4: Assign the individual SAC sensitivity value based on the most sensitive qualifying feature within the SAC citation (see Table A3: Column E).

Table A3: SAC Summary Table

<b>A Special Area of Conservation</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D Sensitivity</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
Faray and Holm of Faray	Grey seal (Unfavourable declining, 2014)	Visual disturbance (behaviour)	High (3)	High (3)
		Noise (above and below water)	High (3)	
Loch of Stenness	Lagoon (Favourable maintained 2005)	Penetration and/or disturbance of the substrate below the surface of the seabed, including abrasion	High (3)	High (3)
		Abrasion/disturbance of the substrate on the surface of the seabed	High (3)	
		Changes in suspended solids (water clarity)	High (3)	
		Smothering and siltation rate changes	High (3)	
		De-oxygenation	High (3)	
		Nutrient enrichment/organic enrichment	High (3)	
		Introduction or spread of invasive non-indigenous species (INIS)	High (3)	
Sanday	Reefs (Favourable maintained, 2011)	Penetration and/or disturbance of the substrate below the surface of the seabed, including abrasion	High (3)	High (3)
		Abrasion/disturbance of the substrate on the surface of the seabed	High (3)	
		Changes in suspended solids (water clarity)	High (3)	
		Smothering and siltation rate changes	High (3)	

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<b>A Special Area of Conservation</b>	<b>B Qualifying feature and condition</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D Sensitivity</b>  <i>(low = 1, medium = 2, high = 3)</i>	<b>E Sensitivity Value</b>  <i>(Attributed on the bases of most sensitive qualifying feature)</i>
		Deoxygenation	High (3)	
		Nutrient enrichment/organic enrichment	High (3)	
		Introduction or spread of INIS	High (3)	
	Subtidal sandbanks (Favourable maintained, 2011)	Abrasion/disturbance of the substrate on the surface of the seabed	High (3)	
		Smothering and siltation rate changes	High (3)	
		De-oxygenation	High (3)	
		Nutrient enrichment/organic enrichment	Medium (2)	
	Intertidal mudflats and sandflats (Favourable maintained, 2011)	Introduction or spread of INIS	High (3)	
		No pressure/interaction – screened out	N/A	
	Harbour seal (Unfavourable declining, 2024)	Visual disturbance (behaviour)	High (3)	
		Noise (above and below water)	High (3)	

### Appendix 3: Nature Conservation Marine Protected Areas assessment

- A3.1 An individual site sensitivity value has been attributed to the Nature Conservation Marine Protected Areas (NC MPA) within the Orkney Islands marine region that have protected features with identified pressure/interaction with finfish farming development and/or activities.
- A3.2 The sensitivity value for each NC MPA has been attributed on the basis of the sensitivity of the site's protected feature(s) to finfish farming development and/or activities.
- A3.3 The assessment of the relevant finfish farm consent applications will take into account, through the relevant process, any impacts or effects on receptors located outwith the Orkney Islands marine region.

#### **A3.4 The sensitivity value for each NC MPA has been attributed by following steps 1 to 4:**

Step 1: Identify the protected features for each NC MPA (see Table A4: Column B);

Step 2: Identify the pressures from finfish farming development and/or activities on each NC MPA protected feature using Feature Activity Sensitivity Tool (FeAST) assessments (see Table A4: Column C);

Step 3: Identify the sensitivity of these qualifying features to each pressure using values of low (1), medium (2) or high (3) (see Table A4: Column D).

Step 4: Assign the individual NC MPA sensitivity value based on the most sensitive qualifying feature within the NC MPA designation (see Table A4: Column E).

**Table A4: Nature Conservation Marine Protected Areas Summary**

<b>A Nature Conservation MPA</b>	<b>B Qualifying feature</b>	<b>C Pressures/interactions: finfish farming</b>	<b>D FEAST 'Feature Sensitivity' (low = 1, medium = 2, high = 3)</b>	<b>E Sensitivity Value (Attributed on the bases of most sensitive qualifying feature)</b>
Wyre and Rousay Sounds	Kelp and seaweed communities on sublittoral sediment	Introduction or spread of non-indigenous species and translocations (competition)	Medium (2)	High (3)
		Removal of non-target species (lethal)	Medium (2)	
	Maerl beds	De-oxygenation	Medium (2)	
		Introduction or spread of non-indigenous species and translocations (competition)	High (3)	
		Nitrogen and phosphorus enrichment	High (3)	
		Organic enrichment	High (3)	
		Physical change (to another seabed type)	High (3)	
		Removal of non-target species (lethal)	High (3)	
		Siltation rate changes (light)	High (3)	
		Surface abrasion	High (3)	
		Synthetic compound contamination (inc. pesticides, antifoulants, pharmaceuticals)	High (3)	
Siltation rate changes (heavy)	High (3)			
Marine Geomorphology of the Scottish Shelf Seabed	No pressure/interaction – screened out	None		
Papa Westray	Black guillemot (foraging range 4.9 km)	Barrier to mobile species movement	Medium (2)	Medium (2)
		Death or injury by collision below water	Medium (2)	
		Death or injury by collision above water	Medium (2)	
		Removal of non-target species (lethal)	Medium (2)	
		Visual disturbance (behaviour)	Medium (2)	

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A Nature Conservation MPA	B Qualifying feature	C Pressures/interactions: finfish farming	D FEAST 'Feature Sensitivity' (low = 1, medium = 2, high = 3)	E Sensitivity Value (Attributed on the bases of most sensitive qualifying feature)
	Marine Geomorphology of the Scottish Shelf Seabed	No pressures/interactions	None	
North-west Orkney	Sandeels	Organic enrichment	Medium (2)	High (3)
		Physical change (to another seabed type)	High (3)	
		Siltation rate changes (light)	Medium (2)	
		Surface abrasion	Medium (2)	
		Siltation rate changes (heavy)	High (3)	
	Marine Geomorphology of the Scottish Shelf Seabed	No pressure/interaction – screened out	None	

## Appendix 4: Priority Marine Features assessment

- A4.1 The Geodatabase of Marine Features Adjacent to Scotland (GeMS) PMF records within the Orkney Islands marine region are identified in Map 2. There are PMF locations that have not yet been recorded and are therefore not identified in the spatial data used within this Guidance. PMFs records will be periodically updated within this Guidance as detailed in Appendix 5 to incorporate any updated records.
- A4.3 PMFs are a subset of species and habitats identified on national, UK or international lists. Therefore, all PMFs are of at least national conservation significance in Scotland, but may be of UK level or international significance. Each PMF recorded in the Orkney Islands marine region has been attributed a significance value on the basis of national or international conservation status. Refer to Table A5 for the conservation status and significance value attributed to relevant PMF.
- A4.4 An individual PMF sensitivity value has been attributed to PMFs within the Orkney Islands marine region that have identified pressure/interaction with finfish farming development and/or activities
- A4.5 The sensitivity value for each PMF has been attributed by following steps 1 to 4:**
- Step 1: Identify the PMF's present within Orkney's marine region (Table A5, Column A);
- Step 2: Advice was taken from NatureScot on which PMFs to include within the Spatial Guidance;
- Step 3: Identify the pressures/interactions on the selected PMFs from finfish farming using Feature Activity Sensitivity Tool (FeAST) assessments (see Table A5: Column D);
- Step 4: Identify the sensitivity of selected PMFs to each pressure using values of low (1), medium (2) or high (3) (Table A5, Column E);
- Step 5: Assign the overall PMF sensitivity value based on the highest sensitivity of a FeAST-listed pressure/interaction (Table A5, Column F).

**Table A5: Priority Marine Features Summary**

<b>A</b> <b>Priority Marine Feature (PMF)</b>	<b>B</b> <b>PMF Conservation Status</b>	<b>C</b> <b>Significance value</b>  (1=low, 2=medium, 3=high)	<b>D</b> <b>Pressures/interactions: finfish farming</b>	<b>E</b> <b>FEAST</b>  <b>'Feature sensitivity'</b>  (low = 1, medium = 2, high = 3)	<b>F</b> <b>Sensitivity Value*</b>
Maerl Beds	International significance (Habitats Directive Appendix 1) and OSPAR threatened and/or declining habitats and species Region III.	3	De-oxygenation	Medium (2)	High (3)
			Introduction or spread of non-indigenous species and translocations (competition)	High (3)	
			Nitrogen and phosphorus enrichment	High (3)	
			Organic enrichment	High (3)	
			Physical change (to another seabed type)	High (3)	
			Removal of non-target species (lethal)	High (3)	
			Siltation rate changes (light)	High (3)	
			Surface abrasion	High (3)	
			Synthetic compound contamination (inc. pesticides, antifoulants, pharmaceuticals)	High (3)	
			Siltation rate changes (heavy)	High (3)	
Seagrass beds	International significance (Habitats Directive Appendix 1) and OSPAR threatened and/or declining habitats	3	Introduction or spread of non-indigenous species and translocations (competition)	Medium (2)	High (3)
			Nitrogen and phosphorus enrichment	Medium (2)	
			Organic enrichment	High (3)	

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A Priority Marine Feature (PMF)	B PMF Conservation Status	C Significance value  (1=low, 2=medium, 3=high)	D Pressures/interactions: finfish farming	E FEAST  'Feature sensitivity'  (low = 1, medium = 2, high = 3)	F Sensitivity Value*
	and species. All regions where they occur.		Physical change (to another seabed type) Removal of non-target species (lethal) Siltation rate changes (light) Surface abrasion Siltation rate changes (heavy)	High (3) High (3) High (3) Medium (2) High (3)	
Flame shell beds	National Significance UK Biodiversity Action Plan (BAP) priority habitat/ species). Scotland is a particularly important location for this species in the international context.	2	Organic enrichment Physical change (to another seabed type) Removal of non-target species (lethal) Siltation rate changes (light) Surface abrasion Siltation rate changes (heavy)	High (3) High (3) High (3) Medium (2) High (3) High (3)	High (3)
Horse mussel beds	International significance (Habitats Directive Appendix 1) and OSPAR threatened and/or declining habitats and species. All regions where they occur.	3	Organic enrichment Physical change (to another seabed type) Removal of non-target species (lethal) Siltation rate changes (light) Surface abrasion Siltation rate changes (heavy)	Medium (2) High (3) High (3) Medium (2) Medium (2) High (3)	High (3)
Fan mussel aggregations (Low	National Significance (BAP priority habitat/ species, and Wildlife and Countryside Act	2	Physical change (to another seabed type) Removal of non-target species (lethal)	High (3) High (3)	High (3)

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<b>A Priority Marine Feature (PMF)</b>	<b>B PMF Conservation Status</b>	<b>C Significance value  (1=low, 2=medium, 3=high)</b>	<b>D Pressures/interactions: finfish farming</b>	<b>E FEAST  'Feature sensitivity'  (low = 1, medium = 2, high = 3)</b>	<b>F Sensitivity Value*</b>
or limited mobility species)	- Schedule 5). Scotland is a particularly important location for this species in the international context.		Surface abrasion Siltation rate changes (heavy)	Medium (2) Medium (2)	
Northern Feather Star	National Significance (Nationally Important Marine Feature (NIMF)) and PMF	2	Organic enrichment Physical change (to another seabed type) Removal of non-target species Siltation changes (low) Siltation changes (high) Surface abrasion	Medium Medium Medium Medium High Medium	3
Ocean Quahog	International Significance (OSPAR threatened and/or declining habitats and species - Region II)	3	Physical change (to another seabed type) Removal of non-target species Siltation changes (high)	High Medium High	3

\*Attributed on the basis of most sensitive qualifying feature

## Appendix 5: Receptor location data updates

A5.1 It is important that receptor locations are identified using the most up to date data. The receptors identified in Table A6 may be reviewed and updated to ensure that the data are current and up to date. Table A6 identifies the data sources used for receptor locations and updates.

**Table A6: Data sources**

Receptor	Data source
Special Protection Areas (SPA)	NatureScot SiteLink
Special Areas of Conservation (SAC)	NatureScot SiteLink
Nature Conservation Marine Protected Areas (NC MPA)	NatureScot SiteLink
Priority Marine Features (PMF)	NatureScot Geodatabase for Marine Habitats and Species adjacent to Scotland
Seal haul-out sites	Scottish Government (Marine Directorate) and Sea Mammal Research Unit
National Scenic Area (NSA)	NatureScot SiteLink
World Heritage Site and Inner Sensitivity Zone	Historic Environment Scotland
Scapa Flow Historic Marine Protected Area (HMPA)	Historic Environment Scotland
Scheduled Monuments	Historic Environment Scotland
Listed buildings	Historic Environment Scotland
Controlled Sites or Protected Places	Ministry of Defence
Conservation Areas	Historic Environment Scotland
Historic Gardens and Designed Landscapes	Historic Environment Scotland
Indicative ferry routes	Orkney Islands Council
Shipping Density Areas	Marine Management Organisation
Widewall Bay Harbour of Refuge	Orkney Islands Council
Pier and harbour infrastructure locations (not the associated sensitive areas)	Orkney Islands Council
Designated Anchor Berths (Scapa Flow)	OceanWise
Anchorage listed in the Clyde Cruising Club Sailing Directions and Anchorages Publication	Clyde Cruising Club Sailing Directions and Anchorages Publication
Visiting Yacht Moorings	Orkney Islands Council
Other established anchorages	OceanWise and Clyde Cruising Club

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<b>Receptor</b>	<b>Data source</b>
Submarine electricity cables	OceanWise
Submarine telecommunication cables	OceanWise
Out of Service (OoS) subsea cables	OceanWise
Hydrocarbon pipelines	OceanWise
Subsea water pipelines	OceanWise
Wave and tidal energy sites - Crown Estate Scotland lease and agreement for lease areas	Crown Estate Scotland
The Sectoral Plan for Offshore Wind Energy – Plan Options	Crown Estate Scotland
Active aquaculture sites	Scottish Government (Marine Directorate)

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## **Orkney Islands Council Consultation Response: Ayre Offshore Wind Farm**

### **Applications for Electricity Act Section 36 Consent and Marine Licence.**

This is the Orkney Islands Council (OIC) response in its capacity as:

- the planning authority; and
- as the delegate for the Orkney Islands marine region under the provisions of the Marine (Scotland) Act 2010/The Marine Licensing (Consultees) (Scotland) Order 2011.

### **Consent applications on which OIC has been consulted by the Scottish Government Marine Directorate - Licensing Operations Team (MD-LOT)**

- Section 36 Consent Application – Construction and Operation of Generating Station – Ayre Offshore Wind Farm
- Marine Licence Application – Construction of Generating Station – Ayre Offshore Wind Farm – 00011515
- Marine Licence Application – Construction of Offshore Transmission Infrastructure – Ayre Offshore Wind Farm – 00011516

### **Proposed Development**

The Ayre Offshore Windfarm located approximately 22 kilometres (km) east of Orkney at its closest point.

The consent applications detailed above are for the offshore elements of the proposed development which include:

- Up to 67 Wind Turbine Generators (WTGs) with floating and/or fixed-bottom foundations;
- Up to two Offshore Substation Platforms (OSPs) to transform and export power generated by the WTGs via the inter-array cables and offshore export cables;
- Up to 185 km of inter-array cables installed between the WTGs and OSPs;
- Up to 60 km of interconnector cables installed between the OSPs; and
- Up to four offshore export cables from the OSPs to landfall in Sinclair's Bay, totalling approximately 360 km in length.

The design and engineering options available for the proposed development were influenced by the specific conditions and environmental factors within the Site Boundary. The Applicant has carried out several studies in the early development stage to address existing unknowns and to refine the design parameters. Further studies are expected to be completed beyond the planning phase and into procurement and contracting to acquire further site-specific information which will inform the final design of the proposed development. This includes determining final wind turbine numbers, size and layout, and

floating or fixed foundation design. The detailed design will be confirmed post consent, subject to further site investigation and technical design studies.

## **Planning Policy Context – Overview**

OIC has identified the following relevant planning policies (non-exhaustive) for the Ayre Offshore Wind Farm consent applications:

- National Planning Framework 4 (NPF4): Policy 1, 2, 3, 4, 5, 7, 10,11 and 25)
- National Planning Framework 4: Annex B National Developments Statements of Need
- National Marine Plan (NMP) General Policies
- NMP FISHERIES 1, FISHERIES 2 and FISHERIES 3
- NMP WILDFISH 1
- NMP RENEWABLES 1, RENEWABLES 4, RENEWABLES 5, RENEWABLES 6, RENEWABLES 7, RENEWABLES 8, RENEWABLES 9 and RENEWABLES 10
- NMP REC & TOURISM 2 and REC & TOURISM 5
- NMP TRANSPORT 1, TRANSPORT 3 and TRANSPORT 6
- NMP CABLES 1, CABLES 2 and CABLES 4
- NMP DEFENCE 1
- NMP CUMULATIVE EFFECTS
- Orkney Islands Regional Marine Plan (OIRMP) General Policy 1: Sustainable Development, Activities, and Use
- OIRMP General Policy 2 (If using Orkney Harbour areas): Safety
- OIRMP General Policy 3: Climate Change
- OIRMP General Policy 4: Supporting Sustainable Social and Economic Benefits
- OIRMP General Policy 5: Safeguarding Natural Capital and Ecosystem Services
- OIRMP General Policy 6: Water Environment
- OIRMP General Policy 8: Historic Environment
- OIRMP General Policy 9: Nature
- OIRMP General Policy 10a: Seascape and Landscape
- OIRMP General Policy 11b: Noise sensitive species
- OIRMP General Policy 14: Amenity, Wellbeing, and Quality of Life of Local Communities
- OIRMP Sector Policy 1: Commercial Fishing
- OIRMP Sector Policy 3: Shipping, Ports, Harbours and Ferries

- OIRMP Sector Policy 4: Pipeline, Electricity and Telecommunications Infrastructure
- OIRMP Sector Policy 5a: Offshore Wind Energy
- OIRMP Sector Policy 7: Tourism, Recreation, Leisure and Sport

The Delegation of Functions (Regional Marine Plan for the Scottish Marine Region for the Orkney Islands) Direction 2020 delegated regional marine planning functions to Orkney Islands Council (OIC). This established OIC as the delegate and statutory consultee for applications for a marine licence for activities in the Orkney Islands Marine Region under the provisions of the Marine (Scotland) Act 2010/The Marine Licensing (Consultees) (Scotland) Order 2011.

Approximately 18.7% of the development falls within the Orkney Islands marine region.

OIC has identified the key planning policies (non-exhaustive) in this consultation response that are considered most relevant in the Orkney context above and under the appropriate topics in this consultation response.

The proposed commercial scale offshore wind development is located in Plan Option area NE2 and therefore accords with NMP policy RENEWABLES 1.

NPF4 Annex B, National Developments Statements of Need, describes the developments to be considered as national developments for consent handling purposes. Relevant national developments for the proposed Ayre Offshore Wind Farm are:

1. Energy Innovation Development on the Islands which supports proposed developments in the Outer Hebrides, Shetland and Orkney Island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development; and
3. Strategic Renewable Electricity Generation and Transmission Infrastructure which supports renewable electricity generation, repowering, and expansion of the electricity grid.

In relation to national development 1. Energy Innovation Development on the Islands, Orkney Islands – Supporting Scapa Flow Future Fuels Hub and Orkney Harbours, class (a) applies to development that is for the delivery of the Future Fuels Hub, new quay in Scapa Flow, and the Orkney Logistics Base at Hatston, which support services for the renewable and marine energy and shipping sectors:

- a) New or updated on and/or offshore infrastructure for energy generation from renewables exceeding 50 megawatts capacity.

## **Socio-economic impacts**

### Relevant planning policy context

- NPF4 Policy 11: Energy
- NPF4 Policy 25: Community Wealth Building
- NMP GEN 2: Economic Benefits

- NMP GEN 3: Social Benefits
- NMP GEN4: Co-existence
- NMP FISHERIES 1, FISHERIES 2 and FISHERIES 3
- NMP RENEWABLES 9 and RENEWABLES 10
- NMP REC & TOURISM 2, REC & TOURISM 5 and REC & TOURISM 6
- Regional Marine Plan (OIRMP) General Policy 1: Sustainable Development, Activities, and Use
- OIRMP General Policy 4: Supporting Sustainable Social and Economic Benefits
- OIRMP General Policy 14: Amenity, Wellbeing, and Quality of Life of Local Communities
- OIRMP Sector Policy 3: Shipping, Ports, Harbours and Ferries
- OIRMP Sector Policy 5: Offshore Wind, Wave and Tidal Renewable Energy Generation
- OIRMP Sector Policy 7: Tourism, Recreation, Leisure and Sport

The overarching policy and legislation applicable to the proposed development is presented in Environmental Impact Assessment Report (EIAR) Volume 1, Chapter 2: Policy and Legislation, whereas the policy and legislation applicable for the Onshore Infrastructure is set out in Onshore EIA Report (AOWFL, 2025): Volume 1, Chapter 2: Policy and Legislation.

The EIAR presents the assessment of the likely significant environmental effects on socio-economics, tourism and recreation, that may potentially occur as a result of the proposed development during the construction, operations and maintenance (O&M) and decommissioning phases. The offshore and onshore components of the proposed development are considered in one assessment.

OIC welcomes that the applicant has provided an appraisal of the proposed development against the policies in the Orkney Islands Regional Marine Plan: Consultation Draft, which was available at the time of writing (EIAR, Chapter 2). When determining this application, MD-LOT should consider the proposed development against the relevant policies in the adopted Orkney Islands Regional Marine Plan.

OIC welcomes that the applicant has appraised the proposed development's contribution towards the strategic priorities in Orkney Islands Council Plan 2023-2028 including growing the green and blue economies, ensuring that benefits of economic growth are shared; local businesses in key sectors are thriving and creating better employment opportunities in Orkney.

EIAR Chapter 18, Table 18.1, identifies the relevance of NPF4 Policy 11c to this development proposal i.e. *Development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.* OIC identifies

that this policy should play a key role in determination of the consent applications for the proposed offshore wind farm development, including maximising local and community socio-economic benefits.

NPF4 Policy 25: *Community Wealth Building* aims to support local economic development that focuses on community and place benefits as a central and primary consideration – to support local employment and supply chains. This includes improving community resilience, increasing spending within communities, ensuring the use of local supply chains and local job creation. These should be important factors in the determination of the consent applications for this proposed offshore wind farm development.

OIRMP General Policy 4: *Supporting Sustainable Social and Economic Benefits* requires this development proposal to demonstrate that opportunities have been considered to maximise sustainable employment benefits and create skilled employment in local communities. Therefore, opportunities should be considered to support local businesses, skills development, supply chains and research and development in Orkney. The proposed Workforce Strategy should be a key mechanism to secure and deliver these outcomes.

#### Socio-economic, Tourism and Recreation Study Areas

The Ayre Offshore wind farm EIAR has defined the socio-economic study area around the main local epicentres of impact which are expected to be the ports used during the construction, O&M and decommissioning of the development. The assessment assumes these will be in Highland and Orkney. Similarly, the Project's onshore infrastructure will be located in Highland. Therefore, the identified socio-economic study areas used for the assessment are:

- The Regional Socio-Economics Study Area (i.e. the local authorities of Highland and Orkney);
- Scotland; and
- the United Kingdom (UK).

OIC requested at the EIA Scoping stage that Orkney be identified as a study area and considered as part of the assessment of socio-economic impacts, including impacts on demographics, the local housing market, the labour market and local services.

EIAR Table 18.2 states that the assessment of socio-economic impacts at Section 18.10 focuses on the Regional Socio-economic Study Area (Highland and Orkney), Scotland and the UK. Any activity that may occur within Orkney is included in the estimates for the Regional Socio-economic Study Area of Highland and Orkney.

Due to the uncertainty on the location(s) of the proposed developments construction and O&M port(s) at the time of writing the EIAR, the assessment of socio-economic impacts at Section 18.10 has included a description of potential impacts based on a modelled rural and urban port.

OIC requests that Orkney is defined as a separate socio-economic study area and this should be supported by Orkney specific baseline data, impact assessments and mitigation to adequately address socio-economic impacts on Orkney communities. This is because as an Island Archipelago, Orkney has a unique socio-economic footprint and profile which is distinct to Highland and that of Mainland Scotland. This should include an assessment

of potential effects on the Orkney economy, demographics, local housing market, labour market and local services. Identified impacts should include direct employment impacts and displacement effects on the local workforce and supply chain e.g. workers from other sectors moving to offshore wind related employment or local suppliers (e.g. freight) not being able to service existing sectors/customers. This should consider both the impacts and opportunities arising from the development. In this regard, Orkney has distinct characteristics in terms of the high level of Small and Medium-sized Enterprises (SME) business base and a significant number of businesses operating in marine and environmental sectors. Due to the scale of the Orkney economy and related economic factors, it is more sensitive to change and less able to absorb change than the Highland economy.

Orkney and Caithness are identified as Tourism and Recreation Study Areas. The Tourism and Recreation Study Area has been identified based on the location of the epicentres of impact that could affect tourism and recreation receptors with due consideration to areas with visibility of the proposed development and those coastal areas affected by any impacts on marine recreation. This approach is supported by OIC.

The socio-economics baseline identified in EIAR Chapter 18 (18.6) including population (18.6.2), economic activity (18.6.4), industrial structure (18.6.6), education (18.6.13) and housing (18.6.15) and health care provision (18.6.18) data is skewed by the characteristics of the much larger Highland area which has very different demographics and socio-economic profile to Orkney. These comments are also relevant to the Population Projections (Future Baseline Scenario) identified at (18.6.49 – 18.6.53). It is requested that Orkney be assessed as a local study area so that the baseline data, impact assessment and mitigation adequately address socio-economic impacts on Orkney communities.

It is welcomed that the tourism and recreation data on Gross Value Added (GVA), employment and visitor numbers are Orkney specific.

18.6.28 explains that as tourism and recreation effects are a consequence of primary effects on other environmental factors (e.g. the result of visual changes), tourism and recreation assets have been scoped into the assessment on this basis. In this context, the visitor attractions identified at 18.6.30 do not identify the main relevant visitor attractions. 18.6.32 identifies localised tourism receptors across Stronsay and Deerness which are identified as more likely to be affected by the Project's Offshore Infrastructure because they are located on the east coast of Orkney and will be relatively closer to it. The identified tourism and recreation assets should include assets in North Ronaldsay, Sanday, Stronsay, Deerness, Copinsay, Holm, Lambs Holm, Burray and South Ronaldsay. In addition to Mill Bay, Vat of Kirbister, Sands of Rothiesholm, the Gloup and Mull Head Local Nature Reserve, the identified assets should include:

- North Ronaldsay Lighthouse and Beacon
- North Ronaldsay Sheep Dyke
- Start Point Lighthouse
- Bay of Lopness
- Bay of Newark
- Deerness Distillery
- Brough of Deerness

- Copinsay Lighthouse and RSPB Nature Reserve
- Dingieshowe
- The Italian Chapel
- The Churchill Barriers
- Newark Bay, South Ronaldsay
- Windwick Bay
- Tomb of the Eagles
- Quoyness Cambered Cairn, Sanday

OIC highlighted at the EIA Scoping stage that any changes in demand for housing and local services resulting from the proposed development would need to be scoped into the EIA. The impact from the proposed development on Orkney housing and accommodation provision needs to be understood in the context of the current significant shortage of housing/accommodation and the high demand for housing for key workers. This is acknowledged in Table 18.2 *Summary of Key Consultation Issues Raised During Consultation Activities Undertaken for the Project Relevant to Socio-Economics, Tourism and Recreation*.

OIC requested at the EIA Scoping stage that embedded mitigation should include a commitment to the preparation of a Local Workforce Strategy to maximise local job opportunities and address associated local skills requirements, and that a Local Accommodation Strategy should also be identified as part of the proposed programme of embedded mitigation.

OIC welcomes that the applicant has committed to deliver a Workforce Strategy and an Accommodation Strategy, as identified in EIAR Table 18.2 and further discussed at Section 18.9. The commitment by the applicant to develop and implement a proposed Workforce Strategy is strongly supported by OIC. This strategy should be taken forward with close engagement with OIC and representatives of the relevant Orkney supply chain to maximise opportunities for local training, apprenticeships and associated economic development benefits in Orkney. It is important that this Strategy be taken forward as soon as practically possible so that the local supply chain has the opportunity to prepare and gear up to deliver the services required and local young people can receive training.

The Accommodation Strategy should demonstrate how the applicant intends to manage accommodation requirements for workers in local communities, particularly during the construction phase and potentially the O&M phase depending on the scale of the personnel requirements. It is proposed that the Accommodation Strategy will be drafted post-consent, once port location(s) is known, and it will address how temporary changes in population associated with the proposed development may affect demand for housing (18.9.2). It is recommended that work on this strategy commences as soon as possible to enable appropriate solutions to be delivered. As identified at 18.9.2, OIC will need to be closely engaged in the development of this strategy to ensure that it is fit for purpose and that it identifies appropriate measures to address the impacts of the proposed development on local accommodation provision and the housing market. These measures should seek to maximise long term housing legacy benefits for Orkney communities.

Volume 3, Technical Appendix 4.6: *Schedule of Mitigation and Commitments*, Table 1.1 identifies an Accommodation Strategy as embedded mitigation and that this will be secured in the Section 36 Consent and Marine Licences. Table 1.1 does not include a Workforce Strategy as a mitigation measure. It is recommended that the Schedule of Mitigation and Commitments be updated to include a Workforce Strategy. This Workforce Strategy will provide a key mechanism to demonstrate compliance with NPF4 Policy 11c, NPF4 Policy 25, NMP GEN 2, NMP GEN 3 and OIRMP General Policy 4 and OIRMP Sector Policy 5a i. a.

## **Community benefit**

National Marine Plan (NMP) Renewables Policy 10 states that Good Practice guidance for community benefit from offshore wind and marine renewable energy development should be followed by developers, where appropriate.

In accordance with the Orkney Islands Council Policy on Community Benefit from Offshore Renewable Energy Developments, the Council will seek to maximise community benefits from new offshore renewable energy generation developments, and to help direct these benefits fairly and equitably into supporting the communities of Orkney.

Orkney Islands Council's Policy on community benefit from offshore renewable energy developments is as follows:

- *We expect all developers of commercial offshore renewable energy projects in Orkney waters to commit to providing community benefit to Orkney and will seek to enter discussions with developers to achieve this.*
- *We will seek to ensure the fair and equitable distribution of benefits received as part of any community benefit scheme.*
- *We expect developers to enact a Community Benefit policy in line with the draft 'Scottish Government Good Practice Principles for Community Benefits from Offshore Renewable Energy Developments' 2018, or any future updated iteration of that document.*
- *In the absence of a clear position from the Scottish Government on the appropriate level of community benefit from offshore renewable generation, the starting point for determining the level of community benefit which should be delivered is £5,000 per megawatt installed per year index linked (as per onshore developments).*
- *We do not spatially limit our interest or claim for community benefit payments for Orkney and will seek community benefit from any project in waters adjacent to Orkney, regardless of distance from shore.*
- *There are numerous ways in which community benefit may be delivered (whether monetary or in-kind), but developers should be able to clearly demonstrate the value of community benefit that has been provided.*

*The above policy relates to offshore renewable energy generation projects. Location of ancillary onshore infrastructure related to offshore generation is a separate consideration, for which the Council may seek to negotiate separate community benefit arrangements.*

*The Council recognises that some offshore renewable generation projects, particularly in the wave and tidal energy sectors, are pre-commercial. The above policy is only applicable to commercial projects.*

*The above policy does not confer support for any proposed development.*

It is welcomed that the applicant proposes to establish a Community Benefit Fund (CBF). The applicant outlines at 18.9.4 in the EIAR that *'provision of a community benefit fund and/or shared ownership linked to operational performance of the wind farm are actively being considered for the Project. However, policy and requirements for community benefit are under review both by Scottish Government, but also at the UK Department for Energy Security & Net Zero; the latter is considering introduction of mandatory community benefit and how best to facilitate shared ownership. Given this policy uncertainty, as well as provision of Community Benefit not being a material consideration, further details on community benefit and shared ownership would be agreed post consent'*. It is further stated at 18.9.5 that *'the Project will meet the legislative requirements and consider updates to any guidance that emerges post consent. The Applicant looks to support community empowerment and have a positive impact on the local communities where their projects are'*.

OIC recommend that a CBF, associated governance and implementation strategy should be further developed in line with the above OIC policy, the Scottish Government Good Practice Principles for Community Benefits from Offshore Renewable Energy Developments, and any emerging relevant government policy and/or legislation, and in close collaboration with OIC, Community Councils and the wider Orkney community. It is recommended that a bespoke approach to community benefit be taken forward for Orkney in response to Orkney's circumstances and priorities including investment in physical infrastructure and connectivity. The proposed community benefit package should seek to address the Orkney Community Planning Partnership priorities including:

- Sustainable Development - supporting Community Wealth Building and achieving Net Zero by 2030.
- Cost of Living Crisis - and tackling the underlying causes of poverty.
- Local Equality - so residents in all parts of Orkney have equal opportunities.

The Orkney Community Planning Partnership (CPP) has published a policy discussion paper, [Unlocking Local Benefit from Renewable Energy in Orkney](#). The paper sets out a bold vision to ensure that Orkney's leadership in renewable energy translates into tangible, long-term benefits for local communities.

Orkney generates more clean electricity than it consumes, yet faces challenges such as high fuel poverty and pressure on housing and services. The above discussion paper calls for a fairer share of the value created by renewable developments and proposes practical steps, including:

- Developing Orkney-specific developer principles to secure community benefits.
- Exploring a unified Orkney Community Benefit Fund to target fuel poverty, resilience, and climate adaptation.
- Expanding local and community ownership of renewable assets.

- Embedding Community Wealth Building principles in planning policy.
- Establishing a joint development forum to bring together public sector, industry, and community representatives.

The Scottish Government Good Practice Principles provide guidance regarding the identification of host communities for the purposes of designing community benefit packages. The guidance states that this process should be undertaken at an early stage to allow communities the opportunity to contribute to discussions and self-identify as a host community, in line with Scottish Government Empowerment policy.

As set out above, approximately 18.7% of the proposed Ayre Offshore Wind Farm is located within the Orkney Islands marine region to which Orkney communities have significant economic, governance and cultural connections. The proposed development will also have significant landscape, seascape and visual impacts on Orkney receptors. The Orkney Islands are therefore a principal host community for the proposed offshore wind farm development and should significantly benefit from the utilisation of the associated natural resources via a commensurate community benefit package.

Community benefits from offshore renewables projects are complementary to, but independent from, environmental, supply chain and other socio-economic benefits. OIC notes that, as outlined in the Scottish Government Good Practice Principles, voluntary monetary payments to the community (or a Community Benefit Fund) are not related to the impacts from any planning (or other consent) application. It is therefore expected that the necessary mitigation, and funding of this mitigation, to address effects identified in the proposed development consent applications and EIAR, should be delivered in addition to a CBF.

OIC expects that an appropriate binding agreement will be established to guarantee the provision of a CBF. It is not proposed that this should be secured as a condition on consent.

## **Shipping and navigation**

Relevant planning policies:

- NMP TRANSPORT 1, TRANSPORT 3 and TRANSPORT 6
- OIRMP Sector Policy 3: Shipping, Ports, Harbours and Ferries

With reference to the Orkney Islands Council Harbour Authority (OICHA) Ballast Water Management Policy for Scapa Flow (<https://www.orkneyharbours.com/documents/oicha-ballast-water-management-policy-for-scapa-flow>) it is noted that the area covered by this proposed development is minimal and therefore should not cause any problems to shipping and navigation. If this proposed development goes ahead OICHA would amend the Policy to include a statement that there is an offshore wind turbine site in the location that would be inside the Eastern Exchange Zone, as defined in the Policy.

With reference to vessels sheltering or laying up in the Sinclair's Bay area (east coast of Caithness), as mentioned in previous comments this area is outside of OICHA Statutory Harbour Area, but we do know that vessels of all sizes use this area on a regular basis to lay up due to weather or similar conditions. In the advent of a large tanker / vessel OICHA

have used this area in the past for embarkation / disembarkation of Harbour Authority marine pilots. This is unlikely to happen more than six times per annum, but along with other marine traffic it should be noted. It is suggested that that during construction, (in particular) due to the increased number of vessels in the area, very careful surveillance and details such as regular updates via Notice to Mariners should be made available. This, ultimately, is for the Maritime and Coastguard Agency to consider and take any action as they see fit.

## **Commercial Fisheries**

OIC note that the Orkney Fisheries Association has been consulted as requested in the OIC EIA Scoping response. The Applicant should consult the Orkney Regional Inshore Fisheries Group in accordance with the Scoping opinion and OIRMP: *Commercial Fishing Policy*.

## **Seascape, Landscape and Visual Impacts**

Relevant planning policies:

- NMP GEN 7: Landscape/seascape
- NMP REC & TOURISM 5
- NPF4 Policy 4c: Natural Places
- NPF4 Policy 11e: Energy
- OLDP Policy 9c: Natural Heritage and Landscape
- OLDP Policy 10a: Core Paths and Access
- OIRMP General Policy 10a: Seascape and Landscape
- OIRMP General Policy 14: Amenity, Wellbeing, and Quality of Life of Local Communities
- OIRMP Sector Policy 7: Tourism, Recreation, Leisure and Sport

It is acknowledged that Seascape, Landscape and Visual Impact Assessment (SLVIA) has assessed the maximum design scenario which includes the maximum height of the Wind Turbine Generators (WTGS), at 356 metres to blade tip height, and a maximum number of WTGs (40) (25 MW Wind turbine Option) sited within the Option Agreement Area resulting in the in the most extensive Zone Theoretic Visibility (ZTV).

NatureScot determined that the requested additional viewpoint within the West Mainland Natural Scenic Area (NSA) did not need to be assessed in the EIA. NatureScot were '*content for an assessment of effects on the Special Landscape Qualities of the Hoy and West Mainland NSA to be scoped out*'. However, NatureScot required that the wirelines of the viewpoints in the NSA provided to them should be included in the EIAR as '*they provide an understanding of the visibility of the proposal from this wider area*'. The wirelines for the NSA, however, are not available to view in the EIA in Volume 3, Technical Appendix 20.2: Seascape, Landscape and Visual Impact – Accompanying Graphics.

Therefore, it is not possible for OIC to provide a view on the visibility of the proposed development in the NSA.

The SLVIA identifies significant adverse impact on Seascape and Landscape receptors in Orkney as follows:

- Viewpoint 1 – Stywick Bay, Sanday (Moderate adverse)
- Viewpoint 3 – Housebay, Stronsay (Moderate adverse)
- Viewpoint 7 – B9050, Deerness (Moderate adverse)
- Viewpoint 10 – Grimness, South Ronaldsay (Moderate adverse)
- Viewpoint 11 – Windwick Bay, South Ronaldsay (Moderate adverse)
- Viewpoint 12 – Ferry Link (Aberdeen – Orkney Ferry) (Moderate adverse)
- Viewpoint 15 – Orkney to Shetland Ferry Link (Moderate adverse)

OIC considers that impacts on these viewpoints will be of at least moderate adverse significance in relation to direct impacts from the proposed Ayre Offshore Wind Farm.

A cumulative impact assessment (CIA) has been undertaken. Table 20.22 provides a List of Other Projects Considered within the CIA for Seascape, Landscape and Visual Resources. This includes the Buchan, Caledonia and Stromar Offshore Windfarms. Seascape, landscape and visual effects associated with the proposed development, together with the effects from other relevant projects and activities, are likely to be significant. OIC recommend that onshore windfarms (Tier 2/Tier 3 and 4) within the study area be included and assessed in the SLVIA cumulative assessment. OIC recommend that the cumulative impacts associated with the following onshore windfarms be assessed:

- Ore Brae, Hoy
- Holodykes
- West Hill, Flotta
- Burgar Hill
- Hammars Hill
- Hammars Hill Extension
- Rennibister
- Crowness Business Park
- Kingarly Hill
- Northfield, Burray
- Hoy Community
- Costa Head
- Quanterness
- Hesta Head
- Nisthill

In addition, it is recommended that the applicant review the list of onshore wind farms currently within the planning system to ensure that an up to date CIA is carried out.

The assessment includes embedded mitigation such as:

- Development of, and adherence to, a Development Specification and Layout Plan (DSLPL). The development of the DSLPL includes consultation with the relevant authorities for approval, including the Maritime and Coastguard Agency (MCA) and Northern Lighthouse Board (NLB).
- Colouration of the Wind Turbines and blades to industry standard (light grey).
- Wind Turbines will be of identical form and rotor diameter.

The assessment however does not include any further mitigation for each impact, instead the developer acknowledges the significant effects and states *'No Additional Mitigation measures can be applied to mitigate the predicted long-term visual effect arising because of the Proposed Development.'*

OIC notes the commitment by the applicant to a Development Specification and Layout Plan (DSLPL). As part of the DSLPL, the proposed layout and spacing of the turbines should be located, sited and designed to minimise landscape and seascape adverse impacts on the identified Orkney viewpoints and landscape/seascape receptors in accordance with OIRMP General Policy 10a:

*'Development and/or activities should be located, sited and designed to avoid, minimise and/or appropriately mitigate significant adverse impacts on the landscape, townscape and seascape characteristics and sensitivities identified in the Orkney and North Caithness Landscape Character Assessment\*, and should have regard to the natural and/or historic features that contribute to the quality of seascape and landscape.'*

Viewpoint 6, Scorradae Road, provides a line of sight to the proposed Ayre Offshore Wind Farm to the east and no line of sight to the proposed West of Orkney Wind Farm. The carpark/vehicle layby area/viewpoint 100m to the west of Viewpoint 6, on the brow of Scorradae Brae, has line of sight to the proposed Ayre Offshore Wind Farm and the consented West of Orkney Wind Farm. This location on the brow of the Scorradae Brae is an important viewpoint within the National Scenic Area that is likely to be impacted by cumulative landscape and visual effects.

## **Archaeology and Cultural Heritage**

Relevant planning policies:

- NPF4 Policy 7: Historic assets and places
- NMP GEN 6: Historic Environment
- OIRMP General Policy 8: Historic Environment
- OLDP Policy 8: Historic Environment & Culture Heritage

This section of the OIC response addresses the EIAR Marine Archaeology and Cultural Heritage chapters and supporting technical appendices. This response is only relevant to the parts of the EIAR that relate to the Orkney Islands marine region and onshore historic assets in Orkney.

### **Technical Appendix 19.1: Marine Archaeology Technical Report**

The contents of the Appendix are satisfactory, including the Methodology, the surveys and the Submerged Prehistory, Maritime and Aviation Archaeology Baselines as identified. The potential likelihood levels identified for prehistoric, marine and aviation archaeology are supported.

#### **Chapter 19: Marine Archaeology**

The Marine Archaeology Study Area, Legislative and Policy Context are supported. The Baseline Environment identified and Data Sources used for this are acceptable.

The potential impacts identified and those scoped out of the study are supported.

The criteria for medium magnitude of impact, outlined in Table 19.14, are questionable. “partial loss of/damage to key characteristics, features or elements; partial loss of cultural significance (Adverse)” is classed as “not adversely affecting integrity of resource” despite loss of or damage to key characteristics and cultural significance.

Otherwise, the definitions and criteria for sensitivity of asset and significance of effect are acceptable.

The Embedded Mitigations in section 19.9 are acceptable. Note that the mitigations must be implemented so that the significance of any effect is kept as minor or avoided completely, using the archaeological exclusion zones as proposed.

The assessment of inter-related effects, cumulative effects and transboundary effects is acceptable.

The proposed monitoring is satisfactory.

#### **Appendix 33: Written Scheme of Investigation and Protocol for Archaeological Discoveries**

The Written Scheme of Investigation and Protocol for Archaeological Discoveries is acceptable. It must be implemented and monitored as outlined in the Appendix.

#### **Technical Appendix 21.1: Cultural Heritage and Technical Appendix 21.2: Cultural Heritage Technical Appendix supporting figures**

The Cultural Heritage Study Area and the assets selected to represent heritage receptors are acceptable, except for the absence of the Italian Chapel.

The data sources summarised in Table 3.1 omit the National Record for the Historic Environment database. It would appear that it has been consulted occasionally via Canmore (as shown in References), but this is a standard desk-based resource that should always be consulted.

Despite this, the reasoning for choosing the cultural heritage receptors chosen (Table 5.1) and the description of their key attributes and setting (Section 6) are mostly sufficient for the purposes of the appraisal, although sometimes the importance of the sea to prehistoric and mediaeval assets, use as a navigational aid for example, or location by the sea because accessed from the sea not just land, or south-east oriented passages opening to the sea, is underestimated. Similarly, the requirement for open sea views from the Burray

Ness Battery is underestimated, a fundamental requirement being the ability to spot aeroplanes as they approach.

This is especially important for Asset CH5, the Brough of Deerness, where the reasoning and the description omits one of its key characteristics as a Viking/Norse stronghold controlling the seaways on the eastern side of Orkney and thus a key aspect of its setting, with open views over the sea to the east. The appendix has not identified with what the Brough of Deerness has a “fortuitous aesthetic relationship”. The setting description of the Brough of Deerness includes that there “are open views to the North Sea to the west and south-west. To the north-west and north, Auskerry and Stronsay are visible, open views to the North Sea to the west and south-west”. The open views are all in the 180 degree view centred **eastwards** towards, not away from, the proposed development.

The supporting visualisations and wireframes in Appendix 21.2 are acceptable, except for the omission of a visualisation for CH13 Isbister Chambered Cairn and one for the Italian Chapel, which has not been identified as a CH asset. Both are highly important to the local tourist economy, but not included in the Socio-economics, Tourism and Recreation Chapter 18.

## **Chapter 21: Cultural Heritage**

The Cultural Heritage Study Area is supported. The data sources summarised in Table 21.6 omit the National Record for the Historic Environment. It would appear that it has been consulted occasionally via Canmore (as shown in References), but this is a standard desk-based resource that should always be consulted.

The reasoning for the Heritage Assets selected to represent cultural heritage receptors. (Table 21.9) is mostly sufficient for the purposes of the appraisal, although the reason for the choice of assessing two barriers rather than one barrier and the Italian Chapel (including approaches to it) is not clear. The summary description of the asset within the reasoning column is mostly acceptable, although the “fortuitous aesthetic relationship” assigned to CH5 is not explained, nor is it stated what the relationship is with. If this is meant to be with sea views, these are not fortuitous, but key to the function of the site.

The key parameters for assessment are acknowledged and the impacts scoped out of the assessment are supported.

The definitions of magnitude of impact and significance of effect are acceptable. It is agreed that levels of moderate or above are considered significant effects in terms of the EIA Regulations.

The Adopted Embedded Mitigations are acceptable, although from the visualisations provided currently Mitigation ID 24 does not appear to have been applied and has not yet provided much of an appearance of uniformity and coherence from many heritage assets. It may be that this is not possible, in which case that must be stated.

The importance of the sea to some heritage assets and the magnitude of change to their setting is underappreciated, resulting in an underestimation of significance of impact on certain cultural heritage receptors. Even though the topics are different, the divergence of levels of impact assigned with those assigned to similar viewpoints in Chapter 20

(Seascape, Landscape and Visual Impact Assessment) is notable, especially when focussing on visual change.

It would appear that the array is classified as 'distant' in views, whether 22 km (e.g. Ward of Housebay) or over 50 km (e.g. Scad Head). This does not allow for clear differences in visibility and impact and is not acceptable.

The reasoning for assets where it is considered that the impact is underestimated and likely to be Significant is outlined below. It is recommended that these are reconsidered and reassessed.

#### *CH1 Quoyness Chambered Cairn.*

The open views to the south-east are important, both in the approach to the cairn and the view from the entrance to the passage. The impact of emerging from the passage into the open is as important as the axis of the passage, not just the constrained view from within the passage as posited.

The supporting visualisation clearly shows that the array would be central in the key view of the open sea to the south-east and all devices would be visible on the horizon, whether the towers or just hubs and blade tips. This is an asset that is promoted as a visitor attraction. There will be a noticeable change to a key axis and view that contributes to the understanding and experience of the asset and is higher than the negligible magnitude proposed, resulting in a Significant Effect.

#### *CH2 Ward of Housebay*

The cairn is reported as having a passage that was orientated towards the south-east, although it is not currently exposed.

Rather than the turbines appearing offset from the cairn during the approach and as distant recessive features, the supporting visualisation shows that the windfarm would be central in the south-east axis out to the open sea and all turbine towers, not just hubs and blades, would be visible on the horizon.

There will be a noticeable change to a key axis and view that contributes to the understanding and experience of the asset with an effect higher than the negligible magnitude proposed, resulting in a Significant Effect.

#### *CH5 Brough of Deerness*

The setting description includes open views to the North Sea to the west and south-west. This should be open views to the north-east, east and south-east. The analysis of the asset does not include that whilst the Pictish period religious settlement is likely located here due to its isolation, the Norse period stronghold is deliberately sited here to look out over and control the eastern seaboard of Orkney.

These key aspects of the setting and the understanding and experience of the asset will be affected by the proposed development being visible across an extensive portion of this panorama of open seascape, with all turbines fully visible and prominent above the horizon. Therefore, the effect will be higher than the minor level proposed, resulting in a Significant Effect.

*CH11 Burray Ness Ant-Aircraft Battery*

Without a 40x25 MW photomontage to accompany the baseline photo and wireframe, it is not possible to properly assess the effect on the key understanding of this asset's function commanding the approaches from the east.

*CH12 St Peter's Church and Cemetery*

The analysis of the setting omits that many churches and graveyards in Orkney have coastal locations because they were accessed by boat as well as land, and this was a key part of how they functioned. Without a 40x25 MW photomontage to accompany the baseline photo and wireframe, it is not possible to properly assess the effect.

*CH13 Isbister Chambered Cairn (Tomb of the Eagles)*

The location of the tomb and the opening of its passage directly out to sea are key elements of the understanding, experience and appreciation of the asset. The tomb is open to the public and a promoted tourist destination. Without a 40x25 MW photomontage to accompany the baseline photo and wireframe, it is not possible to properly assess the effect on the asset, which could be Significant.

It is noted that the Cumulative Impact Assessment (CIA) does not include relevant onshore windfarms in Orkney, both existing and in the planning system, such as: Spur Ness, Sanday; Rothiesholm, Stronsay; Neven Point, Eday; and Hesta Head, South Ronaldsay. This is not satisfactory. Refer to the relevant comments above regarding the SLVIA/CIA.

The assessment of the effect on VP5 Balfour Castle with its associated Inventoried Garden and Designed Landscape in Chapter 20 (Seascape, Landscape and Visual Impact Assessment) is noted and supported.

It is noted that effects on neither the Tomb of the Eagles (Isbister) nor the Italian Chapel are included in Chapter 18 Socio-Economics, Tourism and Recreation (nor in Chapter 21 Cultural Heritage), despite the Italian Chapel being included in a list (18.6.30). Both of these are extensively promoted as visitor destinations. The list of nine Orkney attractions extracted from the Visit Scotland website is inadequate and a random selection of what is on the Visit Scotland portal and their interactive map, and does not reflect the range of cultural heritage attractions that is promoted in Orkney, or found on the Visit Scotland portal, which links through to 106 history- and archaeology-related attractions on Orkney.com. This is not satisfactory. Refer to the relevant comments above regarding the identification of tourism and recreation assets.

**Habitats Regulations – proposed compensation measures**

Relevant planning policies:

- NMP GEN 9 Natural Heritage
- NMP GEN 13 Noise
- OIRMP General Policy 9: Nature
- OLDP Policy 9c: Natural Heritage and Landscape

Off-site compensation measures are proposed by the applicant, as shown in Table 5 of the Applicant's Case for Derogation, below.

The Habitats Regulations Appraisal: Applicant's Case for Derogation, does not identify any location within Orkney for delivery of the proposed compensation measures. Table 5 of the Applicant's Case for Derogation identifies that selected island(s) would be chosen for target rat species eradication, to enhance target seabird breeding success at designated colony(ies).

The Applicant states: 'Detailed evidence supporting proposed predator control compensation measures will be presented within an Ecological Evidence Report provided post-Application (alongside the Compensation Plan)'.

Table 5 provides an Overview of the Proposed Compensation Measures:

Compensation Measure and Species Covered	Measure Description
Rat Eradication Guillemot, razorbill and puffin	Eradicate target rat species (such as brown rats <i>Rattus norvegicus</i> ) on selected island(s) in order to enhance target seabird breeding at designated colony(ies).
Mink Control Guillemot, razorbill, puffin, and kittiwake.	Implementation or continuation of a mink control programme, to maintain a reduced mink population across the control area.
Seabird Bycatch Reduction Gannet	This measure will decrease the bycatch mortality rates of gannet through the application of bycatch reduction techniques.

The Applicant states that to give Scottish Ministers confidence that the identified compensatory measures can be secured and will be effective, summary information on each measure and next steps has been provided in the Compensation Roadmap appended to the Derogation Case.

OIC notes that the Applicant intends to submit a detailed Compensation Plan post-application and prior to determination of the application. The Compensation Plan will present further detail on the potential sites, approach to securing delivery, and the organisations and partners which will help to deliver measures.

OIC notes that site selection for a rat eradication measure is currently underway, with engagement and negotiations to secure agreements with the relevant landowners and leaseholders ongoing. It is proposed that the Compensation Plan will set out the preferred site(s) for implementation, along with appropriate evidence such as site visit data, calculations for capacity, and written agreements with necessary parties. OIC requests that should sites in Orkney be proposed for such compensation measures, engagement with OIC takes place to ensure that the proposed compensatory measures and associated impacts on the Orkney environment, cultural heritage and communities are appropriately addressed.

It is proposed by the applicant that the requirement to implement compensatory measures can be secured by means of a suspensive condition on the Section 36 Consent and Marine Licences. OIC notes the alternative proposal that a payment to a Marine Recovery Fund could be made wholly or partly in substitution for the implementation of the compensatory measures. OIC agree that a suspensive condition would be appropriate.

### **Biodiversity and Environmental Enhancement**

Relevant planning policies:

- NPF4 Policy 3b (Biodiversity)
- NMP GEN 9: Natural heritage
- OIRMP General Policy 3: Climate Change
- OIRMP General Policy 9: Nature

National Marine Plan policy GEN9 (c) states that *development and use of the marine environment must protect and, where appropriate, enhance the health of the marine area*. National Marine Plan, para. 4.40, states that *marine planners and other decision makers should act in the way best calculated to further the achievement of sustainable development and use, including the protection and, where appropriate, enhancement of the health of the Scottish marine area*. This reflects the statutory duty on Scottish Ministers and public authorities in Marine (Scotland) Act 2010, section 3.

OIRMP General Policy 9 b i. states that *proposals for development and/or activities should contribute, where appropriate, to the enhancement and/or restoration of the coastal and/or marine environment utilising best practice assessment and implementation methods*.

Marine restoration and enhancement proposals delivered as part of the proposed development should have regard to the appropriate guidance provided by NatureScot. Marine and coastal enhancement framework:

<https://www.nature.scot/professional-advice/land-and-sea-management/managing-coasts-and-seas/marine-enhancement>

Mitigations associated with the Project's Offshore Infrastructure are listed in Offshore EIA Volume 3, Technical Appendix 4.6 Schedule of Mitigation and Commitments. These include a range of measures such as implementation, management and monitoring of cable protection; adherence to a Navigational Safety and Vessel Management Plan and the development and adherence to an Entanglement Management Plan. The Applicant has also committed to the development of and adherence to an Environmental Management Plan (EMP). All these measures seek to protect the marine environment, its flora and fauna, through appropriate mitigation. However, within the EIAR, there are limited marine environmental enhancement proposals.

The Applicant proposes that specific enhancement proposals will be determined post consent as Matters Specified in Conditions, these include:

- *planning for Biodiversity Enhancement: the Project will go beyond simply avoiding environmental deterioration, aiming to deliver a net gain in biodiversity compared to the existing baseline for the onshore works. This will be assessed by professional ecologists.*
- *taking a phased approach: the exact form of enhancement will depend on design elements still in development, such as the final route of the onshore cables and the layout of the Substation. These details will be confirmed at the Matters Specified in Conditions stage of the planning process.*
- *responding to Planning Requirements: The Project is expected to be subject to planning conditions which will include requirements for detailed landscaping and biodiversity proposals as part of the Matters Specified in Conditions for the onshore elements. The Project is prepared to meet these expectations with plans to enhance local habitats and biodiversity.*

The Technical Appendix 18.2: Socio-economic, Tourism and Recreation Onshore and Offshore Technical Report states that '*biodiversity enhancement is a fundamental part of the Applicant's approach and embedded in the Project design*'. However, no specific proposals for marine enhancement have been proposed. In accordance with NMP policy GEN9 (c) and OIRMP General Policy 9 b i. on marine environmental and biodiversity enhancement, it is recommended that appropriate marine enhancement measures be secured as part of the relevant consents utilising best practice assessment and implementation methods. Potential options which have been utilised elsewhere which are not explored by the applicant include artificial reef creation through reef friendly rock placement/scour protection and cable materials, attachment of reef cages to foundations, marine litter removal projects, and the delivery of off-site restoration projects (e.g. native oyster bed restoration), for example.

Marine environmental enhancement measures could be identified and secured through these consent applications, including proposals within the Orkney Islands marine region.

### **Marine Physical and Coastal Processes, Water and Sediment Quality**

Relevant planning policies:

- NMP GEN 10: Invasive and Non-Native Species
- NMP GEN 12: Water Quality and Resource
- NMP GEN 21: Cumulative Impacts
- NMP Cables 1
- NMP Cables 2
- NMP Cables 4
- OIRMP General Policy 6i: Water environment
- OIRMP General Policy 7b: Coastal processes

OIC broadly agree with the assessment of impacts made within the Physical Processes Chapter. Overall, it is concluded that there will be no likely significant environmental effects arising from the Proposed Development during the construction, O&M or decommissioning phases on physical processes receptors.

It should be noted that where scour protection is used, methods for combining this with biodiversity enhancement techniques (e.g. reef friendly materials) should be considered. See Biodiversity Enhancement comments above for further information.

### **Benthic Subtidal and Intertidal Ecology**

Relevant planning policies:

- NMP GEN 9: Natural heritage
- NMP GEN 10: Invasive and non-native species
- NPF4 Policy 3 Biodiversity
- NPF4 Policy 4 Natural places
- OIRMP General Policy 6i: Water environment
- OIRMP General Policy 9: Nature
- OIRMP General Policy 13: Non-native and Invasive Non-native Species

The impacts assessed include:

- temporary habitat loss and/or disturbance;
- long term habitat loss and/or disturbance;
- introduction of artificial structures and subsequent colonisation;
- changes to SSC, bed levels and sediment type;
- changes in physical processes;
- increased risk of introduction and spread of INNS;
- removal of hard substrates; and
- impacts to benthic ecology due to EMFs.

Overall, it is concluded that there will be no likely significant environmental effects arising from the Proposed Development during the construction, O&M or decommissioning phases.

Regarding Invasive and non-native species, protocols such as The Great Britain Invasive Non-native Species Strategy and relevant policies listed above should be adhered to minimise any further introduction or spread of INNS. The prevention aspect of the three-stage approach (Prevention, Rapid Response, Control) is particularly important as, in most cases, it would not be possible to control a species once it has been introduced. Within Great Britain, the Non-Native Species Secretariat provides biosecurity advice to prevent the spread of invasive plants and animals in British waters and many of the best practice measures are applicable to the marine environment. The final Environmental Management Plan should identify areas where further action is needed.

## **Fish and Shellfish Ecology**

Relevant planning policies:

- NMP GEN 9: Natural heritage
- OIRMP General Policy 9: Nature

The impacts assessed include:

- Temporary habitat loss and/or disturbance;
- Long term habitat loss and/or disturbance;
- Introduction of artificial habitat and subsequent colonisation of hard structures;
- Increased SSCs and associated deposition;
- Subsea noise impacting fish and shellfish receptors;
- Impacts to fish and shellfish receptors due to EMF;
- Impacts to fish and shellfish receptors due to entanglement;
- Accidental pollution to the surrounding environment.

Overall, it is concluded that there will be no likely significant environmental effects arising from the Proposed Development during the construction, O&M or decommissioning phases.

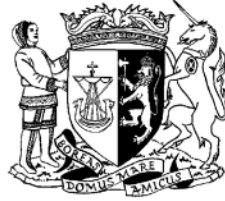
Although a likely significant effect (moderate adverse) was concluded for the herring Important Ecological Feature (IEF) resulting from piling during the construction phase. Mitigation measures within the Piling Strategy will be agreed as part of a stepped strategy post consent. It is expected by the Applicant that the mitigation measures will reduce the significance of effect to minor adverse which is not significant in EIA terms.

## **Marine Mammals and Megafauna**

Relevant planning policies:

- NMP GEN 9: Natural heritage
- OIRMP General Policy 9: Nature
- OIRMP General Policy 11: Surface and Underwater Noise, and Vibration

No significant effects apart from cumulative disturbance from subsea noise generated during piling for harbour porpoise only. No Comment from OIC.



**ORKNEY**  
ISLANDS COUNCIL

# **Planning Enforcement Charter**

**March 2026**

**Development Management**

**Planning and Regulatory Services**

**Infrastructure and Organisational Development**

# Planning Enforcement Charter

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## 1. Introduction

### 1.1.

Under Scottish legislation, primary responsibility for planning issues rests with the Planning Authority. In Orkney this is Orkney Islands Council (“the Council”).

### 1.2.

Building work, engineering operations or the use of buildings or land for an alternative use, in planning legislation, is defined as ‘development’. Some development can be defined as ‘permitted development’ and does not require a planning application; however, most does. The principal role of Development Management is to assess proposed development and approve/grant or refuse applications in accordance with relevant policies, guidance and other material considerations. The planning authority is also responsible, where necessary, for taking enforcement action where planning legislation has not been followed.

### 1.3.

It is clearly undesirable that development should be carried out without the necessary permissions. The main objective of planning enforcement is to remedy the undesirable effects of unauthorised development on the environment and the amenity of Orkney’s communities. Bringing unauthorised development under control ensures that the credibility of the planning system is not undermined.

#### **1.4.**

However, sometimes developers (which can include a company or an individual householder) either undertake work without the benefit of planning permission or other relevant consent or fail to accord with the terms of permission they have been given. Where this happens, the Council has powers to investigate breaches of planning control and take enforcement action, if it considers it in the public interest to do so.

#### **1.5.**

Planning enforcement is a discretionary power. This means that, even where there is a breach of planning control, the planning authority must consider whether it is in the public interest to take enforcement action. There is no requirement to take any particular action on a specific breach of planning control, and the planning authority can decide that no action is necessary and close a case.

#### **1.6.**

This Charter explains the planning enforcement process, and the roles and responsibilities of the planning authority. It sets out what happens at each stage of what can be a lengthy process and highlights the role that the public play in reporting unauthorised development and assisting with investigations regarding breaches of planning control. It should be noted that a 'planning enforcement complaint' is not a complaint against the Council, which would instead be processed under the Council's Complaints Handling Procedure.

#### **1.7.**

Enforcement is one of the most complex parts of the planning system, and often has long and unpredictable timescales. The aim of this Charter is to ensure that adopted procedures are fair, reasonable, and transparent. This will mean that interested parties are fully aware of the procedures involved in the process, the powers available to the Council and equally importantly the limits of those powers.

#### **1.8.**

Copies of this Charter are available on the Council's website and at the Council Offices, School Place, Kirkwall.

## **2. The Service**

Planning enforcement is administered by Development Management. The key officer undertaking this role is the Planning Control Officer. Formal enforcement action is executed in accordance with the Council's Scheme of Delegation.

## **3. Identifying Possible Breaches of Planning Control**

### **3.1.**

Possible breaches of planning control can include, but not limited to:

- Development being carried out without the benefit of the relevant permission.

- The carrying out of alterations to a listed building without the required consent.
- Failure to comply with any condition, agreement or limitation attached to any planning permission or related consent.
- Unauthorised works to protected trees.
- An unauthorised change of use to land or a building.
- Departure from approved plans or consent.
- Unauthorised display of advertisements.
- A site or building which is in such a poor state that it affects amenity.

### **3.2.**

When the planning authority receives a verbal report of a potential breach, or a written report that does not meet the requirements of paragraph 3.4. below, it will be subject to initial triage. If the available evidence confirms there is no breach of planning control, or the matters are not relevant to planning enforcement, no formal enforcement case will be registered, and the complainant will be informed (where possible). If further investigation is merited based on available evidence, an enforcement case will be registered and given a reference number.

### **3.3. Reporting an Alleged Breach**

Preliminary enquiries can be made by telephone but should be followed up in writing by post or email. Correspondence should be provided to the Planning Control Officer, Development Management, Orkney Islands Council, Council Offices, School Place, Kirkwall, KW15 1NY, or email [planning@orkney.gov.uk](mailto:planning@orkney.gov.uk)

### **3.4.**

To be considered a planning enforcement complaint, and therefore to guarantee this is investigated by the planning authority, the complaint must be in writing. Whether by post or email, the following information is required:

- The address (or detailed description if no address) of the property concerned.
- Details of the suspected breach of planning control, with times and dates if relevant.
- A contact name and registered postal address for the complainant.
- An email address if available or if the complaint is submitted electronically.
- How the breach affects the complainant.
- Whether the enquiry is to be treated confidentially.

### **3.5.**

Any complaint received are recorded securely, and normal practice is that a complainant's name and contact details will not be released externally, often in response to requests for confidentiality regarding any planning enforcement complaint made or information supplied. It should be noted that in this context, the effects of the Freedom of Information (Scotland) Act 2002 and the Environmental Information (Scotland) Regulations 2004, must be taken into consideration. Requests for total confidentiality limit the ability of the authority to take formal action

and cannot be guaranteed if the case were to be considered at Appeal or in the Courts.

### **3.6.**

The first action undertaken after a breach is registered is to establish whether the reported potential breach relates to planning matters and whether a breach of planning control has indeed occurred. If the case is not related to planning matters and/or a breach of planning control has not occurred, it will be closed, and an explanation provided to the complainant. If a breach has occurred, the planning authority will decide on an early course of further investigation and any necessary action.

### **3.7. Monitoring Planning Conditions**

Monitoring of planning conditions is required to ensure that development is carried out in compliance with the relevant permission. Conditions are attached to most decision notices. Monitoring of conditions is undertaken regularly by the Planning Control Officer supported by other officers in Development Management.

### **3.8.**

When breaches of conditions are identified or reported by the public, they are investigated in the same way as other breaches of planning control.

### **3.9. Initial Acknowledgement of Complaints**

Where leading to registration of a new enforcement case (under paragraph 3.2.), enforcement complaints will be acknowledged within 20 working days. Some complaints relate to matters over which Development Management has no control, for example neighbour disputes relating to the position of boundaries, land ownership, rights of access or matters associated with superior's consent. These matters are not normally investigated by the Planning Control Officer.

## **4. Investigating Breaches of Planning Control**

### **4.1. Prioritisation of Reported Breaches**

Following registration of a possible breach of planning control, the Planning Control Officer will visit the site. Priority for site visits and dealing with each case is based on the relative significance of the site, and the nature and effect(s) of the breach of planning control. Cases are prioritised as below.

#### **4.1.1. High Priority**

Breaches of planning control of the following **specific** types:

- The demolition of a listed building or the demolition of a building within a conservation area.
- Works to trees protected by a Tree Preservation Order, or to trees in a conservation area.

Breaches of planning control of the following **general** types:

- Development that may represent a risk to public safety.
- Alteration to a listed building.
- Breaches of conditions attached to either listed building or conservation area consents.
- Works being undertaken in contravention of the requirements of a formal notice, or any continuing breach of planning control where enforcement action has previously been authorised or is currently being considered for action.
- Development that may affect designated sites of international or national importance, for example European sites, Sites of Special Scientific Interest or Scheduled Monuments.
- Unauthorised development normally falling within Medium Priority, but where the relevant 4 or 10 year period for immunity from the taking of enforcement action is approaching.
- Any other matter, including breaches of conditions, causing, or likely to cause, significant harm to natural or cultural heritage or to residential amenity, for example by reason of noise, smell or other forms of environmental pollution.

#### 4.1.2. Medium Priority

Breaches of planning control of the following **specific** types:

- Any breach of planning control in a conservation area, other than those of a minor or technical nature.
- The unauthorised residential occupation of buildings / structures / land, including siting and occupation of caravans.
- Development leading to the obstruction of a Public Right of Way.
- The tipping of waste materials, the 'dumping' of scrap vehicles and untidy land.
- The formation or significant alteration of an access to a public road.
- The formation of new access tracks and hardstandings.
- The use of land or buildings for business/commercial purposes.
- Unauthorised display of any advertisement causing significant harm to amenity and/or public safety.

Breaches of planning control of the following **general** type:

- Any other matter having or causing a moderate level of harm to visual or residential amenity, biodiversity interests, the historic environment, or public safety.

#### 4.1.3. Low Priority

Breaches of planning control of the following **specific** types:

- Disputes between neighbours which relate to householder or similar development, and where there is limited public impact or interest (for example the erection of a fence or the construction of a shed).
- Unauthorised display of an advertisement not falling within Medium Priority.

Breaches of planning control of the following **general** types:

- Minor or technical breaches of planning control where limited harm to amenity is caused.
- Any other alleged breach of planning control not falling into High or Medium Priority.

## **4.2. Initial Investigation Timescales**

Initial inspection of the site of a potential enforcement issue will often be crucial for determining the continuing priority to be afforded to the investigation, and the likely subsequent course of action. The following are the initial response times, which are considered both appropriate and reasonable in respect of each category of priority. These are intended as maximum response times and individual circumstances may dictate some more immediate initial inspections.

Officers will aim to inspect 80% of sites within the following timescales:

- High Priority – 7 working days.
- Medium Priority – 21 working days.
- Low Priority – 2 months.

## **4.3.**

It is common that, following the site inspection, additional investigation is required to establish if a breach has occurred, and this may lengthen the process involved in commencement of action. Priority provided to initial inspection of any particular case does not necessarily lead to the same priority in the context of the wider enforcement caseload.

## **4.4. Correspondence with Persons at Affected Site**

Initial correspondence with persons at the property concerned, other than in exceptional cases, will be in writing only to provide a record. Where necessary to establish details of ownership, activities that are alleged to have taken place, or other details, the initial correspondence may include service of a requisition for information notice in the form of a Planning Contravention Notice or Notice under Section 272. For more detail, see Section 7 'Powers Available to the Planning Authority'. Given that interested parties may not be known at that stage, requisition for information notices may be served, with no details provided of the alleged breach.

## **4.5. Overall Investigation Timescales**

It is not possible to anticipate the length of time required for decisions or actions, or for a case to be concluded, as every case is unique. Progress may be delayed if evidence must be collected and verified over a period, for example, or if negotiations take place. An application may be submitted retrospectively for an unauthorised development, which leads to an application determination period and, if refused, potentially an appeal/review process. These are amongst a long list of factors that can affect the timescale for resolution of a case.

## **4.6. Correspondence with Complainants**

The planning authority recognises that delays can cause considerable frustration to complainants, particularly if it is considered that amenity is being affected. To ensure complainants are kept informed of progress, updates will be provided by the planning authority at key stages, as follows:

- 20 working days – the initial acknowledgement (as confirmed in paragraph 3.9 above).
- 6 months from receipt of the complaint – an update on the status of the case (if not 'Case closed' as below).
- Case closed – the outcome of the investigation, including the outcome of any informal agreements or formal action.

Any party who has submitted a planning enforcement complaint in writing can be provided an update at other stages of investigations, on request.

## **4.7. Closing a case without formal action**

In some instances, even though a breach of control has occurred, further action may not be taken. The planning authority must consider, having regard to the local development plan and material considerations, and to the circumstances of each case, whether it is expedient and proportionate to take formal action including issuing a notice. Most enforcement cases are resolved without formal action.

### **4.8.**

For minor breaches, where the principle of the development is acceptable, or those not causing significant harm, this will usually involve a request for the submission of a planning application seeking retrospective permission for the development already carried out. In these cases, where a valid planning application is submitted, the enforcement case will be closed or suspended, pending the decision on the application.

### **4.9.**

For the relatively small number of more complicated breaches, or those that may have a detrimental impact on the environment or community, this may involve serving of a formal notice to remedy the breach.

## **5. Formal Action**

### **5.1.**

Formal enforcement action involves the issue of a notice to all interested parties which can include landowner(s), developer, the person carrying out the works and/or any tenants. This may be a notice requiring submission of a planning application, an Enforcement Notice requiring the unauthorised development to stop or to make changes to the development which has been undertaken, or a Breach of Condition Notice.

**5.2.**

A notice requiring a submission of a planning application alerts the landowner or developer to the fact that the development described in the notice does not have the requisite planning permission. This type of notice requires the landowner or developer to address the situation by submitting a planning application. This would be assessed as any application made to the planning authority which may approve or refuse permission, depending on the planning merits of the application. Permission may be approved subject to conditions or limitations considered necessary to make the development acceptable. The serving of a notice requiring the submission of an application is without prejudice of any future decision of the Council.

**5.3.**

Enforcement Notices and Breach of Condition Notices include the following information:

- A description of the breach of control that has taken place.
- The steps that must be taken to remedy the breach.
- The timescale provided for compliance with those steps.
- The consequences of failure to comply with the notice.
- In the case of an enforcement notice, rights of appeal.

**5.4.**

Appeals against enforcement notices are considered by Scottish Ministers and dealt with, in most cases, by a Reporter from the Scottish Government's Planning and Environmental Appeals Division (DPEA). There is no right of appeal against a Breach of Condition Notice.

**5.5.**

Any person who fails to comply with the requirements of an Enforcement Notice or a Breach of Condition Notice may be guilty of an offence.

**5.6.**

The planning authority has additional powers, including the use of Interdicts, which complement the serving of notices. For more detail, see Section 7 'Powers Available to the Planning Authority'.

**5.7. Enforcement Register**

Details of Enforcement Notices, Breach of Condition Notices, Notices under Section 33A, Stop Notices and Temporary Stop Notices which have been served in relation to land in the planning authority area are entered on the Enforcement Register, which is published on the Council's website for inspection by the public at all reasonable hours.

## 6. Powers of Entry

Where entering the land is an appropriate means of obtaining the information required to fulfil obligations regarding planning enforcement, planning authorities have a right of entry to land without a warrant, at a reasonable hour, for any of the following purposes:

- to ascertain whether there is, or has been, any breach of planning control on the land, or on any other land;
- to determine whether any of the planning authority's enforcement powers should be exercised in relation to the land, or any other land;
- to determine how any such power should be exercised; and
- to ascertain whether there has been compliance with any requirement arising from earlier enforcement action in relation to the land, or any other land.

These powers are conferred by primary legislation.

## 7. Time Limits

Enforcement action must be taken within strict time limits:

### 7.1.

A **four-year limit** applies to “unauthorised operational development” (the carrying out of building, engineering, mining, or other operations in, on, over or under land) and change of use to a single dwelling house. After four years following the breach of planning control, the development becomes immune from enforcement action.

### 7.2.

A **ten-year limit** applies to all other development including change of use (other than to a single dwelling house) and breaches of condition. After ten years, the development becomes immune from enforcement if no formal enforcement action has begun.

### 7.3.

There is **no time limit** affecting enforcement action being taken against unlawful works to a listed building.

## 8. Complaints Procedure

Disagreement with the outcome of an investigation by the planning authority is not a ground for complaint. Complaints made about the way in which a planning enforcement complaint was handled would be administered in accordance with the Council's Complaints Handling Procedure.

## 9. Powers Available to the Planning Authority

### 9.1.

The planning enforcement powers available to the planning authority are set out in the Town and Country Planning (Scotland) Act 1997, as amended. Listed building enforcement is covered by the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended. Advertisement control powers are conferred by The Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984.

The legislation can be viewed online: <http://www.opsi.gov.uk/>

### 9.2.

Government advice on planning enforcement is set out in Planning Circular 10/2009: Planning Enforcement. The Circular can be viewed on the Scottish Government website: <http://www.gov.scot/Publications/2009/09/16092848/0>

## 10. Types of Notice

### 10.1. Breach of Condition Notice

This is used to enforce the conditions attached to a planning permission. It comes into effect not less than 28 days after being served. It may be used as an alternative to an Enforcement Notice (see below) and is served on any person carrying out the development and/or any person having control of the land. There is no right of appeal. Contravening a breach of condition notice can result in prosecution, with a fine of up to £1,000.

### 10.2. Enforcement Notice

#### 10.2.1.

This is generally used to deal with unauthorised development but can also apply to a breach of planning conditions. There are similar notices and powers to deal with Tree Preservation Orders and advertisements.

#### 10.2.2.

Failure to comply with an Enforcement Notice within the time specified is an offence and may lead to a fine of up to £20,000 in the Sheriff Court. Failure to comply may also result in the planning authority taking **Direct Action** to correct the breach (see other powers below).

### 10.3. Listed Building Enforcement Notice

This must be served on the current owner, occupier and anyone else with an interest in the property. The procedures are like those outlined above. The notice must specify the steps to be taken to remedy the breach and a final date for compliance. Failure to meet the terms of the notice by the date specified is an offence. There is a right of appeal to Scottish Ministers against the notice. Breaches of listed building control are a serious matter. It is a criminal offence to execute works to demolish or

alter a listed building. In certain circumstances, this can lead either to an unlimited fine or imprisonment.

#### **10.4. Stop Notice**

This is used in urgent or serious cases where an unauthorised activity must be stopped, usually on grounds of public safety. When a Stop Notice is served, the planning authority must also issue an Enforcement Notice. There is no right of appeal against a stop notice and failure to comply is an offence. An appeal can be made against the accompanying Enforcement Notice. If a Stop Notice is served without due cause, or an appeal against the enforcement notice is successful, the Stop Notice may be quashed and the Council as planning authority may face claims for compensation. The use of Stop Notices therefore needs to be carefully assessed by the planning authority.

#### **10.5 Listed Building Stop Notice**

Section 41A of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 provides powers to a planning authority to issue a stop notice specific to a listed building.

#### **10.6. Temporary Stop Notice**

This is used to require the **immediate** halt of an activity which breaches planning control. The provisions make an exception in that a Temporary Stop Notice cannot prohibit the use of a building or a caravan as a dwelling house. Temporary Stop Notices are enforceable for 28 days, after which time they expire. They may, however, be followed by further enforcement action such as an Enforcement Notice and Stop Notice. There is no right of appeal against a Temporary Stop Notice.

#### **10.7. Fixed Penalty Notice**

This provides planning authorities with an alternative process, in addition to the option to seek prosecution, to address situations where a person has failed to comply with the requirements of an Enforcement Notice or a Breach of Condition Notice. By paying the penalty imposed by the Fixed Penalty Notice, the person will discharge any liability for prosecution for the offence. They will not, however, discharge the obligation to comply with the terms of the Enforcement Notice or Breach of Condition Notice and the planning authority will retain the power to take direct action to remedy the breach and recover the costs of such work from that person. The planning authority is not required to offer the option of paying a fixed penalty. Any decision to do so would be dependent on considerations such as the scale of the breach and its impact on local amenity.

#### **10.8. Notice Requiring Application for Planning Permission for Development Already Carried out (Notice under Section 33A)**

Where the planning authority considers that a development which does not have planning permission may be acceptable (i.e., they consider that it might be granted planning permission) they may issue a notice requiring the landowner or developer to submit a retrospective planning application. This application will be considered on its planning merits and handled in the same way as any other planning application.

Issuing such a notice does **not** guarantee that permission will be approved; the planning authority may, on consideration of the application, decide instead to refuse permission, or to approve permission subject to conditions or alterations to make the development acceptable.

## **11. Other Powers**

### **11.1. Planning Contravention Notice**

This is used to obtain information about activities on land where a breach of planning control is suspected. It is served on the owner or occupier, on a person with any other interest in the land or who is carrying out operations on the land. They are required to provide information about operations being carried out on the land and any conditions or limitations applying to any planning permission already granted. Failure to complete and return the Planning Contravention Notice within 21 days of it being served is an offence and can lead to a fine in the Courts.

### **11.2. Notice under Section 272**

Section 272 of the Town and Country Planning (Scotland) Act 1997, as amended provides limited powers to obtain information on interests in land and the use of land. Failure to provide the information required is an offence.

### **11.3. Notice under Section 179 (Amenity Notice)**

Section 179 of the Town and Country Planning (Scotland) Act 1997, as amended allows the planning authority to serve a notice on the owner, lessee or occupier of land which is adversely affecting the amenity of the area. This is also known as an **Amenity Notice** and sets out the action that needs to be taken to remedy the problem within a specified period.

### **11.4. Interdict and Interim Interdict**

An interdict is imposed by the courts and is used to stop or prevent a breach of planning control. Court proceedings can prove costly and planning authorities normally only seek interdicts in serious cases or where formal enforcement action has been ignored in the past. However, a planning authority can seek an interdict in relation to any breach without having to use other powers first. Breaching an interdict can carry heavy penalties.

### **11.5. Notification of Initiation and Completion of Development and Display of Notices While Development is Carried Out**

Whilst not in themselves planning enforcement powers, these notices are intended to improve delivery of planning enforcement by requiring positive confirmation that development has commenced and been completed, and, in the case of on-site notices, to raise community awareness of developments in the local area. Planning authorities will be made aware of active development in their areas, enabling them to prioritise resources with a view to monitoring development. For any development for which permission has been granted, a Notification of Initiation of Development must be submitted to inform the planning authority of the date on which development will commence. It is to be submitted after planning permission has been granted and

before development has commenced. Initiating development without submitting a Notification of Initiation of Development is a breach of planning control and the planning authority may consider enforcement action. The Notification of Completion of Development requires a developer to submit a further notice as soon as practicable after development has been completed.

### **11.6.**

Depending on the nature or scale of a development, the developer may also be required to display on-site notices while development is taking place. These notices contain basic information about the site and the development. They also provide contact details where members of the public may find out more information or report alleged breaches of planning control. It is a breach of planning control to fail to display such a notice when required to do so.

## **12. Direct Action**

### **12.1.**

Failure to comply with the terms of a formal notice within the time specified can result in the planning authority directly carrying out the specified work, including the use of an appointed contractor. For example, this may include:

- removal of scrap from land that has been assessed as harmful to the amenity of an area, and where there is non-compliance with an Amenity Notice; or
- upgrading an access to a development where a planning condition has been breached, and a lesser standard of access risks public safety, and where there is a failure to comply with an Enforcement Notice.

### **12.2.**

The planning authority may recover any costs it incurs from executing Direct Action.

### **12.3. Legislation**

Powers to take Direct Action are set out in primary legislation:

- The Town and Country Planning (Scotland) Act 1997, as amended.
- The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended.

### **12.4. Phased approach**

The planning authority will write to all parties identified in the notice which had preceded the Direct Action – ‘the responsible person(s)’. This correspondence will inform them why Direct Action is commencing and set out the stages of that Direct Action, normally:

1. That the work required by the notice will be costed by contractors.

2. That any costs from step 1 and the planning authority administration of step 1 will be charged to the responsible person(s).

If a notice remains not complied with:

3. A contractor will be appointed, and a date will be provided in writing to the responsible person(s), confirming when the required work will commence.
4. When the work is completed, the costs from step 3 and planning authority administration will be charged to the responsible person(s).

When the notice has been complied with, the enforcement case can be closed. This is a separate matter to pursuing any costs unpaid by the responsible person(s).

### **12.5. Offence to Obstruct**

As set out in legislation, it is an offence to obstruct anyone involved in carrying out the works required. If any such obstruction is suspected, the planning authority may involve Police Scotland to ensure the safety of all persons.

### **12.6. Last Resort**

The planning authority acknowledges that direct action is escalatory and a decision to commence direct action will not normally be taken unless it is the only realistic prospect of successful remedy.



## South Isles

### Ro-Ro Service - Winter

Effective from 28 September 2026 - 1 May 2027

Orkney Ferries, Houton, KW17 2RD

Telephone Houton: 01856 811397

Telephone: 01856 872044

email: [info@orkneyferries.co.uk](mailto:info@orkneyferries.co.uk)

[orkneyferries.co.uk](http://orkneyferries.co.uk)



**Orkney Ferries**

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Longhope	dep	0625	0625	0625	0625	0625	0800	0830
Lyness	dep		0650		0650			
Flotta	dep	0650	0710	0650	0710	0650	0830	0855
Lyness	dep	0710		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	arr							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

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

**A - On Request Sailings.**

Bookings must be made by 1630 on the day of departure.

Vehicles must be available for boarding **20 minutes** before departure,  
passengers **10 minutes** before departure.

**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 Conditions of Carriage please see notices posted on vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

# Rousay, Egilsay and Wyre

## Ro-Ro Service - Winter

Effective from 28 September 2026 - 1 May 2027

Orkney Ferries, Tingwall, KW17 2HB  
 Telephone Tingwall: 01856 751360  
 Telephone: 01856 872044  
 email: [info@orkneyferries.co.uk](mailto:info@orkneyferries.co.uk)  
[orkneyferries.co.uk](http://orkneyferries.co.uk)



**Orkney Ferries**

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Rousay	dep	0650A	0650A	0650A	0650A	0650A	0650A	
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	

**Vehicle bookings must be made at least one hour before departure from Tingwall except those marked A.**

**Please see below for further details**

**A** - On Request Sailings **TO** and **FROM** Egilsay and Wyre. Bookings should be made before **1700** on the day before travel. For Sunday travel, bookings should be made before **1500** on Saturday.

**B** - On Request Sailings **TO** and **FROM** Egilsay and Wyre. Bookings should be made up to **1 hour** before departure from Tingwall by booking online or by calling during office opening hours.

**Please note** - passengers on this route will be required to reverse their vehicles on board

Vehicles must be available for boarding **20 minutes** before departure, passengers **10 minutes** before departure.

For Conditions of Carriage please see notices posted on vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

**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.

## Shapinsay Ro-Ro Service - Winter

Effective from 28 September 2026 - 1 May 2027

Orkney Ferries, Kirkwall, KW15 1LG  
Telephone: 01856 872044  
email: [info@orkneyferries.co.uk](mailto:info@orkneyferries.co.uk)  
[orkneyferries.co.uk](http://orkneyferries.co.uk)



**Orkney Ferries**

		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 the departure  
either online, or by phone during office opening hours**

**Please note** - passengers on this route will be required to reverse their vehicles on board

Vehicles must be available for boarding **20 minutes** before departure,  
passengers **10 minutes** before departure.

**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 Conditions of Carriage please see notices posted on vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

## Graemsay and Hoy (Moaness)

### Foot Passenger Service - Winter

Effective from 28 September 2026 - 1 May 2027

Orkney Ferries, Kirkwall, KW15 1LG

Telephone: 01856 872044

email: [info@orkneyferries.co.uk](mailto:info@orkneyferries.co.uk)

[orkneyferries.co.uk](http://orkneyferries.co.uk)



**Orkney Ferries**

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.

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

**All bookings must be made at least one hour before the departure either online, or by phone during office opening hours**

**A - Cargo sailings.** Will have limitations on passenger numbers, therefore travel without a booking is not guaranteed. Sailings may be delayed as a result of cargo operations.

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

**B - On request sailing to Hoy.** This must be booked either online or over the phone by **1600** on the day of sailing.

For Conditions of Carriage please see notices posted on vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

**C - On request sailing.** Must be booked online or over the phone by **1600** on Friday

**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 **1600** on previous Friday, otherwise all cargo must be booked before **1600** the day before sailing.  
Cargo must be delivered to Stromness Pier no later than **1100** on the day of sailing.

## Westray - Papa Westray

### Passenger Service - Winter

Effective from 28 September 2026 - 1 May 2027

Orkney Ferries, Kirkwall, KW15 1LG

Telephone: 01856 872044

email: [info@orkneyferries.co.uk](mailto:info@orkneyferries.co.uk)

[orkneyferries.co.uk](http://orkneyferries.co.uk)



Orkney Ferries

Our service from Westray to Papa Westray is a **passenger only** service.

Passenger Only Service		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Pierowall	dep	0730 <sup>B</sup>	0740	0740	0740	0720 <sup>B</sup>	0740 <sup>B</sup>	
Papa Westray	dep	0755	0805	0805	0805	0735	0805	
Papa Westray	dep	0800 <sup>B</sup>	0810	0810	0810	0740 <sup>B</sup>	0810 <sup>B</sup>	
Pierowall	dep	0825	0835	0835	0835	0755	0835	
Pierowall	dep	0830*				0800*	0915 <sup>A</sup>	
Papa Westray	dep	0855*				0815*	0940	
Papa Westray	dep	0900*				0820*	0945 <sup>A</sup>	
Pierowall	dep	0925*				0835*	1010	
Pierowall	dep	0930 <sup>A</sup>	0915 <sup>A</sup>	0915	0915 <sup>A</sup>	0915 <sup>A</sup>		
Papa Westray	dep	0955	0940	0940	0940	0940		
Papa Westray	dep	1000 <sup>A</sup>	0945 <sup>A</sup>	0945	0945 <sup>A</sup>	0945 <sup>A</sup>		
Pierowall	dep	1025	1010	1010	1010	1010		
Pierowall	dep			1230		1510*		1315
Papa Westray	dep			1255		1535*		1340
Papa Westray	dep			1300		1540*		1530
Pierowall	dep			1325		1605*		1555
Pierowall	dep	1600	1600	1600	1600	1610 <sup>A</sup>	1625 <sup>A</sup>	1700 <sup>A</sup>
Papa Westray	dep	1625	1625	1625	1625	1635	1650	1725
Papa Westray	dep	1630	1630	1630	1630	1640 <sup>A</sup>	1655 <sup>A</sup>	1730 <sup>A</sup>
Pierowall	dep	1655	1655	1655	1655	1705	1720	1755
Pierowall	dep	1815 <sup>A</sup>		1815 <sup>A</sup>	1815 <sup>A</sup>	1815 <sup>A</sup>	1815 <sup>A</sup>	1855 <sup>A</sup>
Papa Westray	dep	1840		1840	1840	1840	1840	1920
Papa Westray	dep	1845 <sup>A</sup>		1845 <sup>A</sup>	1845 <sup>A</sup>	1845 <sup>A</sup>	1845 <sup>A</sup>	1925 <sup>A</sup>
Pierowall	dep	1910		1910	1910	1910	1910	1950

**All bookings must be made at least one hour before the departure from Pierowall either online, or by phone during office opening hours**

**A - On request** - must be booked at least 1 hour before departure from Pierowall either online or during office opening hours. Sailings after 17:00 must be booked before office closing hours.

**B - On request** services. Monday sailing, must be booked before 1400 on Sunday. Friday sailing must be booked before 16:00 on Thursday. Saturday sailing, must be booked before 1600 on Friday.

\* Sailings will operate during term time only

Passengers must be available for boarding **10 minutes** before departure. For Conditions of Carriage please see notices posted on vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

**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.

All sailings with the exception of those marked \* are scheduled to connect with the arrival and departure of the RoRo vessel at Rapness. Sailings requested outwith these times will be treated as hires and charged accordingly.

# Outer North Isles Refit Timetable

2914

Orkney Ferries, Kirkwall, KW15 1LG

Telephone: 01856 872044

email: info@orkneyferries.co.uk

orkneyferries.co.uk



**Orkney Ferries**

## Ro-Ro Service

From Sunday 10th January 2027 until Saturday 13th March 2027 (dates TBC)\*

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
Kirkwall	dep	0740	0720	0740	0720	0740	0720	0740	0720	0740	0720	0800			
Eday	arr			0855				0855							
Eday	dep			0905				0905							
Sanday	arr			0925				0925							
Sanday	dep			0935				0935							
Stronsay	arr	0920		1010		0920		1010		0920		0940			
Stronsay	dep	0930		1020		0930		1020		0930		0955			
Sanday	arr	1005				1005				1005		1030			
Sanday	dep	1015				1015				1015		1040			
Eday	arr	1035				1035				1035		1100			
Eday	dep	1045				1045				1045		1110			
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			
North Ronaldsay															
Kirkwall	dep		1035	1040	1330		1040		1300		1045				
Sanday	arr		1200				1205								
Sanday	dep		1210				1215								
Stronsay	arr		1245	1220											
Stronsay	dep		1255	1230											
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		1435	1440			1400		1600		1440				
Kirkwall	dep	1600	1620	1540		1540	1620	1540	1620	1600	1620		1620	1540	1620
Westray	arr		1745		1745		1745		1745		1745		1745		1745
Westray	dep		1755		1755		1755		1755		1755		1755		1800
Eday	arr	1715				1655		1655		1715				1655	
Eday	dep	1730				1710		1710		1730				1710	
Stronsay	arr			1720											
Stronsay	dep			1730											
Sanday	arr	1750		1805		1730		1745		1750				1730	
Sanday	dep	1800		1815		1740		1755		1800				1740	
Stronsay	arr	1835				1815		1745		1835				1815	
Stronsay	dep	1845				1825		1800		1845				1825	
Eday	arr			1835											
Eday	dep			1845											
Kirkwall	arr	2025	1920	2000	1920	2005	1920	1940	1920	2025	1920		1920	2005	1925

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

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

\* Refit may extend beyond 13th March 2027. Once refit is complete, sailings will revert to the published timetable.

Weather permitting, a weekly service will be carried out to North Ronaldsay. As departure times vary from week to week dependent on tidal conditions, actual sailing times will be published the day before the sailing.

For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website - [orkneyferries.co.uk](http://orkneyferries.co.uk)

**No Show Charges** – Cancellations must be made at least 1 hour prior to the scheduled departure from Kirkwall either by phone or email, or full charges may apply.



Sailing times from Kirkwall to North Ronaldsay vary from week to week and are dependent of tidal and weather conditions.

A decision will be made by 1400 on the day before sailing.

Those wishing to travel are advised to check sailing times the day before departure.

All North Ronaldsay departures are entered into the booking system for an 0800 departure to allow bookings to be made. Passengers making a booking should be aware that their departure time will be subject to change.

All booked customers will be contacted to advise of actual sailing times the day before departure.

Information about sailing times will also be available by 1400 the day before departure on our website at [orkneyferries.co.uk/news](http://orkneyferries.co.uk/news) and Facebook and Telegram channels.

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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.

October 2026
Saturday 3rd
Saturday 10th
Saturday 17th
Saturday 24th
Saturday 31st

January 2027
Saturday 2nd (to be reviewed BH)
Saturday 9th
Saturday 16th
Saturday 23rd
Saturday 30th

April 2027
Saturday 3rd
Saturday 10th
Saturday 17th
Saturday 24th

November 2026
Saturday 7th
Saturday 14th
Saturday 21st
Saturday 28th

February 2027
Saturday 6th
Saturday 13th
Saturday 20th
Saturday 27th

May 2027
Saturday 1st

December 2026
Saturday 5th
Saturday 12th
Saturday 19th
Saturday 26th (to be reviewed BH)

March 2027
Saturday 6th
Saturday 13th
Saturday 20th
Saturday 27th

\*Passengers should be aware that the service in North Ronaldsay is **LOLO** (lift on/lift off) only. This means there is a limit on vehicle weights and those travelling with a vehicle heavier than **8000kg** are advised to contact our office to ensure that their vehicle can be safely lifted.

Winter Inter-Island Air Services Timetable. Sunday 25 October 2026 - Sunday 14 February 2027 inclusive



FLIGHT NUMBER	LM	Monday							Tuesday							Wednesday										
		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	16:10	
Stromsay	arr				08:59	09:19								15:19					08:34							
Stromsay	dep				09:06	09:26								15:26					08:41							
Sanday	arr				09:11	09:31			15:23					08:38					08:46				15:23			
Sanday	dep				09:18	09:38			15:30					08:45					08:53				15:30			
North Ronaldsay	arr	07:52	08:17				10:47									16:27	07:52								16:27	
North Ronaldsay	dep	07:59	08:24				10:54									16:34	07:59								16:34	
Westray	arr			08:40																						
Westray	dep			08:47																						
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		
Stromsay	arr							15:35						08:50									15:35			
Stromsay	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

FLIGHT NUMBER	LM	Thursday							Friday							Saturday				Saturday during ferry refit (10 Jan - 7 March 2027)					Sunday				
		701	708	709	716	705	710	707	701	701	711	709	709	730	705	706	707	702	719	720	721	722	723	724	725	726	727	728	729
								D	E		D	E												C	C	C			
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
Stromsay	arr						15:19																			15:09C			
Stromsay	dep						15:26																			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			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				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				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														10:33		15:21C		14:15	
Sanday	dep		08:45			15:38				08:53														10:40		15:28C		14:22	
Stromsay	arr		08:50																				10:45					14:27	
Stromsay	dep		08:57																				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 11 November 2026 - 13 January 2027 (Eday Wednesday departure time subject to change due to operation of service during daylight hours)

B: Operates 28 October - 04 November 2026 and from 20 January - 10 February 2027

C: These flights will operate 30 minutes earlier on 09, 16 and 23 January 2027

D: Operates 26 October - 20 November 2026 and 25 January - 12 February 2027

E: Operates 23 November 2026 - 22 January 2027

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 Stromsay Sunday service is subject to availability of ground crew on the island. Currently (March 2024) there are NO Stromsay 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
02 November 2026 - 22 January 2027	14:00

Morning Flight	Mon/Fri	Tue-Thu
09 November - 20 November 2026, 25 January - 5 February 2027	10:10	
10 November 2026 - 4 February 2027		09:40

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

# Plan for the Strategy and Expansion of the EV charging network across North West Scotland:

The Western Isles,  
Orkney Islands,  
Shetland Islands  
and Argyll and Bute



# Aim

The aim of this document is to foster a shared understanding of the Plan for the Strategy and Expansion of the EV charging network across North West Scotland: The Western Isles, Orkney Islands, Shetland Islands and Argyll and Bute.

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# Strategic background

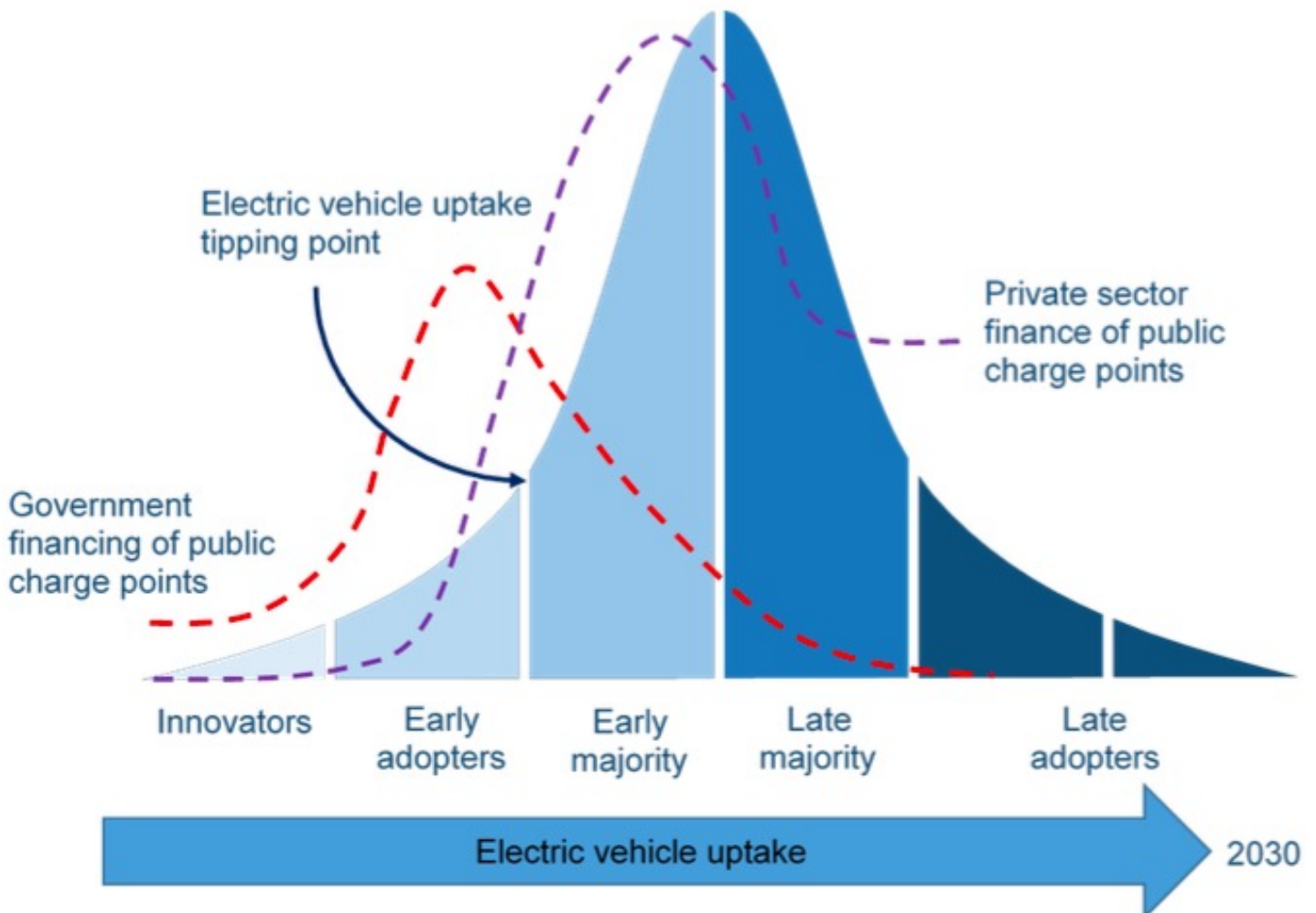
## EV Infrastructure Funding (EVIF) Programme

In January 2022 Transport Scotland announced a restructure of their electric vehicle infrastructure funding model, with previous funding having achieved its objective of helping the market to reach tipping point in the table below.

Through the Electric vehicle Infrastructure Funding (EVIF) Programme, Local Authorities are now required to leverage in private sector funding to enable delivery of infrastructure at the pace and scale required to meet demand, and encourage further car users to switch to EV's to support the wider climate change objectives, collaborating regionally where possible.

This structure allows Local Authorities to access £30 million worth of public funding and aims to leverage in a further £30 million of private sector investment, bringing the total investment for Scotland to £60 million. The public funding aims to support Local Authorities in enabling a Just Transition (equitable and fair) where commercial opportunities are challenging.

### Changing subsidy landscape



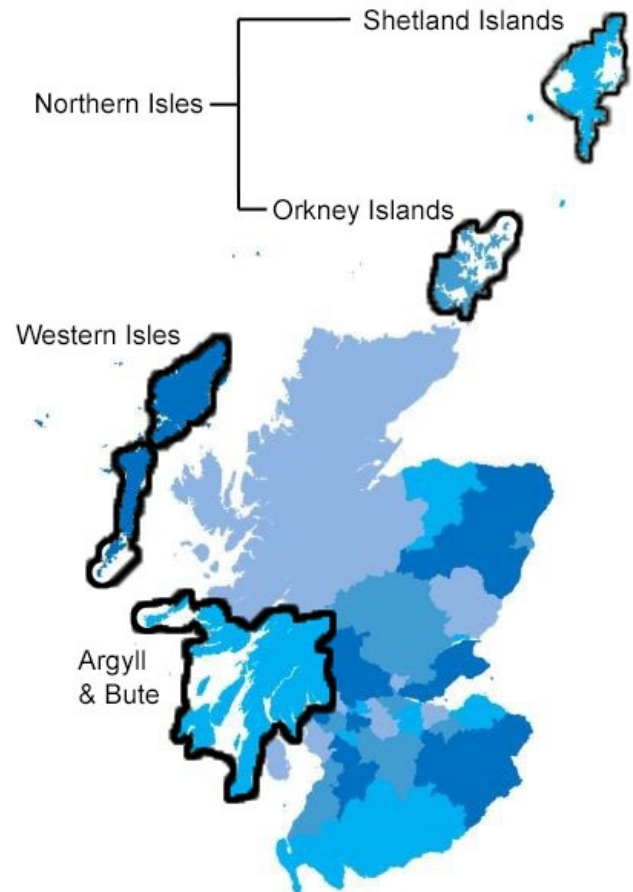
## Transport Scotland's Vision

The EVIF programme is underpinned by Transport Scotland's 'A Network Fit For The Future: Vision for Scotland's Public Electric Vehicle Charging Network'. This was published June 2023 and has five key themes, which are to ensure that:

1. Local communities, businesses and visitors have access to a well-designed, comprehensive and convenient network of public charge points, where these are needed.
2. The public electric vehicle charging network works for everyone regardless of age, health, income or other needs.
3. Scotland has attracted private investment to grow and sustain the public electric vehicle charging network.
4. The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.
5. People's first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.

affected the reliability of emerging infrastructure across the region.

This EVIF programme presented an opportunity to work regionally, identifying and addressing common infrastructure challenges.



HITRANS put in place project management resource on behalf of four local authorities to take forward collaborative planning, procurement and delivery under the Electric Vehicle Infrastructure Fund (EVIF). The four Councils are illustrated on the left, three being in the HITRANS region with the logical collaborative addition of the Shetland Islands. They are collectively referred to as North West Scotland in this document.

These four Councils are committed to the methodology outlined in this application and have signed a Memorandum of Agreement to that effect. Extensive consultancy work has already been undertaken to understand the challenges and opportunities across the region.



transport.gov.scot

**A Network Fit For The Future: Vision for Scotland's Public Electric Vehicle Charging Network**

## HITRANS Collaboration

The Electric Vehicle industry is moving at a rapid pace and to date, strategy and delivery has developed at different rates across Local Authorities. Internal resourcing has been fragmented and geographical, social, economic, environmental and technological factors has

# Regional context

The table below shows a snapshot of relevant figures across the 4 Local Authorities in the North West Scotland Region

	Western Isles	Orkney Islands	Shetland Islands	Argyll & Bute
<b>Total Population<sup>1</sup></b>	26,720	22,270	22,900	87,810
<b>Total Area (sq miles)<sup>2</sup></b>	3,065	990	1,467	6,907
<b>Visitors per year<sup>3</sup></b>	219,000	192,000	80,000	461,000
<b>Estimated annual spend from tourism<sup>3</sup></b>	£65m	£67m	£35.8m	£135m
<b>Registered EVs<sup>4</sup></b>	140	454	198	633
<b>Existing AC chargers<sup>5</sup></b>	18	20	20	13
<b>Existing DC chargers<sup>5</sup></b>	13	10	6	23
<b>Total Existing EV chargers<sup>5</sup></b>	31	30	26	36

According to the Scottish Government Urban Rural classification there are 7 Very Remote Small Towns in the region, settlements of 3,000 to 9,999 people, and with a drive time of over 60 minutes to a Settlement of 10,000 or more. These are:

- Stornoway
- Kirkwall
- Lerwick
- Oban
- Rothesay
- Dunoon
- Campbeltown

The rest of the North West Scotland region is classed by Scottish Government classification as Very Remote Rural, meaning areas with a low population density (under 3000 people) with a drive time of over 60 minutes to a Settlement of 10,000 or more (there are no settlements of this size in the 4 local authorities in question).

The relatively small and widely distributed population also makes current chargepoint utilisation low, but the network is essential for a fair

just transition; a network that works for everyone regardless of age, health, income or other needs. Low utilisation is a challenge to attracting private investment.

However, day to day rural and island journeys can be short, with the vast majority of households having access to off-street parking, other than in the Very Remote Small Towns. This can work in favour of EV use.

Access routes between the Local Authorities and to the islands have a similar demographic profile, as shown to the right.

Physical geographical features such as long indented coastlines and many inhabited islands act as barriers to the movement of people and goods. Routes can be slow and / or circuitous, increasing the time and cost of travel, which is particularly challenging for maintenance of vehicles and EV chargepoints.

<sup>1</sup>HITRANS RTS local authorities' populations (Source: NRS mid-year population estimates, 2023)

<sup>2</sup>[https://en.wikipedia.org/wiki/Subdivisions\\_of\\_Scotland](https://en.wikipedia.org/wiki/Subdivisions_of_Scotland)

<sup>3</sup>Visit Scotland's Scotland/Island visitor survey tourism info, excl cruise liners

<sup>4</sup>DfT Vehicle licensing statistics data tables - GOV.UK ([www.gov.uk](http://www.gov.uk))

<sup>5</sup>Council asset registers

The region also has high volumes of inbound seasonal tourism travel, which puts pressure on the limited capacity transport network but offer an opportunity to increase utilisation.

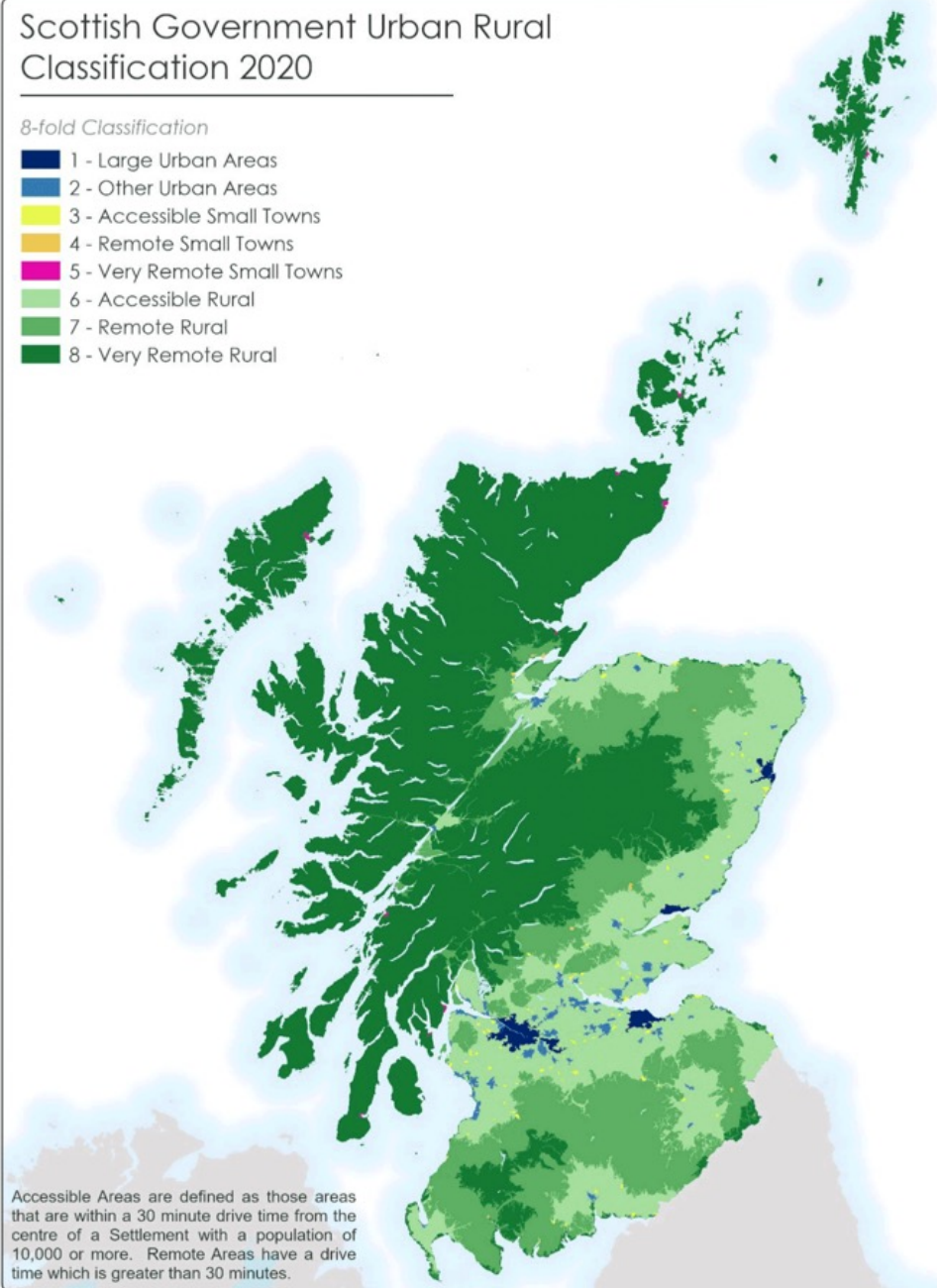
The small scale of our local market means that many businesses have a strong outward focus, selling goods and services outside of the region, ranging from food to textiles. Moreover, our

region is well-endowed with natural resources such as timber and renewable energy and has a significant primary sector. This means that transport links with other parts of Scotland and beyond are important, and the movements and charging requirements for fleets are an important consideration in understanding demand.

### Scottish Government Urban Rural Classification 2020

8-fold Classification

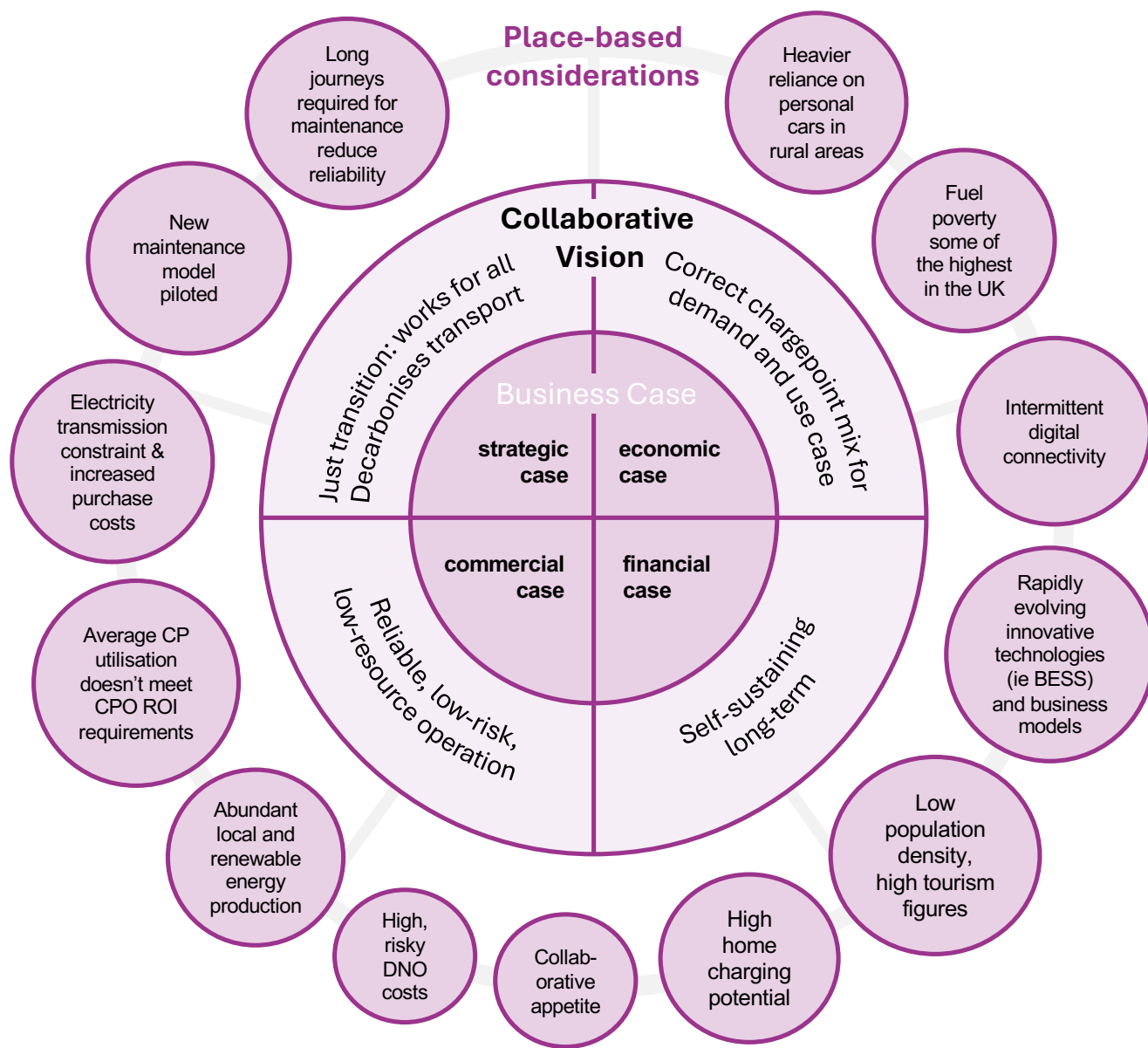
- 1 - Large Urban Areas
- 2 - Other Urban Areas
- 3 - Accessible Small Towns
- 4 - Remote Small Towns
- 5 - Very Remote Small Towns
- 6 - Accessible Rural
- 7 - Remote Rural
- 8 - Very Remote Rural



Accessible Areas are defined as those areas that are within a 30 minute drive time from the centre of a Settlement with a population of 10,000 or more. Remote Areas have a drive time which is greater than 30 minutes.

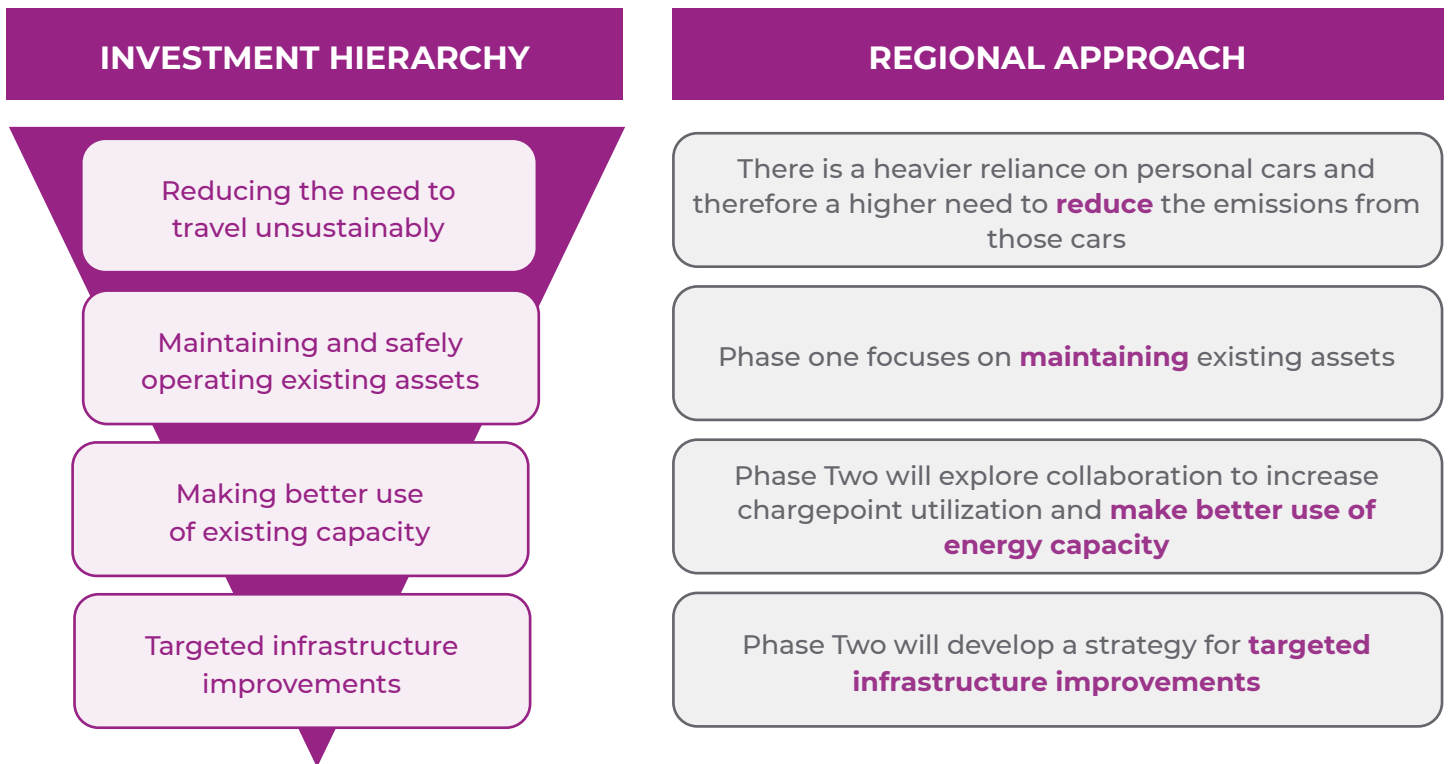


# Identifying our approach



Above is an illustration of the network priorities and outcomes we identified and the regional approach we took to planning EV charging expansion through the EVIF programme.

It became clear from this exercise that the existing regional network is not operating optimally and needs improving before scaling up, and that it is unlikely to attract private investment from a CPO.



In line with the National Transport Strategy's Sustainable Investment Hierarchy, we therefore developed a 2 stage approach to move forwards:

**Phase 1** is an operational plan to replace and refresh existing assets and migrate to a new back office to reduce the risk of operating the network for the Councils as current owner operators, and in preparation for attracting private investment in the future.

**Phase 2** will see HITRANS collaborate with the 4 Local Authorities to develop a strategy for expansion, building on existing consultation learnings and in line with ABCs published strategy, to attract private investment if possible. HITRANS will liaise with the Councils to ensure they all still want to move in the same direction for phase 2 at that point, particularly with regards to a business model. We will seek committee' approval from each Council for that strategy and there will be a milestone in our grant application requiring Transport Scotland to approve the strategy before commencing delivery.

## Phase One - Operational Plan

Phase one has multiple workstreams:

Asset replacement will include assets that:

- Will no longer function when 3G is switched off over the next year
- Operate with OCPP 1.5, which is no longer maintained
- Any 50kW chargers that cannot be retrofitted with contactless payment if not covered by CCG
- Any charger that will be 10 years old by 2028, the start of our delivery schedule

New chargers: Consultancy work to date identified some gaps in provision in Castlebay (Barra) and Tarbet (Harris) on the Western Isles and on the periphery islands in Orkney. Regardless of how the network is operated or expanded in the future, this provision is required to deliver a comprehensive network now, that is available to everyone.

The network refresh will include:

- Maintenance contracts for chargers that do not need replacing but have no maintenance contracts. Regional utilisation has not provided revenue to cover these costs to date.
- Analysis of touch potential risk

Migration will involve transitioning all the chargers onto a new back office, as Charge Place Scotland is due to come to the end of its contract.

The size and scale of phase 1 is shown below:

Project Phase	General Location/ Local Authority Area	Charger Power Output	Type of installation (e.g., hub / on-street)	Comments
Phase 1	CNES, OIC, SIC, ABC	7kW x 14 22kW x 24	Mixed use replacements	
Phase 1	CNES, OIC	6x 7kW 4x 50kW	New chargepoints	7kW Outer Isles, OIC & Tarbert, CNES  50kW Tarbet and Castlebay
Phase 2	All	As per strategy to be developed	As per strategy to be developed	As per strategy to be developed

## Phase Two – Strategy and Expansion

The size and scale of the expansion in phase 2 will depend on the strategy developed, the business model chosen and the funding available following delivery of phase 1.

As with phase 1, phase 2 seeks to reduce investment risk, but this time to help attract private investment. We outlined place-based considerations in the approach section above, and we are keen to explore the following opportunities in response, to shape the strategy we develop:

- **Energy supply risks**
  - DNO costs are particularly high in remote and rural locations, and can fluctuate wildly due to what is found underground. Feasibility studies have been carried out on all proposed sites for 50kW charging supply or above. These can be actioned quickly and if sites are offered as connected sites, may be much more appealing to CPOs. IDNOs and ICPs can significantly reduce costs.
  - Alternative energy opportunities. Locally generated energy is high but also constrained and curtailed at times. The cost to use it is also high due to the structure of the energy systems and the policies that govern them. HITRANS seek to optimise the opportunity to utilise local energy, exploring innovative technologies (battery storage, trickle/boost chargers, mobile chargers, alternative renewable integration), micro grids and grid management solutions. The region is well placed to lead the market in these areas.
- Local contractors would be procured, a recommendation by the contractor of the FASTER project, to reduce travel costs, maximise the use of local knowledge and increase scheduling flexibility.
- **A measurable output of the project will be that green renewable energy will be used to power the chargers and there will be evidence that local energy use has been explored**
- **Low chargepoint utilisation risks**
  - Cross sector collaboration is key to the viability and reliability of a sustainable future charging network. Historical data shows utilisation to be well below the rate needed for a Charge Point Operator return on investment. With users and sectors installing infrastructure in silo, utilisation is spread even more thinly. Collaborative engagement with key stakeholders listed later in the document is well underway. The communities and businesses that operate in these regions are used to coming together creatively to make things work, but collaboration will involve change and will therefore take time.
  - Customer-led consultancy support will be sought, focussing on the whole decarbonisation and charging journey with the ultimate view to increase our understanding of, and decrease barriers to, uptake, and increase customer satisfaction and utilisation. Engagement to date suggests an increased need in rural areas for chargepoint signposting, a coordinator needed for smart

meter installations for domestic chargers and manufacturing recalls, consideration of bike charging requirements & information on the effect of payloads and cold weather on EVs.

- A measurable impact of the project will be to monitor the satisfaction of different user groups to ensure collaboration is fulfilling the requirements of each, and evidence continuous corrective action.
- Alternative business models that do not rely so much on utilisation also need to be considered further, such as alternative operators to pure CPOs such as Manx Utilities who operate the Isle of Man network, Norwegian procurement 'challenge-style' pilots that invite private sector solutions & community benefit investment from renewables generation.
- Reliability risk
  - The physical geography of the region means transport links can be busy and/or infrequent, & journey lengths longer with unfamiliar costs to consider. CPOs have mentioned that the Public Charge Point Regulation mandating 99% network reliability is concerning in these circumstances, though there are exclusions that can be justified. From trialed experience with Councils in this partnership, local maintenance means a quicker fault response time is possible, increasing uptime and user confidence, reducing public complaints, supporting local businesses, & saving staff and travel costs for CPOs. However, CPOs have concerns over how it could be implemented with commercial aims and privacy maintained. HITRANS therefore seek to understand the maintenance issues involved as well as possible local maintenance training requirements.
  - The physical geography can also be detrimental to the digital connectivity of the region, HITRANS have commissioned a report into the telecommunication options available in remote and rural areas. A connectivity plan for each site would help identify the most suitable communication for each site, which could reduce fault, help with remote maintenance and improve successful charging sessions.

Argyll and Bute developed their own strategy before joining the HTIRANS partnership with the Western Isles, Orkney islands and Shetland islands. They identified 3 themes to take forward to create an enabling environment to support EV growth and sustainable investment:

- Charging on the move, requiring rapid chargers
- Destination charging, requiring fast chargers
- Community charging, requiring on-street chargers

This strategy will be reviewed within phase 2 in light of the wider regional perspective.

# Programme schedule

The EVIF funding grant will be available for this collaboration until 2030, and an outline of the main tasks for each phase are scheduled in the summary below.

HITRANS EVIF Shared Service	2025 calendar				2026 calendar				2027 calendar				2028 calendar				2029 calendar				2030 calendar			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 1																								
Phase 2																								
Research																								
Strategy development and approval																								
Procurement																								
Phase 2 strategy delivery																								

## Themes

### Tariffs

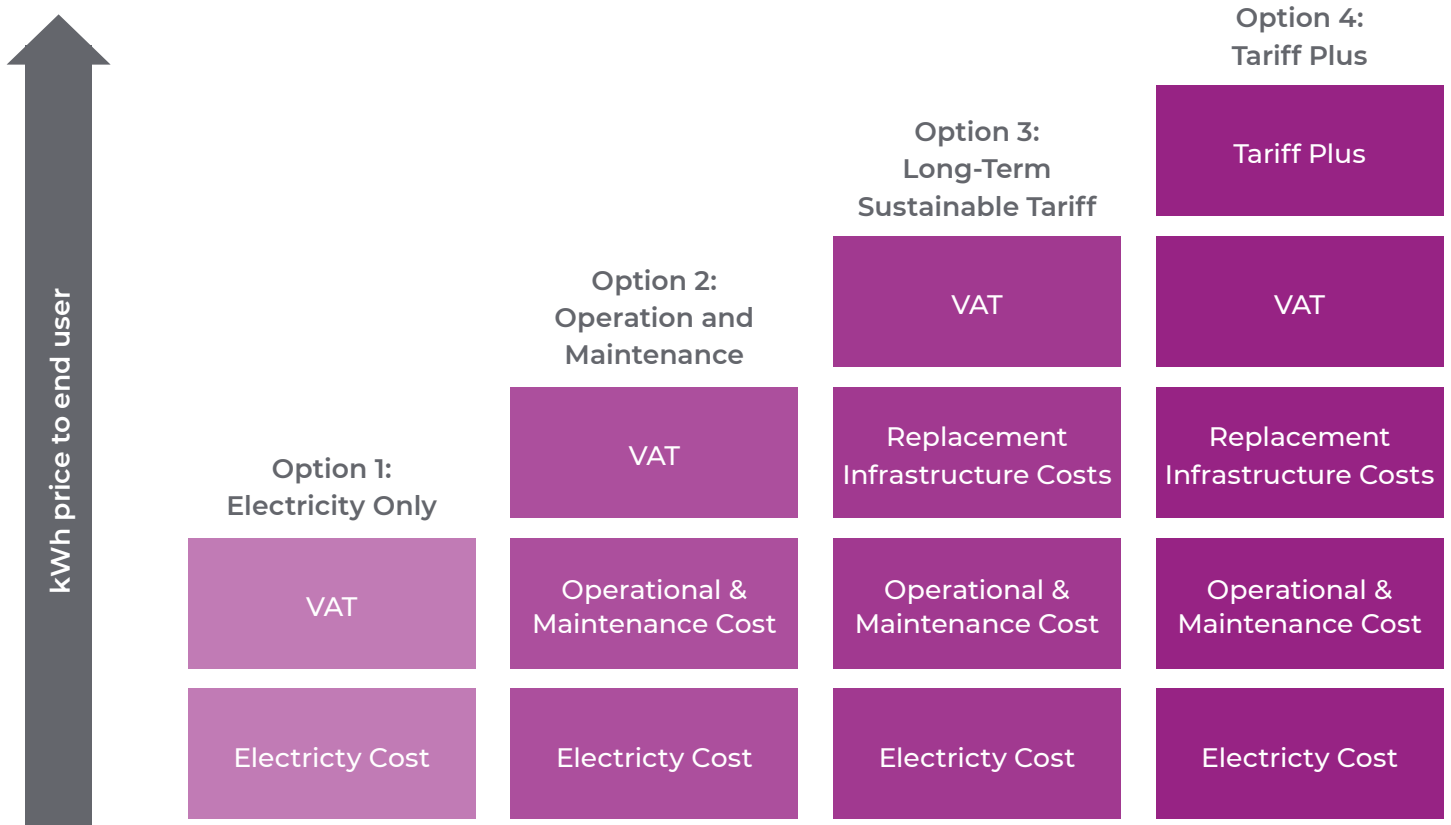
Local Authority EV charging was initially free to kickstart EV uptake, but this became a barrier to private sector investment, because businesses cannot compete against free charging. EVIF funding conditions therefore stipulated that Local Authorities introduce tariffs to enable commercial competition.

Council tariffs has been introduced over recent years anyway to help cover costs, but are still well below commercial rates, meaning surplus funds have not yet been generated to cover replacement, or sometimes even operational, costs. The existing charging network is therefore aging and some chargepoints lack the features and reliability that customers now expect.

	Western Isles	Orkney Islands	Shetland Islands	Argyll & Bute
AC tariff per kWh	45p	30p (49p TBC for 01.06.25+)	49p	45p (70p 0.1.04.25+)
DC tariff per kWh	59p	38p (59p TBC for 01.06.25+)	59p	45p (70p 0.1.04.25+)

**Measurable impact or output: Review of the tariff at least annually by each Council to ensure it is transparent to customers, sustainable long term, affordable for all and enabling for commercial investment.**

This will be achieved by considering options in the following table, with 'tariff 'plus' being a fully commercial model that allows new streams of re-investment (i.e. growth).



© Urban Foresight

The tariff will also consider commercial tariffs & neighbouring Council tariffs, making user group tariff differentiation possible (i.e. for fleets or locals), & flexible tariffs (smart and dynamic) to maximise grid opportunity and incentivise charger use

These will be weighed up in relation to affordability as a tariff that covers all costs but which is unaffordable will be ineffective.

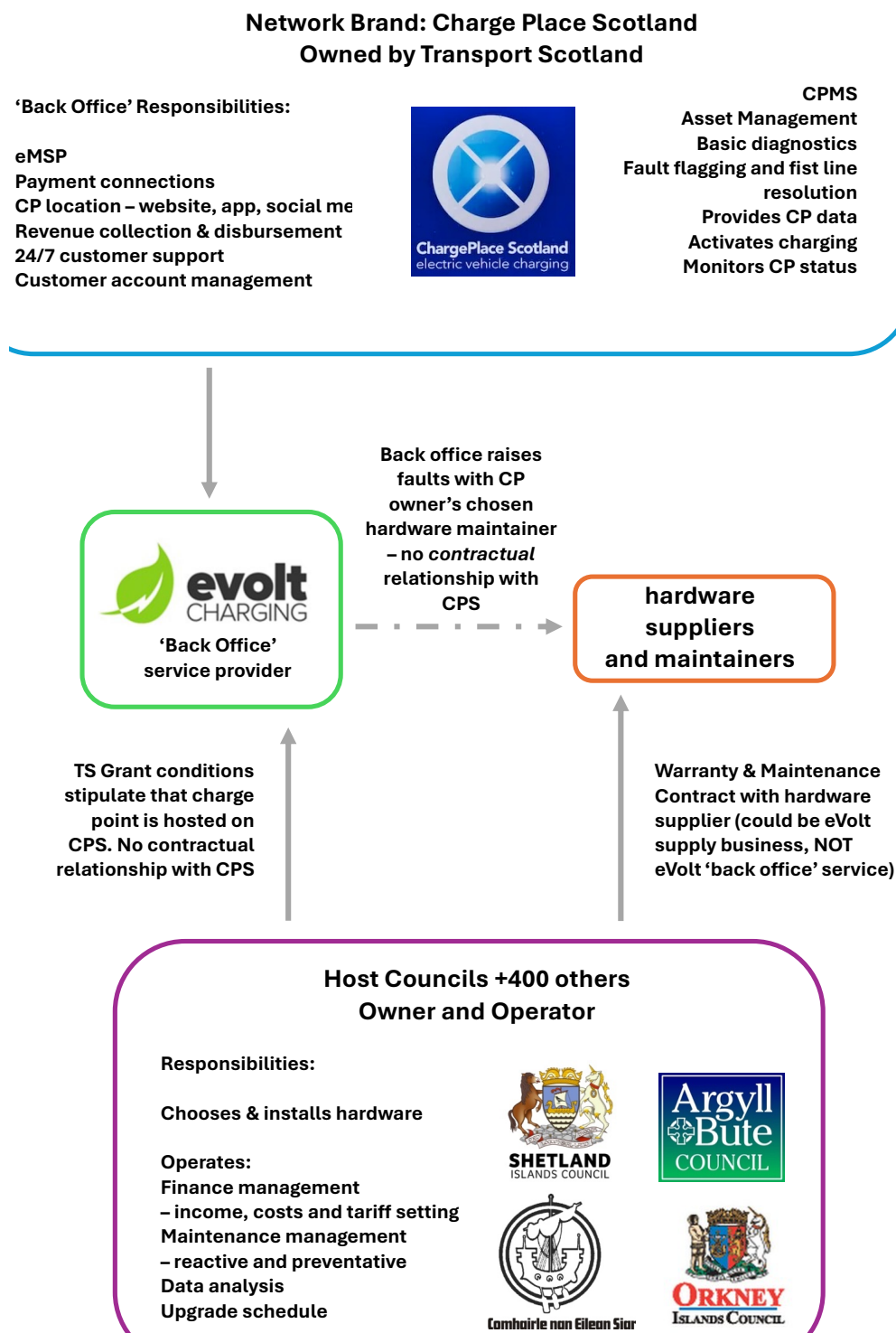
## CPS Transition

Charge Place Scotland is due to end in 2027, with a preferred migration date of the end of 2025, but a possible extension for 4-6months into 2026. The grant of this extension depends on its interaction with the EVIF delivery schedule, aims and objectives.

This image shows the roles and responsibilities of the current own and operate business model, with Local Authorities using Charge Place Scotland as the back office.

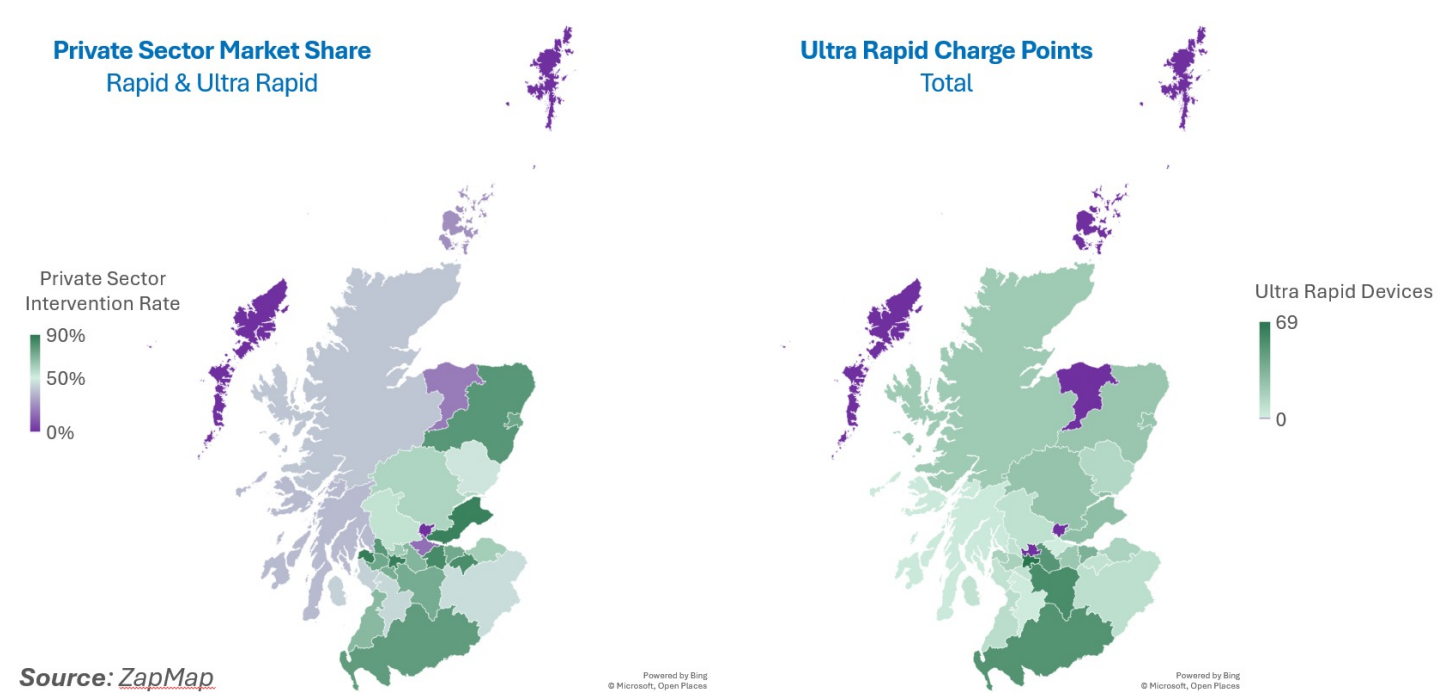
Operational risks and responsibilities currently lie with the Local Authorities, which they may choose to retain in the future or they may want to transfer, depending on the business model chosen in phase 2. The back office migration in phase 1 therefore needs to have the flexibility to allow this.

Learnings from research into alternative back offices by HITRANS will be made available for dissemination by the Councils to other CPS chargepoint owners in the local authority e.g. schools, doctors surgeries.



## Attracting Private Investment

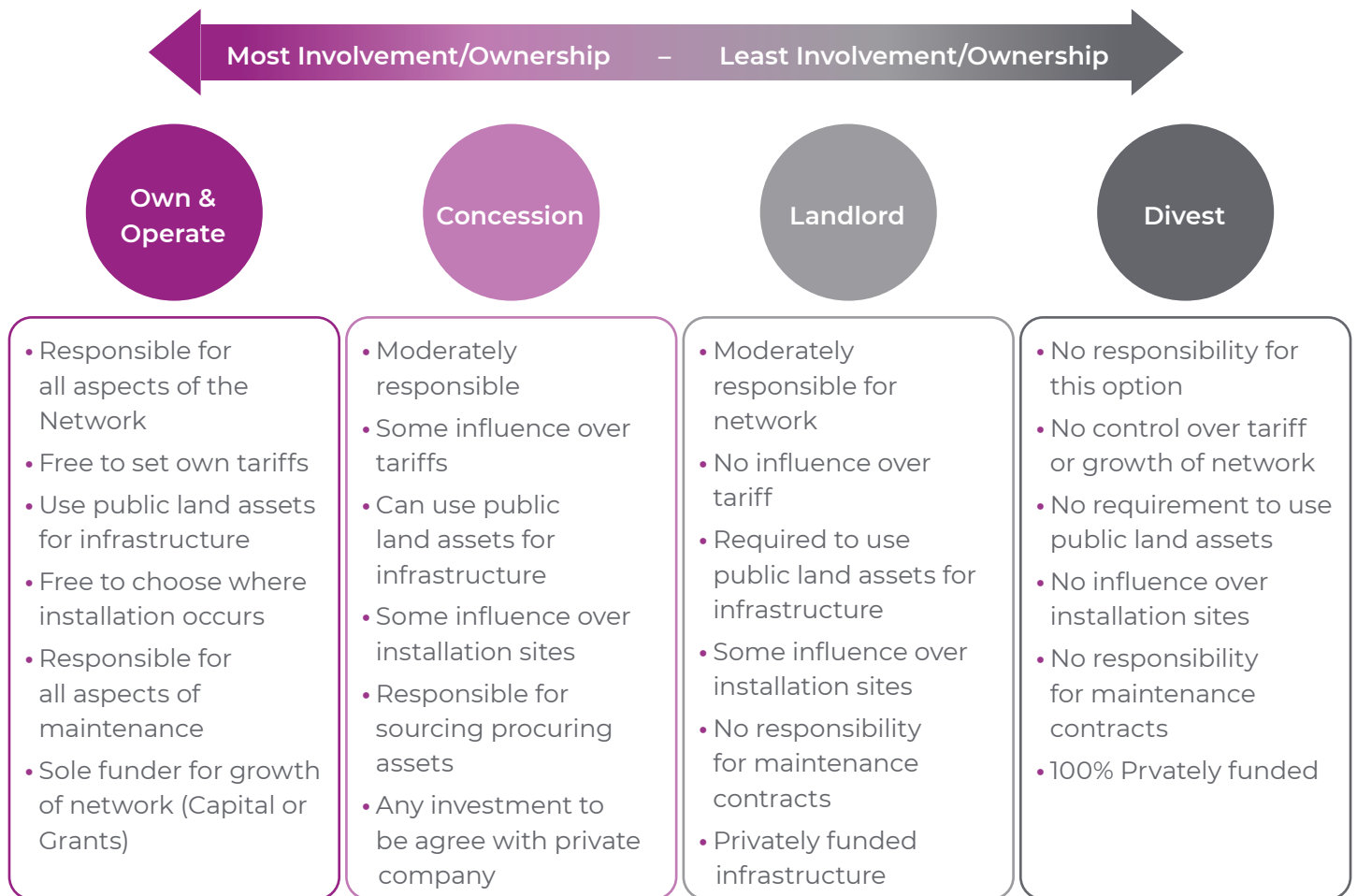
The diagram below reflects the commercial challenge in remote, rural and island communities; private investment to date in EV infrastructure lags behind the rest of the nation and is one of the prime reasons for the 2 phased approach in this region.



After looking into the ideas outlined above for phase 2, HITRANS and the Local Authorities will consider the business models below and choose which one ideally attracts private investment and is a model they want to pursue.

## Key Areas to consider moving forward

### Commercial Models



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## Communications/engagement

Market engagement for both phases is already underway and ongoing.

Stakeholders include:

- Consumers
- Charge Point Operators
- Charge Point Management System providers
- Fleet managers (public and private)
- Community transport providers
- Energy stakeholders including REA, Scottish renewables, Community Energy Scotland & battery/energy consultants
- Cross Sector workers such as Net Zero project and Energy Savings Trust
- Scottish Futures Trust
- Transport Scotland
- Highland and Islands Enterprise
- Financial, procurement, legal, accessibility and EV business consultancies
- Community Car Clubs

- Council staff involved in regionally significant EV charging projects
- Existing businesses with an interest in transitioning to EV charging provision ie petrol stations, tourist destinations

A detailed communications plan will form part of the phase 2 strategy.

## Supporting the Integration of Sustainable and Active Transport Modes

### Alignment with the Nation Transport Strategy's Sustainable Travel Hierarchy

Providing public transport is challenging and limited in rural and remote locations so there is a heavier reliance on personal cars and therefore a higher need to reduce the emissions from those cars (HITRANS EV Strategy)

Supporting EV uptake and transport decarbonisation will reduce emissions generated by the transport system to mitigate climate change and improve air quality

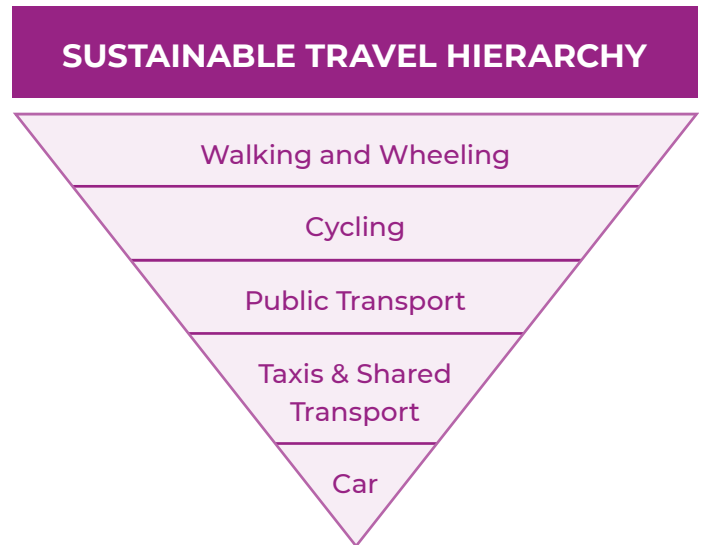
A shared E-car club model is acknowledged to be a key opportunity to facilitate EV uptake and provide a guaranteed baseline of utilisation for rural/remote EVC infrastructure, which in turn supports the business case for private investment. Integration with existing/new community car club schemes will be further explored in Phase 2.

### Multi-Modal Regional Transport Options

Multi-modal low carbon transition options support the Scottish Islands Plan (2019) 'importance of adequate infrastructure & quality transport networks'

The North West Scotland region also has a reliance on ferry and air services to reach more remote parts of the region and less direct rail and air services to other parts of Scotland, the UK, and Europe, so there is an increased reliance on multi-modal trips, particularly when undertaking longer journeys.  
(HITRANS EV Strategy)

By strategically placing EV charging provision at locations that promote onward journeys, such as ferry terminals and key population centres, this provides greater opportunity for that choice to be more sustainable, including EV.

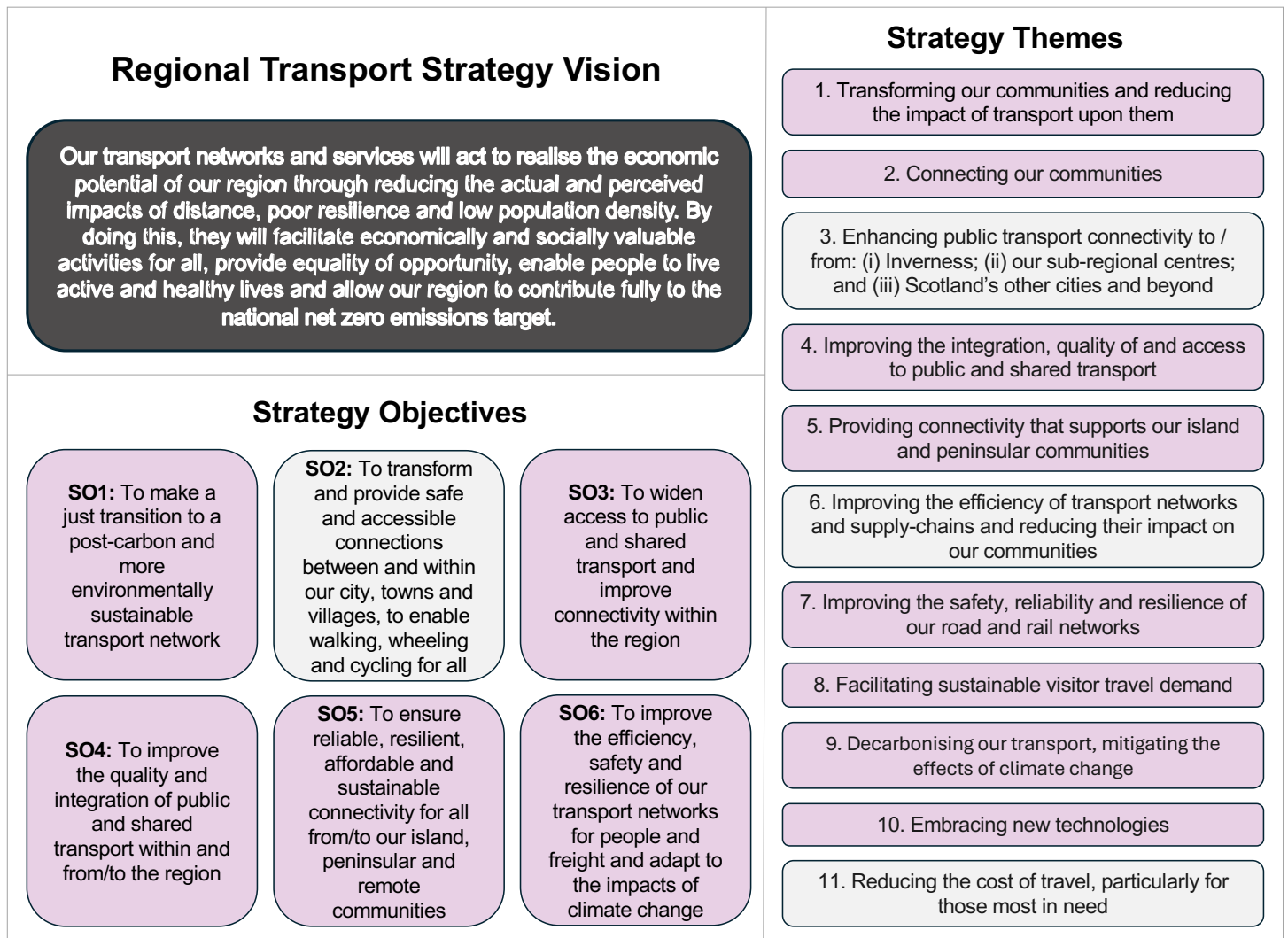


HITRANS is involved across multi-modal project across the region including:

- Air: SATE – Sustainable Aviation Test Environment
- Ferry: Small Vessel Replacement Programme (SVRP) - 7 new electric ferries
- Demand Responsive Travel
- Active Travel development

## Links to the HITRANS Regional Transport Strategy

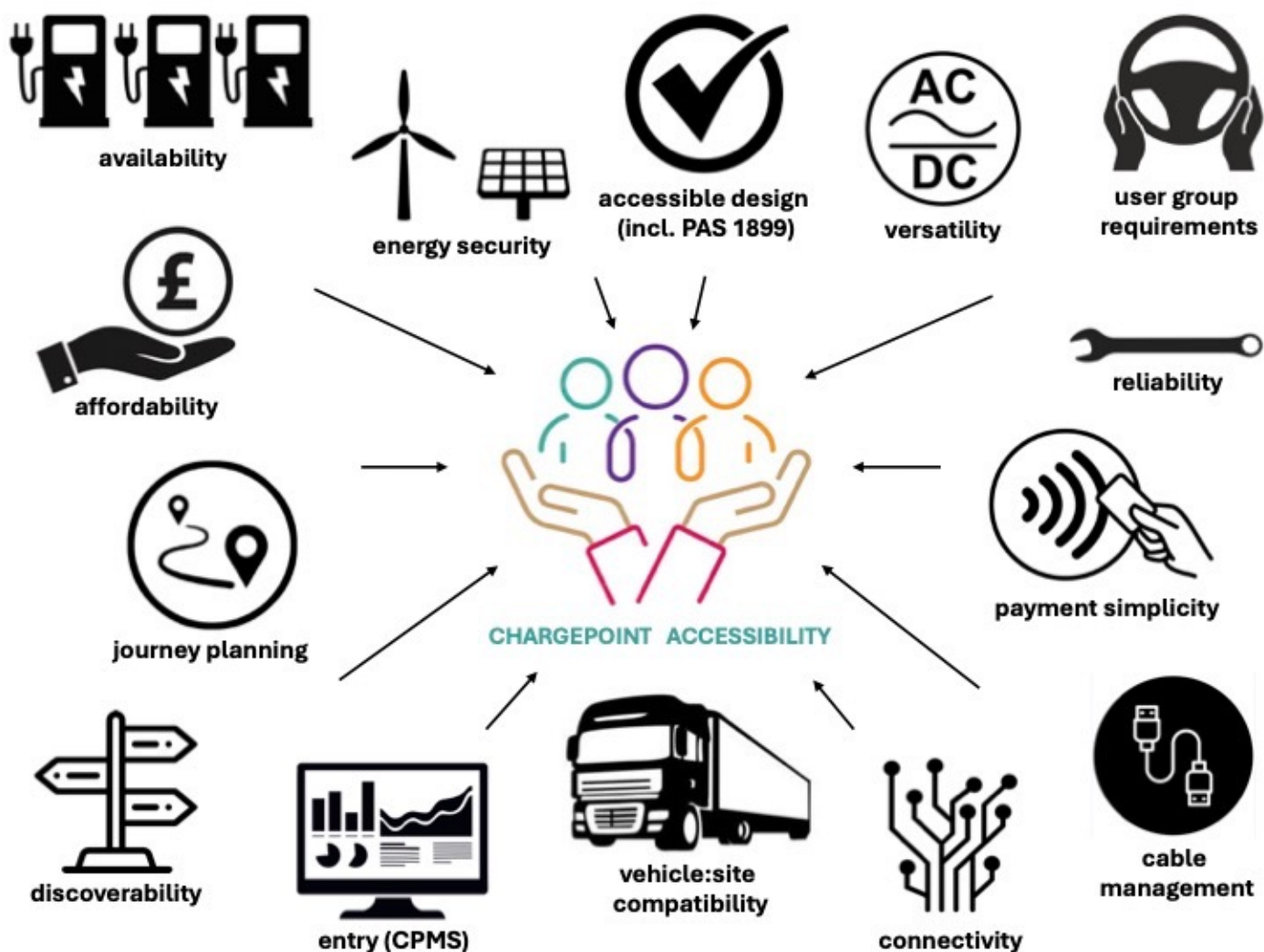
Programme links to the Regional Transport Strategy are highlighted in purple below:



**Commitment to accessibility**

HITRANS gained a thorough understanding of accessible design through the FASTER project. This was pre-PAS1899 and HITRANS engaged with the organisations developing the PAS guidance to understand how we could better design the spatial aspects of accessibility, and how we could procure for more accessible hardware.

The concept has grown since then to include all the accessibility factors below, which we would consider through the market engagement during the development of our expansion strategy (phase 2).







The Highlands and Islands  
Transport Partnership (HITRANS)  
Inverness Town House  
Inverness IV1 1JJ

# Minute

## Harbour Authority Sub-committee

Tuesday, 17 March 2026, 09:30.

Council Chamber, Council Offices, School Place, Kirkwall.



## Present

Councillors Kristopher D Leask, Mellissa-Louise Thomson, Graham A Bevan, P Lindsay Hall, Ivan A Taylor, Duncan A Tullock and Heather N Woodbridge.

## Clerk

- Katy Russell-Duff, Committees Officer.

## In Attendance

- Gareth Waterson, Director of Enterprise and Resources.
- Karen Bevilacqua, Service Manager (Legal Services).
- Bradley Drummond, Deputy Harbour Master (Piers and Infrastructure).
- Shonagh Merriman, Service Manager (Corporate Finance).

## Declarations of Interest

- No declarations of interest were intimated.

## Chair

- Councillor Kristopher D Leask.

## 1. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

### Draft Budgets

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

Resolved to **recommend to the Council:**

**1.1.** That the draft revenue budget in respect of Miscellaneous Piers and Harbours for 2026/27, indicating a net surplus of £1,240,300 and detailed in Appendix 1 to this Minute, be approved.

**1.2.** That the draft revenue budget in respect of Scapa Flow Oil Port for 2026/27, indicating a net surplus of £268,100 and detailed in Appendix 1 to this Minute, be approved.

## **2. Miscellaneous Piers and Harbours**

### **Proposed Revenue Maintenance Programme**

After consideration of a report by the Director of Enterprise and Resources, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master (Piers and Infrastructure), 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 2026/27, attached as Appendix 2 to this Minute, be approved.

## **3. Miscellaneous Piers and Harbours and Scapa Flow Oil Port**

### **Minor Capital Improvement Programmes**

After consideration of a report by the Director of Enterprise and Resources, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master (Piers and Infrastructure), 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 2026/27, attached as Appendices 3 and 4 respectively to this Minute, be approved.

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

**3.2.** That the capital allocation in respect of minor capital improvement works within the Non-General Fund capital programme for 2026/27 be increased as follows:

- Miscellaneous Piers and Harbours – from £300,000 to £3,179,000.
- Scapa Flow Oil Port – from £150,000 to £938,000.

## **4. Conclusion of Meeting**

At 09:50 the Chair declared the meeting concluded.

Signed: Kristopher D Leask.

Miscellaneous Piers & Harbours									
	2025/26	Budgetary Assumptions							2026/27
	Approved Budget	Return One Offs	Staffing Increase	Inflation	Major Maintenance and Repairs Programme	Loan Charges	Harbour Dues/Cruise Liner Income	Other Adjustments	Draft Budget
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Miscellaneous Piers	(4,212.5)	(2,738.6)	72.9	(255.6)	2,855.6		(515.5)	30.4	(4,763.3)
Administration	600.0	-	152.4	2.2	-	-	-	8.8	763.4
Miscellaneous Piers Development	302.2	-	6.4	4.8	-	-	-	-	313.4
Environmental Unit	50.8	7.8	(0.6)	(1.2)	-	-	-	(152.0)	(95.2)
Marine Officers and Pilots	705.9	-	120.2	(3.9)	-	-	-	(0.2)	822.0
Navigational Aids	37.6	-	-	0.6	-	-	-	-	38.2
Weather Forecasts	7.8	-	-	0.2	-	-	-	-	8.0
Harbour Launches	936.9	-	31.3	4.5	-	-	-	-	972.7
Oil Pollution	123.6	-	2.5	-	-	-	-	-	126.1
Pilotage Income	(825.0)	-	-	(20.6)	-	-	20.6	-	(825.0)
Finance Charges	2,796.5	(1,280.3)	-	30.3	-	2,708.5	-	-	4,255.0
Movement in Reserves	(2,738.6)	2,738.6			(2,855.6)				(2,855.6)
<b>Service Totals</b>	<b>(2,214.8)</b>	<b>(1,272.5)</b>	<b>385.1</b>	<b>(238.7)</b>	<b>-</b>	<b>2,708.5</b>	<b>(494.9)</b>	<b>(113.0)</b>	<b>(1,240.3)</b>

Scapa Flow Oil Port								
	2025/26	Budgetary Assumptions						2026/27
	Approved Budget	Budget Changes	Inflation	Staff Costs	Finance Charges	Adjustments	Fees and Charges	Draft Budget
	£000	£000	£000	£000	£000	£000	£000	£000
Administration	1,022.3	34.9	12.3	148.3	-	16.0	(0.8)	1,233.0
Scapa Flow Development	253.9	-	4.7	1.6	-	-	-	260.2
Oil Pollution	153.0	-	(0.6)	2.9	-	0.1	-	155.4
Environmental Unit	163.5	-	0.1	(5.3)	-	0.5	(293.0)	(134.2)
Marine Officers and Pilots	781.9	-	(1.3)	27.1	-	1.2	-	808.9
Navigational Aids	103.8	-	2.0	-	-	-	-	105.8
Weather Forecasts	7.9	-	0.2	-	-	-	-	8.1
Harbour Launches	698.5	-	2.3	25.2	-	(0.8)	-	725.2
Towage Services	3,472.3	(500.0)	22.5	83.3	-	57.2	-	3,135.3
Harbour Dues	(8,707.0)	-	(218.1)	-	-	(50.2)	(67.5)	(9,042.8)
Finance Charges	1,696.0	222.4	38.4	-	520.2	-	-	2,477.0
<b>Service Totals</b>	<b>(353.9)</b>	<b>(242.7)</b>	<b>(137.5)</b>	<b>283.1</b>	<b>520.2</b>	<b>24.0</b>	<b>(361.3)</b>	<b>(268.1)</b>

<b>Miscellaneous Piers and Harbours Maintenance - 2026/2027</b>			
<b>Detail</b>	<b>Amount</b>	<b>Sub-total</b>	<b>Comment</b>
	£	£	
<b>Retention from previous projects due in 2026/27</b>			
Misc Pier Ladders (Kirkwall, Sutherland, Moaness, Shapinsay, Hatston)	1,800		2.5% retention due December 2026
Hatston Passenger Walkway Painting	11,800		2.5% retention due December 2026
		13,600	
<b>2025/26 projects carried forward</b>			
Hydrographic Surveys	32,000		Years 5 of current contract
Pole Star Pier repairs	75,000		Existing ladder missing, replacement required to comply with regulations, existing sections of pier concrete structure damaged
Eday Ferry Terminal repair	300,000		Wave screens and fender repairs, replacement ladders and capsil
Stronsay East Pier Repairs	375,000		Any urgent and critical works (as will be recommended in Master Plan Phase 2), including surfacing, edge protection and handrails, ladders, and fender piles.
Kirkwall North Pier repairs	350,000		Deck Slabs - quay side by tanker and north berths NOTE: This is year 2 of the two year programme and started 2025
Stronsay West Pier Repairs	450,000		Based on the MP2 output.
Scapa Pier repairs	400,000		Cracked cope beam, sheet piles split, Fendering to corner, Holes underneath the deck slab
Shapinsay Pier lighting	28,000		Repairs to pier lighting
Rousay Pier surfacing and timber fenders	90,000		Surfacing to old pier
Holm Pier Repairs	80,000		Ladders and surface repair
Loth Pier deck slabs	145,000		Settlement to deck slabs
Rapness Pier deck slabs	150,000		Settlement to deck slabs and loose slab at linkspan, possible larger issue.
		2,475,000	
<b>Proposed 2026/27</b>			
Linkspan inspection visits and remedial works	150,000		Load calculation, loading certificate, structural inspection
Rousay pier repair	150,000		Suspended deck slab and support beam
		300,000	
<b>Pier Lighting upgrades (material supply only)</b>			
Lyness	32,000		
Rousay	35,000		
		67,000	
<b>Grand Total</b>		<b>2,855,600</b>	

Miscellaneous Piers & Harbours Minor Capital Programme 2026/2027

<b>Detail</b>	<b>Amount</b>	<b>Sub-total</b>	<b>Comment</b>
	£	£	
<b>2025/26 projects carried forward</b>			
NI Linkspans Control System Upgrades	1,200,000		Project approved at Policy and Resources Committee on 25 November 2025
Stromness/Hatston Linkspan Control System Upgrade.	700,000		Project approved at Policy and Resources Committee on 25 November 2025
Stromness Marina Dredging	30,000		Capital dredge in preparation for Marina expansion plans - This is a 2 -year project with an estimated cost £250,000. Initial steps will commence after finalizing the agreement with the investor.
Flotta Dredging	200,000		Capital dredging - Estimated volume is 5500m3
Stromness harbour Dredging	60,000		Capital dredging -Estimated volume is 3000 m3
Standby Generator - Kirkwall Pier Linkspan	32,000		Improvement to internal ferry services in event of power failure
		2,222,000	
<b>Proposed 2026/27</b>			
Stromness North pier watertank	400,000		To comply with the new Scottish Water regulations
Houton and Lyness Linkspan Painting	230,000		2 years project costing £460K to extend the life of the linkspans.
		630,000	
<b>Capital Dredging 2026/27</b>			
Egilsay	25,000		Capital dredging- Estimated volume is 1100m3
Wyre	36,000		Capital dredging- Estimated volume is 1800m3
Rousay	25,000		Capital dredging- Estimated volume is 200m3
Eday	40,000		Capital dredging - Estimated volume is 5000m3
		126,000	
<b>Vehicle replacement</b>			
Workshop Van	35,000		Replacement programme
Trailer Mounted Boom Lift	41,000		Replacement programme (Replace with the existing Cherrypicker)
		76,000	
<b>Workboat</b>	35,000		A new workboat to facilitate inspection and maintenance works from the seaside.
		35,000	
Installation 6 Tidegauges	90,000		Westray,North Ronaldsay, Stronsay, Egilsay, Gibraltar, Graemsay
		90,000	
<b>Grand Total</b>		<b>3,179,000</b>	

**Scapa Flow Oil Port Minor Capital Programme 2026/2027**

<b>Detail</b>	<b>Amount</b>	<b>Sub-total</b>	<b>Comment</b>
	£	£	
Proposed 2026/27			
<b>Upgrades to Pilot Vessels:</b>			
John Rae (both Engine, gearboxes, and related equipment)	900,000		Subject to CPA process
Scapa Pathfinder generator	38,000		
		938,000	
<b>Grand total:</b>		938,000	

## Minute

### St Magnus Cathedral Sub-committee

Tuesday, 17 March 2026, 11:30.

Council Chamber, Council Offices, School Place, Kirkwall.



### Present

Councillors Kristopher D Leask, Mellissa-Louise Thomson, Graham A Bevan, Alexander G Cowie, W Leslie Manson, Raymond S Peace and Duncan A Tullock.

Lord Lieutenant Elaine Grieve.

### Clerk

- Katy Russell-Duff, Committees Officer.

### In Attendance

- Lorna Richardson, Director of Infrastructure and Organisational Development.
- Gareth Waterson, Director of Enterprise and Resources.
- Sweyn Johnston, Head of Enterprise and Economic Growth.
- Kenny MacPherson, Head of Property and Asset Management.
- Inga Burton, Service Manager (Sustainable Regeneration and Arctic).
- Shonagh Merriman, Service Manager (Corporate Finance).
- Veer Bansal, Solicitor.
- Gwyn Evans, Strategic Projects.
- Fran Hollinrake, Curator.
- Annie Theuson, Visitor Services Officer.
- India Whitwell, Sustainable Regeneration Funding Manager.
- Les Donaldson, Honorary Secretary and Treasurer, The Friends of the Society of St Magnus Cathedral.
- Alistair Bruce, St Magnus Cathedral Representative (for Item 1).

### Declarations of Interest

- No declarations of interest were intimated.

### Chair

- Councillor Kristopher D Leask.

## **1. Visitor Experience Overview**

After consideration of a report by the Director of Enterprise and Resources, copies of which had been circulated, and after hearing a report from the Head of Enterprise and Economic Growth, the Sub-committee:

Resolved to **recommend to the Council** that the Director of Enterprise and Resources should review the donation facilities and retail offering within St Magnus Cathedral, consider options for consolidation and streamlining, liaise with relevant stakeholders, and present recommendations to the St Magnus Cathedral Sub-committee, in due course, on how the offering could be most effectively rationalised.

## **2. Exclusion of Public**

On the motion of Councillor Kristopher D Leask, seconded by Councillor Mellissa-Louise Thomson, the Sub-committee resolved that the public be excluded for the remainder of the meeting as the business to be considered involved the disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

## **3. St Magnus Cathedral Organ Restoration**

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

After consideration of a report by the Director of Enterprise and Resources, copies of which had been circulated, and after hearing a report from the Service Manager (Sustainable Regeneration and Arctic), the Sub-committee:

Resolved to **recommend to the Council** that the Director of Enterprise and Resources should submit, to the Policy and Resources Committee, a Stage 2 Capital Project Appraisal in respect of the proposed restoration of the Cathedral organ.

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

## **4. Quinquennial Report and Current Programme of Works**

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

After consideration of a report by the Director of Infrastructure and Organisational Development, copies of which had been circulated, and after hearing a report from the Head of Property and Asset Management, the Sub-committee:

Noted the Quinquennial Inspection Report and Recommendations, attached as Appendix 1 to the report by the Director of Infrastructure and Organisational Development.

## **5. Conclusion of Meeting**

At 12:17 the Chair declared the meeting concluded.

Signed: Kristopher D Leask.