



ORKNEY
ISLANDS COUNCIL

**Orkney Islands Council
Watersfield Kirkwall Development Brief (March 2011)**

Participation Statement & Consultation Report

15 March 2011

1) Introduction

Orkney Islands Council published a draft consultation paper titled "Watersfield Kirkwall– Draft Development Brief" on the 31 January 2011.

Interested parties, key agencies and neighbouring landowners, tenants and lessees were invited to comment on this draft of the document from the 31 January 2011 until the 14 March 2011.

2) Consultation Methods

1) Public advertisement

- An official advertisement was placed in the Orcadian on the 3rd February 2011 detailing the consultation, the consultation dates, the location of copies of the Draft Development Brief and how members of the public could comment.
- A Press Release was issued on 31 January 2011 to the press and all OIC staff members.
- A Neighbour Notification exercise was completed where all neighbours (owners, occupiers and lessees) that shared a boundary with the site or are located with a 20 metres boundary were informed in writing of the consultation. This was sent out on the 28th January 2011.
- All key agencies (e.g. SEPA, Scottish Water, Road Services) and stakeholders in the site (NHS Orkney, Housing Services, Orkney Housing Association Limited, Education and Leisure Services) were written too or emailed about the consultation on the 28th January 2011.

2) Public display of documents

Documents were made available At Kirkwall Library and One Stop Shop.

3) Letters to key agencies

Letters were sent to all key agencies on 28 January 2011.

3) Consultation Results

The written representations to this consultation are recorded in the attached Consultation Report at appendix 1. In all 13 comments were received by Development Planning and Regeneration.

Key issues raised include:

- Several comments relating to potential impact of new development on surrounding road network – in particular St Catherine's Place junction and East Road
- Proposed alteration to footpath and public spaces within phase 2 and 3 to respond to existing routes and College garden area.
- The need to acknowledge the existing use of land at phase 3 and the future development area for Orkney College agricultural research work
- Mixed views on identification of additional road access from the existing college road
- Some concern at impact of future access points on Wasdale Crescent and Clumly Avenue
- Some concern that density of development (2 storeys) not appropriate for area.

The revised draft introduces the following key changes to the original draft:-

- a revised pedestrian footpath network – to focus a new principal pedestrian route following the line of the existing track which separates phase 3 from the future development area and establishing this as part of the green corridor
- identification of new greenspace public garden areas which form part of the current Orkney College teaching facilities;
- revising the site section to demonstrate scale of new buildings in relation to existing buildings in the surrounding area
- clarification on the need for Detailed Transport Impact Assessment to be prepared alongside planning applications to address potential issues associated with traffic in particular in relation to East Road and St Catherine's Place.

4) Conclusion

Full details for the reasoning behind these proposals are included in the Consultation Report at Appendix 1.

Orkney Islands Council

Watersfield Kirkwall Development Brief Participation Statement and Consultation Report

Consultation Period: 31 January 2011 to 14 March 2011

<u>Consultee Type</u>	<u>Consultee Number</u>	<u>Comment Number</u>	<u>Comments</u>	<u>Response from Planning Authority</u>
IP	603	1	The amount of traffic on East Road has increased alarmingly since the College opened and a further increase would be too much.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
IP	604	1	Feel the increased traffic from the new development will mean that the road is unable to cope and this will prove dangerous to children etc as the pavements aren't adequate throughout the area.	As above, the Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
OICC	7	1	I notice for the Nethererton Rd brief (I think!) That there seems to be an opportunity to include some colour in the final coat of the housing. We've discussed this in seminars before and I recall Leslie Burgher particularly mentioning the (quite limited) pastels used in Shetland, for instance. I wonder if there is an opportunity to be less prescriptive here too?	There may be some opportunity to add in a range of colours for building features and this has been noted in the revised Development Brief
OCC	10	1	Site seems rather distant from the Core of Kirkwall	The Kirkwall Urban Design Framework identified this site within the 10 minute walk of Kirkwall town centre and allocated this area for short term housing land supply.
		2	That any proposed sculpture should be of a local dignitary, war related or standing stone and not a water feature	This point will be taken into consideration if any sculpture etc is to be planned.
		3	The two-storey terraced housing proposed may be too dominant on this prominent site.	The site lies lower down the side of the hill in a valley and is below the level of existing properties in the area. To illustrate this further the cross section in the Design Brief has been updated to include representation of other buildings in East Road area which provide a context for the new development..
IP	605	1	The accesses into the proposed development from East Road are in positions that there have been accidents before and are not overly safe	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
		2	The surrounding road network would struggle to cope with the extra traffic.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on

				the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
		3	When the College carried out its first extension phase 3 was discussed and it was suggested that this area be used for additional units for the College and not housing as extra housing would increase the amount of traffic on the surrounding roads.	The Development Brief identifies an area for potential expansion of the College or other related business uses. This area is considered sufficient based upon discussions with Orkney College. The Phase 1-3 sites were identified for housing uses through the Kirkwall Urban Design Framework (2009)
		4	It is noted that there is an intention to put a footpath across the development. Could this tie in with existing footpaths and cycleways around the area?	The brief identifies the green network of footpaths in the area and any development on the site will need to provide its element of that network. The network has been revised to link into the existing routes in the area.
IP	606	1	As the development will connect in with East Road I am worried about the increase in traffic and assume that the development will not go ahead without a full Traffic Impact Assessment	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
IP	607	1	East Road already has too much traffic and we are worried about the increase in traffic from the Weyland Terrace and feel that the Watersfield development will increase this further.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
KA	10	1	We welcome the identification of the area surrounding the watercourse as a landscaped area	Thank you for your comment, it has been noted.
		2	We are satisfied with your comments on flood risk for the site and welcome the flagging up of issues for adjacent sites.	Thank you for your comment, it has been noted.
		3	We support the inclusion of a specific design criterion for water resource management. We welcome the clear statements requiring SUDS and connection to the public foul sewer	Thank you for your comment, it has been noted.
KA	2	1	We welcome the preparation of this development brief and have no comments to make	Thank you for your comment, it has been noted.
OICO	40	1	The 2 applications that are currently submitted for Planning Approval should consider the Designing Streets use of shared surfaces within the development in greater detail	The 2 applications that have so far been submitted do take into account Designing Streets and Homezones. Homezones are also mentioned in the Design Brief
		2	The proposed main access points are not of major concern but we would point out that these are beyond the existing 30 mph limits and this would require a greater forward visibility. This could be addressed by extending the 30 mph limit and the developer should enter into conversation with the Roads Section of the Council regarding this.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network. Any proposals for altering speed limits would be addressed through this exercise, in consultation with the Council's Roads Support Team.
		3	Is it necessary to provide 2 new access points onto Work Road? When the College access road was built provision was made for future development and an access into phase	The primary linkages in the brief have been designed to tie in with adopted roads and the college access road isn't adopted. The brief does however include the opportunity to tie into the existing

			3. This should potentially be considered as an alternative access.	College access at a future date as well if desired.
		4	The size of the development doesn't raise any concerns regarding road safety however the development will require further improvements these include: 1) extension and widening of the existing footway on the north side of Work Road. 2) Extension of the footway on south side of Work Road as far as the extension to Wayland Farm. 3) Upgrading of the existing street lighting network.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network. This will address footway provision issues and any additional requirements would be agreed in consultation with h Council's Roads Support Team.
		5	Future connections to Wasdale Crescent and Clumly Avenue shouldn't be ruled out as this would help to disperse traffic evenly throughout the road network	Potential future connections into Wasdale Crescent and Clumly Avenue are already mentioned in the Design Brief.
		6	There is an existing cycle path to the North West of the site and consideration should be given to the provision of further cycle paths from phase 1 & 2 which link in to the existing network	The brief identifies the green network of footpaths in the area and any development on the site will need to provide the relevant components of the network.
		7	It will be necessary to consider traffic management issues in the area. The proposals may require the introduction of new Traffic Regulation Orders. Presently there is no available resource within Roads Services to progress any additional workload.	Point noted, however development has been anticipated on this site for some time.
		8	The developer will be required to provide Traffic Assessments for the sites to identify the impact of the existing road network and transport infrastructure.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
IP	608	1	What do the following phrases mean? - "adopted public road" - "stub road" - "homezone road"	A more detailed description of the various roads is as follows. An adopted public road is a road which is maintained by the Local Authority. A stub road is a road which comes to a dead end. A Homezone road is a road which is designed in such a way so as pedestrians are considered equal to vehicles. The best way to think of the homezone 'roads' is to think of them as spaces rather than thoroughfares. The reasoning behind this approach and possible solutions to how these spaces should be designed are contained in the Planning Policy document 'Designing Streets - A Policy Statement for Scotland'.
		2	I'm also wondering what the following means - - the yellow phase 3 section nearest Clumly Avenue marked "future development, education/research related business."	With regard to the area coloured yellow titled 'future development area', it is not expected that development will take place in this area imminently. The focus for development is expected to take place in the order of phases identified in the Development Brief. However, OIC Roads Services colleagues have advised that it may be necessary to link the development of the initial phases to Clumly Avenue/Wasdale Crescent in order to ease potential traffic pressure on east road. Having said this, this issue will be dealt with through a traffic Impact Assessment which will require to be

				<p>undertaken prior to the commencement of any development on the Watersfield site.</p> <p>The nature of development in the future development area is defined as Employment land (education related research). This is representative of the aspirations that this land could be used to develop facilities associated with the Orkney College at some stage in the future should proposals come forward.</p>
OICO	63	1	Phase 4 of the planned development is currently in use by the Orkney College.	We understand that phase 4 of the site is currently in use by Orkney College and the brief has been changed to recommend that phase 4 be used for potential long term Orkney College related development activities.
		2	Part of phase 3 has just been planted up as a garden and we are worried that this may be developed over.	Provision for green space has already been made in the brief at the college side of phase 3 and the brief will expand this area to include the newly planted garden.
		3	There is concern that this development will increase public access to the College	The Kirkwall Urban Design Framework and the Scottish Government Designing Streets guidance require links between new developments and existing developments.
		4	Could some of the development land be used for sports pitches and extra car parking for College?	As mentioned under point 1 the brief will be changed to recommend that phase 4 be used for "potential long term College related development" . It may be possible to investigate possibilities for college related sports facilities alongside any future college related development in this area.
		5	Why isn't the existing path/track that runs from north – south through the development site being used as one of the main roads through the development?	Point noted and the Development Brief has been revised to account for this point.
IP	615	1	Any development on this side of the town should consider plans for a ring road that would connect through the site between East Road and Cromwell Road.	The Development Brief has been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network.
		2	Many locals would like the Weyland Farm buildings to be demolished if they aren't to be used as a working farm again. Perhaps the stone could be used as hardcore for paths.	Point noted however, the Weyland Farm area is not an area covered by this brief and its usage and/or disposal will be dealt with separately.
IP	638	1	<p>Despite the anticipated increase in traffic, no improvements to roads infrastructure are envisaged.</p> <p>Over the last 35 years housing development in Kirkwall has been concentrated to the south and east of the old town centre, while employment and retail functions have moved more and more to the north and west – Hatston and the supermarkets on Pickaquooy Road. There is a need to</p>	Points noted. OIC Roads have been consulted on the Draft development brief and have outlined a requirement for a Traffic Impact Assessment to be undertaken prior to any new development taking place. The Development Brief has therefore been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network. Please also note that Traffic

			develop new/improved routes through and/or around Kirkwall to allow free movement between these housing/employment/retail zones. Proposals should be incorporated at Phase 1 for a double track access linking the development both to East Hill and Carness Road.	Consultants formed part of the project team which undertook the Kirkwall UDF, which established the suitability of this site for residential development. The TIA will be used to assess proposals in more detail.
KA	3	1	We welcome the approach of preparing development briefs as a way of providing a clear outline of which development should take place in such areas. We have reviewed the brief from our statutory remit.	Noted
		2	The brief sets out the main opportunities and constraints for the development of the Watersfield site and we note that this is within the context of the Kirkwall Urban Design Development Framework (KUDF) and that the land to be developed comprises an allocation which is identified for housing in the emerging Orkney Local Development Plan.	Noted
		3	Given that this brief will not adversely affect any historic environment features within our statutory remit, we recommend that you seek advice and information from your conservation and archaeology service in relation to the treatment of unscheduled and unrecorded archaeology in the area, if you have not already done so.	Noted, and this will be dealt with at the planning application stage.
IP	616	1	Expresses concern with regard to the increase in traffic/noise/pollution which will impact on the East Road. It is to be hoped that a traffic analysis will be carried out and its results made public and comments invited before development goes ahead.	Points noted. OIC Roads have been consulted on the Draft development brief and have outlined a requirement for a Traffic Impact Assessment to be undertaken prior to any new development taking place. The Development Brief has therefore been revised to establish a requirement for a Traffic Impact Assessment to be carried out on the area concerned to assess potential implications and any mitigation that may be required to the existing road network. Please also note that Traffic Consultants formed part of the project team which undertook the Kirkwall UDF, which established the suitability of this site for residential development. The TIA will be used to assess proposals in more detail.