



Sandness
Community
Development

Melby Pier Project Business Plan



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1. Executive summary

Sandness is a community of approximately 160 people on the remote western edge of Shetland's Mainland. Lerwick, Shetland's main town, is thirty miles away. The nearest facilities (shop, Post Office, and NHS services) are seven miles away in Walls along a single-track road.

Sandness Community Development (SCD) is a community-led organisation, first set up in 2011 becoming a Company Limited by Guarantee in 2023 and gaining charitable status in 2024. It is governed and managed by a voluntary Board of Directors of up to ten people, chosen by company Members.

Our mission is to "nurture a safe, strong, sustainable, self-reliant community for the benefit of all." SCD works with, and on behalf of, the community encouraging and supporting participation in decision making, maintaining services, creating and delivering projects that improve life in our remote rural community. We regularly consult with the community to identify need and gather local views on specific projects and longer-term priorities.

The Melby Pier Project aim is to take the Melby pier site into community ownership, and to retain and improve the asset on behalf of, and for the benefit of, the Sandness community.

Community ownership of the building and carpark from Shetland Islands Council and 72m² of land to complete the car park from the North House title, was completed in March 2026. Purchase of the pier and foreshore on which the pier sits, from the Vaila Estate, is due to complete in June 2026.

The next stage of the project is to repair and make the site safe; upgrade and develop the site, increasing amenities and opportunities for local residents and visitors; manage the facilities to ensure a high level of maintenance, safety, sustainability and to ensure appropriate use by overnight campers; provide a public convenience in a remote, rural area; create local employment and generate income to cover maintenance and repair.

More modern facilities will include accessible toilets, shower facilities, and a dry store for pier and beach users; the pier will be widened and railings restored for safer access to boats; the car park will be resurfaced and markings applied; a septic tank will be installed to treat the waste water from the toilets; electric hook-ups, laundry facilities, chemical toilet and grey water disposal will be provided for campervans; a camping böd will be created for overnight stays and EV charging will be provided for cars and E bikes.

Community ownership and development of the site by SCD will preserve a key historical feature and its significant links with Papa Stour. The facility will bring more visitors to Sandness and generate income which will contribute to ongoing development in a remote, rural area of Shetland. It will build community cohesion and increase pride and confidence in our community.

Market assessment shows a solid opportunity to tap into the increase in tourism in the Isles; the rise in campervan use and the move towards greener holidays.

Total development costs have been calculated at around £410,700 which includes approximately £56,000 assessment, design and planning outlays. Contingency and project management costs have also been included at 10% and 7.5% respectively; funds will be sought from a number of grant providers, through crowdfunding and other fundraising activities.

Anticipated income, once the facilities are fully complete, is anticipated to be in excess of £22,000 giving a profit of over £8,000pa after 5 years of operation, funds which will be reinvested in the site and local community.

2. Sandness Community Development

2.1 *Mission Statement*

To nurture a safe, strong, sustainable, self-reliant community, for the benefit of all

2.2 *Objectives*

- (a) The advancement of community development (including the advancement of rural regeneration) principally within the Community of Sandness, Shetland, alone, or in conjunction with others, to nurture a safe, strong, sustainable community for the benefit of all
- (b) the advancement of environmental protection or improvement of the Community of Sandness.

2.3 *What we do*

Sandness Community Development works with, and on behalf of, the community to encourage and support participation in decision making, maintaining services, creating and delivery of projects that improve life in our remote rural community.

Operating as the Sandness Community Development Group from 2012 to 2023, and as Sandness Community Development after incorporation on 19th May 2023, we have:

- liaised with Shetland Island Council, NHS Shetland and other service providers on behalf of Sandness residents and community groups, with regard to service provision, legal services, property transfer and environmental issues
- sourced funding for, and delivered activities on behalf of the community
- responded to emergency and urgent needs during Covid-19 and more recent severe weather and power outages
- coordinated the supply of food (fresh fish and dry goods) for the community in the absence of a shop
- organised and run an inter-community bus project to provide transport for young people to access afterschool activities. Shopper and events buses were provided for adults
- run multi-generational community events to build community relationships
- organised the local Voar Redd Up
- initiated an environmental protection project
- supported the ongoing operation of Melby pier toilets, since Shetland Islands Council decided to cease operating them in 2012

We regularly consult with the community through online questionnaires, face to face discussion and drop-in sessions to identify need and gather local views on specific projects and longer-term priorities. In the last twelve months we have consulted on options for the future of Melby pier; Sandness Community Development Plan; and the Sandness Inter-Community Bus Project.

Partnerships and strategic relationships are built with key public, private and third sector bodies for community benefit, including Shetland Islands Council, Highlands & Islands Enterprise, Communities Housing Trust and RSPB.

In response to identified need projects are delivered to provide services for residents. The Sandness Inter-Community Bus Project, funded by the Community Led Local Development (CLLD) scheme, was a pilot to assess models of community transport. The project is being evaluated to inform future developments for transport provision for the community

Sandness Community Development supports other local groups to deliver their own projects, or tackle issues affecting them. We have assisted Sandness Community Hall to take ownership of the former Drs Consulting rooms and explore options for a new use of the building. Sandness Bairn's Party Group have been assisted with fundraising and the Parent Council are receiving support to prepare for a potential school mothballing challenge.

We encourage environmental preservation and enhancement and in the last year have supported community participation in tree planting, and established the Bousta Tree project to preserve a site of rare native trees.

2.4 History

Sandness Community Development Group (SCDG) was established by residents in 2011 with the aim "to support residents, non-resident home-owners and workers to build a safe, strong, sustainable, self-reliant community, for the benefit of all."

SCDG undertook research and community consultation resulting in a Community Development Plan in 2013. While progress was made in some areas, there was not a sustained programme of work to fully deliver the detailed plan, largely due to the lack of available capacity within the community. In 2015 SCDG recognised this, remaining in existence in order that Sandness had the means to negotiate with the Council should the need arise, enable community assets to be utilised at short notice, support individuals or groups proposing ideas for community development and support small scale community activity and the up-keep of the toilets at Melby Pier.

In November 2021, Shetland Islands Council elected to dispose of a number of assets, Melby Pier in Sandness being one of them. The potential loss of the site caused concern in the community. At a similar time, Highlands and Islands Enterprise (HIE) were seeking to support development opportunities on the Westside of Shetland. In April 2022, with the offer of Development Worker support, the community agreed to re-activate SCDG. Additional committee members were recruited and HIE funded further community consultation to inform a new Community Development Plan and Development Worker post for three years.

In May 2023 SCDG became incorporated as a Company Limited by Guarantee, known as Sandness Community Development. A year later we secured charitable status enabling us to secure the widest possible additional benefits for Sandness and its community.

In 2024, funding was secured to carry out a feasibility study into the potential for the community to acquire Melby Pier, and project funding was secured to pilot models of community transport.

2.5 Future development

Responding to identified need is key to Sandness Community Development's work and strengthening the bonds of community; securing the supply of affordable housing, utilities and other services; encouraging economic development and nurturing the local cultural and natural environment have all been highlighted by residents as areas for development.

More specifically, community consultation in 2023, carried out to inform our Sandness Community Development Plan and guide our work, highlighted the loss of Melby pier as a key concern for Sandness residents. A feasibility study, completed in January 2025, informed a community decision to seek community ownership and management of the site to preserve it for the benefit of the community.

2.6 Operations

Sandness Community Development works on behalf of Sandness residents to facilitate projects for community benefit. The organisation regularly carries out consultation with residents to understand need, inform funding applications and target delivery. Projects are managed by the Development Worker and Board Office Bearers, to deliver services within the community.

Sub-groups of specific interest are created with Board members and community members who have a particular interest in, or experience of, key areas. Sub-groups have been created for fundraising, community events and environmental projects.

We hold a comprehensive community mailing list and regular updates are sent out to residents via email, Facebook posts and letter.

Sandness Community Development Board of Directors and Development Worker work in partnership with Sandness Community Hall, Sandness Parent Council and the Sandness Bairn's Party Group to deliver joint activities and run fundraising events. Specific support has been provided to the Sandness Hall committee to develop a recently acquired building for the benefit of the community.

2.7 Governance and Management

Sandness Community Development is a Company governed and managed by a Board of Directors under a constitution set out in its Memorandum and Articles of Association. The Board of up to ten Directors is chosen by the Ordinary Members of the company. All adult residents of Sandness are entitled to be Ordinary Members and, at the 2024 AGM, there are 42 (c25% of the total population, and c31% of the eligible population). The membership has grown year on year, and the Board actively promote membership within the community. The Board appoints a Chair, Vice-Chair, Secretary and Treasurer.

There are no employees of the company, but a Development Worker is contracted to work on a self-employed basis for a period determined by the funding received from Highlands and Islands Enterprise (until March 2027).

2.7.1 Officers

Brian Ashley (Chair of the Board) is retired after a 37-year career up to Director level in local government in England, and at Arts Council England. His responsibilities have included the leadership and direct delivery of community-based services in both rural and urban areas (including libraries, community centres and community development teams). Brian moved to Sandness in 2018 and played a central role in supporting the Sandness History Group to write and publish 'The Sandness Story' – the history of Sandness.

Michael Peterson (Vice Chair September 2025 to March 2026) is the IT Team Lead for NHS Shetland, where he oversees the technological infrastructure and operation of IT services critical to healthcare delivery to the Shetland community. He is an active member of the Walls Regatta Club where he helps with the sail training each week, and events such as the fishing competitions. He also helps on the bar at the local hall and with other community events. He lives in with his family in Sandness, crofting land worked by his family for many generations.

Garry Jamieson (Vice Chair April 2026 to September 2026) is an important part of the family team running Jamieson's Woollen Mill in Sandness. His family have lived in Sandness for many generations, creating and sustaining a unique business that exports across the world. His children, like him, went to the local school and has been an active part of Sandness Community Development since it was created in its earlier form in 2011.

Sorley Johnston (Secretary) has been a primary teacher for 25 years and is the teacher in Sandness at the school he attended as a child. He previously worked in travel and tourism. Sorley speaks a number of languages as a graduate in French and History, post graduate certificate in Spanish and speaks some German. He is keen, and committed to supporting the community to thrive.

Amanda Mercer (Treasurer) lives locally on a croft and works at the Jamieson's Woollen Mill in Sandness. She is a busy working mum with 3 teenagers and is a longstanding member of the Sandness Hall Committee, providing a valuable bridge between the two groups. She is fully trained to operate the bar in the Hall.

2.7.2 Other Board Members:

Alan Robertson (Director of Transition Turriefield) lives in Sandness and, along with Penny Armstrong (see below), runs Transition Turriefield growing and distributing fresh produce and advocating for more locally produced food and increased food security for Shetland. Alan has many years' experience in operational management and working with volunteers on team tasks to achieve a communal goal.

Karen Williamson is the Director and Practice Administrator of Shetland Vets, Shetland's only veterinary practice. She lives in Sandness, helping to work a busy family croft. She thus brings considerable local knowledge and many years of experience in both crofting and business administration.

Raymond Garrick was born in Sandness and has lived and worked here all his life. He is Director of Garrick Agri Services providing agricultural services (machinery, labour and expertise) across Shetland, based in Sandness. He is the 6th generation of his family crofting land in Sandness. He chairs the local grazing's committee and, like Amanda, sits on the Sandness Hall Committee.

Alan Rolfe is a retired Chartered Surveyor with over 40 years' experience in the sector. As a long-time resident of Sandness he has been involved in many community projects, as well as holding the role of Scoutmaster for the west side of Shetland, for over 10 years.

2.7.3 Development Worker:

Penny Armstrong is contracted by Sandness Community Development to provide services for 20 hours per week. She is a graduate in Community Education and has worked in the voluntary sector for over 30 years. She also works for Transition Turriefield leading on business development, training and growing operations. She brings a wide range of experience including strategic development, project planning, securing funding, training and supporting volunteers, and running voluntary organisations.

2.8 Skills for Melby Pier project management

As part of the Melby pier feasibility study a skills audit was undertaken with Directors of Sandness Community Development Board and Development Worker. A high level of knowledge, skills and experience was noted for managing a community development organisation, including:

- Community engagement
- Recruitment and management of volunteers
- Communication
- Funding and fund raising
- Financial management and reporting
- Performance management
- Project evaluation

For the specific management of the Melby pier project knowledge gaps were identified in areas such as:

- Quantity surveying and civils
- Architectural design and planning
- Construction management
- Legal matters

The study acknowledged that, as professional services, these could be bought in as and when required.

Training and seeking support from professional services such as Community Ownership Support Service (COSS) and Development Trust Association Scotland (DTAS) was also suggested for upskilling where more knowledge would be useful, such as in:

- Procurement and tendering
- Property management
- Land management and maintenance
- Capital project management

Sandness Community Development is a member of DTAS and receives support services from COSS.

3. Melby Pier Project

3.1 *Aim and Objectives*

The purpose of this project is to hold Melby pier in community ownership; to retain and improve the asset on behalf of, and for the benefit of, the Sandness community.

In holding the tenure for the site, Sandness Community Development will preserve a key historical feature in the community and sustain significant links with Papa Stour. The objectives of the development project will be to:

- Repair and make the site safe
- Upgrade and develop the site, increasing amenities and opportunities for local residents and visitors
- Manage the site and facilities to ensure a high level of maintenance, safety and sustainability
- Manage the site to ensure appropriate use by overnight campers
- Provide a public convenience in a remote, rural area
- Generate income to cover outlays for the maintenance, repair and ongoing management of the site
- Create local employment

3.2 *Background*

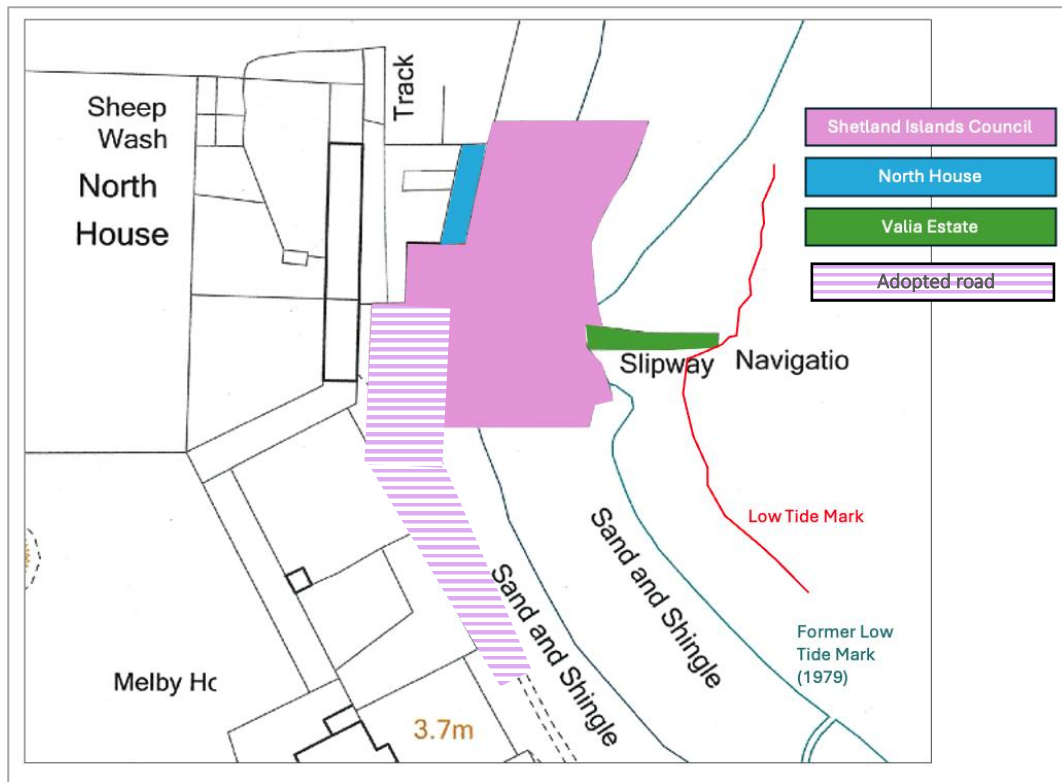
Melby has served as the primary landing point between the island of Papa Stour and Shetland's mainland for centuries. In the 1950s Zetland County Council purchased land from the Vaila Estate to construct a pier, and this was developed in the 1970s when the Shetland Islands Council (SIC) enlarged the pier, created space for parking and constructed toilets and storage buildings. The ferry service to Papa Stour has since been relocated to West Burrafirth, leaving Melby Pier no longer under regular local authority use. Despite this, the pier remains a vital link for locals and tourists and is also popular for leisure activities.

In 2021 the council decided to divest itself of assets it no longer required, including Melby Pier. Sandness Community Development formally expressed an interest in acquiring the pier and adjacent land on behalf of the community.

Between December 2025 and March 2026 Sandness Community Development completed the purchase of two titles making up the main Melby pier site: a 300m² hardstanding, a small toilet block and storage buildings from Shetland Islands Council, and a 72m² area of land from the North House title, the building at the rear of the site, to complete the car park area. The transfer of title for the pier and foreshore on which the pier sits, from the Vaila Estate, is in the final stages of conveyancing, due to be completed at the end of June 2026.

The site attracts visitors, campervans and kayakers, and is regularly used by the communities of Sandness and Papa Stour, which offers the potential to create a community asset capable of generating income.

3.2.1 Melby site titles



3.3 Site for development

The overall site proposed for development by Sandness Community Development:



3.3.1 Crown Estate

The Crown Estate has, in 2024, confirmed its jurisdiction of the seabed up to the newly identified low water mark at the east end of the pier. Since the development of the site in the 1970s the low water mark has moved approximately 5m further east as the result of silting. The Crown Estate has confirmed, in writing, that it now has no jurisdiction over any part of the pier, or the foreshore on which it is built. Therefore, SCD is not required to enter any formal agreement for the transfer or use of any property under the jurisdiction of the Crown Estate.

3.3.2 Site valuation

The site, as a whole, covering all three titles has been valued at £5,000 by independent Chartered Surveyors. See Melby Pier Valuation, December 2024. LA Simpson.

3.4 Project scope

Having completed acquisition, Sandness Community Development will work with the community to develop the Melby Pier site, make safe and upgrade the facility, to better accommodate the increasing number of user groups:

- More modern facilities will be provided for residents and visitors, including accessible toilets, shower facilities, and a dry store for pier and beach users
- The pier itself will be widened and the railings restored for safer access to boats
- The carpark will be resurfaced and markings applied to denote parking spaces
- A septic tank will be installed to treat the waste water from the toilets
- Additional services will be provided for caravans/motorcaravans including electric hook-ups, laundry facilities, chemical toilet and grey water disposal
- A camping böd will be created for short term overnight stays
- Use of the car park by overnight campers and camping böd will be carefully managed through a booking system
- Electric vehicle charging will be installed to provide additional facilities in a remote rural location
- The site will provide the location for community activities, including inter-generational seashore and water-based pursuits, acting as an outdoor hub for community events
- Sandness community residents will be involved in the management and day to day running of the site

A draft plan of the site development can be found in Appendix 2.

3.4.1 More modern facilities

From the community consultation there is a clear desire to see the toilets on site open, and improved, with options for additional facilities provided for local residents, users of the pier, and visitors to the area. Across rural areas throughout Scotland, the lack of toilet facilities is causing concerns for local people with increasing numbers of visitors and lack of facilities leading to complaints of people “going” outdoors, making for some interesting headlines and frustrated visitors.

The provision of public toilets should be determined according to local need where people are likely to congregate. Provision should also be considered for people in transit e.g. on trunk roads, cycle paths and through busy thoroughfares. Where toilets are intended for use by motorists, nearby parking facilities should be available.

In addition to the toilets, community feedback supports the inclusion of a wider and improved range of facilities including laundry and drying room. Shower facilities can be popular, particularly in areas that attract campers, walkers, cyclists and sailors, all of whom will happily pay for the opportunity to freshen up. Wet room facilities can be incorporated into disabled toilets without much additional space required.

For toilet facilities that already have electricity and plumbing a self- service, coin operated commercial washing machine, and dryer can make a useful addition to the facilities, particularly in areas that attract campers and water users. They can also be useful in the cleaning of the site to use for laundering hand towels and cleaning cloths on site while attending to the toilets.

Using rainwater instead of mains water within toilet facilities can help deliver some environmental outcomes and reduce the carbon footprint of tourist provision. Rainwater could be collected from the roof of the toilet building, filtered and stored. It can then be used within the building in toilets and washing machines as well as for watering plants and outdoor amenity areas. It would not be suitable for hand washing or drinking, where mains water would have to be used. Rainwater harvesting can also reduce pressure on drainage systems which can contribute to the reduction of urban flooding and pollution and erosion related to heavy run off and would help support a planning application for renovation of the toilet facilities.

There are a number of comparable facilities across Scotland. The examples below are rural, community operated facilities:

	Broadford & Strath Community Company- Newly constructed toilets in Broadford and Elgol Broadford & Strath Community Company have recently completed the acquisition and refurbishment of public toilets in Broadford and Elgol. With support from an extensive funding package, Elgol and Broadford now enjoy modern, clean, 24-hour facilities including Disabled facilities and baby change. The Elgol toilet also has waste disposal facilities for use by motor homes. There is a small charge for using the facilities. This fee pays for the ongoing servicing and
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	maintenance of the public toilets, with every penny raised reinvested back into the community. https://www.broadfordandstrath.org/project/public-toilets/
	Papa Stour Public Toilets & Waiting Room Papa Stour has a population of around 20. The building at the pier has toilets and a waiting room with options for hot drinks – all donation based. Engaging with the local residents has suggested the donations amount to around £630 per year. The Pier at Papa Stour is a key destination for those using the Pier at Melby.
	Kinlochewe Community Toilets The Communities Out West Trust has recently completed the refurbishment and improvement to the former Council run toilets in Kinlochewe. This includes a significant structural refurbishment and the addition of showers. The toilets rely on donations and were developed as part of a community asset transfer recognising the demand for facilities from passing NC500 and Cape Wrath Trail footfall. https://cowtrust.com

3.4.2 The pier

Consultation has shown strong support for improving the pier to better provide for current and future users and have highlighted the importance of this pier as a key route between Melby and Papa Stour.

It is proposed that the pier surface is improved, and that it is widened by 1m. This will allow use by a wider range of boats, and the improvement will protect the structure for the future. The pier will be complex and likely require substantial investment, noting the need to work in and around the water, and tides. It will, however, have significant benefit for those launching and landing boats at the site. The addition of railings along the south side of the pier will increase safety for users boarding and disembarking small craft.

[The North Kessock Community Pier Group](#) have repaired and improved the former ferry pier in the village, encouraging and supporting greater leisure use for residents and visitors. The pier is located beside a newly renovated community hub – formerly the ticket office, this

facility (operated by another community group) provides heritage space, meeting rooms, and pay to use public toilets.

3.4.3 *Campervan hook-ups and services*

There has been a rise in campervan use in rural areas over recent years, and the prevalence of campervans on the pier in Melby is one of the key reasons for this project. With this comes an increase in demand for certain services and facilities e.g. emptying waste, filling water tanks and charging batteries.

Most campsites provide these services, but many campervan users enjoy 'wild camping' i.e. parking up in a scenic layby with no facilities. They do however still eventually need to access facilities roughly every two to three days.

Hook up points such as those pictures below could be installed to provide direct connection to electricity and water supply. Detail on these examples can be found on the supplier websites such as [Relecserv.com](https://www.relecserv.com).



Campervan waste disposal is a concern in rural Scotland, with public toilets often misused and illegal roadside dumping. Public toilets lack proper facilities and small sewage systems cannot handle portable toilet waste.

Solutions include vending-style or key-access disposal points linked to septic tanks to manage harmful chemical waste. Groups like the Campervan and Motorhome Professional Association provide disposal site maps; Sandness Community Development should update these with new facilities.

The examples below show two different types of waste system – both connected to either mains or septic tank drainage.



Whilst there are many campervan sites in rural and island Scotland. Although a little larger than the Melby site a comparable example of how this might function is at [Loch Clash Pier](#) (Kinlochbervie). It demonstrates a community owned small site, where there is no direct staffing or supervision.



The site has been developed and is operated by [Kinlochbervie Community Company](#), a charitable company founded in 2008. There is a washing machine and tumble dryer as well as showers nearby at the main harbour. Customers register and pay at the SPAR shop and obtain a windscreen ticket. There are 5 serviced sites (waste disposal, fresh water, EHU) with additional space for up to 5 more vans parking overnight.

3.4.4 Camping böd facilities

There has been a rise in popularity of ‘glamping’ or camping with better protection against the unpredictable Scottish weather in the last 20 years. A small number of Shetland sites successfully offer basic facilities for campers at [Braewick campsite](#), [Burravoe wigwams](#) and [Lunna Camping](#). However, a number of camping böds run by the Shetland Amenity Trust are no longer available for visitors wishing to stay overnight in rural Shetland areas, leaving a gap in the market and an opportunity for income generation.

Basic facilities can be provided with minimal outgoings. The number of amenities provided will influence the daily rental charge and could include a sink, microwave and fridge. The bunk area can be provided with, or without bedding and shower and toilet facilities, although not ensuite, will be part of the site.

3.4.5 Car park improvements

The current car park surface on the site is non-bound, and it is proposed that a bound surface with clear delineation for parking, campervans, and turning space for blue light, utility and service vehicles, will improve the site for current and future users, as well as nearby households. The improved surface will also reduce the need for repairs in the future.

3.4.6 Sewage disposal improvements

At present the sewage from the toilet block is discharged directly into the sea at the base of the pier. Upon title transfer to Sandness Community Development the site will require the installation of a septic tank, within one year of transfer, to process the waste. The upgrade will make safe the discharge into the surrounding water and bring the sewage processing into line with current environmental regulations. Details on the Scottish Environmental Protection Agency (SEPA) requirements can be found in Appendix 3.

3.4.7 Electric Vehicle charging facilities

Installing EV charging points in a rural community offers numerous benefits, including promoting sustainable transportation and reducing carbon emissions. By providing convenient access to charging stations, residents and visitors are more likely to adopt electric vehicles, contributing to improved air quality and a cleaner environment. Additionally, the presence of charging points can attract eco-conscious tourists, boosting the local economy. It also helps future-proof the community, ensuring it remains connected and accessible as electric vehicles become more prevalent. This infrastructure can foster a sense of community pride in leading the way towards a more sustainable future.

There are three main types of EV charging – rapid, fast, and slow. These represent the power outputs, and therefore charging speeds, available to charge an EV. Each charger type has an associated set of connectors which are designed for low- or high-power use, and for either AC or DC charging. To ensure a range of options it will be necessary to install both rapid and slow chargers for top-ups and overnight charging

The following are examples of EV charging points successfully installed and used in rural and island locations in Scotland:



Aultguish Inn



Cullivoe Marina



Lerwick

3.4.8 Potential for Ebike use and charging

E-bikes are also increasingly popular due to their convenience, environmental benefits, and accessibility. They offer an easy, eco-friendly transportation option, reducing carbon emissions and reliance on cars for short trips. With pedal-assist or throttle modes, e-bikes require less effort than traditional bicycles, making them a suitable choice for people of varying fitness levels and those commuting longer distances. The further development of an E bike hire service is an additional income generating option for the project.

3.5 Opportunity for income generation

Each of these developments offers opportunity for income generation to contribute to the ongoing running costs associated with the site.

The Sandness residents have been clear in their feedback, that the toilets should operate on a donation/good will basis. Other similar rural facilities operate in this way and Papa Stour ferry terminal demonstrates an income of £630 per year from user donations.

Vending machines, whether rented or purchased, can provide additional income by offering useful toiletry items, food and beverages.

At present, the pier is a free to use facility, but for further development a membership, or 'friend of' scheme might be considered. Users would pay an annual fee/or donation for use of site, which would contribute to upkeep and repair.

The pier could also provide facilities for cruise ship passengers to come ashore in small craft and visit a small remote, rural Shetland community; bringing income to the wider community.

Caravan and campervan hook-ups, shower, laundry and EV charging points would be available on a pay to use basis. Income generation would vary throughout the season with April to September showing the highest use.

There are examples of prices from other similar sites in Appendix 4.

4. Benefits of development

Development of the site will benefit both the Sandness community, the wider Shetland community and Visitors to Shetland:

- The Sandness community will continue to have access to a facility which they believe to be a key part of their community
- Sandness residents and visitors will have an improved, and safer facility for boating and other water-based activities, as a base for walking, birdwatching, leisure and community activities
- Sandness will retain a public toilet for residents and visitor use
- Community ownership of the site will bring numerous opportunities and activities for building community cohesion as Sandness residents take responsibility for the processes required to make Melby pier a safe and functioning asset
- Community ownership and management of the site will demonstrate how individual involvement in community projects can bring about change;
- Community ownership and management will increase membership and involvement in Sandness Community Development as an organisation that can facilitate positive change for the community
- Development of the site will increase visitor numbers to a remote rural community offering opportunity for income generation and provide local employment
- There will be more regulation of overnight campers which at present overspill to surrounding residential areas restricting use of the site and protecting the surrounding area
- Car park markings will maintain a dedicated turning space for service vehicles and keep it free from parking
- Improving and managing the asset will preserve a historical feature in the community and maintain the traditional link with the residents of Papa Stour. It will continue to offer an alternative route to the mainland for Papa Stour residents
- Development of the site will increase economic activity in Shetland by bringing in funds, providing work and income for local construction firms and establishing better services for visitors
- Development of the site will generate income and provide opportunity for local employment
- Income from the site will fund the repair and maintenance of the site

- Any profit from operating the site will be invested into maintaining and expanding community services
- There will be environmental improvements through the treatment of waste from the public toilets which is currently discharged at the end of the slipway. This will ensure it will not result in any deterioration in ecological status, or prevent it from achieving good ecological status in the future
- This project offers strong potential to contribute to the delivery of the Shetland Partnership Plan, particularly the Participation and Place priorities. The community will be involved in an ongoing process of decision making to shape their community. The development of the site will improve local facilities, enhancing a remote rural community and provide more opportunity for local employment

5. Community support for the project

Comprehensive community consultation was undertaken to underpin the rationale for the project. Three separate consultation processes with Sandness residents have indicated a strong desire to retain the Melby pier site as a community asset:

1. In 2023 consultation with the community for our Sandness Community Development Plan highlighted Melby pier as a priority for SCD's work
2. Further community consultation, as part of the Melby pier feasibility study in 2024, engaged over 40% of the Sandness and Papa Stour population above the age of seven years. Overall the consultation gathered 157 responses, 86% of which were in favour of the site to be taken into community ownership.

Key findings

Support and suggestions:

- There was widespread support for the project, viewing it as a potential income generator for the community
- Preferred upgrading the existing toilet block rather than demolishing it; admired the old stone walls
- Consideration could be given to facilities for making tea (e.g., on an honesty-based system)
- The Pier holds historical and functional significance, particularly for Papa Stour residents
- The Pier needs widening and additional rock armour and stable concrete and safety improvements needed for boat use
- It was suggested that a local toilet cleaner should be considered
- It was suggested that the storage areas are cleared and cleaned for proper use by residents (e.g., wet gear or deliveries)
- There was a preference for keeping toilets free but open to donation mechanisms (e.g. QR codes)

Concerns

- Increased traffic and potential strain on infrastructure (e.g. small bridge)
- Worry that upgrades might lead to overcrowding and longer camper stays
- Fear of overdevelopment and focus on “income generation” beyond the current development ideas

More detail is outlined in Appendix 5 & 6.

Key stakeholders

The feasibility study process also consulted other stakeholders, including adjacent landowners, pier users, including Papa Stour boat owners, and SEPA. All are keen that the site is repaired and improved. Suitable management is thought to be essential to halt the decline and loss of the asset; as well as over use and abuse by visiting campers. Letters of support have been provided by:

- Jane Puckey- Papa Stour Community Council
- Doug Forrest- Sandness & Walls Community Council
- Professor David Cochrane- Owner, North House

- Andy Holt- Resident, Papa Stour
- Nick McCaffery- RNLI
- Alistair Carmichael MP
- Helen Moncrieff- Shetland Bird Club

Their letters are attached in Appendix 7

3. Findings were presented to the Sandness community in February 2025, where residents were consulted on whether to proceed with the acquisition of the Melby pier site.

Within the group there was a desire for community ownership of the site. There was recognition of the present and potential value of the site for the community and that the development would benefit Sandness in a wider capacity than just preserving the site.

There was an awareness of the risks arising from restricted funding pots for development and the limited opportunity for income generation needed to support the ongoing running costs. Concerns were voiced about the liability for the community and current and future community capacity for the ongoing management of the site.

Sandness Community Development Board, it's wider membership and other community residents, are committed to the community ownership and management of the Melby pier site. The community demonstrates an understanding of the issues and the need to monitor the project throughout development and beyond; and to have robust strategies in place to lessen the impact of any financial or human resource shortfall.

6. Market assessment—our local community

6.1 *Demographics*

Sandness, on Shetland's remote West Side, spans from Huxter to Bousta along the coast north of Sandness Hill. It lies 30 miles from Lerwick, with the nearest facilities seven miles away in Walls, accessible by a single-track road. Despite its isolation, Sandness has unique assets such as Shetland's only spinning mill and Transition Turriefield, promoting local food production.

The community is resilient, uniting to tackle challenges such as preventing primary school closure or supporting the vulnerable. With its own community development company, Sandness actively plans its future, driven by local volunteers offering time, skills, and ideas to ensure its growth and vitality.

The village has approximately 160 residents and 75 inhabited houses.

6.2 *Scottish Index of Multiple deprivation (SIMD)*

The Scottish Index of Multiple Deprivation (SIMD) statistics show that the local area has limited deprivation, with the exception of geographic access (access to services) where it ranks 172 out of 6,976 data zones in Scotland.

A geographically remote, rural community creates challenges to living that are not experienced by communities within larger urban areas. Local employment opportunities are reduced and, where employment is available, it is more likely to be part time and with a lower hourly rate.

The cost of goods are higher due to the extended supply chain. Travel is more expensive as many residents have to rely on private transport to access services only available out-with the community.

The "Minimum Income Standard for Remote Rural Scotland" report notes the cost of food and consumable goods are between 10-50% higher in rural areas, whilst clothing and household goods are between 30-50% higher than in urban areas.

Developing new community facilities, including toilets, laundry and EV charging would be improve community access to services, helping to address the deprivation shown for the Geographic Access Index; it would offer opportunity for employment in a rural community and EV charging points on the site, may reduce the need for fossil fuel, and address aspects of fuel poverty for local residents.

7. Market assessment—tourism

7.1 *Tourism*

Shetland attracts a high number of visitors throughout the year, bringing multiple opportunities to tap into the tourist market.

Local Authority tourist data evidences year on year increases in visitors to the isles. Leisure visitors come to the Isles for hiking and coastal walks, sea kayaking, nature watching, history, local culture, festivals and events suggesting a high level of demand for visitor services and opportunity to generate income from developing the Melby site.

More information on the SIMD for the area and local tourist data is available in Appendix 8 & 9.

7.2 Trends in Scottish Tourism

VisitScotland has highlighted several key trends in tourism for 2026:

Sustainable and Responsible Tourism	There is a growing emphasis on sustainability, with travellers increasingly seeking eco-friendly options. This includes support for local communities, conservation efforts, and sustainable practices in accommodation and transportation.
Experiential and Authentic Travel	Tourists are moving away from traditional sightseeing towards more immersive experiences. This trend includes a desire for local culture, heritage, and authentic interactions, such as local food tours, craft workshops, and wildlife experiences.
Health and Wellness Tourism	The focus on well-being continues to rise, with more visitors seeking destinations that offer wellness retreats, spa experiences, and outdoor activities such as revitalising watersports in scenic locations.
Technology Integration	Technology is becoming increasingly important in tourism, with more travellers using digital tools for planning, booking, and on-the-go navigation. Virtual and augmented reality experiences are also gaining traction, enhancing the visitor experience.
Focus on Local and Unique Experiences	There is a notable trend towards supporting local businesses and experiencing unique, less-travelled destinations. This includes niche tourism markets like food and drink trails, heritage tours, and adventure sports.
Diverse and Inclusive Tourism	Efforts to make tourism more inclusive are growing, with destinations promoting accessibility and diversity. This includes catering to a wider range of needs and interests, from family-friendly activities to LGBTQ+ travel options.

Development of the Melby pier site will support the emerging trends and provide opportunity for the community to gain financially from the increasing visits by visitors to the area.

7.3 Key Tourism Strategies

The development of the Melby pier site fits with both local and national tourism strategies.

Shetland Tourism Strategy Refresh 2024-26

The Shetland Tourism Strategy Group is responsible for advancing the strategy's goals and priorities while monitoring progress. In 2023, the group evaluated progress on the 2018-23 action plan, with a view to revising the strategy. The review broadened the overall aim to:

"We will work together to help make Shetland a year-round, sustainable tourism destination offering unique and outstanding visitor experiences, whilst generating prosperity for our island community."

to acknowledge the importance of income generation from tourism, and changed the key themes to:

- Partnership and Collaboration
- Sustainable Development of Current and Future Opportunities
- Enhancing the Visitor Experience

The Melby pier project aligns strongly with the theme of “Enhancing the Visitor Experience” in providing numerous services in a remote, rural community, such as: toilets, showers, laundry, campervan hook up points, and EV charging infrastructure. In addition, improving the pier will also enhance the local offering for water sports, and those visiting by boat.

In addition, the pier offers opportunity to provide engagement with passengers of cruise ships, increasing income for the wider community. In recent years smaller, expedition-type ships have anchored in the Papa sound; the pier will allow visitors to access Jamieson’s Spinning Mill tours, guided walks to Huxter mills and Deep Dale, E bike cycling trips or visit a café and craft events at the Sandness Hall.

Scotland Outlook 2030-Scotland’s Future Tourism Strategy

Scotland Outlook 2030 has been developed through an equal partnership between the Scottish Tourism Alliance, Scottish Government, VisitScotland, Scottish Enterprise, Highlands and Islands Enterprise and Skills Development Scotland. It has been guided by the Strategy Steering Group with representatives from industry, public bodies and the partner organisations.

This vision acknowledges the strength and potential of Scotland’s Tourism sector whilst seeking to “protect and preserve our places, with the industry acting as pioneers for delivering responsible tourism”.

The development of facilities at Melby pier align with all five strategy aims:

- Scotland’s tourism sector will make a full contribution to our national ambition to become a net-zero society by 2045
- Tourism leads to improved community wellbeing and nurtures thriving places across Scotland.
- Places across Scotland can develop and manage tourism effectively and responsibly
- Local communities are engaged and supported as valued stakeholders in tourism development and delivery
- Working in partnership is essential to delivering our tourism work

The EV charging points will support a move towards net zero, with the investment and improvements creating more opportunities for locally based tourism growth. By ensuring the project is community driven, it will align with the Strategy’s aims for partnership and collaboration.

8. Market assessment, competition and displacement

There will be no competitive displacement, specifically for camping and caravan pitches, camping böd, public toilets, piers and EV charging points as a result of this project, due to the remote nature of the community and limited availability of alternatives.

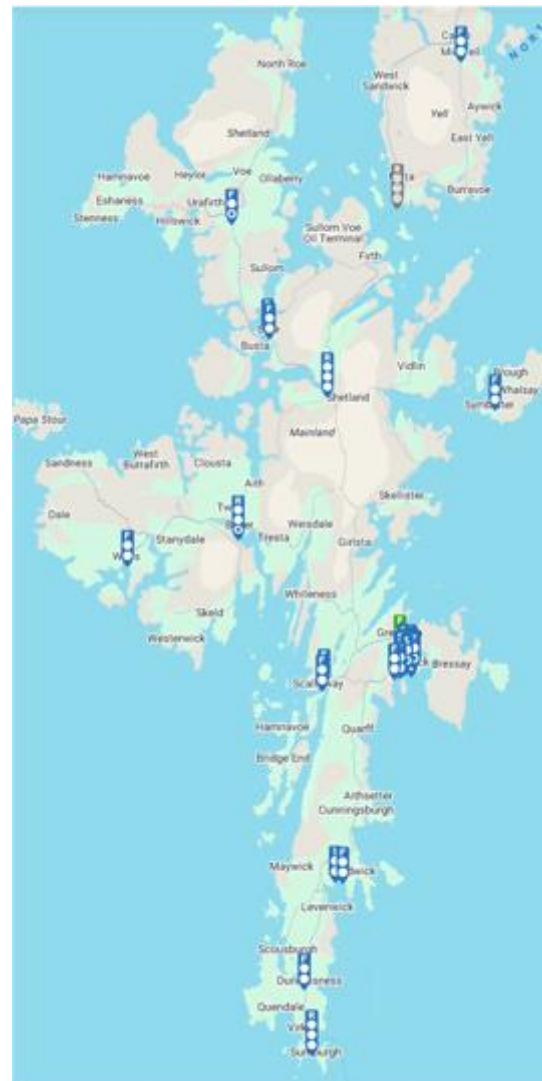
8.1 EV charging

Over the next 5-10 years, the government seek to increase the volume of electrical vehicles and reduce the reliance on fossil fuels. In delivering this, there will be a need to significantly increase the infrastructure for charging nationwide. This will be particularly important in rural areas, where there is perceived to be limited opportunities to charge a car. The map below shows two charging points local to Sandness. However, it is understood that the charging points located at the NHS health centre in Walls, are solely for use of the NHS and not the general public.

Distances between Melby Pier and the three closest EV points are: Melby Pier to Walls Health Centre, 8 miles; Melby Pier to Bixter Car Park, 12 miles and Voe Community Hall, 25 miles

Conclusively, there are no issues around competition and displacement with regards to providing increased EV infrastructure on the site at Melby Pier.

Placement of EV charging points in Shetland



8.2 Campervan provision

Skeld Campsite is the closest business providing camping, caravan pitches and associates facilities and services. This site is approximately 18 miles from Melby, and that the proposed upgrades at Melby will provide for 2-3 campervans at most. Caravans and campervans already use the site at Melby, the development will not create a new site or market, but, by creating income generation opportunities, will increase the economic benefit overall for the wider Shetland community.

8.3 Camping böd provision

The nearest similar camping provision currently operating is 30 miles away in the north of the Shetland mainland. The Shetland Tourism Strategy 2024-26 identifies the lack of accommodation as a key weakness in Shetland's tourist industry. Given the remoteness of the location and no nearby alternative, there is no competitive displacement in providing this type of facility.

8.4 Public toilets

The public toilets are already in place, and the development will not be at a new site, there is no risk of displacement or competition that would impact another business or site nearby.

8.5 Piers

Given that the pier is currently in use and has always historically been a key link between Sandness and Papa Stour; that there is no intention of hugely increasing maritime activity or traffic, there is no concern around any competitive displacement.

9. Marketing Strategy

Regardless of the scale of a project, marketing is an essential part of good management practice. It is a process of identifying user needs, wants and wishes, and satisfying them. Community services and facilities depend on satisfied user, especially where the local residents support and involvement is both fundamental in instigating a project, and essential for its on-going success.

Once development is complete, the site will be promoted through a number of channels to encourage both Shetland residents and those further afield to use the facilities. We will:

- Provide information on the Sandness Community website
- Use specific marketing websites for hiking, kayaking, caravans and campervan holidays
- Use appropriate social media channels such as Facebook and Instagram
- Use brochures and flyers
- Engage with local media; Shetland Times, Shetland News, using press releases where appropriate
- Host events at the site
- Partner with local businesses to promote the site
- List with Visit Scotland

The site itself is small and will only accommodate 2-3 campers at a time. During the peak season the site already attracts enough visitors. Energy will be focused on increasing use during the 'shoulder' months and off peak times. Opportunities for increased use arise, particularly during specific festivals, to make use of local events such as Wool Week and Up Helly Aa.

10. Ongoing management and operations

Sandness Community Development will ensure the most appropriate structure and constitutional aims are in place to manage and hold overall responsibility for the area of the site, and any development that is undertaken. The Board of directors will make certain sufficient skills and experience are present to undertake all elements of the ongoing management requirements.

Directors will pursue an ongoing programme of communication with the wider community and proactively encourage community involvement with the development process and site management. By keeping residents informed and involved there will be less likelihood of having a shortfall in Sandness Community Development members or the management Board. Membership

will be increased and provide a bigger pool of individuals to assist in the support of the project and fulfil management and operational roles.

On completion of the development there will be a range of duties required to manage and operate the facilities. These provide opportunity for the wider community to become involved with the running of the site:

- Promotion of the facility
- Managing booking and payment systems
- Collecting income and communicating with overnight campers
- Opening, closing and security of the building
- Day to day cleaning
- Managing and maintaining cleaning supplies, toilet roll, soaps etc.
- Undertaking regular building, pier and car park checks
- Undertaking and/or overseeing regular and reactive maintenance works

Sandness Community Development Board and Development Worker will have overall responsibility for:

- Managing and scheduling of volunteers and / or contracted staff to undertake any of the above works
- Regular collection, recording, and banking of income
- Undertaking a review of the building survey– every 5-10 years
- Updating, managing, and maintaining all relevant health and safety documents, risk assessments and plans including fire safety, Legionella testing etc. on a regular basis
- Regular checking and maintenance of water safety equipment and signage
- Managing and coordinating the emptying of the septic tank (bi-annually)
- Ensuring and updating all appropriate insurance policies, service contracts etc. are in place
- Ensuring all appropriate policies and procedures are in place, and checks carried out, where required
- Ensuring payment of all expenditure relating to management and operating costs
- Reviewing resource requirements and options for fulfilment

11. Resource requirements

Resource	Development	Ongoing Operation
People	SCD Board Development Worker Project Manager Community	SCD Board Development Worker Community
Skills	Fundraising Planning Budgeting Project management Quantity Surveying Legal Financial Design Planning Construction Marine	PR & Marketing Organisation Communication Maintenance Budgeting Land & building Management Legal
Technical	Planning Quantity Surveying Construction Certification	Repair Certification

Specialist skills will be brought in and, where appropriate, the Sandness Community Development Board, Development Worker and Sandness community residents will undertake training to ensure adequate skills for the ongoing operation and management of the site.

12. Project timeline

Task		Seek dev funding	Plans & costings	Planning app	Appt project manager	Upskill Board & community	Development of site	Checks Certificates Licences	Develop operational systems	Promote facilities	Operational activities
2026	Apr										
	May										
	Jun										
	Jul										
	Aug										
	Sep										
	Oct										
	Nov										
	Dec										
2027	Jan										
	Feb										
	Mar										
	Apr										
	May										
	Jun										
	Jul										
	Aug										
	Sep										
	Oct										
	Nov										
	Dec										
2028	Jan										
	Feb										
	Mar										Ongoing

Timing of development and operational start can be indicative only.

13. Project delivery risk register

The table below outlines the identified risks associated with the project development and delivery.

Sandness Community Development Melby Pier Project		Business Risk Register			December 2024		
		Risk Categories:	0-8 Low Risk	9-17 Medium Risk	18-25 High Risk		
Risk Area	Risk Identified	Probability Factor (1-5, with 5 being most probable)	Impact Factor (1-5, with 5 being most severe)	Risk Ranking (probability x impact = probability)	Risk Management	Risk Responsibility (describe who will be responsible for managing the identified risk)	Risk Monitoring
1.0 Strategic							
1.1	Lack of Vision and Robust Plan	1	5	5	The feasibility study demonstrated a clear and well throughout vision for the project, highlighting the viability, and assessing the operational considerations and risks.	SCD Board and Development Officer	Annually or when there are changes to the Charity.
1.2	No long-term Development Strategy	1	5	5	The track record of SCD demonstrates a long-term strategy. They will continue to map out future initiatives.	SCD Board	Annually or when there are changes to the Charity.
1.3	Health and Safety and Regulatory issues	4	4	16	SCD will continue to be aware of their Health and Safety obligations throughout the planning and delivery of all aspects of this project.	SCD Board	Throughout the planning and delivery of the project.
1.4	Convincing the funding bodies there is a robust business case for securing their investment.	3	5	15	Thorough planning and evidence gathering will be critical to the success of the project. The feasibility study and community engagement and consultation strengthen the case for funding bodies.	SCD Development Officer	Annually or when there are changes to the Charity.

2.0 Key People							
2.1	Loss of Key Members	4	4	16	SCD will develop a succession plan in order to replace members where required.	SCD Chair and Board	Annually or when there are changes to the Charity.
2.2	Data Protection Policies	3	2	6	SCD have GDPR policies and procedures in place. Strict adherence to Data Protection legislation will be complied with	SCD Board and Development	Annually or when there are changes to the Charity.
2.3	Group Member Development	2	3	8	SCD will operate training for its members to better understand and support each role within the organisation.	SCD Development Officer	On-going
3.0 Operational Risks							
3.1	Dealing with all Planning related issues throughout the process.	4	4	16	SCD will address all planning relating issues as these arise in line with delivering the project at Melby Pier. Where required they will engage the necessary professional advisors to assist as needed.	SCD Development Officer	In advance of and throughout the development process.
3.2	Taking on the whole vision as a single project	4	4	16	If required, SCD will consider phasing the delivery of works.	SCD Development Officer	Throughout the funding application process.
3.3	Unforeseen liabilities – Structural issues within the building.	2	5	10	SCD has commissioned a full structural survey of the building, which shows it to be in good repair and suitable for development	SCD Development Officer	Prior to progression of the project.
4.0 Financial Risks							
4.1	Not securing adequate capital funding	4	5	20	SCD will continue to seek funding from a wide range of sources and consider crowdfunding. If necessary SCD will adjust the project and its priorities accordingly.	SCD Board and Development with support from external professional services	On-going throughout the development process.
4.2	Financial Control and Project Management	4	4	16	SCD will maintain accurate and strict control of the funds and expenditure, appointing a project manager where required.	SCD Treasurer and Board	On-going throughout the project.

5.0 Political/External Risks							
5.1	Relationships with the local community.	3	3	9	SCD will continue to build their relationship with the local community, encouraging their participation in the project and encourage support throughout any upheaval and works.	SCD Development Officer	Throughout the planning and development of the project.
5.2	Relationship with Shetland Islands Council	4	4	16	SCD will maintain and build on this critical relationship to ensure a cost effective and successful project.	SCD Board	On-going
5.3	Relationships with local elected members	3	3	9	SCD will continue build a strong relationship with local elected members, ensuring their support for the project	SCD Board and Development Officer	On-going
6.0 Reputation/Image							
6.1	Media Relations	3	3	9	SCD will engage local newspapers, community newsletters, radio stations etc. to promote the improved facilities and their benefits to the local community.	SCD Development Officer	Throughout all key stages of planning, funding, development and delivery of the project.
6.2	Branding and Public Profile	4	4	16	SCD will actively work on creating a high visibility profile through the project, increasing local community support and promoting the new facilities and services at the Melby Pier site.	SCD Board and Development Officer	Throughout the project.

14. Liabilities

14.1 *Liabilities impacting on development potential*

Sandness Community Development will ensure they hold sufficient insurance for the proposed facilities and services. All policies and procedures will be amended accordingly. Where necessary additional policies relating to the development, ownership and or management of the buildings will be put in place.

There is no known listed building status on the building, planning restrictions or controls on contaminated land.

The building is considered to be in stable and good condition and suitable for re-use in future refurbishment or redevelopment works. See: Melby Pier Building Condition Report, Arch Henderson 20/02/25.

In line with Shetland Island Council's Local Improvement Plan, our development will use the existing site boundaries and building to ensure the scale and design will not have a significant adverse impact on the area. Neither will it have a significant impact on the natural, built environment and cultural heritage resources either in the sea or on land and there will be no significant adverse impact on other users of marine resources, or neighbouring land.

SEPA flood mapping has assessed the Melby pier site as having 0.5% of flooding by 2080. As part of the development the high water defence will be upgraded and increased to further protect the site.

There are no designations made by SEPA in the immediate marine area i.e. shellfish or bathing water. However, a septic tank to process the effluent from the public toilet, will be installed and significantly improve water quality in the bay beyond the pier.

A full liability assessment is tabled on page 37 to present all liabilities that need to be acknowledged when considering ownership and operation of the proposed assets, and when managing the facilities and services.

14.2 Operational liability assessment

The table below outlines the liability risks associated with owning the site and operating the proposed facilities and services, and which will be the responsibility of Sandness Community Development Board of Directors. All risks will be reviewed annually:

Sandness Community Development Melby Pier Project		Liability Assessment			December 2024
Risk Categories:		0-8 Low Risk	9-17 Medium Risk	18-25 High Risk	
Risk area	Risk Identified	Probability Factor (1-5, with 5 being most probable)	Impact Factor (1-5, with 5 being most severe)	Risk Ranking (probability x impact = probability)	Risk Management
1. Physical risks					
1.1	Structural Safety – Buildings - Risk of building damage and / or deterioration over time. - Risk to public from structural damage. - Risk of damage from storms - Risk of damage from miss-use	3	5	15	- Initial investment in the project will ensure the quality and longevity of the refurbished buildings - SCD will be responsible for ensuring the buildings are structurally secure and that regular inspections are undertaken - Formal structural surveys should be commissioned regularly
1.2	Structural Safety – Pier - Risk of building damage and / or deterioration over time. - Risk to public from structural damage. - Risk of damage from storms	4	4	16	- Initial investment in the project will ensure the quality and longevity of the refurbished pier - SCD will be responsible for ensuring the pier is inspected regularly
1.3	Structural Safety – Car Park - Risk of damage and / or deterioration over time. - Risk to vehicles and users from deterioration of surface - Risk operational use of the site due to deteriorated surface.	3	4	12	- Initial investment in the project will ensure the quality and longevity of the tarmac surface - SCD will be responsible for ensuring the surface is inspected regularly - Repairs to the surface will be undertaken when required to limit further deterioration

1.4	Fire Safety • Risk of injury or death from fire. • Risk to buildings and structure • Risk to business operations and financial viability.	2	5	10	• All required fire safety infrastructure will be included within the building and site development • Regular testing of the above infrastructure to be undertaken in line with guidance • Adequate signage and guidance in place for visitors and users • Appropriate insurances are held by SCD as the owner and operator of the site
1.5	Electrical Safety • Risk of injury or death from electric shock. • Risk of fire as a result of electrical issues. • Risk to business operations and financial viability.	2	5	10	• Refurbishment and development of site is undertaken by qualified contractor, with all electrical infrastructure appropriately certificated upon completion • Regular testing of electrics is undertaken by a qualified professional. • Adequate signage and instructions in place for use of the Campervan hook up points • Appropriate insurances are held by SCD as the owner and operator of the site
1.6	Accessibility • Risk of limited access to facilities and services for those with disabilities.	1	3	3	• Site and construction designs to consider accessibility and meet all up-to-date guidance and Disability Discrimination Act (DDA) requirements
1.7	Security • Risk of damage to buildings and site. • Risk of theft. • Risk of unauthorised access to buildings. • Risk of vandalism	3	2	6	• Undertake regular inspections of the site • Limit the opportunities for theft by not storing items on site • Ensure adequate lighting on the site • Consider possible CCTV if required
1.8	Public Water Safety • Risk of drowning. • Risk of medical incident on site.	2	5	10	• Install adequate signage on site informing visitors of water safety / risk, What Three Words Location, location of lifesaving equipment, CPR instructions and emergency phone number (999) • Ensure life saving equipment is located and signposted • Consider installation of defibrillator on site

2. Operational risks					
2.1	Staffing / Volunteers Loss of staff or volunteers will impact the ability to operate the facilities on site.	4	4	16	SCD should be aware of the need for succession planning in order that they can replace members where required
2.2	Management Risk in ensuring adequate management of booking processes, locking / unlocking buildings, cleaning toilets, and undertaking inspections.	3	5	15	SCD should ensure an adequate schedule of volunteer and / or staff time to undertake the appropriate tasks, with adequate cover for holiday and unexpected absences
2.3	Maintenance - Risk of damage to facilities. - Risk of impact of visitors and operation of campervan hook up points and other revenue generating activities	4	4	16	SCD will require to outline and agree the responsibility for maintenance and repairs of toilets, facilities and newly developed infrastructure
3. Environmental risks					
3.1	Waste Disposal - Risk of increased litter / refuse on site as a result of increased visitor numbers. - Risk of waste / black water disposal on site.	2	4	8	- Litter bins to be installed on site and emptied regularly. - Installation of a septic tank - Installation of waste disposal points for campervans will reduce the risk of irresponsible "waste dumping".
3.2	Increased Traffic Risk of increased pollution from greater traffic volume.	1	3	3	- Scale of the project is limited, with only 3 spaces for overnight stays. - Inclusion of EV charging points will attract more environmentally friendly vehicles
4. Financial risks					
4.1	Adequate Income - Risk of failing to meet forecasted income from one or more revenue generating facilities on site. - Risk of insolvency	3	5	12	- Robust business case in place using comparable examples - Conservative usage figures used to project income and expenditure viability - Ongoing monitoring of numbers - Promotion of site to relevant audiences as outlined in the feasibility study - SCD should continuously review opportunities for revenue funding to support the operating costs of the site.

4.2	Monitoring of Expenditure • Risk of higher than forecasted expenditure. • Risk of costs being higher than income. • Risk of insolvency	2	5	10	• Robust business case in place using comparable examples • Conservative usage figures used to project income and expenditure viability • All suppliers and services should be competitively procured and regularly assessed for value for money • Regular monitoring of income and expenditure will provide early indication of any concerns
4.3	Liability / Insurance Claims	1	5	5	• SCD will hold all relevant insurances for the operation and management of the site and activities.

15. Financial summary

15.1 *Sandness Community Development funds*

Sandness Community Development, on incorporation, operated with funds available from the previous Sandness Community Development Group. In the financial year 2021-22 the group raised funds to support the transfer of the Drs Consulting rooms to the ownership of the Sandness Community Hall. Funds remaining after legal costs and bills were transferred to the Hall committee in October 2023.

Sandness Community Development has not yet started any significant trading activity. Turnover for the financial year 2024-25 was £50,530 which includes income from fundraising, grant funds for both project activity and the Development Worker's post.

In the 2024-25 financial year Sandness Community Development has successfully applied for five grants. The first three totalling £14,100 to cover Melby pier feasibility study costs, from the Shetland Community Benefit Fund, SIC's Community Development Fund and the Scottish Land Fund. The fourth of £10,292, from the Community Led Local Development fund (CLLD), to pilot an inter-community bus service for Sandness. A fifth grant, also CLLD funding, contributed to a structural survey on the Melby pier building, and the design and build of a Community website. All current grants are restricted income.

In the 2025-26 financial year Sandness Community Development secured £12,045 to purchase the Melby pier site; Early Adopter Communities funding to continue a twice weekly bus service for primary children to access afterschool sporting activities, and a further £3,330 to provide afterschool activity sessions at the local primary school. Another £1,000 was secured from Scottish Children's Lottery Fund to continue afterschool activities to the June 2026. Both bus and afterschool activity funding has been extended to March 2027.

The Board is working towards sufficient financial reserves. The Company is not registered for VAT.

15.2 Melby pier project financial information

15.2.1 *Acquisition costs*

The site three titles making up the Melby pier site were purchased for a total cost of £8,561. This includes Solicitor's fees and VAT.

15.2.2 *Capital costs for site development*

The following table, on page 42, outlines the estimates capital costs for the project delivery. Figures have been taken from the Melby pier feasibility study and are based on comparable developments in Scotland. Actual costs will not be known until tenders have been taken.

	Area m ²	Unit Cost	Cost	Assumptions
Investigation, assessments & calculations for planning & building warrant			£1,400.44	Ex VAT
Design of structure, road, pier & drainage; Architectural drawings for proposals, planning application & building warrant & expenses			£29,678.68	Ex VAT
Third party consultants M&E consultant/ Quantity Surveying			£6,000	Ex VAT
Planning condition discharge			£2,000	Ex VAT
Planning permission application			£2,975	No VAT
Building warrant submission			£4,135	No VAT
Otter & bird surveys			£1,500	Ex VAT
<i>Design phase total</i>			£47,689.12	<i>Ex VAT</i>
Car Park Surfacing & Markings	360	£103	£37,080	Ex VAT
Toilet Block Refurbishment- Including Showers, Toilets, Laundry, camping böd & White Goods	60	£1,803	£108,180	based on Shetland Island Council build cost index 2024 . Ex VAT + 3% cost increase since 2024
Pier Extension and Improvements	30	£2,060	£61,800	Ex VAT
Campervan Hook Up Points	3	£1,030	£3,090	Ex VAT
Waste / Drainage / Septic Tank			£15,450	Ex VAT
EV Charging Point			£2,575	Ex VAT
E-Bike Charging Point			£2,575	Ex VAT
Electricity / Utilities- SPEN Connections			£5,150	Ex VAT
Signage, Furniture & Interpretation			£5,150	Ex VAT
Asbestos Survey			£0	Completed
Asbestos Removal if required			£3,605	Ex VAT
<i>Construction phase total</i>			£244,655	<i>Ex VAT</i>
Subtotal			£291,654.12	
Project Management & Fees			£21,874	At 7.5% of total cost
Contingency			£29,166	At 10% of total cost
Net			£342,694.12	
Total VAT-able items			£336,274.12	
VAT			£67,254.82	At 20%
Non VAT-able items			£7,110	Planning & building warrant submission
Total Capital Cost			£410,638.94	

To cover development costs Sandness Community Development will seek grant funding. Crowdfunding as a source of funds to cover development costs will also be considered.

16. Current grant funding opportunities:

16.1 Development Funding

Total development costs are unlikely to be supported by a single grant fund, therefore a number of applications will be made to suitable funds:

Coastal Communities Fund

The [Coastal Communities Fund](#) is administered by Shetland Islands Council and financed from net revenues generated by Scottish Crown Estate assets. The grant scheme is designed to mobilise change and deliver positive outcomes for Shetland and its communities. It aims to encourage regeneration of Shetland's communities, supporting the community and economic development of Shetland by investing in infrastructure, community capacity building, developing community assets and encouraging inclusive growth. Grants of up to £50,000 are available.

Viking Community Fund

[Shetland Community Benefit Fund](#) oversee the administration of funds generated through the Viking windfarm. Projects supporting communities in any of the 18 community council areas in Shetland can apply. The Viking Community Fund is administered by local co-operative Shetland Community Benefit Fund.

Highlands and Islands Enterprise (HIE) Green Grant Fund

The [Highlands and Islands Enterprise \(HIE\) Green Grant Fund](#) prioritizes projects reducing carbon emissions through energy efficiency, renewable energy, and waste management. Grants of up to £250,000 are available.

Rural Tourism Infrastructure Fund

The [Rural Tourism Infrastructure Fund](#) is a Government fund administered by VisitScotland. Grants support sustainable, well planned, inspiring, and collaborative infrastructure projects to improve visitor experience and enable more visitors to enjoy Scotland's rural communities. Awards are available from £75,000 up to a maximum of £375,000 dependent on the size of development.

Sandness Community Development Board of Directors and Development Worker have a good working relationship with Grants Officers from the Coastal Communities Fund, Shetland Community Benefit Fund and Highlands and Islands Enterprise. Discussions are ongoing about development funding for the Melby pier project.

To access the Rural Tourism Infrastructure Fund a project should be listed in the Shetland Tourism Infrastructure Development Plan (STIDP). SCD have developed relationships with SIC Economic Development and Visit Scotland and have been included in the plan.

17. Post-development operational income and expenditure

Assumptions

Cash flow for the project has been calculated using the following assumptions:

17.1 *Proposed pricing structure*

Taking into account current local and national charges for the proposed post-development services the following prices have been used to calculate projected income:

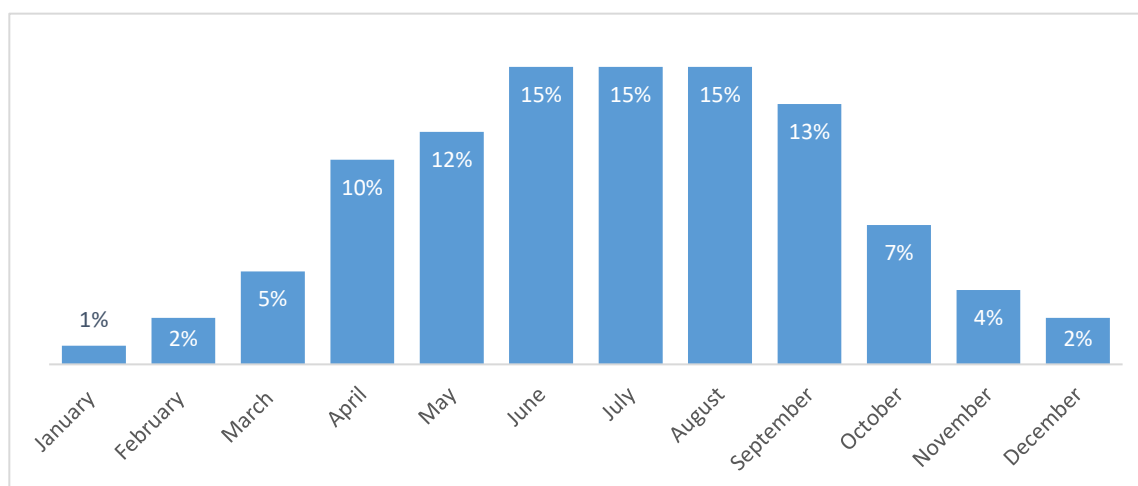
Toilets	Donation
Showers	£3 per use
Laundry	£5 per use
Campervan/Caravan Waste Disposal	£7.50 per use
Campervan/Caravan Hook Ups	£25 per night
Camping böd	£55 per night
EV Car Charging	£15 (average)
EV Bike Charging	£1.50 (average)

Prices have been calculated based on comparable sites in Scotland.

17.2 *Income assumptions*

The following income assumptions have been used for financial projections and are comparable with other rural projects:

- Income generation will be seasonal, current use of the Melby site is known to be seasonal. With development predominantly aimed at visitors, income will vary throughout the year. Percentage of income generated for each month is anticipated to be:



With an estimated occupancy rate of:

Month	Campervan bookings	Camping böd bookings
January	2	1
February	5	2
March	10	5
April	22	11
May	25	12
June	32	16
July	32	16
August	32	16
September	28	14
October	15	8
November	8	4
December	5	3

- Estimates of income have been calculated as an average per month usage or cost.

Income generation from services in year 1 will be:

- Toilet donations of £50 per month across the year, will generate **£600** in revenue
- Laundry use of 5 laundry users per month across the full year will generate **£300**
- Shower use of 12 users per month across the full year will generate **£432**
- Chemical waste disposal from campervans and caravans of 96 uses per year will generate revenue of **£720**
- Caravan/campervan pitches This report assumes that campervans will pay £25 per night for a pitch and hook up. With an average of 18 nights per month across the full year, this will generate **£5,400**
- Camping böd figures assume that campers will pay £55 per night with an average of 9 stays per month in the first year bringing in **£5,940**
- Vending will generate £50 per month giving a net profit of **£600** across the year
- EV charging for 200 car charges per year, and 100 per year will generate revenue of **£1,940**
- VAT will not be required to be added when charging for services, projected income falls significantly below the current threshold for VAT

Additional income could be generated from a membership, or 'friends of' scheme for pier use in the future. This has not been included for the five year projection.

17.3 Expenditure Assumptions

The following expenditure assumptions for year 1 have been used for financial projections and are comparable with other rural projects in Scotland:

- Insurance will be required for the building and public liability for the camping böd at a total cost of **£1,500**
- Non-consumables—toilet roll, hand soap, cleaning products and cleaning equipment at £75per month, giving an annual cost of **£900**

- Chemical disposal—emptying and servicing the tank, twice per year service at £300 per time giving as annual cost of **£600**
- Electricity—hot water heating for toilets, showers and facilities; hook up electricity for caravans and campervans at an average cost of £150 per month including standing charge, totalling **£1,800** per year
- Cleaning—5 hours per week, at the real living wage rate of £12.60 per hour will cost **£3,276** for a full year. Costs have been included for planning and to give a realistic picture, however, cleaning would be undertaken by volunteers from the community until the enterprise demonstrated sufficient turnover to employ a cleaner
- Camping böd licence and safety requirements: short term let licence for **£350** for 3 years; yearly fire safety assessment **£200** per year, additional one off **£300** for certificate of fire safety; PAT Testing for electrical items **£100** per year
- Repairs & Maintenance—a budget of **£900** has been assumed for minor repairs
- Licensing, Admin & Misc.—To collect and record fees for campervan hook ups, site promotion a budget of £50 per month is allocated for administrative and miscellaneous tasks giving a cost of **£600** across the full year
- Business Rates are calculated at the current rate with a 5% year on year
- VAT—all expenses are inclusive of VAT

17.4 Five year financial projection

17.4.1 *Assumptions*

Based on the post-development income and expenditure figures above, the five year financial projection has been calculated using the following assumptions:

- Income from the toilet donations, laundry and shower income are subject to a 2% year-on-year growth
- Income relating to Campervans – pitches and waste disposal are subject to a 10% year-on-year increase in line with Scottish and Island tourism growth predictions
- Income from the camping böd has the potential to increase 10% per year as the destination becomes more widely known
- Income from vending is subject to a 10% year-on-year growth following an increase in campervan numbers
- Income from EV charging is subject to a 5% year-on-year growth anticipating an increase in electric vehicle use
- The cost of non-consumables, chemical waste disposal, repairs, licencing etc are subject to a 2% year-on-year increase taking account of inflation
- The cost of insurance is subject to a higher than inflation increase of 5% per year
- The cost of electricity and cleaning (staffing) is subject to a 10% year-on-year increase due to the volatility of costs and increases in living wage

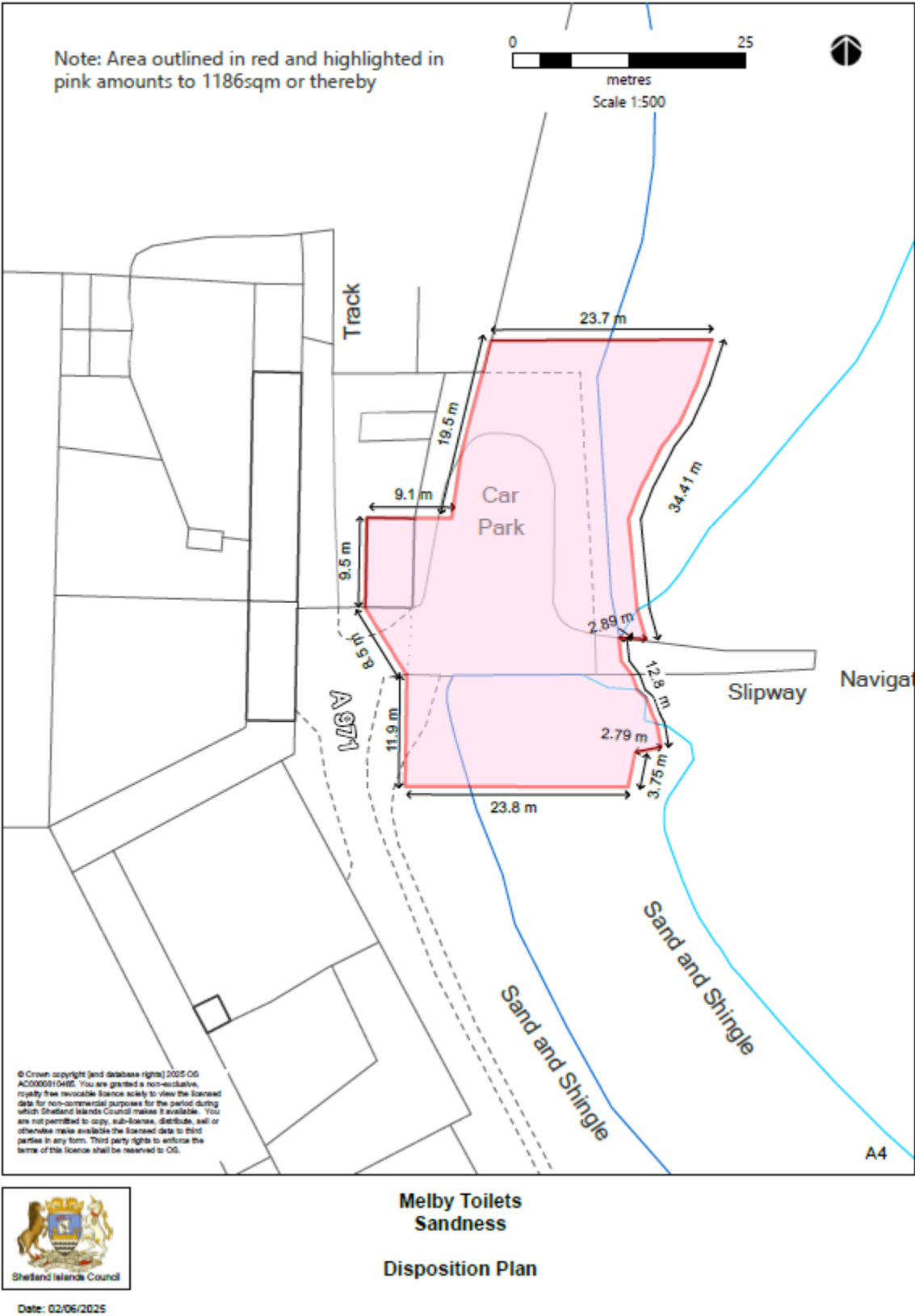
17.4.2 Five year financial projection

Income	Year 1	Year 2	Year 3	Year 4	Year 5
Toilet Donations	£600	£612	£624	£637	£649
Laundry	£300	£306	£312	£318	£325
Showers	£432	£441	£449	£458	£468
Camping böd	£5940	£6545	£7205	£7920	£8690
Chemical Disposal	£720	£792	£871	£958	£1,054
EV Charging	£1,940	£2,037	£2,139	£2,246	£2,358
Campervan Pitches	£5,400	£5,940	£6,534	£7,187	£7,906
Vending	£600	£660	£726	£799	£878
	£15,932	£17,333	£18,860	£20,523	£22,328
Expenditure	Year 1	Year 2	Year 3	Year 4	Year 5
Insurance	£1500	£1575	£1654	£1737	£1824
Non-consumables	£900	£918	£936	£955	£974
Short term let licence	£350	£0	£0	£370	£0
Fire safety assessment/cert	£500	£200	£200	£200	£200
PAT Testing	£100	£105	£110	£116	£122
Chemical Disposal	£600	£612	£624	£637	£649
Electricity	£2,000	£2,200	£2,420	£2,662	£2,928
Cleaning	£3,276	£3,604	£3,964	£4,360	£4,796
Repairs & Maintenance	£900	£918	£936	£955	£974
Licensing, Admin & Misc.	£600	£612	£624	£637	£649
Business Rates	£805	£845	£887	£931	£977
	£11,531	£11,589	£12,355	£13,560	£14,093
Profit	£4,401	£5,744	£6,505	£6,963	£8,235
Profit percentage	27.6%	33%	34.5%	34%	37%

Appendices

Appendix 1

Shetland Islands Council Disposition Plan for Melby pier



Draft plan of Melby pier site development



Appendix 3

Scottish Environmental Protection Agency (SEPA) information on sewage discharge

SEPA were approached to provide advice and information relating to proposed and potential development on the Melby Pier site, including the refurbishment of the toilet block and other buildings, and they responded as follows:

“Regarding the potential community purchase of the Melby Toilets and the environmental licensing associated. With the current use of the toilets (several persons per day) SEPA will require an application be made for a ‘registration’ level licence. The licence will include a time-honoured upgrade condition of 2 years for the inclusion of a septic tank treatment system which will presumably be tied-in with the established sea outfall discharge.

As there are no designations in the immediate area i.e. shellfish or bathing water there is no requirement for the tank to have an enhanced treatment system, though this can be added if you wish.

Furthermore, if your intention is to develop the site to include caravan/camping/showering facilities etc the licensing requirement would be at the higher level of a ‘simple licence.’

Registration: Discharge from private septic tank/sewage treatment work: serving a population equivalent of less than or equal to 15 if built after 1 April 2016.

Simple Licence: Discharge from private sewage treatment works: serving a population equivalent of greater than 15 but less than 50 if built after 1 April 2016”

Appendix 4

Examples of charges for toilet, camping, caravan and EV charging services in similar sites across Scotland:

Toilet use:

Papa Stour (Donations)	£630/year from donations.
Broadford Toilets (Paid)	£31,000 in paid entry (significantly higher tourist footfall)

Public showers:

Craignure Bunkhouse - Mull	£3.00
Mallaig West Bay	£2.00
Badenoch Centre, Strathspey	£3.00
Kyle of Lochalsh Community Trust	£3.00

Carvan and campervan overnight stays:

Skeld Caravan Park, Shetland	£25 per night
Seal Shore Camping and Touring Site, Isle of Arran, Scotland	£25 per night
Point of Ness Caravan and Camping Site, Stromness, Orkney, Scotland	£20 per night
Mull Caravan & Camping, Isle of Mull	£22 per night
Uig Bay Caravan and Campsite, Isle of Skye, Scotland	£25 per night

Chemical and grey waste disposal:

Skeld Caravan Park, Shetland	Included in overnight price (customers only)
Kirkwall Bay Touring Park	£10 Black & Grey waste disposal + Fresh water
Ferry View – John o’ Groats	£7.50 Fresh water, Grey water & Black waste
Scourie Caravan Park	£9 Black & Grey waste disposal
Kinloch Campsite – Dunvegan	£10 Fresh water, Grey water & Black waste

Potential revenue from EV charging

Revenue generated from EV charging points for cars, especially rapid chargers, depends on the charging fees, electricity costs, and usage rates.

- In Scotland, fees for EV chargers (typically 50-150 kW) generally range from £0.30 to £0.70 per kWh
- Rapid chargers allow vehicles to charge 80% of their battery in around 30-60 minutes depending on the car and charger capacity
- A typical EV has a battery capacity of 40-60 kWh, with rapid charging sessions often consuming 20-40 kWh per session.

The following table demonstrates the earning potential for a site such as Melby Pier Car Park, noting the following assumptions:

	Per Car
Charging Income (based on 50p / kwh)	£15
Cost (based on 30kwh charge at 20p/kwh)	£6
Net Revenue	£9

The following table demonstrates the potential income that might be generated through E-Bike charging stations. The revenue generated from e-bike charging points will depend on the usage rates, charging fees, and the number of users.

	Per Bike
Charging Income (based on 50p / kwh)	£1.50
Cost (based on 0.5 kWh at 20p)	£0.10
Net Revenue	£1.40

Appendix 5

Community consultation

As part of our study into the feasibility of Melby pier as a community owned asset, community consultation took place in August and September 2024. A variety of activities were used to engage community residents, user groups and wider stakeholders:

Community Survey	An online survey was distributed using the Survey Monkey Platform, and sought to understand: • Aspirations for the site • Concerns, suggestions, potential usage etc. • Demographic questions to support understanding of the survey's reach. The survey was promoted on social media, and at various events and locations using posters and QR codes. Hard Copy surveys were made available to local community members who were less likely to engage in the online process.
School Survey	To ensure the views of local young people (12-18 yrs) were represented, a shorter version of the survey was issued via the local school.
School focus group	A short focus group was held with the older primary school children
Ice Cream Sunday Event – 25 th August	A previously scheduled Ice Cream Sunday event was used to promote the project, with posters and QR codes signposting the engagement opportunities.
Community Drop-in Events	The project was promoted at drop-in events over a weekend at the local hall, where comments and discussion were noted. Participants were directed to the Walk and Talk event (see below) at the Melby pier site, to get a better feel for the proposed development ideas.
Key Stakeholder Focus Group	A focus group of key stakeholder was held in person, sharing interim findings and facilitating open discussion around the options for the site.
Key Stakeholder Engagement	Face to face, email or Teams calls were held with key stakeholders. Summaries of these engagements are presented in this report.
Walk and Talk Event (On site)	An on-site discussion session was facilitated with the local community and key stakeholders invited to discuss the project at the Pier.

Landowners

Discussions were held with the potential and landowners:

- Shetland Islands Council
- North House (Nort Hoose)
- Crown Estates

Summary of findings

Community survey

Reach & Response	• There were 110 responses to the survey – Given the population of Sandness, this represents a very strong response rate from the community. • 17% indicated they, or a family member had a disability
Support	• 86% of respondents supported Community Ownership of the Pier where the study demonstrated financial viability.
Pier	• 39% of respondents indicated that they currently make use of the Pier. • The physical upgrading of the structure was the top-rated option for investment and improvement at the pier (scoring an average of 4.1 out of 5)
Car Park	• Improvements to the surface and marking was the top-rated option for investment in the car park (scoring an average of 4.1 out of 5) • The provision of overnight campervan parking scored highly (3.9 out of 5), as did the installation of EV charging points (3.4 out of 5).
Buildings on Site	• The retention and upgrading of the existing toilet block was the top rated option for investment (scoring 4.2 out of 5), with the addition of showers also supported (4 out of 5).
Toilets	• The majority of respondents (43) were supportive of donations as opposed to charging for their use (18)

School survey

A school survey was issued for completion by those secondary pupils local to the area. Three responses were received. Three female respondents took part in the survey, aged 11, 13 and 15.

When asked if they use the pier, and what for, the following responses were provided:

- sometimes the toilets and to launch boats off of for fishing
- Watching seals, climbing on the rocks and walking the dogs
- No

In considering their support for developing at the pier, the following feedback was provided:

- Improve the Pier – 2 supportive, 1 unsupportive
- Promote and encourage more water sports – 2 supportive, 1 unsupportive
- Promote and encourage more fishing – 2 supportive, 1 unsupportive
- Improve the car park – 2 supportive, 1 unsupportive
- Improve the public toilets – 3 supportive
- Add showers – 1 supportive, 1 unsupportive, 1 unsure

In giving other ideas, the following were suggested:

- Add some steps from the road or pier down to the beach for easier access
- An animal shelter.
- Bridge to papa

Primary school focus group

The council intention to sell the slipway/toilets/car park was explained, along with SCD plan to buy it to keep it in community ownership to seven children aged 8-11. They gave the following responses:

- My cousins have creels there – keep it!
- Keep it!
- I want it to stay in the community cuz my dogs LOVE it and I've seen my cat there and he also loves it
- My dogs love walking there
- Don't sell it please! We need to keep it!
- I don't want it sold because when I was little, I used to play with them (friends) then over there and now that they moved I want it not be sold
- I want it to stay in the community because my uncle launches his boat there

Suggestions for what could be done with it:

- I don't want it to go
- I think they should make the bathrooms cleaner and bigger not grimy crusty
- Don't sell it
- I want a dog and cats shelter because there is a lot of cats around here that don't have homes
- A dog and cat shelter please

Engagement events

Attendance Numbers

- Friday 6th Drop In, 2pm – 7pm – 8 in attendance
- Saturday 7th Drop In, 10am – 5pm – 8 in attendance
- Saturday 7th Pier On-Site, Walk & Talk, 2pm – 4pm – 16 in attendance
- Saturday 7th Evening Drop In, 7pm – 9pm – 25 in attendance, 3 in conversation

Example of key discussion points of those attending the events:

Notes from the Pier On-Site session:	A busy afternoon at the pier, with at least three boats having used the pier to launch, several cars of tourists and local visitors and also members of the community who came along with the sole purpose of expressing their views.
Tourists and Visitors	The overwhelming response was that the spot was charming, and they were supportive of development as long as it retained the character of the area. Most mentioned keeping the toilet block, or enhancing the building, rather than demolishing and building anew and admired the old stone walls around the site. Toilets were used by all tourists/visitors to the pier on Saturday, and everyone was happy to donate, but grateful that they were currently free. Tourists and local visitors suggested a possible upgrade could be “a place to get a cup of tea”, even if that was facilities to make one on a donation or

	honesty-based system. Local visitors, who are keen campers, were very positive about the Project and hoped for tent pitching areas and showers.
Local Users	A former Papa Stour resident had launched his boat to sail across and help his father with croft work, before motoring back with his son across this notoriously tidal sound. The pier has particular significance for the Papa Stour residents as the original ferry port and was often used in small private craft by islanders. This user had filled out a questionnaire, however during our conversation, as he secured his boat back on its trailer, he was at pains to point out that the pier “needs widened, even by a couple of feet and the rock armour looked at” and stable concrete added at the sides. Recently he has been more likely to launch from other piers and would like this one to be safer for those working with boats, and the boats themselves. A local resident, who cleans the toilets, was on site to show the storage areas and was fully supportive of the Project. He pointed out that at the very least, the roof of the toilet block needs replaced, and stores should be cleared out so that rightful users, including the residents of Papa Stour, can use them for deliveries or off-loading wet gear.
Local Residents	A local resident who owns and crofts land in the area was supportive of the project and felt that the fact the pier is being used both by day-trippers and over-night campers, as well as kayak clubs, wildlife and walking enthusiasts, offers an obvious opportunity for income generation for the community. They were keen to keep the toilers free-for-use but interested in finding ways to encourage donations, perhaps through QR codes or other online means. There were two separate instances of conversations with newly local residents (of less than two years, having moved to Shetland) who both had reservations and concerns about the project. One, who lives within sight of the pier, felt that it would attract “too much traffic across that small bridge – how much can it take?” and spoil the area. They were concerned that it wouldn’t remain the same and attract too many people. The other resident local with concerns also directly overlooks the pier and had several points to raise; they had moved here not realising that there were improvement discussions taking place and felt that decisions were being made and rumours were circulating, and they weren’t being kept informed. They wouldn’t mind if the pier at Bousta (at the opposite end of Sandness) was being upgraded, but they didn’t want to see this happen here. They were concerned this would increase visitor numbers and campers would stay for longer, rather than the “night or two they do now”, especially if amenities such as power hook-ups were on offer. They expressed a concern about the focus, as they saw it, on “income generation” as they believed this would lead to further development, beyond the initial scope of the Project and were worried about what this might be. A new resident of Walls, the nearest neighbouring village to Sandness came to learn about the Project and was largely positive about the proposal to upgrade the toilets and parking area and provide spaces for camping/campervans.

Other Comments	• The financial and time burden on the community will be too much. What will happen in the future; how will it be maintained and who will be responsible once the current SCD move on? • Toilets should be free to access • If the community don't take it on it could be lost • Upgrading will increase the usage and spoil the current atmosphere • It is the incomers that want to develop the area • It can be economically neutral; the more development that happens, the more it takes to maintain it. There is no need to do more than necessary • It is important to retain the historic link with Papa Stour • There is potential for canoeists and kayak clubs to access the caves in Papa Stour • There is potential for a spot for refreshments for visitors, even if only self-serve • encouraging acquisition/development- with varying shades of enthusiasm • concern about the Pier being a busy place (spoiling the peace & quiet) and about the Pier becoming a burden/liability to the community
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Papa Stour Residents

Meetings were held with Jane Puckey and Andy Holt, representing the Papa Stour residents' perspective. They provided useful background on historic and present-day usage of Melby Pier by Papa Stour residents.

It is clear that several residents of Papa Stour continue to use Melby Pier and regard it as essential that this facility remains available to them. There are concerns about the current condition of the pier, especially its surface and the absence of bollards. They would be supportive of improvements that enabled it to receive disabled people (including wheelchair users). On the other hand they would not want increased use by campervans to impede access for Papa Stour residents.

The discussion concluded with the pier's potential asset transfer to the Sandness Community Development Group. AJA and Jane discussed funding options through the Scottish Land Fund and the council's possible support for minimal-cost transfer. The Community Council expressed support for the feasibility study, ensuring the pier remains a lifeline for the community.

Both interviewees were strongly supportive of SCD's ambitions to acquire Melby Pier on behalf of the community.

In conclusion

There is clear support for the project from community residents, user groups and wider stakeholders, for community ownership of the pier, car park and toilet block.

The community are keen to see the pier structure improved, the toilets refurbished, and additional facilities considered. They are also supportive of the option to provide overnight campervan hook up points recognising the potential for revenue generation.

The community preferred the option for donations to use the toilets, and were less supportive of charging for access.

Appendix 6

Community consultation survey comments:

Why do you support this project?

Although I don't use the pier personally, there are many members of the community that do, including family members so it would be detrimental to our community if it was no longer useable.
As a long-time resident in Sandness who uses the pier to launch my boat occasionally ,and in the past has used and every time it was nice enough to go boating it would be very inconvenient to not have a suitable slipway in Melby . The slipway in bousta is fine but it's not as handy .also if you are kayaking to papa stour the carpark area and toilets is very useful when getting ready
As regular visitors to Sandness and Melby beach, improving accessibility and development of the pier, car park and toilets would be great. It is already used by campers/kayakers but better facilities particularly in summer would help and be a good addition to the area
I believe it's in the best interest for the community
I have Used Melby pier every summer for over 40 years to Access Papa Stour and the sea in general. It is a popular spot for kayaking and boat launch to the caves of papa. Also popular for caravans etc. the pier means so much to me my Daughter and my boat was named after it. I think community ownership would be great and could generate income from caravan and boats. The pier obviously needs some new rings for securing boats and the slipway could do with a small extension to make it more usable at low water. More than happy to help anyway I can
I live between Edinburgh and Papa Stour. My self and my daughter and my two nieces have all used Melby pier more than once in the last year to get back-and-forth to Papa. I was born on the island (1973) and have many happy community memories of John Jamieson and The venture utilising Melby Pier for the mail and grocery runs. I've also seen it used by kayaking and boating friends of mine who've come up from the UK and Scottish mainland. It's an incredible resource and if there's any way I can help keep it in community use, please let me know. For example I could do some commercial standard drone film footage for you and would be very happy to help in a communication context as that is my professional speciality . Kind regards, Thor Holt (07906) 321593
I reside on Papa and use the pier during the summer months to ferry friends and family across the sound on non-ferry days. Plus I've used it one way or another for 50+ years and feel an emotional attachment to the pier and Sandness.
I think it is a pleasant environment in itself and is in a pleasant environment - meaning that it should be valued for the whole community. As a possible site of business/transport, but also for itself.
I think it would be good to have a nice area to be used by camper vans, caravans, boats etc and also a picnic area where people can sit and enjoy the view.
I use the Pier mainly in the Summer months to pick and drop of family and other people
I use this pier to launch kayaks for visiting Papa Stour and also use the public toilets. Any time I visit there are usually other people there so the facilities are obviously well used.
If it is financially viable ..then why not ? The Bousta slip works well so why not something at Melby. Shetland folk have a long tradition of working together for the common good so why should that cease?
It has the potential to attract additional visitors and spend as well as being an asset used by residents.
It is a good asset that is used by many of the community. It would be a shame if it was to be privatised, and access removed to the general public and local community.
it seems a good idea, but I'm not sure that it will ever be financially viable
It would be a great asset for the Sandness community, as well as other communities who will use the facilities. It's important assets such as the pier can be owned by the community, which helps to build stronger local communities. This will also be good for papa stour residents/visitors.
It would be a pity to lose the pier if the Council sells it, for those that use it, the local community and visitors.
It would be a shame for the community to lose this asset It's a disgrace the SIC has given up the toilets and now the pier And left the pier, toilets outflow in a state of disrepair Without making good any of the above before selling on As it stands any private individual trying to sell this on would have to spend a lot of money rectifying to meet the standards required Whereas the SIC can just do as they please !!!

It would be good to have the Pier under community ownership as it is a popular camping spot for caravans and camper vans, with some development this could be a good income for the community.
It would seem a waste of a resource to let it decline further
It's a fine, clean place to launch me boat from. Great little community
It's a great point for putting in for kayaking across to Papa and for pitching up in my campervan, it'd be a shame to see it being lost and if it can pay its way then why not
It's a valuable asset for our remote community
It's an asset to the communities and visitors to Sandness and Papa Stour.
It's an asset, also public toilets available. Also needs developed/properly managed i.e. camper vans emptying waste water etc into our cleanish waterways.
It's important to future proof the community of Sandness
Its an asset, useful for small boats and fishing from. There are some repairs needed with cement and mooring fittings and without maintenance the pier will be lost.
Its important to have the facilities at Melby for visitor, it would be great if we could make profit out of the visitors to improve the facilities
Keep public toilets for locals and holiday makers. Pier is used for leisure purposes, for extended families and for holiday makers and visitors.
Keeping ownership of the pier within the local community is far better than it ending up in external hands where it may either end up neglected or used for profiting off of the locals.
Many people do use the pier, not just for boats but also the toilets and parking area. Its loss would be noticeable. It provides a perfect magnet for visitors giving them easy access to the above facilities. It also has the possibility to. generate future income for the community and even provide work.
Melby is a beautiful location, and I'd like to visit more often
Melby Pier is a vital link for the residents and community of Papa Stour who need to cross to the mainland of Shetland for a variety of reasons including peat cutting in Sandness, emergency visits to the Health Centre in Walls and meeting visitors and family members who want to come into Papa Stour out with normal ferry times. This pier is also very well used by canoeists and small fishing boats. It is vital therefore that Melby pier is allowed to remain open for use by the communities of both Papa Stour and Sandness as well as the wider public. It's is a very valuable asset to be enjoyed and used by all.
Melby Pier is one of the small number of focal points in Sandness where people can stop and take in Sandness. It is very scenic spot with lovely views. Further to this, it also provides access to the sea and Papa Stour for people with boats, kayaks, etc. This is a great facility which should be retained for all to use. The toilets are also an important facilities which are much needed for visitors. Without maintenance and development the site will slowly decline so it is very important that we look at ways to make it sustainable. Without finding ways to generate income from the site this will not be possible therefore it very important that we investigate ways to do this. If the site can be developed to support it's sustainability we can see it remaining a fantastic community asset long into the future.
Melby pier was a historic access to Papa stout for the ferry, the pier is used by kayakers and small boat fishermen
Part of the built fabric of the community
Stay accessible for all
Takes control of a local asset and allows the community to use as they see viable and in the best interest of the community
The Council are unable to maintain this asset and must sell it. Allowing the pier to move into private ownership may deny any local users access. Some form of community ownership is therefore the best solution.
The pier area has character. It adds to the peaceful, tranquil environment. The toilet facilities and space allow for easy access and encourages recreational use.
The pier area is used by hundreds of people throughout the year, with most of them using the toilets. Cars appear daily, local men and men from outwith Sandness use the slipway. This year has seen kayakers from all over the world arriving from mid April to late August with their numbers exceeding those of previous years. There is an increasing number of camper vans etc.
The pier belongs to Sandness & Papa Stour. It's primary role should be to support the local fishing effort (commercial & non-commercial) and local transport needs. Maintaining the existing pier is the priority whilst extending it to improve access for larger craft should be one of the primary aims going forward.

Provision of improved infrastructure might permit ancillary uses such as a Caravan/Camping site if land use/ownership issues permit.
The pier could be a valuable investment given the right management. A marina or pontoon could be purpose built which would allow membership and moorings from villagers or boat owners which could draw income from there. Shore power could be provided, the toilet blocks renovated maybe to include showers and septic waste points which would then open up the area for a small caravan or camp site.
The pier is a great resource to have for those who use it
The pier is a vital link to the mainland for the Papa Stour residents who operate own boats.
The pier is an important community asset that we are in danger of losing access to if it is privatised, therefore I support community ownership of this asset.
The pier is part of Sandness always has been and I hope always will be
The pier provides a facility for those wishing to use it. If it could be used to generate a small income, that should be used to benefit the community.
To ensure that it remains freely accessible, to enable it to be developed as somewhere to be hospitable to visitors, and to offer scope to generate income for the benefit of the local community.
To ensure that the pier, car park and toilets are kept under the control of the community and available to the community and general public
To prevent the asset being lost to the community if it is sold into private hands. The site is well used by visitors and has the potential to generate income and employment for the local area
Watersports
We live in Derbyshire but come to Shetland every 2 years and we love going to Melby and we have a lot of fond memories. Please let us know if you do not need our support because we are not from Shetland and we will not take offence.
We use the pier to get to papa stour and surrounding areas at least once a year, we have a small aluminium boat we can launch at the slip but recent years we have struggled to park our car/trailer near by as on nice days it gets busy. We would also love to have a place to plug in a Caravan or electric car it is such a beautiful spot
We use this area a few times per year to launch kayaks from for paddling to Papa Stour. The toilet block is very useful and a camping area would be great for future use
We would have to see the pier closed off if it were to be bought privately. It is important for the community to have use of the pier and hopefully improve it for future generations.

Why do you not support this project?

Because the community can't afford to run it, inevitably the cost would come from the public purse somewhere down the line.
Because the council has let it become too run down and it will cost too much to put it right and maintain
Financially viable is not the only consideration. I selected no support due to the lack of information supplied. Feasibility study would need to include the risks associated with increased use of the present and/or any additional facilities possible. An example of the above is the increasing usage of the area by caravans and campervans. These modes of holidaying increases risk of accidents due to families with young children in close proximity to a pier with no wall to prevent accidental fall. Further risk of effluent from nearby toilets and housing should also be considered along with any planning / building warrant restrictions on any possible renovation.
I support the community
I would prefer the pier to be free for the public to use rather than turned into a commercial enterprise.
It will not serve the majority of the community.
It would be a financial mistake.
Not used
Plans to "develop" the pier are not in the interests of nearby residents
Q7 is just a leading question so it all needs more info before that can even be asked. I don't have a stance either way at the moment.
The plans sound like they will turn the pier into a campsite
There are other issues that need attention.
Waste of money.

Waste of time and money for just a couple of people.
We have enough trouble trying to get the hall and the drs hut going !

How do you think the project will benefit the local community?

1 - Improved facilities could attract more use of the pier 2 - It could generate a small income
A positive destination
As there is no shop or cafe for visitors to spend money in Sandness, not sure it would add any monetary value
Attract and support our most important local industry (fishing sector) Create and support a Leisure based industry with potential local employment opportunities. Maintain local population and services.
Attract water sports and campers to the site
Better access and facilities will mean more people with use the pier. Thus attracting more people to Sandness and making it better/more accessible place for the community.
Brilliant for the community and for other local areas visiting.
By formalising the existing use of the site and either charging or collecting donations for said use will bring money into Sandness therefore boosting the local economy. Making the area a more desirable destination could lead to other opportunities.
By generating revenue, increasing visitor numbers and improving our sense of Place.
By offering scope for generating income that can be reinvested locally, and by creating space in which local businesses/self-employed might operate.
By upgrading and charging for use, particularly for overnight stays and use of showers etc, it will generate income through the tourist activity. Potential to provide paid work for cleaning and coordinating bookings if it was successful enough
Charge a small fee for overnight stays/ use of facilities
Charging for boat launching and mooring could be a valuable income stream
Considering the use of the premises currently from campervans/visitors as well as community members, it would possibly be a lucrative project to bring revenue and visitors to our beautiful home.
Depending on the success of the upgrade, it could bring more visitors. Whilst I'm sure we would like to share the beauty we live amongst, this could easily be overwhelming, so needs to be very carefully managed. Same points for any businesses which may be set up in relation to the upgrade.
Encourage folk to use the pier and beach car park more
Hopefully bring more folk into the community to use the pier/amenities and also buy from local artists, industries, food/home bakes from cake fridges so on
Hopefully make enough to keep the toilets supplied with consumables And to keep the pier/carpark in community use
I am not sure that it will benefit economically but it would prevent further deterioration or exclusion which would have a negative effect.
I could see how an upgrade to this facility could bring more tourists spend to the West Coast and Sandness In particular
I don't think it will benefit the community. I think it will be a burden
I find that difficult to predict until we try something and see how it works out.
I think if the pier can wash its own face at the moment, it could be part of larger community projects to attract people to sandness to get away from the hustle and bustle of everyday life for folk
If sufficient donations for use to employ part time caretaker
If upgraded I hope that other facilities operated from Sandness Hall may be viable
Improved facilities will always mean more people will visit, we run the public toilets in Hammavoe, and we ask the Tour companies for donations which they are happy to give for using the toilets on their tours.
Improvements would see an income generated by the already popular destination and would be a benefit to community members who already use the pier.
Income from use of facilities. Paid work for someone to clean and maintain the facilities.
Increased footfall provides more opportunity for economic opportunity. Also opportunity to make money from the facilities which can then be reinvested in the community
Is there scope within existing buildings or even viable to have an honesty cafe/vending machine? To get fresh sandwiches quiche, fancies etc. Coffee let's face it not many places to eat on westside.

It already functions as a rest room facility and base for further exploration of coastal scenery and alternative transport option for me and other boat owners on Papa.
It will bring people to the area.
It would bring huge benefits. If there are facilities for people in caravans/campervans, this could provide brilliant income potentials for the Sandness community, as well as neighbourhood communities who will all benefit from this
It would continue to be a place for people to visit. It would also continue to be a place people can use recreationally.
It would encourage more local tourism to Sandness from around the island, particularly for those with interest in water-based activities.
It wouldn't really unless campers were charged for or the (previously) proposed coffee shop at Melby was resurrected. or alternatively open the woollen mill for tours and incorporate cafe....or use hall or doctors shed for summertime cafe. Otherwise nowhere to spend money and benefit local economy.
It'll attract people into the area, and it'll depend on what other things can be put in addition that will make it a positive benefit
Its unlikely to be a major income to the community ,but an improvement to the parking would encourage more campers and if the pier closes then it will never be replaced
More people shopping
Possibly generate income from tourists to the site
Potential to create some employment in Sandness. Possibility to generate income from visitors to the area to help fund the maintenance and development of the site.
Potentially make the Westside a more interesting place to visit. Greater awareness for Betty's box and Turrifield . possibly more people might take the same initiative and start other roadside buying options?
Safe and reliable access to the sea (and recovery to land) is a crucial component of a thriving coastal community.
Sandness and Melby in particular are popular destinations for camper vans / kayaks etc. built it and they will come. I as a regular pier user would be happy to pay a subscription to use the pier and its facilities.
The entire project if managed right could provide the community a source of income whilst attracting tourists and visitors, which may then encourage further people to move into the area.
There is no shop in Sandness but the increase in people using the pier area could bring income to other local shops and businesses.
To maintain, or increase somewhat, visitor numbers.
Use of the shower provided could be charged for. Otherwise, I'd see benefits for the local economy only in the likely higher attendance of functions in the hall.
With no local shop/cafe (cake fridge) present, even seasonally, better facilities at pier could possibly support this type of initiative in the future.
Yes, if enough money can be generated to support the running costs
Yes, it adds to the destination and getting people to stay longer
Yes. Honesty box selling local produce, ie eggs, vegetables etc, local crafts, postcards etc. Tea & coffee machine. Honesty box for donations to help with maintenance of site and running costs etc.

Any further comments, feedback or suggestions relating to the acquisition and improvement of Melby pier and the surrounding space for community use?

A multipurpose approach needs to be considered to maximise the value of the investment made. Being a small village and a remote area, a south company is unlikely to take the view that a single use investment is a viable option. The pier could attract visitors which could then make a case for a small shop in the village if demand increases. The village could become busier, and more may consider moving in with families if more amenities are available.
Campervans have been in the area since the end of march and are still appearing in September.
Carpark is desperately in need of improvement/Repair
Charge for campers... Have coffee shop, and / or build / renovate a building or doctors shed as bunkhouse (bod)
Community consultation would be required to determine what the appointed feasibility study groups brief is.

E bikes to rent? Coffee/tea facilities bit like cake fridge idea. Mini Shop, open certain day/time or maybe doc hut better for this
Have recently enjoyed many walks in the area, the beaches, the mill and the toilets. Gave donations for the toilets. As seen elsewhere in Shetland, good quality locally owned toilets can encourage more donations. Could ask for car parking donations there too. Or could provide QR codes for walking routes and info, which could also encourage donations. Then more donations could be encouraged from those who use the pier with boats, equipment, kayaks etc. Could jointly run a local produce honesty box which might provide extra finance. But beyond that other people might have more ideas for how to get larger grants/sums of money.
I am all in favour of the acquisition of Melby Pier by the Sandness Development Group for the benefit of both the Sandness and Papa Stour Communities. Furthermore it has to be pointed out that Melby Pier was originally built for use by the people of Papa Stour and the land was given in perpetuity for this reason. Therefore the site cannot be sold for private use and must always remain in the possession of the local community.
I don't think the site is big enough
I think any improvements to the pier would be an amazing benefit to the local community. Caravans/campervan sites are in very high demand and the community would definitely benefit from having facilities such as this which could provide great income. Upgrading the pier for boats to tie up and for people to keep their boats there would be very welcome .
I think as long as we take out time and think carefully what we are planning to do and don't jump in with too many big ideas.
I would be more inclined to swim and use the beach if I hadn't seen waste dumped or buried on Melby beach in the past.
I would be wary of expanding the facilities too much. Sandness is a small place, and the residents enjoy the peace and quiet. However people come anyway, and it is better they have appropriate facilities as they will park and use the al fresco toilets if there is nothing for them.
I'd suggest the SIC contribute to repairs in the car park as they've done no maintenance or repairs in recent years, and it is used as a turning head for snow plough/gritter in the winter and weekly by the essay kert
If you are thinking to promote the beach as a swimming /water sports area. Be aware that there are very strong undercurrents and very strong tides. Someone like Paul Hawkins would be able to give a more sensible idea of risk than me but I do recall being told as a child that people had sucked out to sea and been drowned . We were never allowed to swim at the Melby beach only the Norby one. (Swim across, within your own depth and never ever out to sea and only with another confident swimmer) I note that people are wild camping anyway round Sandness so whether they would want to pay for their space ? Not sure ! The coast wouldn't be viable for Mussel growing as not sheltered enough and why would fishing boats land here rather than Wast burrafirth or Walls? It would need dredging regularly before bigger vessels could use it and that is bound to be costly. Sorry to be so negative! I did fill in a positive response earlier, but reality has set in. Unless people were interested in a more direct route to Papa? But again you need to cut through that tide so it's not for the faint hearted on a bad day!
Improvements which might attract greater use should initially be modest and take into consideration the impact on neighbouring dwellings and Sandness generally
It would be great in the future if there could be scope to extend the project further. Looking at a potential break water or similar then folk may be able to keep their boats in the bay. It is an exciting opportunity which has the potential to have many benefits to the community and visitors to Sandness.
It's important that the pier and surrounding is kept for community and public use and is not privatised
My focus would be on improving the pier and slipway with new mooring bollards on the pier edge and extension to the slipway and rock armour. It would be a shame if the character of the pier was altered too much. I would like to see the concrete obelisk kept as 4 generations of my family have played round it while waiting for the boat to come from Papa.
None at present but will provide more comments and suggestions as the project develops via SCD.
People don't tend to carry cash for donations/payment to use the toilets, but I have looked into QR code payments through PayPal or other websites. Not sure how difficult it is to set up a contact less payment system, but it might be something to consider. We rarely get cash donations at hamnavoe toilets now as people rarely carry cash.
Perhaps consider information boards re local wildlife such as seals and the birds that can be spotted on the shore etc. I would not wish to see too much development as much of the attraction of Sandness is how it is at present.
Pier car park usage by campers is already at nuisance levels. This needs to be discouraged not encouraged.

Please do not posh it up - just improve the hardstanding, bathrooms, showers, and freshwater access Don't gentrify their quaint-ness - it makes them appealing Extremely positive to keep it and enhance it for the community.
Reiterating general positivity, with caveat of careful/sensitive management.
The community will need to keep gathering the taing that gathers each winter. Otherwise no one will want to visit and stop there as the beach flies are a total nuisance !
The development should be flexible to allow new opportunities and ideas to emerge over time. Some ideas may only emerge when an improved and attractive space becomes reality. While scope for business/employment should be encouraged, the underlying principle of public access and public good should be paramount.
there isn't much surrounding space you need all there is for parking
This initiative would boost tourism and with that the local economy.
Tidying and monitoring of all the beach areas in Sandness would be good!
Yes, please get Tourie Garrick to remove his building materials or auction them to help pay for new developments.
Yes, the toilets / showers should be charged for campervan stays - this could be via a key-box code after online payment - many village facilities in Iceland have this sort of set-up. A place to empty campervan grey water tanks and chemical loos would probably be a good idea, as they may be emptied into unsuitable drainage otherwise.

Appendix 7

Letters of support

Turriefield
Sandness, ZE2 9PL

North House,
Papa Stour, ZE2 9LJ
November 1st, 2024

To Whom it may Concern

The community of Papa Stour are unanimous in their support for the Sandness Community Development Group to seek acquisition of the Melby Pier with associated land, toilet and store.

The Melby Pier together with associated land and building was originally given in perpetuity for use by the people of Papa Stour. It was used by the Papa mail boat on a regular basis as well as for transport of people, livestock, domestic goods, agricultural equipment including animal feed, building materials, school equipment and even vehicles.

Today Papa Stour is served by a car ferry run from West Burrafirth by the SIC into the new pier in Housa Voe. However, this does not mean that residents in Papa Stour no longer use Melby Pier. In fact, the Melby pier is in constant use by Papa folk.

Folk from Papa Stour use Melby Pier when cutting peat in Sandness and then transporting it back to the isle across the Sound by boat. Others use the pier to meet visiting family and friends on non-ferry days thus allowing for more choice as to when they visit. There are occasions when it is necessary for workmen and others to come into Papa Stour at short notice or when there is no room on the scheduled ferry. Only this summer a visiting Minister from the Scottish Government came into Papa Stour on the scheduled ferry but needed to get out again before the next ferry. So a Papa man was able to return her to the mainland via Melby Pier. The local vet has been into Papa via Melby as has the doctor.

During lambing time, shearing and sheep gathering when the schedule ferry doesn't always allow for sudden change of plans and emergencies the Papa folk know that they can always move in and out of the isle by using the pier at Melby.

But it is not just the Papa folk who use Melby Pier. Increasing numbers of kayakers drive out to Sandness and then paddle across the Sound to Papa Stour. For many years Papa Stour hosted the Shetland Canoe Club annual symposium when dozens of kayakers would gather at Melby and paddle across for the weekend. The numbers of kayakers using both the Pier and facilities at Melby are increasing year by year. Small fishing boats use Melby Pier as do small pleasure boats.

It is absolutely essential that the pier at Melby together with land, toilet facilities and store is kept in local ownership, not only for the Papa Stour residents but also for the Sandness community. There has been, and still is, a very strong link between the two communities going back for generations. And this needs to be continued.

Without any hesitation at all the Papa Stour Community strongly support the Sandness Community Development Group in their bid to acquire the Melby Pier and associated land, toilet and store and we wish you every success.

Kind regards
Jane Puckey
Community Councillor
Papa Stour

Chairman

Mr I F Walterson
Modesty
West Burrafirth
Bridge of Walls
Shetland
Tel: Walls 01595 809428

E-mail: hnpierwick@outlook.com

Clerk

Mr D A Forrest
1 Kirkidale
Walls
Shetland

Tel: Walls 01595 809746

E-mail: s.wcc.clerk@btinternet.com

11th November 2024

Sandness Community Development
c/o Penny Armstrong
Development Worker
Turriefield
Sandness

Dear Penny,

Letter in support of Sandness Community Development's bid for funding to take the Melby Pier, Sandness into Community Ownership

At the November meeting of the Sandness and Walls Community Council, the Members were unanimous in their support of Sandness Community Development's bid for a grant to cover the cost of taking the Melby Pier in Sandness into community ownership.

During their discussion on this matter, the Community Council Members recognised the historical significance of this pier in relation to Sandness' link with the neighbouring island of Papa Stour. They wish to add their voice to those of the Papa Stour residents who are also keen to see this historical facility be upgraded and come into community ownership.

Both Papa Stour and Sandness fall within the Sandness and Walls Community Council's ward and any development that improves or helps sustain facilities in that ward is welcomed.

It is hoped that in the not too distant future the pier will again be a valued asset to the Sandness Community.

Yours sincerely,

Doug Forrest (Clerk to the Sandness and Walls Community Council)

From: Glynn Cochrane <glynn.cochrane@yahoo.co.uk>
Sent: 30 October 2024 19:23
To: Turriefield <info@turriefieldveg.co.uk>
Subject: Melby

Having owned the North House for over 25 years I am convinced that the preservation and conservation of this unique Shetland asset requires active community participation.

Shetland Council has not managed this situation well and abandoned its responsibilities in a way that disadvantaged local people.

I believe that community involvement and participation is the key to unlocking the potential of this unique asset.

Professor David Glynn Cochrane

North House,
Papa Stour,
Shetland.
ZE2 9PW.

11.09.2024

To whom it may concern,

As long term residents of Papa Stour, my wife and I are fully supportive of the plans to upgrade the pier and associated facilities at Melby.

The traditional links between Sandness and Papa Stour go back much further than the half century we have lived on Papa Stour and the pier is a vital component in that history.

Melby pier is still used in the summer months by myself and other boat owners based on Papa, as it adds flexibility to any travel arrangements we might make for ourselves, friends, relatives or other visitors.

In the summer months Melby is a popular departure point for parties of Kayakers, along with bird watchers, tourists and locals just out for a Sunday drive filling the car park and enjoying the peace and quiet.

We wish you every success in your endeavours,

*Andy Holt & Sabina
Holt-Burke*

Nick McCaffrey
6 Marthastoon
Aith
Shetland
ZE29GZ
13/09/2024

Dear Sandness Community,

I thought to write this letter in support of the community of Sandness taking over control/responsibility for the Melby pier. For what my stake is worth I believe this pier going into private ownership is not in keeping with what is best for the community.

The pier itself brings me to Sandness regularly as an avid naturalist and outdoor enthusiast. This arguably leads to a degree of investment and promotion for what is a very remote location on the mainland of Shetland. Whenever there, I also see many members of the local community making use of the slip to launch their small pleasure craft and it is clearly cherished and enables access to activities that in such a remote location are arguably limited.

As a member of the local lifeboat crew of Aith I would equally advocate this pier enables access to emergency services to the local community if needs be. Whilst not Sandness granted, the recent evacuation by the RNLi of a casualty with bone fractures from Vaila to Walls proves a good example of piers in remote locations proving incredibly useful access to emergency services.

I trust my support of this community asset remaining in community control is taken in good faith, I genuinely believe it is a vital part of the local community and certainly something that brings me and other good friends and colleagues to the area.

Kind Regards

A handwritten signature in black ink, appearing to read 'Nick McCaffrey', with a large, stylized loop at the end.

Nick McCaffrey

RT HON ALISTAIR CARMICHAEL MP
ORKNEY & SHETLAND



HOUSE OF COMMONS
LONDON SW1A 0AA

Please reply to:
171 Commercial Street
Lerwick
Shetland
ZE1 0HX

Our Ref: AC19160
15 November 2024

To whom it may concern,

I am writing in support of Sandness Community Development taking Melby pier along with the toilets and car park into community ownership.

I believe that these assets need to be preserved to offer continued access to the pier. The site is a significant historical link between Sandness and Papa Stour, and it is important that link is maintained for the benefit of both communities.

It is apparent to me that the collection of properties, the pier, the toilets and parking are a unique community asset and important facilities for both local residents and visitors. Sandness Community Development's intention to preserve, upgrade and develop the site will create opportunities to boost the community and provide a clear destination for anyone visiting Sandness.

Yours sincerely

Alistair Carmichael

Tel: 020 7219 8181 Fax: 020 7219 1787
Email: carmichaela@parliament.uk Website: www.alistaircarmichael.co.uk
Constituency Offices: 14 Palace Road, Kirkwall, Orkney KW15 1PA Tel: 01856 876541 Fax: 01856 876162
171 Commercial Street, Lerwick, Shetland ZE1 0HX Tel: 01595 690044 Fax: 01595 690055



Helen Moncrieff
Secretary, Shetland Bird Club
Scholland
West Burrafirth
Virkie
Shetland
ZE3 9JL

21ST October 2024

secretary@shetlandbirdclub.co.uk

Dear Penny

Thank you for contacting me about Sandness Community Development's efforts in taking on the management of the toilets, pier and car park.

The Shetland Bird Club has over 200 members, many of whom enjoy spending time visiting different areas in Shetland to observe birds and other wildlife and spend time in Shetland's outdoors. Sandness and the surrounding area is rich in breeding birds, attracts migrants and wintering birds, and has great botanical interest. As well as people travelling on their own or in small groups, Sandness's natural history can attract large numbers of visitors. For example, the Farm Advisory Service held an event at Sandness in September to promote the good work done by local crofters to benefit biodiversity, and in early October well over 100 birdwatchers were attracted to Sandness to see the rare Eastern Crowned Warbler. Many of these people used the facilities and were able to spend longer enjoying being in Sandness.

There are great health benefits for people who connect with nature. However, one of the barriers to accessing nature is the lack of public toilets especially so for women and people who have health issues such as anxiety. Having decent facilities is a key factor on deciding whether to visit an area, be that as an individual or in a group.

Please accept this letter as our full support for the project and we wish you every success in securing the permissions and funds that you need to deliver this project well into the future

Should you wish any further, please contact me at the above email address.

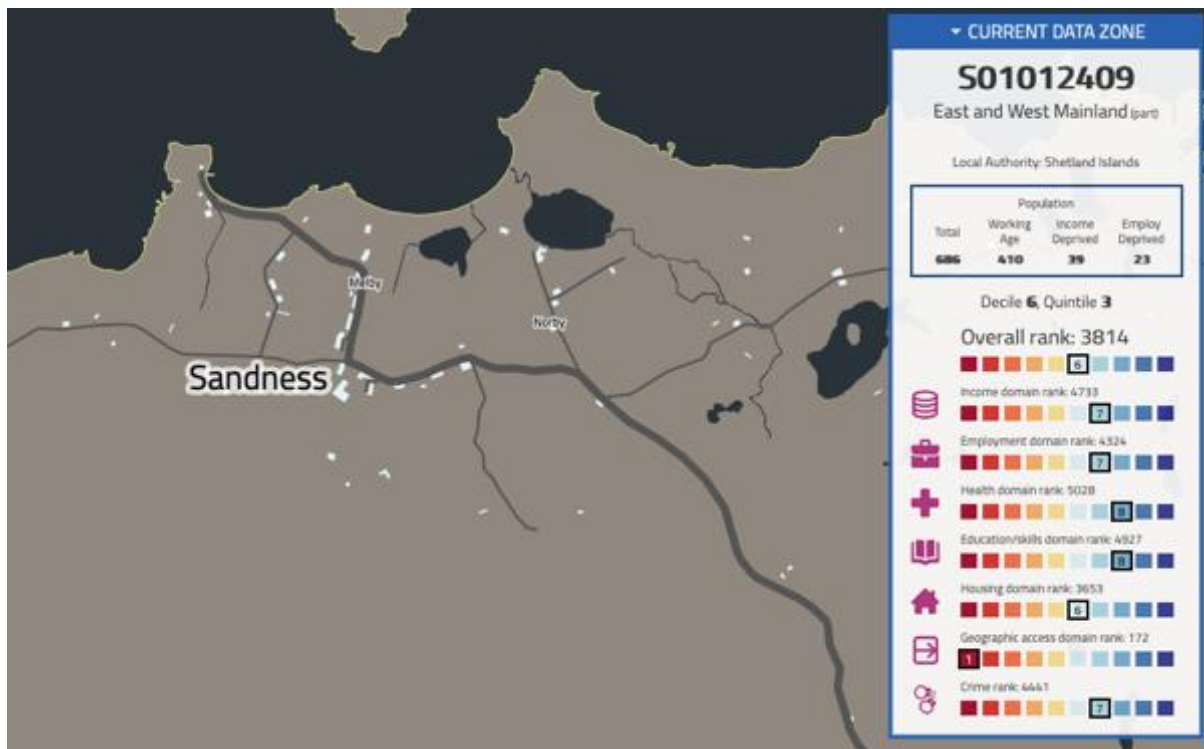
Yours Sincerely,

Secretary of Shetland Bird Club

Appendix 8

Scottish Index of Multiple deprivation (SIMD)

The Scottish Index of Multiple Deprivation (SIMD), the Government's official tool for assessing smaller population zones (average population 800) with the lowest levels of deprivation in the country. The SIMD is used to focus and inform policies and resources in order to tackle social inequalities in Scotland.



With Sandness being a remote location, the local area is covered by one data zone in the SIMD statistics, as shown in the map and chart above. The statistics show that the local area has limited deprivation, with the exception of geographic access (access to services) where it ranks 172 out of 6,976 datazones in Scotland.

Rural deprivation

The Scottish Rural Policy Centre (SRUC) published a report entitled Rural Scotland in Focus, which sought to monitor how rural Scotland is changing. It focuses on population trends, the lives of young people, the levels and experiences of poverty and disadvantage and how use of our finite rural land resource is negotiated through planning and other means.

Rural inequalities create challenges to living that are not experienced by communities within larger urban areas.

Employment Issues and Inequalities

The SRUC report highlights a significantly larger percentage of those in part time or smaller contract jobs, often with lower hourly rates or salaries than counterparts in urban population centers. Many

rural areas have become increasingly reliant on the Tourism Industry, and thus many jobs are seasonal in demand.

Fuel Poverty

Living outside of larger urban areas is likely to increase the costs of goods overall – primarily due to the cost of the supply chain network required. This can be seen in the cost of petrol and diesel with a predominant market of independent providers, unable to offer the prices of larger national outlets. This issue raises a secondary cost to residents, with rural communities relying more on private transport, and often having to travel further for services. Ultimately, for resident's island communities, more fuel is required, and that fuel is often supplied at a higher cost.

Cost of Living

The “Minimum Income Standard for Remote Rural Scotland” report follows from work and research on the Minimum Income Standard for Scotland. Considering the previously noted inequalities in rural living, the report headlines that the cost of food and consumable goods are between 10-50% higher in rural areas, whilst clothing and household goods are between 30-50% higher than in urban areas.

Developing new community facilities, including toilets, laundry and EV charging would be improve community access to services, helping to address the deprivation shown for the Geographic Access Index; it would offer opportunity for employment in a rural community and EV charging points on the site, may reduce the need for fossil fuel, and address aspects of fuel poverty for local residents.

Appendix 9

Local tourist information

Local Authority Tourist Data

Shetland visitor surveys capture independent travellers entering Shetland through Holmsgarth Ferry Terminal or Sumburgh Airport, it does not include cruise ship passengers. The most recently published survey findings (2019) showed:

- 80,128 excluding cruise ship passengers individuals visited Shetland
- The total spend of these visitors was £35,790,000.
- 51% of visitors were visiting for leisure, 28% for business and 21% to visit friends and relatives.
- Those visiting friends and relatives stayed for the longest, an average of 6.9 nights.
- Those visiting for leisure had the highest average spend per trip, £520.52.

Leisure visitors come to the Isles for hiking and coastal walks, sea kayaking, nature watching, history, local culture, festivals and events suggesting a high level of demand for visitor services and opportunity to generate income from developing the Melby site.

The next visitor survey findings are scheduled to be published in 2025.

In addition, cruise ships bring more visitors to the Isles, providing them with a taste of the unique natural beauty and vibrant culture of the Isles, to encourage them to return for a longer stay. In the 2024 season, 134 cruise ships visiting Lerwick, brought 138,537 passengers to Shetland.