



## Introduction

This development brief replaces the 'Draft Development Brief, Jewsons site, Kirkwall, June 2005', which was formally adopted in August 2005. It has been necessary to revise the brief to bring it up to date with current planning policy and also to help ensure that it presents a viable and deliverable development strategy for the area.

Since the previous brief was produced, the Kirkwall Urban Design Framework (UDF) has been completed and adopted. The UDF promotes the preparation of a more detailed masterplan for sites in the Junction Road/Great Western Road area. This development brief encompasses this wider area, taking into consideration sites KB-10, KB-13 and KB-14 from the Local Development Plan Proposed Plan (April 2011) in order to ensure a coordinated re-development of this part of the town (See Fig. 1).

Flood risk is of particular importance within this area of Kirkwall as the sites are located in the coastal and fluvial flood zones (1 in 200 year event). This risk establishes a significant constraint to development, in particular residential development and the full potential of the area cannot be achieved until there have been improvements to flood infrastructure. The development brief process has informed work which is now underway to address this issue and an Action Programme to map out the work which requires to be undertaken to overcome these issues, the parties responsible and an anticipated timescale is provided below (pages 13-14).

## Purpose of the development brief

It should be noted that the Council does not own all of the land within the development brief area of concern. The development aspirations of landowners within the area are varied and it is not necessarily expected that the full development potential of the area will be realised in the short term. However, the primary purpose of this document is to establish a comprehensive planning and design framework for the area which ensure common approaches to the delivery of the key masterplan strategies over time. The document has been drafted through a process of regular contact with landowners and development interests to help ensure that the proposals it contains are workable and deliverable.

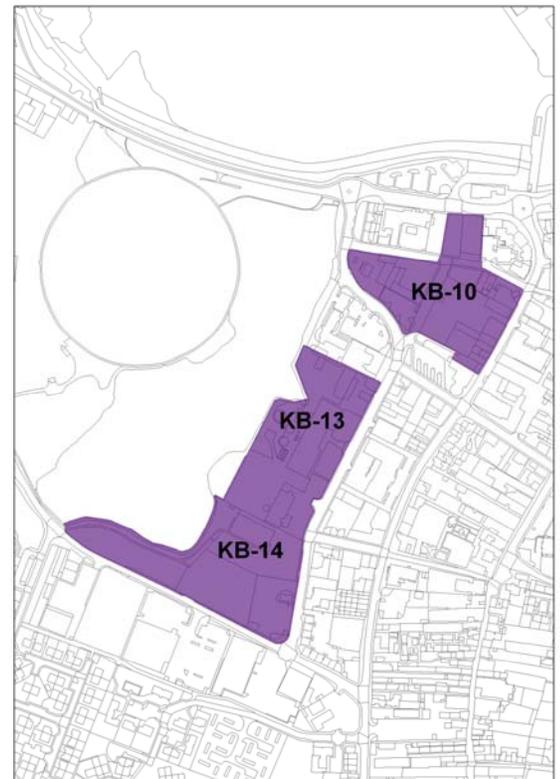


Fig.1 Local Development Plan Proposed Plan sites KB-10, KB-13 and KB-14

Based on consultation with landowners and potential developers, the development brief seeks to establish the land uses and

development models that are viable and deliverable within the area under consideration. These proposals have been directed to what are considered to be the most appropriate sites in order to help deliver the masterplan strategies required to most effectively regenerate this area of the town. All planning applications within the development brief area of concern must address the masterplan strategy and the key characteristics that are relevant to each site.

## **Policy Context**

The Orkney Local Plan Proposed Plan (April 2011) identifies three sites within the development brief area at KB-10, KB-13 and KB-14. All of these sites are promoted for mixed use development. The majority of site KB-10 is located within the town centre boundary and sites KB-13 and KB-14 are on the edge of the town centre boundary. The Proposed Plan establishes that this development brief should provide a masterplan framework for the redevelopment of these sites and that all development proposals within this area should be in accordance with this development brief.

The Kirkwall Urban Design Framework (August 2009) provides a strategic overview of Kirkwall, and calls for a masterplan to be prepared for the Central West area, which this development brief provides.

The UDF contains policies and proposals in relation to the former Jewsons Yard site and the wider area. Whilst it is required that the specific proposal for the Jewsons Yard site be reviewed in order to ensure that any proposal is viable and deliverable, the urban design principles established remain largely fit for purpose, and the document provides background information on the history and characteristics of this part of the town.

The UDF states the requirement for development in this area to be mixed use, with provision for new residential, retail, office space, arts, leisure and/or hotel uses.

## **Development Brief Objectives**

The objectives of this development brief are:

- A. To ensure that development of the sites are of an appropriate land use to their prominent Town Centre and edge of Town Centre location and that new development will complement the town centre rather than compete with it;
- B. To ensure that development proposals for each site contribute effectively to the wider masterplan strategies and in turn, to the urban coherence of this part of the town including the creation of new public spaces and existing and proposed pedestrian routes which the design of new development must actively respond to;
- C. To ensure that development of the sites adequately considers flood risk and to establish a timetable for the implementation of strategic flood infrastructure measures necessary to facilitate all the development proposals supported in this development brief. (See Identified Constraints section below for further details);
- D. To ensure that town centre car parking is sufficient to accommodate the scale and nature of development of the Central West area as well as the existing requirements for Kirkwall;
- E. To ensure development of a distinctive architectural quality which will embrace the masterplan strategies to regenerate this area as a high quality, vibrant extension to Kirkwall Town Centre;
- F. To ensure that early phases of development do not impede the longer term strategy;
- G. To ensure active use and development of key development sites as soon as possible; and
- H. To outline any potential constraints to development and how they might be overcome.

## **Guidance to applicants**

This development brief establishes 'Masterplan Strategies' for the central west areas as a whole. These masterplan strategies are intended to ensure a coordinated development of the area in the longer term and that the key elements of the development brief objectives are fully delivered. A series of sub sites are also identified within the development brief area. These sub-sites reflect the Local Development Plan sites and, as far as possible, existing land ownership. Key characteristics required of development are established for each sub-site to ensure that the strategies are delivered. These requirements are supported by an 'illustrative plan' and 'development brief proposals' for each site. However it should be

noted that the illustrative plans do not represent detailed design solutions for each site. Rather it is expected that these are a starting point for the development process, identifying the key site components which must be addressed to ensure that the masterplan strategies for the are achieved. The illustrative site plans are intended to stimulate debate at the design stage about how these principles can best be achieved.

In addition to this, in order to ensure that the development brief remains flexible in changing market conditions, the 'development proposals' outlined for each site later in this document are not intended to be comprehensive and alternative proposals are possible. However, all development proposals must demonstrate that they will deliver the masterplan strategies and in turn the objectives of the development brief outlined above, and that they address each of the site specific characteristics identified for each site below.



Kirkwall Town Centre



The Harbour Front



The Peedie Sea

## Analysis of the Kirkwall Central West Development Area

The area under consideration originally formed part of the Peedie Sea. Over time, it was reclaimed to provide an extensive area of level, low-lying ground, allowing building development to the west of the historic spine. Today, the area hosts a mix of residential, light industry, bulk retail and public services. The diversity of building types and inconsistency of architectural quality determines that the area lacks cohesion and has a somewhat ad-hoc character. Owing to the relatively recent reclamation of the land, there aren't any prominent developments that exist which are of any particularly special historical or architectural merit. Despite this, there are buildings of civic scale and purpose in the vicinity, including the Post Office, Tower Building, Power Station, Library, Travel Centre and Police Station, which provide landmarks and visual links within this area of the town.

However, the large flat plots and good vehicular and pedestrian accessibility offer a range of development opportunities. These could take advantage of the area's relationship to the Peedie Sea to the west, the Town Centre to the east and also the Harbour Front to the north, which currently has a lack of connection to this part of the town, both physically and visually, despite its close proximity to the area. The scale of the sites, and the proximity of the Peedie Sea and Harbour Front, suggests that there is achievable potential for distinctive mixed use developments which incorporate civic spaces and strong linkages to the Town Centre.

This area is substantially underutilised at present. The visual and spatial relationships around the Peedie Sea have also suffered as a result of fragmented urban development. In particular the sterile nature of the area of land which contains the Power Station, Powerbowl and former Bus Station along the east flank of the Peedie Sea has caused an impediment to linkages to, and coherence with, the wider area. There are large sites and buildings that are presently underused or empty. The area is within walking distance of the Town Centre and main transport links and there is good access to the site via the Pickaquoy and Ayre Roads. As such, this area offers potential for significant development opportunities (See Fig. 2).

If developed in a coordinated manner, the six sub-sites identified within the Brief may contribute effectively to the masterplan strategies which seek to address the issues outlined above whilst delivering an effective and attractive new development area which will compliment Kirkwall's Town Centre.

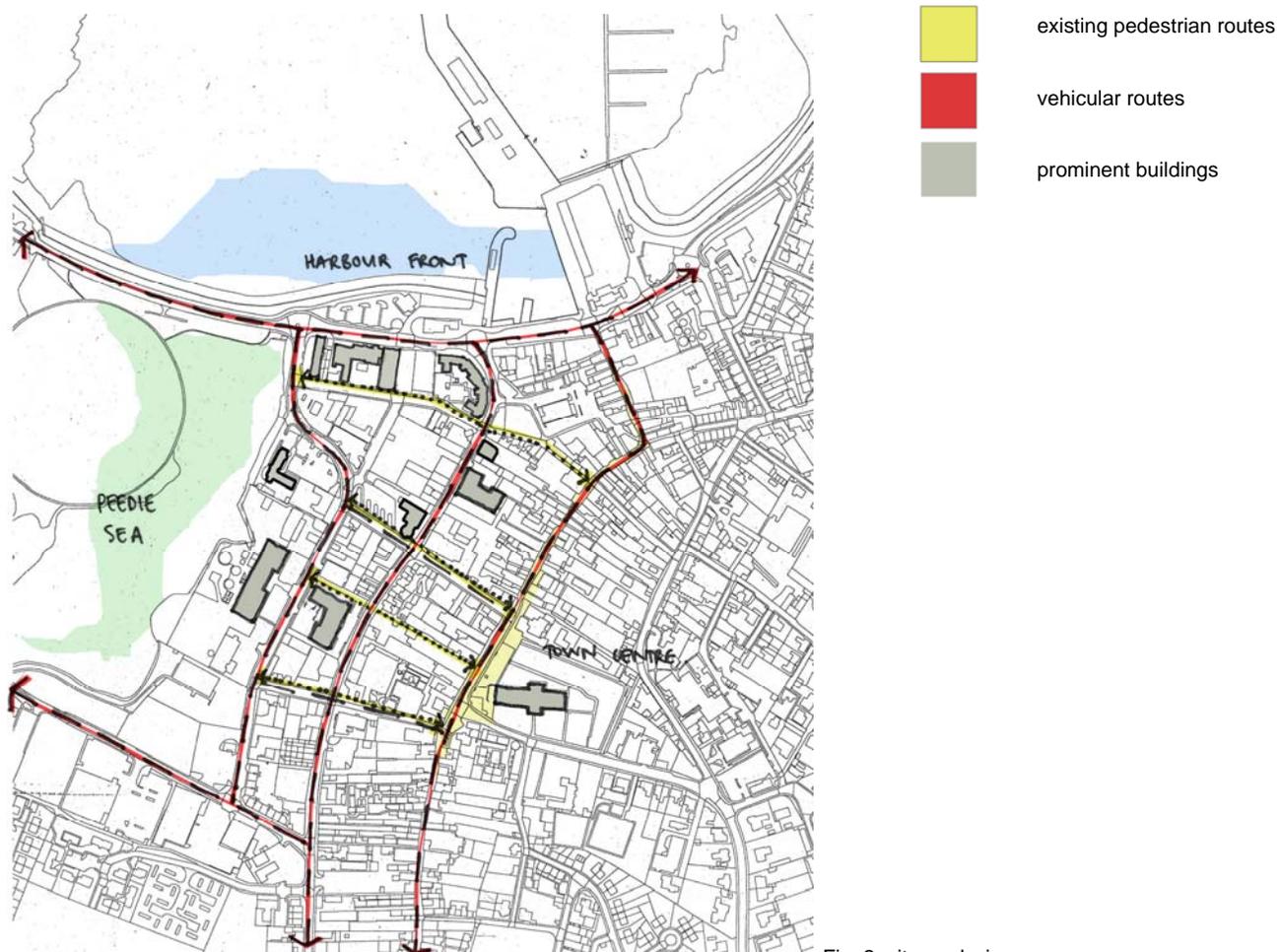


Fig. 2 site analysis

## Masterplan Strategies

In order to address the issues outlined above and to improve the urban coherence of the Kirkwall Central West development area, a number of Masterplan Strategies are outlined below: (See Fig. 3).

1. A pedestrian link should be created between the Harbour Front and Burnmouth Road through the re-development of the Ayre Road garage/depot buildings, linking into the already established but underused pedestrian access along Burnmouth Road from the Town Centre towards the Peedie Sea. This link should also connect into the Jewsons Yard development site via a new route which will incorporate the existing established tree on the Jewsons Yard site.
2. Public space must be created opposite the Post Office building, and provide a primary frontage for any new development within the Jewson's Yard and neighbouring sites at Junction Road sites should provide an active frontage to this space in order to consolidate and enhance the active frontages already existing Junction Road
3. Public/civic space should be retained and consolidated around the Power Station building which will link into the already established pedestrian footpath link along St Magnus Lane from the Town Centre. It would also link into the pedestrian routes along West Castle street and West Tankerness Lane, extending them through to the Peedie Sea walkway
4. The development of sites KB-13 and KB-14 should ultimately establish a strong building line to extend the visual linkages between the Town Centre along Tankerness Lane towards the Peedie Sea and beyond in order to effectively encourage pedestrian movement between the Peedie Sea area where there is existing substantial car parking and the Town Centre
5. As a general rule, car parking must be considered from the perspective of the Town Centre as a whole, rather than dedicated parking for each site to ensure the development area is used by pedestrians, in turn ensuring that new development complements the existing Town Centre.
6. Architecture within the development area should embrace the masterplan strategies and contribute to a new contemporary quarter with its own distinct character, complementing that of the historic Town Centre

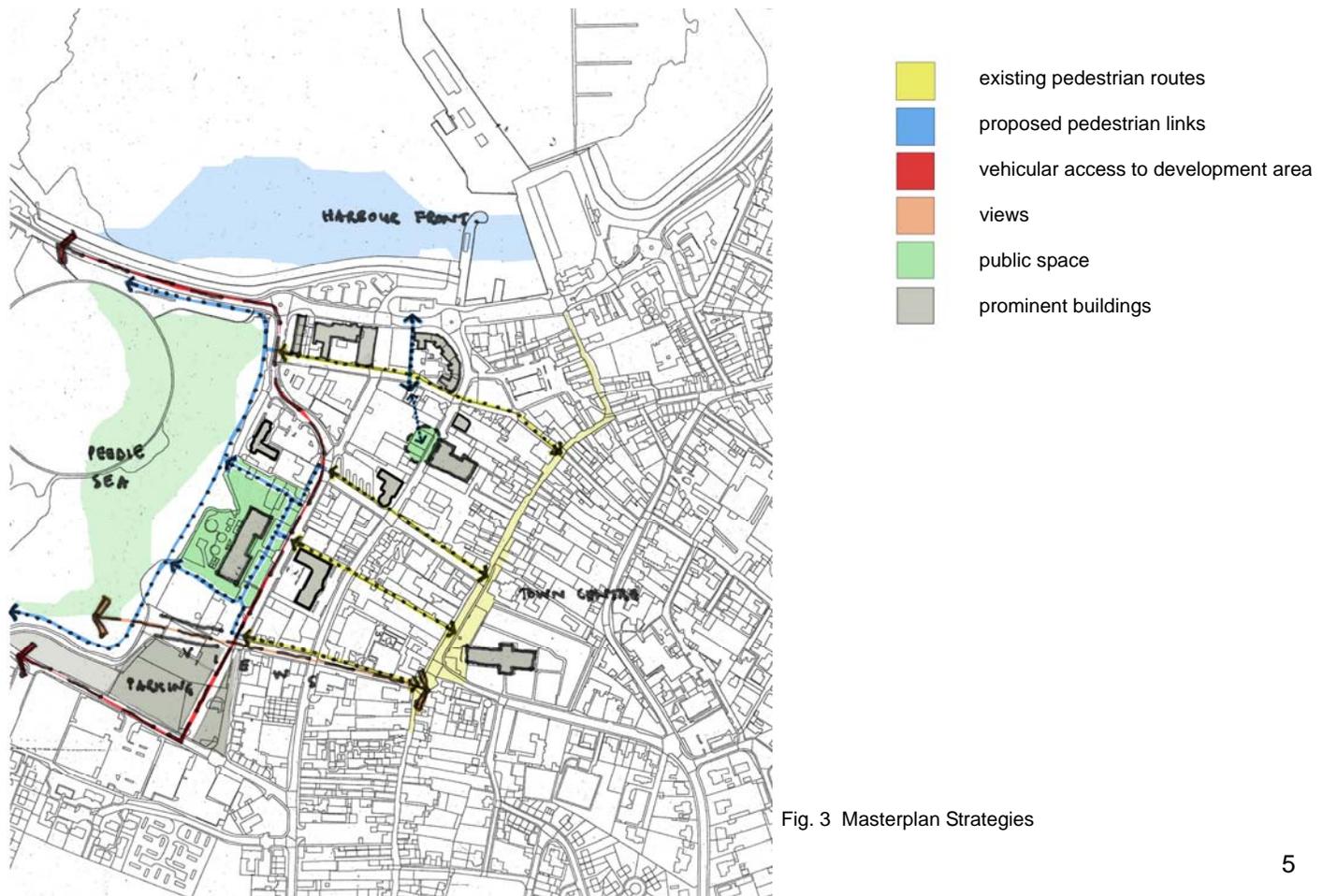


Fig. 3 Masterplan Strategies

## Site KB-10 – Ayre Road, Jewsons Yard and Scarth Centre sites

### A) Ayre Road site

#### Site context and description

The Ayre Road site is bounded by Ayre Road to the north and Burnmouth Road to the south. It is currently occupied by a number of buildings, some vacant and others used for storage, between the Kiln Corner housing development to the east and the Fusion Nightclub to the west. Fusion is accommodated within the former Orkney Seafood building, a category B Listed Building, deemed to be of special historical and architectural merit. The site is located within Kirkwall's Historic Spine in the UDF.

The site is in mixed ownership and it is anticipated that it will be developed in at least two phases. The key characteristics established in this development brief should ensure that each phase of the site is complimentary and there is a common approach to achieving the overall masterplan strategy for this site.



the Ayre Road site viewed from Ayre Road

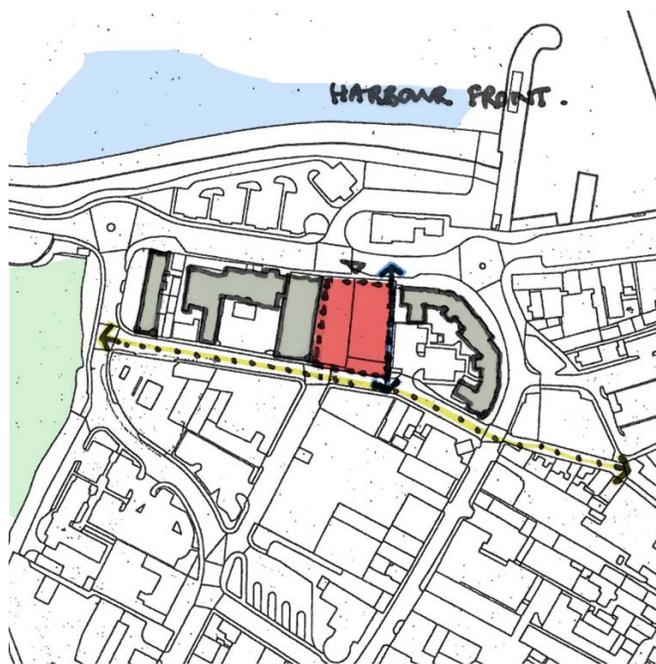
There is potential for this site to help better integrate the Harbour Front with the wider development area, in particular by connecting into the pedestrian linkages between the Town Centre, the Peedie Sea and the north aspect of the Jewsons Yard site. There is also an opportunity for new development to benefit from the footfall generated along the Harbour Front and to reconcile the fragmented urban fabric between Fusion Night Club and the Kiln Corner housing area.

Re-development of this site will be sensitive to the historic context into which it is being inserted. The height of new buildings will need to be carefully managed to ensure that an effective transition is created between the Fusion nightclub historic buildings and the more recently developed Kiln Corner flats.

#### Characteristics required of proposed development

In order to contribute effectively to the masterplan strategies, development proposals should demonstrate the following;

- Development should front onto Ayre Road, providing a main entrance and an active frontage at ground floor
- Development should provide a new pedestrian link to Burnmouth Road at the eastern boundary to the site. New development along this boundary should provide a frontage to this new route
- The scale, massing and form of new development must be carefully designed to ensure that it responds effectively to the existing townscape and in particular that it does not dominate the neighbouring Fusion Night club building. This will require a reduction in scale between Kiln Corner and the Ayre Hotel to respond to the reducing profile of this street frontage. Detailed modelling of proposed building massing is likely to be required to demonstrate these points. Contact should be made with the planning department at an early stage to agree the location of vantage points for this analysis. Due to the special nature of the context to the site, Architecture and Design Scotland's Design Review body should be consulted at the planning application stage



Ayre Road site illustrative plan

- The new building lines to be established at Ayre Road must be carefully designed to ensure that they respect the setting of Fusion and the Ayre Hotel historic buildings and provides an effective entrance to the new pedestrian link to Burnmouth Road.
- Architecture should be confidently contemporary while respecting the historic context into which it is being inserted.

## Development Proposal

The Development Brief proposal promotes Hotel, Hostel or other residential accommodation with ground floor commercial uses. It is important that this development would not be in line with Scottish Planning Policy (SPP) and will not be possible until such times as the flood risk issues outlined in the Identified Constraints section have been addressed. A hotel or hostel development would provide a suitable facility for tourist footfall on the Harbour Front, while also helping to direct pedestrian traffic towards the Town Centre and Peedie Sea.

## B) The Jewsons Yard and neighbouring sites

### Site Context and description

The Jewsons Yard forms the core part of this development area and is bounded by Junction Road to the east, Great Western Road to the west, Burnmouth road to the north and the Travel Centre and its associated bus stance hard standing to the south. A number of other properties are located within the urban block surrounding the former Jewsons yard and are identified as sub-sites within the masterplan strategy plan for this area. These sub-sites are in mixed ownership. Whilst there is not necessarily an immediate interest in developing all of these sub-sites, a comprehensive strategy is presented in this brief in order to ensure that the phased development of this area will occur in a coordinated manner.

The site occupies a prominent location within the western flank of Kirkwall Town Centre with the historic Town Centre to the east, the Peedie Sea to the west and the Harbour Front to the north, all of which are within comfortable walking distance. The site therefore has the potential to contribute positively to the routes between each of these places.

The Post Office is a building of a civic scale and is a key destination in the town centre. It also provides a landmark and visual link to this area of the town. Urban space and pedestrian routes should be focused around the building in order to improve the visual coherence of the area.

There is an opportunity for the east aspect of the Jewson's Yard site to contribute positively to Junction Road, complimenting the small businesses that already function from there. Creation of a public space in this location would provide the Post Office building with a destination public space, which would contribute to the urban coherence of the area and encourage increased pedestrian movement between this area and the historic Town Centre. There is an opportunity for any development within the Jewsons Yard site to provide a main frontage onto this public space.

The north aspect of the site has the opportunity to relate to the proposed link to the Harbour Front and routes between this arrival point and the main public space fronting onto Junction Road should be explored.

The west aspect of the site relates to Great Western Road, however, in terms of frontage it is expected that this aspect of the site will be secondary to that of Junction Road.



Small businesses on Junction Road



View down Mounthoolie Lane towards Jewsons Yard



The Post Office building opposite the site

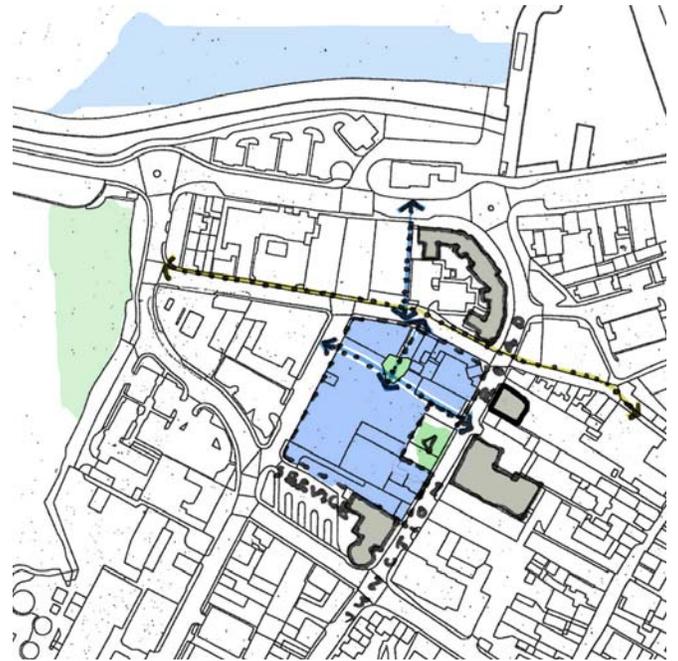
The south aspect of the site relates to the Travel Centre bus stances and associated hard standing. There is good vehicular access to this edge of the site from Great Western Road, and there is therefore an opportunity for this aspect of the site to accommodate any service space necessary for any proposed development.

The site provides a key opportunity to deliver new non-food retail floor space within the Town Centre boundary. This opportunity should replace the sequentially less-favourable Great Western Road sites identified in the Kirkwall UDF in terms of strategic retail provision in Kirkwall.

### Characteristics required of proposed development

In order to contribute effectively to the masterplan strategies, development proposals should demonstrate the following;

- A public space should be created opposite the Post Office building
- Development contained within the site should provide a primary frontage onto the new public space. An element of car parking may also be explored within this space to assist in the functionality of the post office, and reference to Designing Streets – A Policy Statement for Scotland should be made in the design and landscaping of this space
- Development should be mixed use to support the Town Centre location. The form of buildings could either be a single mixed use building for the core part of the site or a number of individually designed buildings across the site
- The existing established tree within the Jewsons Yard should be incorporated into the new public space/route from Burnmouth Road
- Any service zone or dedicated car parking which may be required for the core Jewsons Yard site should be located to the south or western boundary of the site
- The scale, massing and form of new development must be carefully designed to ensure that it responds effectively to the existing townscape and in particular that it does not dominate the neighbouring Post Office building. This will require a reduction in scale between Kiln Corner and the Post Office and Travel Centre to respond to the reducing profile of this street frontage. However, there may be opportunities for key elements and focal points to respond to the neighbouring context of the Kiln Corner development and other prominent buildings along the existing street frontage. Detailed modelling of proposed building massing is likely to be required to demonstrate these points. Contact should be made with the planning department at an early stage to agree the location of vantage points for this analysis.
- Architecture should be confidently contemporary, embracing the masterplan strategies



Jewsons Yard and neighbouring sites illustrative plan

## Development Proposal

The Development Brief development proposal promotes a mixed use scheme which complies with the above criterion, providing for a range of town centre uses including retail, housing and public house uses across the site. Such a development would provide facilities which complement those of Junction Road and the Town Centre. Other configurations are possible. The primary considerations for new development will be to ensure that their land use contributes to the vitality and viability of the new public spaces and routes and the wider town centre area as a whole.

It is important that residential development in this area would not be in line with Scottish Planning Policy (SPP) and will not be possible until such times as the flood risk issues outlined in the Identified Constraints section have been addressed.

To reflect the varied land ownership and respond to likely development phasing in the area, the site is separated into four land parcels as follows:

### Parcel A

This is the core Jewsons Yard and the car hire business. This is a key town centre site and development within this area has the potential to deliver substantial retail or other commercial space. The site will also deliver the key public space opposite the Post Office building, as well as the pedestrian route which runs through the site to Burnmouth Road which should incorporate and retain the existing established tree on the site.

Development of the existing building to the south of the new public space and the car hire premises must also provide an active frontage to this space.

A mixed use proposal may also be possible for this site, incorporating residential, tourist accommodation or other town centre uses above the main commercial floorplate. Any such scheme must demonstrate that it does not compromise the overall strategic value of this site as a key commercial site to complement town centre vitality and viability.

As an interim measure, there is potential to establish a temporary car park in this area. This short term solution would ensure active use of the site until such time as the market conditions are right to ensure maximum regeneration potential is achieved and/or the flood risk issues are addressed. Other temporary uses, including exhibition, events, storage and or community uses will also be appropriate.

### Parcel B

Development should be predominantly residential fronting onto Burnmouth Road and incorporating the new pedestrian routes and public space around the existing tree. The site is in mixed ownership and may be developed in phases.

### Parcel C

Development should deliver a mixed use development incorporating commercial town centre uses on the ground floor and residential accommodation above.

### Parcel D

Development should deliver a mixed use development which may include development of the existing public house use on the site as well as an element of residential development subject to local amenity considerations being satisfactorily addressed. The commercial public house element should provide frontage to Junction Road.



Jewsons Yard and neighbouring sites phasing plan

## C) Scarth Centre site

### Site Context and description

The Scarth Centre site is bounded to the north by Burnmouth Road, to the east by Great Western Road and to the south and west by Burgh Road as it curves around towards Ayre Road. Much of the easterly portion of the site was formerly the Scarth Centre but has recently been vacated, and the remainder of the site is used as a pay and display car park. The westerly portion of the site is currently occupied by Shearer's Garage.

There is potential for the east aspect of the site to respond to the pedestrian linkages to the Harbour Front and the development of the west aspect of the Jewsons Yard site. The north and south aspects of the site have the potential to contribute effectively to the pedestrian linkages proposed between the Town Centre and Peedie Sea.

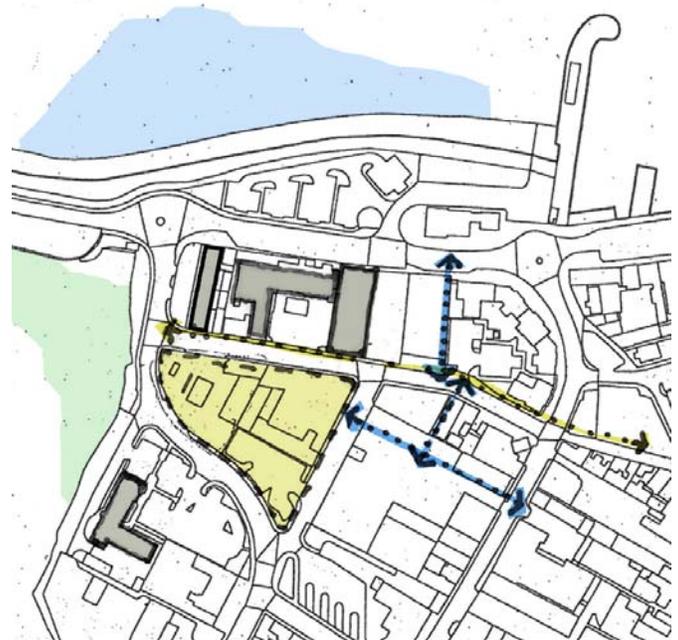


view along route towards the Peedie Sea past Scarth Centre site

### Characteristics required of proposed development

In order to contribute effectively to the masterplan strategies, development proposals should demonstrate the following;

- Development should establish positive facades to Great Western Road and Burnmouth Road and connect with the proposed new pedestrian route through the Jewsons Yard site.
- The scale, massing and form of new development must be carefully designed to ensure that it responds effectively to the existing townscape and in particular that it does not dominate the harbour frontage which is currently defined by the roofline of the Ayre Hotel and Fusion. This will require a reduction in scale between Great Western Road and Burgh Road end of the site to the reducing profile of this street frontage. Detailed modelling of proposed building massing is likely to be required to demonstrate these points.
- Architecture should be confidently contemporary, embracing the masterplan strategies



Scarth Centre site illustrative plan

### Development Proposal

The Development Brief proposal promotes residential development on the former Scarth Centre site and development of improved retail facilities for Shearer's Garage on the western part of the site. It is envisaged that the public car parking at the southern part of the site will be retained. It is important that residential development in this area would not be in line with Scottish Planning Policy (SPP) and will not be possible until such times as the flood risk issues outlined in the Identified Constraints section have been addressed. Other small scale commercial uses may also be accommodated as part of a mixed use proposal for the site and surrounding area.

## Sites KB-13 and KB-14 – The Power Station, Powerbowl and the former Bus Station sites

### A) The Power Station and Depot site

#### Site Context and description

The site is bounded by the Peedie Sea to the west, Great Western Road to the east, the Police Station to the north and the Powerbowl building to the south. The Powerstation building is sterile in appearance and is currently surrounded by industrial tanks and other apparatus. It is still in use and is anticipated to be so for the foreseeable future. However, due to its key strategic location and the building's architectural significance, there is a long term aspiration for it to be developed as part of this masterplan strategy.



the Power Station

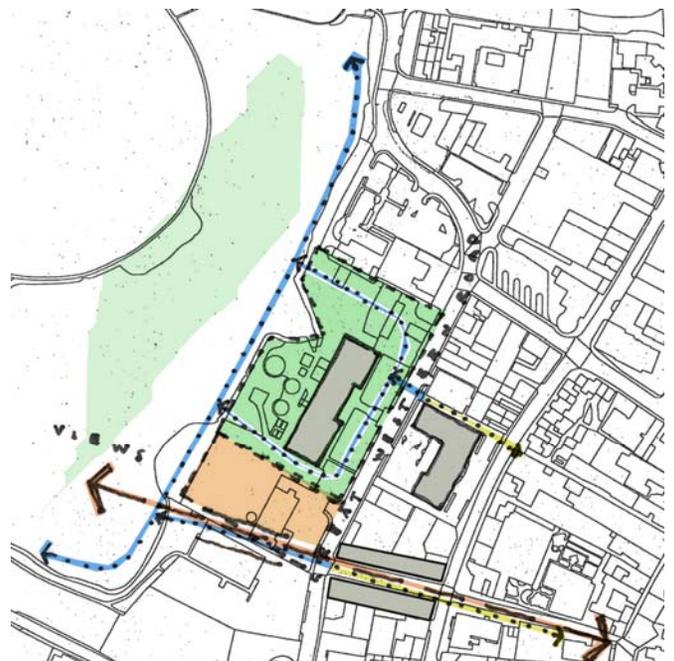
The Power Station is a building of architectural significance, located opposite the Library, and with an established footpath and views back towards St Magnus Cathedral and the Town Centre. It is also surrounded by a large amount of currently under-utilised space, and there is an opportunity for public space around the Power Station building to link into the pedestrian routes along Castle Street and Tankerness Lane and through to the Peedie Sea side of the building, where it could link into the existing circular pedestrian footpath.

The depot building is a functional building of no particular architectural interest and it is envisaged that this building would be replaced through redevelopment.

#### Characteristics required of proposed development

In order to contribute effectively to the masterplan strategies, development proposals should demonstrate the following;

- Development should involve the conversion and renovation of the Powerstation building
- There may be opportunity for significant architectural intervention at the northern end of the Powerstation building
- Development should fully utilise the opportunity for public space around the building and link into the wider pedestrian footpath strategy
- Redevelopment of the depot site should orientate and establish positive façades to both the proposed link between West Tankerness Lane and the Peedie Sea, and Great Western Road. It should also relate to the longer term development aspiration for the Powerbowl site in terms of the scale, massing and form of new buildings.



Power Station and depot site illustrative plan

#### Development Proposal

Due to the fact that the Powerstation and depot buildings are currently in use, there is no active proposal for the site. However, due to the prominent location of the site, the architectural significance of the Powerstation building and the expansive space in which it sits, there is a longer term aspiration that the Powerstation building could be converted to provide a community or public facility such as an arts centre, theatre, museum or similar which would complement the civic space that surrounds it and tie into the wider footpath network linking the Peedie Sea to the historic Town Centre.

Redevelopment of the depot building should provide for new residential accommodation, with positive facades to the new link between West Tankerness Lane and the Peedie Sea, as well as Great Western Road.

## B) Powerbowl and former Bus Station sites

### Site Context and description

The site is bounded to the west by the Peedie Sea, to the east by Great Western Road, to the north by the Power Station site and to the south by Pickaquoy Road with the large scale retail buildings beyond. The site contains the Powerbowl and the former bus station site which is currently in use as a large car parking area.

It is likely that the Powerbowl building will be leased for the next 5 years, but in the longer term, there is potential for development of this site to contribute strongly to the urban coherence of the area through extending the physical link from the Town Centre down Tankerness Lane to the Peedie Sea area, and importantly, by re-establishing a visual link between the Town Centre at Victoria Street to the Peedie Sea and beyond to the wider countryside.

In order to ensure that development of the central west area compliments the function of the traditional town centre rather than competing with it, it is important that this area contributes significantly to the wider provision of car parking in support of the town centre. In turn, this will encourage users of any new developments to access them by foot.

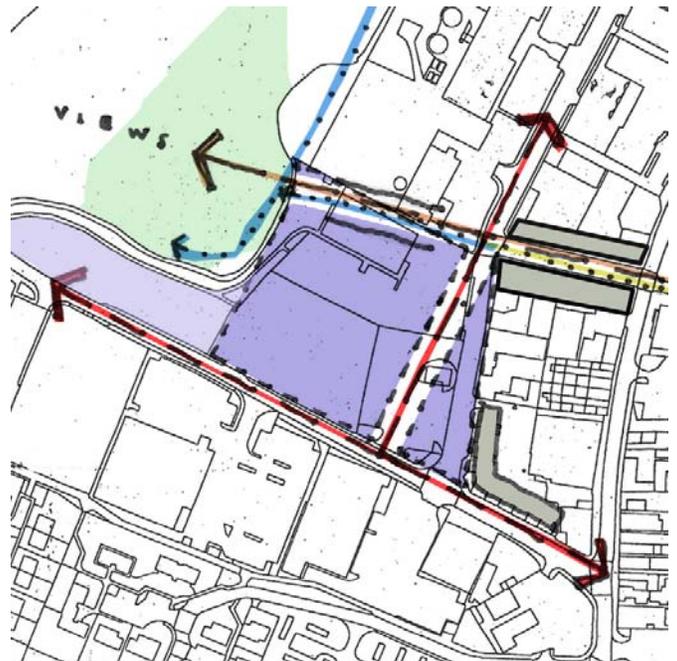


view towards the Powerbowl site from Tankerness Lane

### Characteristics required of proposed development

In order to contribute effectively to the masterplan strategies, longer term development proposals should demonstrate the following;

- Development of the site should respond to the requirement for a visual link from the Town Centre down Tankerness Lane to the Peedie Sea and beyond to the surrounding countryside
- Development should be of high quality and present positive facades to the Peedie Sea and the new street link between West Tankerness House Lane and the Peedie Sea to the north of the existing Powerbowl building.
- New development should not dominate neighbouring civic and historic buildings, and should provide a relatively consistent building height and present interesting and varied building forms when viewed from the west. Careful planning of the scale and massing of new buildings will be necessary to ensure that this is achieved.
- New development should respond to the scale and massing of existing buildings along West Tankerness Lane, which offers the opportunity for ground floor, small scale retail/commercial as part of a predominantly residential development.
- Architecture should be confidently contemporary, embracing the masterplan strategies
- Great Western Road should be realigned in accordance with the Kirkwall UDF
- The boundary treatment of this development will be important in ensuring the site is appropriately defined and contributes effectively to the Peedie Sea environment



Powerbowl and former Bus Station sites illustrative plan

## Development Proposal

Due to the fact that the Powerbowl is to be leased on a temporary basis there is no active redevelopment proposal for the site. Proposals to reuse these properties on a temporary basis for a range of commercial uses will be supported as a short term solution.

However, in the longer term a predominantly residential development will be supported on this site. This should follow the existing mixed use character of the West Tankerness House Lane and Great Western Road area and could include smaller scale commercial (including retail) uses at ground floor level with residential accommodation above. It is important that residential development in this area would not be in line with Scottish Planning Policy (SPP) and will not be possible until such times as the flood risk issues outlined in the Identified Constraints section have been addressed.

It is also important that the site maintains its existing role as part of the Kirkwall car parking. The Development Brief proposal promotes retention car parking use for the central and eastern part of this site and reorientation of Great Western Road. Subject to consideration of strategic town centre car parking issues, there may also be potential to establish a residential development on the north and western part of the site with frontage onto the Peedie Sea and the new route from West Tankerness Lane. However, proposals to build on existing car parking will have to account for the loss of car parking across the wider Central West Area which could require provision of alternative car parking elsewhere – for example on land to the west of the site adjacent to the new Peedie Sea pathway.

It is important that residential development in this area would not be in line with Scottish Planning Policy (SPP) and will not be possible until such times as the flood risk issues outlined in the Identified Constraints section have been addressed.

## Identified Constraints

### Flood risk

The Orkney Local Development Plan Proposed Plan (April 2011) Kirkwall Settlement Statement provides a context for this development brief, and states that the Orkney Strategic Flood Risk Assessment (SFRA) has identified each of the sites to be at risk of both coastal and fluvial flooding in a 1 in 200 year event.

Any new business and industrial development must ensure that it does not result in an increase in people or property at risk of flooding and a site specific flood risk assessment will be required to demonstrate this. A flood risk assessment has been prepared for the Jewsons Yard site which can be used as a starting point for any future work. This will facilitate the reuse of existing buildings or replacement buildings of a similar footprint for a use of similar flood-risk sensitivity.

Due to the flooding issues at the sites residential development (and larger-scale business and industrial development that could result in increased flooding elsewhere) would not be in line with Scottish Planning Policy (SPP) and will not be possible until works are undertaken to adequately address fluvial flooding and Kirkwall's coastal defenses have been improved to an appropriate standard. The following Action Programme has been prepared as part of this development brief to map out the actions required of the Council and relevant stakeholders to ensure this is achieved.

Actions	Responsible	Timescale	Progress (RAG status)
Review Scottish Water survey reports	OIC Engineering Services	Early June 2011	Amber
Video conference OIC and SEPA project teams	OIC Development Planning and Regeneration	May 2011	Green
Anticipated approval of Central West Development Brief	OIC Development Planning and Regeneration	5 July 2011	Amber
Undertake Phase 12 review of existing Flood Infrastructure and Project Appraisal a) Coastal defenses b) Fluvial infrastructure	OIC Engineering Services	June – August 2011	Amber
Briefing note to Roads Member Officer Working Group (MOWG)	OIC Engineering Services and Development Planning and Regeneration	July 2011	Amber

Report to Transport and Infrastructure Committee on outcomes and recommendations for Capital Infrastructure Investment during financial year 2012/13	OIC Engineering Services and Development Planning and Regeneration	6 September 2011	Amber
Identify financial mechanisms (including potential developer contributions) to deliver capital projects	OIC Engineering Services	September 2011 onwards	Amber
Implement works to construct flood infrastructure	OIC Engineering Services	March 2012 onwards	Amber
Projects can progress in Central West area with Policy support	All	Mid-2012	Red

It should be noted that this process is dependant upon the outcome of the survey reports and ongoing discussions between the Council and Scottish Water.

### **Land contamination**

Owing to the history of this part of Kirkwall, it is likely that certain areas will have issues with contaminated soils such as Hydrocarbons, metals and elevated gas levels. It is the role of the Planning Authority to ensure that any risks to human health or to the environment are negated prior to development and it will therefore be necessary that assessments be carried out to any land to be redeveloped and that the appropriate remediation measures are taken prior to the commencement of any reuse of the land. In order to ensure that the appropriate measures are taken to address any issues regarding contamination of the site, the Council's Environmental Health Service will be consulted in relation to any application for planning permission to develop land within the Kirkwall Central West development area. A phase 1 contamination survey is due to be undertaken in summer 2011.

### **General requirements of development proposals**

#### **Car parking**

It has been established through consultation with OIC Roads Support Team that during the development brief drafting process that sufficient capacity within existing Town Centre car parks exists to accommodate the potential scale and nature of development supported by this development brief. However, a Traffic Impact Appraisal (TIA) for the Central West development area should be submitted in support of the first planning application being lodged in order to establish further detail on the level of use of existing car parks and any other roads infrastructure issues which may be required to support the delivery of the regeneration potential of the development brief area. In any instance where this is not undertaken, a TIA will be required for each individual development site. OIC Roads have also advised that any development which takes place on existing car parking land will require to provide the loss in spaces elsewhere, in addition to provision for the development its self. Site specific parking will be required for each development proposal (disabled, staff etc) which will be defined at the planning application stage.

As detailed above, an interim solution for the Jewsons site could provide the potential to establish a temporary car park in this area. This short term solution would ensure active use of the site until such time as the market conditions are right to ensure maximum regeneration potential is achieved and/or the flood risk issues are addressed. Detailed consideration of the layout and design of any temporary car parking will require to be undertaken in consultation with Roads Support Team.

## **Developer Infrastructure Contributions**

The Orkney Local Development Plan Proposed Plan (April 2011) Policy SD3 establishes the policy requirements for new development in terms of developer contributions to infrastructure delivery. The Central West site has significant infrastructure constraints which will need to be addressed through the development process. It is not considered appropriate for the Council to bear the entire cost of these works and contributions which are appropriate to the scale of individual development projects within the central west development brief area will be required.

As a starting point, contributions are likely to be required either through the provision of the parts of the infrastructure that is directly related to individual phases of development or through a financial contribution to the provision of shared infrastructure for the following:

- Car parking
- Public space and key pedestrian routes
- Fluvial and coastal flood protection infrastructure

Other requirements may be identified at the detailed planning application stage.

## **Surface Water Drainage**

It will be necessary for individual development proposals to incorporate Sustainable Urban Drainage Systems (SuDS). These will need to be integrated with the existing Kirkwall water management system. Developers will be required to provide SuDS assessments and provide full attenuation or consider upgrading the existing drainage system where appropriate, complying with the requirements of PAN61, Planning and Sustainable Urban Drainage Systems, and with good practice guidance such as The SUDS Manual and SUDS for Roads.

The site is located within the Kirkwall Settlement boundary. There is therefore a requirement that all development on the site is connected to the public foul sewer. A Drainage Impact Assessment will therefore be required to be submitted in support of planning applications to determine any upgrades which may be necessary. Developers should make early contact with Scottish Water to establish the scope for this assessment.

## **Sustainability and Energy Efficiency**

The development of each of the sites, and land parcels which make up some of the sites, should demonstrate efficient use of energy and resources in terms of layout, orientation, construction and energy supply, and consideration should be given to the use of sustainable materials.

## **Biodiversity**

It is important to consider the effects of development on biodiversity and to put in place measures to protect vulnerable species and, where possible, to introduce biodiversity enhancement. This will be particularly relevant in relation to the sites located adjacent to the Peedie Sea. (Sites KB-13 and KB-14).

- The Peedie Sea area is used by otters, a species which is afforded special protection under national and international wildlife legislation. At an early stage in the planning process the developer should discuss with the planning authority any requirement to undertake a survey to determine the presence of otter in or around the proposed development area
- Biodiversity and landscape enhancement may be achieved through planting species of shrubs and/or trees which are appropriate to a town centre location. Advice on suitable species which are native to Orkney may be obtained from an OIC Environment Officer
- The Peedie Sea has attracted bird life and it is important that development respects the conditions necessary to support this.

## **Waste Management**

In line with national policy, Orkney Islands Council is committed to achieving or, where possible, surpassing national targets relating to waste management and recycling. It is important therefore that provision for recycling should be considered at an early stage in all new developments within this area.

## Sources of additional information

Orkney Local Development Plan Proposed Plan (April 2011)

<http://www.orkney.gov.uk/Service-Directory/O/Orkney-Local-Development-Plan.htm>

Kirkwall Urban Design Framework

[http://www.orkney.gov.uk/nqcontent.cfm?a\\_id=14329&tt=orkneyv2](http://www.orkney.gov.uk/nqcontent.cfm?a_id=14329&tt=orkneyv2)

## Contact information

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