

~~DRAFT~~ Minutes - ECC Directors meeting 25th April '24

Present John Lawrie, John Boyle, Sara Twaddle, Phil Ashhurst, , Sandra Wilson, Alistair Danter, Roddy Macfarlane, Billy Shanks

Apologies: Joe Kalaher, Sandra Wilson, Kenny Mackinnon, Karen Petit

Declarations of Interest – none

Minutes of last meeting – approved, proposed John Boyle, seconded Phil Ashhurst

1. Matters arising from last meeting
 - DTAS – no update, AD has sent 2 emails requesting update regarding acceptance of ECC's membership
 - Slipway for Community use – Report attached appendix 1, meeting agreed that the next steps are to contact all 3 landowners to identify their respective positions
 - Social club – item carried forward
 - Karen's Track – financial update (appendix 2) . Overspend reduced by £4k, Stone with "Karen Macleod" currently being carved. Duncan Macrae has been asked to install 2 "Milestone" posts; these will eventually have brass plates indicating Karen's "PB" for a mile.
2. Shop
 - Demolition survey complete now with AP who is seeking tenders for the work. NB meeting noted that there is local interest in recovering roofing sheets, this needs to be considered in the demolition process
 - Application for Permission for demolition has been submitted (TBC)
3. Budget '24 / '25 – annex 3 agreed
4. Grass cutting contract – 1 tender received from Peter Nicholson - £28,500 + VAT for 3 years – Meeting agreed + noted that Peter had been asked NOT to start before 7 am when working in the village centre. The contract includes maintenance associated with Karen's Track.
5. Coishletter housing update
 - THC have completed purchase of the land from Skye Luxury Lodges, AD + RM will meet shortly with THC to agree next steps on transfer of land to ECC
6. Windfarm updates
 - No updates
 - Meeting agreed to write to Skeabost CC in relation to request that ECC expands its area of operation to include entire CC area. ECC's position is that given the current level of investments that ECC is committed to – shop and

housing it would be better if a separate Co / organisation is created for the rest of the CC area, ACTION AD to write to CC

7. Development workers report – annex 4 accepted + noted

8. Finance report

- End of year budget – inc vs exp annex 5 £116k vs budget of £142k, accepted + noted
- Shop rates – the issues continue, key points
 - The building is registered for both domestic and non domestic rates
 - ECC has commissioned + is in possession of a report indicated that the building should be demolished. This has been submitted to both dom and non dom rates departments.
 - THC will only take the building off the register once permission has been given to demolish
 - Identifying personnel at THC with whom to discuss the matter has proved challenging, we now have contacts in both domestic and non-domestic rates departments
 - In order that Directors are not found to be “in contempt” 2 sums have been paid to date - £ 2,614.78 for domestic rates and £ 1,303 for non domestic rates.
 - A sum of £4,675.88 has been seized from ECC’s Virgin (Ex Clydesdale) account. It is not clear if this relates to domestic or non domestic demands.

ACTIONS – Step 1 ECC to seek legal advice on matter (Subsequent) Step 2 ECC to make contact with Kate Forbes MSP (Subsequent) Step 3 Contact to be made with Press

9. Applications

- Heather Mackenzie – Level 3 Veterinary Diploma UHI, AD confirmed all necessary documentation has been provided, application doc included in meeting papers. Meeting agreed grant support for £4k

10 DONM – 16th May 7:30 Community Hall

AHEHEEY I

Edinbane Slipway Project

Pre-planning report rev01

23/04/2024

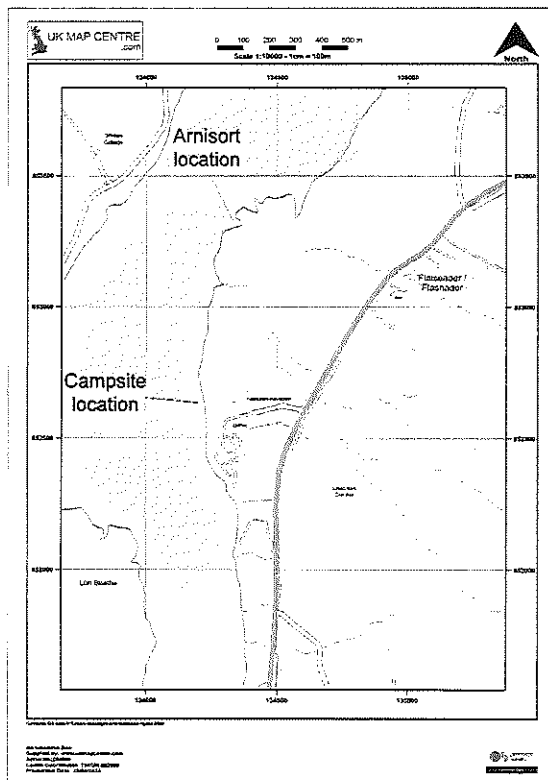
1. Introduction

Edinbane Community Company (ECC) wish to construct a slipway on the shores of Loch Greshornish to allow launching & recovery of small boats, occasional landing of creel boat catch and generally provide safe access to the sea for the local community. Jock Gordon Design & Planning has been engaged to produce a short report on the proposed project based on experience learned from the Staffin Community Trust harbour project where Jock acted as terrestrial planning agent and is an ongoing member of the harbour steering group. He also holds a commercially endorsed skippers certificate and has many miles & years of seagoing experience as well as 18 years working as a planning agent.

2. Project description

Edinbane and surrounding communities historically have used the existing fish farm slipway to north of Greshornish House for launching & recovery of small boats for leisure use in Loch Greshornish and out into Loch Snizort. Mowi, the Fish farm operators have closed off access to the slipway for the general public. Greshornish House hotel has a small private slipway on their land for their own use. The nearest publicly accessible slipway is 9 miles away at Dunvegan, and others further away at Stein & Uig. Hence why Edinbane Community Company wish to explore the possibility of building a community slipway on the shores of Loch Greshornish to allow the local community safe access to & from the sea.

Two sites have been identified by the ECC for further exploration, one at Edinbane Campsite (NGR 134200, 852700) and another to north west of Arnisort Church (NGR 134300, 853300). The pros & cons of both these sites are discussed in further detail below.



3. Location pros & cons

Both sites are outwith the Inner Hebrides & the Minches SAC (special area of conservation), and outwith any other Nature Scot designations.

The sites were walked over on 11th April at low tide and were assessed for access, exposure, foreshore gradient & material, landownership, environmental impact, as follows;

3.1 Edinbane Campsite location;

Access - good via existing private metalled access as far as the campsite, thereafter a short new track of approx 110m to possible location of slipway on shore to north of the broch. Use of the private access needs careful consideration & agreement with landowners. Suggest a membership subscription may be worth exploring, with membership open to all, but with limited numbers of members to control impact on other campsite users & owners. Subscriptions can also include launching fees and negate the requirement for a facility manager or an honesty box, and help control abandoned boats and other unacceptable behaviour.

Exposure – not ideal, open to south, west & north, although fetch is not more than 1km so waves will be mostly wind blown chop rather than long period swell, the latter being far more damaging. Careful design of slipway structure and use of side walls for shelter should allow launch & recovery in moderate conditions where side winds can cause a problem when trying to recover a boat onto a trailer.

Foreshore – good gradient, estimate approx 1:10. Material of the foreshore appears to be stones & gravel over bed rock and should provide a good foundation - subject to engineers testing. Topography of land above MHWS is initially steep, but then levels out at a reasonable height above MHWS such that access is protected from predicted sea level rise in the longer term.

Landownership – the campsite land is part of Title INV21199 (see appendix 1) and extends as far as MHWS to west and across the main road & up the hill to east. The foreshore (between MHWS & MLWS) is assumed to be part of Ruraidh Hillar's estate, to be confirmed. Thereafter the seabed is owned by Crown Estates.

Environmental impact – low compared to other option due to existing access road. An environmental impact assessment (EIA) will be required, (see section 5) which will include a bird & otter survey, archaeological survey and watching brief for any work near the broch, depending how close the development is. This broch does not appear to be a Scheduled Monument, but does appear on OS maps.

3.2 Arnisort location;

Access – existing access is via a footpath approx 0.6 km in length. A new vehicular access track with at least 14 ton axle capacity for construction traffic, with intervisible passing places would be required, and ideally a metalled surface for longevity. Access onto the A850 within the 50mph zone would need at least 160 metres visibility splays in either direction, or 215 metres in 60 mph zone, both which probably means forming an access to west of the church. Consider requesting access via Maureen MacRaild's apportionment to keep well away from the burn and associated flood risk & environmental impact. Note that Maureen MacRaild secured planning permission in principle for a house and access on her apportionment, ref 22/00488/PIP. Consider if access is to be a public road adopted by the Council or a private access with gate and some form of control over who gets access, club membership etc.

Exposure – good, there are two sheltered gravel beaches in this area, one facing north and the other facing west, the latter is well sheltered by natural rock dykes & placed boulders either side and the better of the two sites for a slipway.

Foreshore- gradient is less than the campsite location but with careful slipway design an optimum gradient could be achieved. Topography of land above the foreshore is fairly low so care needs to be taken with regard to future proofing for predicted sea level rise. Existing stone boathouse or 'hoost' ruin will likely flood in future.

Landownership – foreshore is again assumed to be Ruraridh Hillarys estate (to be confirmed). Between MHWS and the stockproof fence is Flashadder & Kildonan common grazing (Chair; Duncan MacRae, Clerk; Karen Parker) and inside the stockproof fence is Maureen MacRailds apportionment, with David MacLeod (per FMS Law) as landowner. (see appendix 1 for plan of apportionment)

Environmental impact – 0.6km of new road across virgin land will have a considerable impact, careful consideration of rock source and minimising haulage distances will help, perhaps consider requesting a borrow pit on common or apportioned land with some incentive for tenants. This would also save paying quarry tax if buying material from Sconser or another licenced quarry. Keep all development well away from the burn and its environs as this is likely to be ideal habitat for many species of wildlife and possible fluvial flood risk. An environmental impact assessment (EIA) will be required, (see section 5) which will cover bird & otter survey, archaeological survey or at least a photographic record will likely be required for the stone boat house ruin.

4. Design Considerations

Skye has several slipways around its coast of varying gradients, widths, exposure, accessibility, age and usefulness.

Width - generally the older slipways are very narrow, some less than 4m wide which makes them difficult to reverse a modern car & trailer down safely. A wider slipway is safer to use and can be used by two vehicles at the same time, suggest at least 10m wide if possible & subject to site & budget constraints.

Gradient – foreshore gradient & adjacent topography often determine slipway gradient, with many slipways being too shallow to allow a reasonable sized boat (eg Orkney Longliner) to float off its trailer without the tow vehicle getting wet beyond just its rear tyres. Many existing slipways are also too short to allow all tide access. Staffin slipway is a good example of too shallow a gradient at 1:20 and too short, stopping at +1.8m CD above chart datum, (the new Staffin slip will be 1:9 and extend to 0m CD). On the other extreme Sconser ferry slip is 1:8 and can be difficult to get enough traction to pull a reasonable sized boat & trailer up, although the steep gradient means even a larger boat with heavy outboards (and therefore a deep transom) will float off its trailer without the tow vehicle getting wet, however it would need a 4x4 with low ratio gears to recover the boat again.

Exposure – side winds & waves are a cause of concern when trying to recover a boat onto a trailer. If a slipway can have a side wall to provide shelter from at least one direction, and also to moor boats securely while a trailer is manoeuvred under the boat, this makes a huge difference to ease of launch & recovery. The Arnisort site has natural rock walls either side of the existing which would provide shelter at certain tide heights, topo survey and careful design is needed to make the most of this natural feature. Campsite site is wide open to side winds, so will likely cost more to develop an equally sheltered slipway in this location.

Slipway cross section – ideally vertical smooth finished sidewalls of at least 2m height & mooring rings on each side of the slipway which will allow boats to moor alongside at all tide heights & on either side depending which way the wind is blowing. Larger boats can also dry out against the vertical side walls between tides for maintenance & repairs. This is a more expensive structure than pouring a concrete pad on a pile of rock armour on the

shore (like Sconser slip), the latter you cannot moor boats alongside. If possible vehicle access to the shore either side of the concrete slip will allow smaller boats to be recovered onto their trailers in the lee of the main slipway structure thus adding a lot of extra functionality for little cost and providing a sheltered slipway in either North or South cross winds, particularly important in a more exposed location such as the Campsite location. See drawing in appendix 2 which shows an indicative section & plan of a slipway that may suit the Campsite location.

Break-over angle between flat access road at top of slip and the slope of the slipway itself needs to be softened by having a length of intermediate gradient such that long / low trailers do not bottom out as they travel from flat to slope.

Construction of the slip may be shuttered concrete or Legato blocks (giant concrete lego) to form the external side walls, which will provide a smooth side wall ideal for berthing boats. Between the side walls will be rock fill, and then the whole lot capped with a reinforced concrete slab with recessed mooring rings cast into the top surface on each side to secure boats to, & on the centre line of the slip to secure unhitched trailers to.

The small ramps either side of the main slipway structure will also provide scouring protection to the main slipway structure, see Camus Mor slip in Kilmuir for an example of extensive scouring & undermining due to wave action.

Marine civil engineers such as Wallace Stone <https://wallacestone.co.uk/> or Arch Henderson <https://www.arch-henderson.co.uk/> will need to be engaged to survey the site, design the structure and advise on costs. It is likely the design process will undergo many iterations as funding applications are applied for and possibly rejected, allow a significant budget for design work & re-work. Once funding is secured the same civil engineers can manage the tenders, contract, inspections & payments.

Rock source, as mentioned before in 3.2, a 'borrow pit' for a local source of rock can save on haulage, quarry tax and environmental impact. 'Borrow pits' are different from 'quarries' in that they are granted planning consent for the extraction of a specific amount of material for use in a single specific job over a specific timescale, thereafter they are reinstated. The rock will need to be assessed by a geologist as suitable for use as armour stone as well as for infill material, road building etc. The old disused quarry at Lealt has been used as a borrow pit for the Staffin project with quarry consultants Dalgleish Associates, <http://dalgleishassociates.co.uk/> and contractor GF Job Ltd <http://www.gfjob.co.uk/>

Access should be designed for at least 14 ton axle load and 3.7m width to allow emergency services vehicles access to the slipway. Ideally the whole access should be surfaced for longevity and minimising through life costs. Planning conditions will stipulate that a minimum of 6m in from the public road verge be tarred. Control of access, or adoption as a public road to be discussed, the latter will cost more but may help funding justification.

Onshore facilities & services may include a fresh water supply for washing down boats & gear, toilets, storage facilities, electric supply etc. These items are all nice-to-have but not strictly necessary for a slipway, and the more facilities you have the more requirement there is for a site manager, maintenance costs, insurance costs, running costs, etc. At this early stage suggest that you future proof for services where possible, but not necessarily install them until you see how the slipway is actually used & funded. For example, plan & install a water supply pipe whilst building the access road, install a septic tank outfall pipe to below MLWS while building the slipway etc. Pre planning community consultation & landowner agreements will inform what services are desired & what are actually required or possible. As a minimum you will require a suitable area for parking & turning cars & boat trailers, the extent of this area will be determined by the potential No. of users.

5. Consents & Licences

An application for a marine licence is required for construction works below Mean High Water Springs (MHWS) under the Marine (Scotland) Act 2010. An EIA will be required to support the marine licence application as required by the Marine Works (Environmental Impact Assessment (EIA)(Scotland) Regulations 2017. See <https://www.gov.scot/collections/marine-licensing-and-consent/>

An application for full planning permission will be required for works above Mean Low Water Spring (MLWS) under the Town and Country Planning (Scotland) Act 1997 (as amended). The EIA will also support the terrestrial planning application in line with the requirements of the Town and Country (EIA) (Scotland) Regulation 2017.

An application for full planning permission may also be required for a borrow-pit rock source.

The objective of an EIA is to:

- Explain the project need and consider alternative options
- Provide a description of the proposals, including features of the works incorporated to avoid, prevent or reduce significant impacts on the environment;
- Understand the environmental baseline for the proposed development area;
- Identify & assess the potential direct, indirect, and cumulative effects on the environment associated with the development;
- Identify appropriate measures/mitigation to avoid, prevent or reduce adverse impacts and to maximise benefits; and
- Provide an appropriate level of detail to inform the marine licence and planning decision making process.

The scale of the Edinbane project may be such that you can produce an EIA yourselves with help from individual ecologists, archaeologists, economists, quarry consultants, etc. At the Staffin project we hired, at great expense, environmental consultants Affric Ltd <https://www.affriclimited.co.uk/> and quarry & geological consultants Dalgleish Associates <http://dalgleishassociates.co.uk/> and also used several local ecologists for otter & bird surveys; Rob Forrest & Shelagh Parlane. For ECOW (ecological clerk of works) we used Nick Hodgetts, all of whom are based on Skye. Archaeological work was done by AOC Ltd <https://www.aocarchaeology.com/>

Planning & marine licence area should be maximised as much as possible to allow flexibility in design as the project evolves, and ideally within the 2 hectare limit of minor applications (to avoid extra work, cost & time of a major application). Planners will push back against this but it is worth pursuing as any additional planning applications later on can cause critical delays that may result in funding deadlines being missed.

Once planning & marine licence have been approved, a lease agreement with the Crown estates will be required to rent any seabed below MLWS with the slipway on built it, and for any moorings laid in the loch. Suggest ECC set up a Mooring Association to allow the ECC to control the laying of moorings in the vicinity of the slipway. This works by ECC paying a blanket fee to Crown Estates for a set number of moorings within a defined area, thereafter ECC can lay moorings and rent them out, or allow individuals to lay their own moorings and contribute to the blanket fee. Bidwells are the Crown Estate factors and their local rep for moorings & slipways is Rob Adam 07775 652 911.

Lease or purchase agreements will also be required for any land used for access, parking, etc above MLWS.

The work to discharge planning & marine licence conditions for this type of project on land and in sea is onerous and should not be underestimated, a CEMP (Construction Environment Management Plan) will be required and will cover many of the conditions along with consultations with the following organisations and others;

- NLB (Northern Lighthouse Board)
- UK hydrographic office
- Local marine users & local communities
- MCA (Maritime & Coastguard Agency) for navigational risk assessment, oil pollution response & control plan (OPRC), and a marine safety management plan.
- Nature Scot
- HES (Historic & Environment Scotland)
- Environmental Health
- SEPA
- Transport Planning
- Local Access Officer

6. Socio economic & funding justification

ECC will need to assess the significance of positive & negative socio-economic effects which may arise from the construction and operation of the proposed slipway, and this will lead onto the business plan and justification for funding applications. The significant cost to plan & build a slipway may be very difficult to justify due to potential small income & limited positive effects of a slipway for local communities leisure use only. Commercial & tourism use will create far more justification, but must be carefully balanced against increased negative impacts.

Note the governments Blue Economy vision;

<https://www.gov.scot/publications/blue-economy-vision-scotland/>

And the following organisations amongst others should be consulted and asked for letters of support for the planning & funding applications;

<https://sailscotland.co.uk/>

<https://www.britishmarine.co.uk/>

<https://www.rya.co.uk/>

<https://www.visitscotland.com/>

<https://www.boatlaunch.co.uk/>

<https://www.skyesailingclub.com/>

<https://www.skye-adventure.com/water-activities/coasteering>

<https://www.southskyesekayak.co.uk/>

There are a number of consultants such as Northern Light <https://www.northern-light.biz/> that may be able to help ECC with marine related business plans for marine based projects, however business plans and funding applications are outwith my area of expertise.

7. Conclusion

The adage 'build it and they will come' seems to be very true for this type of infrastructure all over Scotland, given the lack of good quality launching facilities on Skye it is no wonder that the local population is not as seafaring as I imagine an island population could be, however I fear that local communities alone will not be able to justify the build cost based on their own private & occasional creel boat use.

Tourism will offer a significant boost to funding applications, I would strongly suggest consulting with existing tour boat operators, kayak tours, coasteering, etc in the local community & farther afield.

Aquaculture has not been mentioned, it is understood that ECC does not want to engage with this industry on this project, however given the existing HGV weight limit on the Greshornish single track road, and significant aquaculture activity in the area, a new slipway accessed directly from the A850 public road suitable for unloading & loading HGVs may be a lucrative income stream to explore. The same could be said of the renewables industry and the logistics to transport large turbine components from sea to land, however impacts could be considerable.

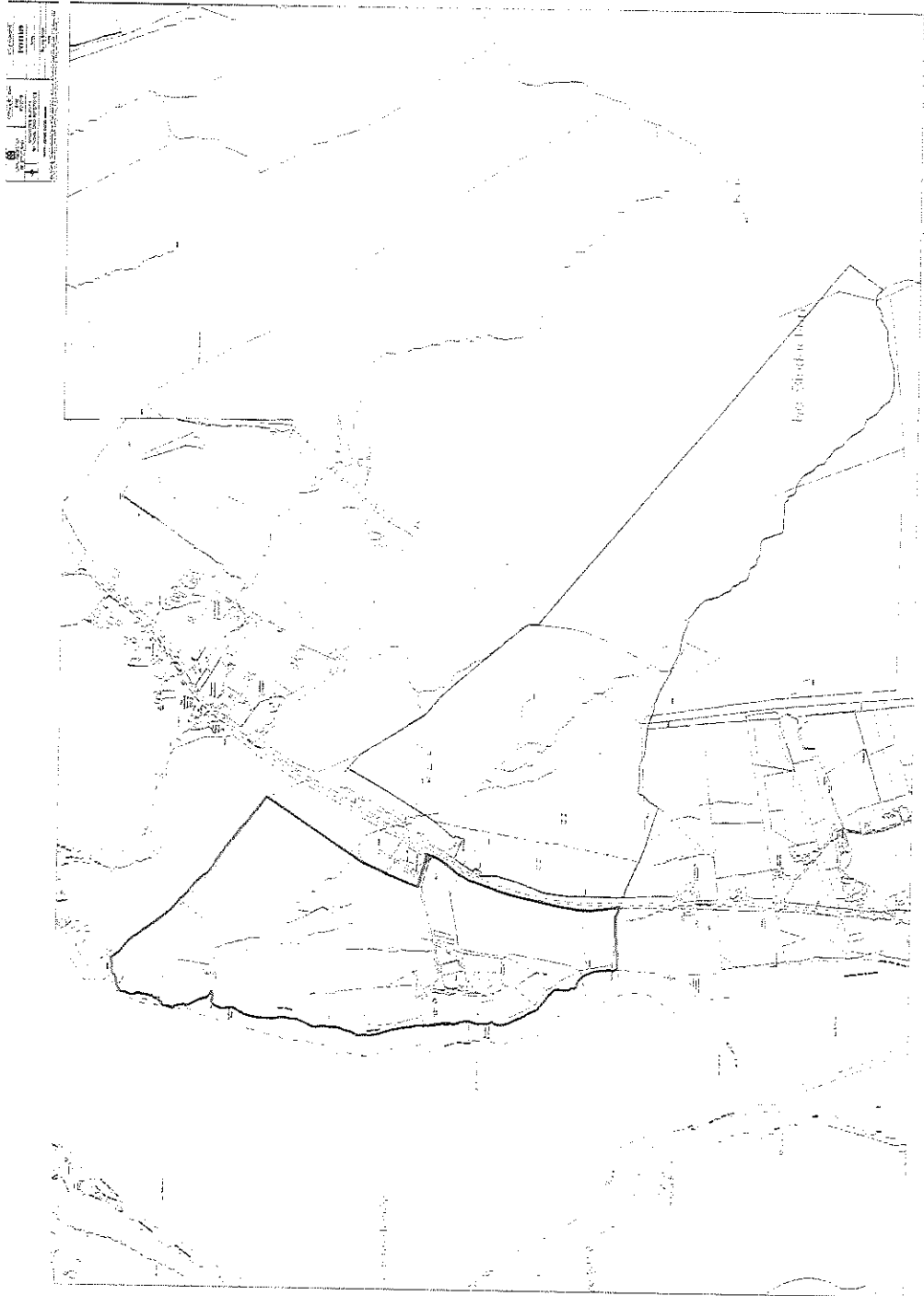
Access to the proposed slipway in either location is the most critical issue this project faces with potential impacts to landowners, tenants and other land users. The access, lease or purchase agreement needs careful consideration, planning & negotiation, thereafter, and subject to planning & Marine Licence consents being granted, the remainder of the project should be relatively straightforward in terms of construction, although dealing with the MD (Marine Directorate) will test your patience and present a real risk of missing funding deadlines, be sure to make MD aware of your funding deadlines as their own deadlines will often come & go without a decision. The discharge of conditions seem to have no timescales and have lead to some stressful occasions on the Staffin project.

Please do not hesitate to contact me to discuss any aspect of this report further.

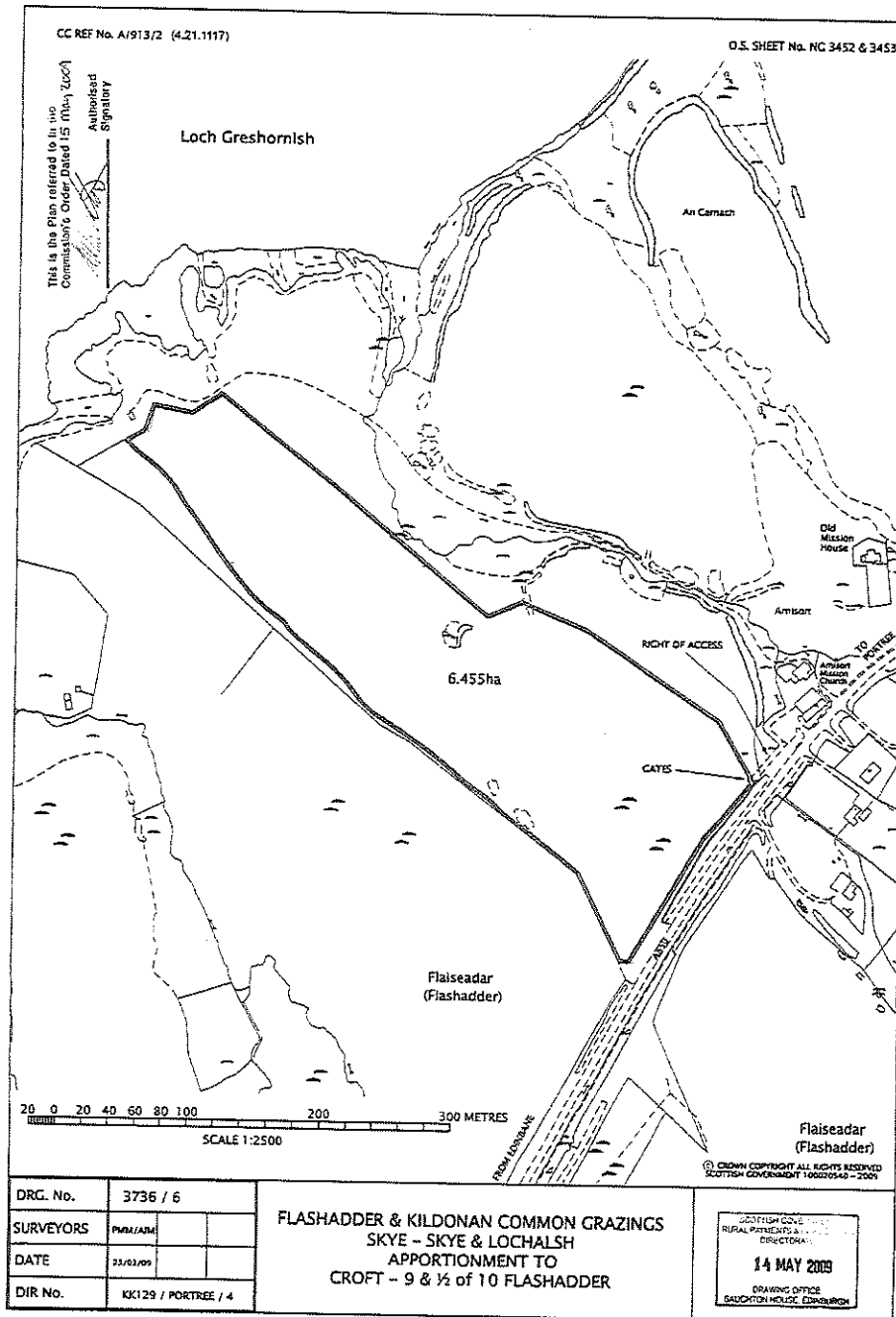
Jock Gordon
jockgordon30@btinternet.com
07799 210 799

Appendix 1 Land ownership

Campsite land shown outlined in red



Maureen MacRaild Apportionment outlined in red



ANNEX 2

Karen's Track Final "Actual vs Budget" report

Contract documentation	£ 2,000
1st Bat Survey	£. 500
Bush + Gorse clearance	£ 4,920
SEPA Consent	£ 500
Site Foreman	£ 1,200
CDM + Contract Liaison	£ 1,500
2 nd bat survey + report	£ 1,620
Route renovation	£ 99,042
Additional Tarmac	£. 6,912
Bridge restoration	£ 20,404
TOTAL	£ 138,598

Covered by:

			Leverage
Healthy Islands fund	£ 53,600	39%	
THC – CRF	£ 25,000	18%	57%
ECC	£ 59,998	43%	43%
TOTAL	£ 138,598		

ANNEX 3

ECC Budget '24

	Budget	
Development Grants Community Support		
Development grants from ECC annual income (1)	£43,000.00	
Village Maintenance	£10,000.00	
Sub Total		£53,000.00
ECC Running costs		
Development Worker (2)	£20,000.00	
Administrator (3)	£8,000.00	
Accountant (4)	£2,200.00	
Insurance (4)	£1,000.00	
Hospitality (4)	£3,000.00	
Meeting Exps (4)	£350.00	
Photocopier /scanner (5)	£500.00	
Publicity (4)	£300.00	
Website (4)	£300.00	
Sub Total		£35,650.00
Development Project Costs		
Karens Track bridge completion (Estimate)	£5,000.00	
Shop Development costs		
Planning Process (6)	£4,500.00	
Land Acquisition (7)	£16,500.00	
Legal costs related to land acquisition + other matters (8)	£3,500.00	
Demolition + consent (Estimate)	£15,000.00	
Landscape Design (Estimate)	£2,000.00	
VAT Advice, Registration + establishment of Trading arm (10 - Quote)	£5,000.00	
Links paths consultations (Estimate)	£1,000.00	
Village Centre Scheme (Estimate)	£25,000.00	
Housing - Legal contingency linked with buyout from THC (estimate)	£2,000.00	
Sub Total		£74,500.00
Grand Total		£163,150.00
Covered by:		
Annual Vattenfal Payment (advice from Vannenfall)	£95,000.00	58%
Transfer from ECC Reserves / Fund raising (9)	£68,150.00	42%
TOTAL	£163,150.00	£163,150.00

Summary Annalysis

Development Grants	£53,000.00	32%
Development projects (inc Dev worker)	£94,500.00	58%
Admin	£15,650.00	10%
TOTAL	£163,150.00	£163,150.00

- Notes
- (1) Based on '23 exp + % increase to include support to Hall committee to employ a development officer plus possible additional projects
 - (2) Based on average of 10 days per month
 - (3) Based on '23 + increase due to increased project activity
 - (4) Historical cost + increase
 - (5) Legal Contract
 - (6) Planning fees & associated costs for whole development (Phase 1 only would be circa. £2k)
 - (7) Assumes prices agreed don't change
 - (8) Estimate + includes THC's legal costs of £1.5k
 - (9) Fundraising will take place in relation to Village Centre development and any cycle route Footpath developments this would also seek to "recover" a percentage of Dev worker + Admin costs. We would look at all opportunities to raise funds for all projects
 - (10) Balance of quote presented in '23

Current cash in Bank + reserves at April '24

RBS Current A/C 00250047	£11,310.91
RBS Long term A/C 00250055	£1,412.54
Fidelity 1004382580	£86,776.10
Virgin (ex Clydesdale) £85293.87 less £4675.88 "seized"	£80,617.99
Virgin Long term 52135T-01799	£74,101.47
TOTAL	£254,219.01

EDINBANE COMMUNITY COMPANY

DEVELOPMENT WORKER BOARD REPORT – April 2024

1. **Edinbane Links Path**
 - Paths for All grant of £25,000 for redesign of first section (Edinbane campsite to village) awarded
 - Mike Hyatt has begun redesign to reduce average width to 2.0m and introduce new crossing at campsite.
 - Will aim to meet all remaining proprietors whose agreement is outstanding in May & June prior to community consultation event later in summer.
 - Possibility of Paths for All capital funding for construction, also interest from Hi-Trans. Ultimately still hope for Highland Council to take on delivery once project 'shovel ready'

2. **Lyndale Renovation Path – 'Karen's Track'**
 - Main resurfacing contract now complete, final grant claim from THC submitted.
 - Stonemason to complete remedial works to bridge stonework during summer
 - No interest or capacity among other Skye stonemasons to look at undersides work in 2024
 - Official opening and dedication scheduled for May/June

3. **Edinbane Shop project**
 - ECC's solicitor still pursuing offers to purchase land to front of shop from Highland Council, and additional land for car-parking from croft No. 16. Planning application dependent upon getting these two areas of ground.
 - Sub-group formed to take forward planning for shop business, management and legal structure.
 - Sleat community shop have agreed to share their finance figures and experience to help our business planning.
 - Asbestos survey undertaken – only found in roof sheets, report due which will inform demolition and prior notification consent process

4. **Village Centre scheme**
 - Planning application for village green improvements submitted, THC requests for additional fee and drawings met. Await approval, then go out to tender.

Working Budget '23/'24 - Report April '24
 Actual Income for Financial year
 Footpath & Cycle Project
 Repaid monies
 Windfarm Income
 Monies in a/c end March '24
 TOTAL

April'23 - March'24
 £18,750.00
 £3,429.60
 £85,178.18
 £25,504.00
 £132,861.78

	Budget	Actual	Balance	Comments where o.spend > 10%
Development grants from ECC annual income (1)	£30,000.00	£34,627.00	£4,627.00	
Village Maintenance	£6,500.00	£8,893.80	£2,393.80	O.payment, reimbursed
Village Centre developments (1)	£0.00	£650.00	£650.00	Design costs
Development Worker	£19,800.00	£11,941.00	£7,859.00	
Administrator	£8,000.00	£1,245.00	£6,755.00	
Accountant	£1,800.00	£1,998.00	£198.00	
Insurance	£650.00	£955.36	£305.36	Shop insurance added during financial report period
Hospitality	£2,500.00	£3,328.09	£828.09	Xmas dinner + Hospitality linked with AGM
Meeting Exps/Office / General Exps	£950.00	£2,280.00	£1,330.00	Contract for photocopier / printer started / AGM publicity
Publicity	£300.00	£300.00	£0.00	Various notices in WHFP
Subscriptions	£15.00	£15.00	£0.00	
Finance Costs	£0.00	£33.25	£33.25	
Website	£300.00	£514.00	£214.00	
General Professional costs Legal related to Housing project etc	£0.00	£540.00	£540.00	Legalities not foreseen dies to nature of project
Shop Development costs -Architect, QS, Engineer,Ground surveys Title Deeds + Valuations(2)	£29,850.00	£35,940.50	£6,090.50	Full budget requirement not known when budget set
VAT Advice, Registration + establishment of Trading arm	£7,020.00	£3,960.00	£3,060.00	
Outstanding Expenditure on Karen's Track	£34,500.00	£9,290.70	£25,209.30	
TOTAL	£142,185.00	£116,211.70	£25,973.30	