

# Development Brief – Kirkwall Walliwall (K5)

October 2020



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# 1. Introduction

## 1.1.

This development brief has been prepared to inform the development of housing allocation K5 from the Orkney Local Development Plan 2017 (OLDP2017). This allocation is located in the north west of Kirkwall and to the south of Kirkwall Golf Course; as noted in Figure 1. K5 is 6.5 hectares in size and is noted in Supplementary Guidance: Settlement Statements as having a capacity for 45 houses.

## 1.2.

This Development Brief has been drafted by Development and Marine Planning with input from key stakeholders.

## 1.3.

This Development Brief will be approved as Development Management Guidance and will be a material in the consideration of planning applications on this site. It provides a clear development concept and development criteria on what is acceptable for the development of this allocation.

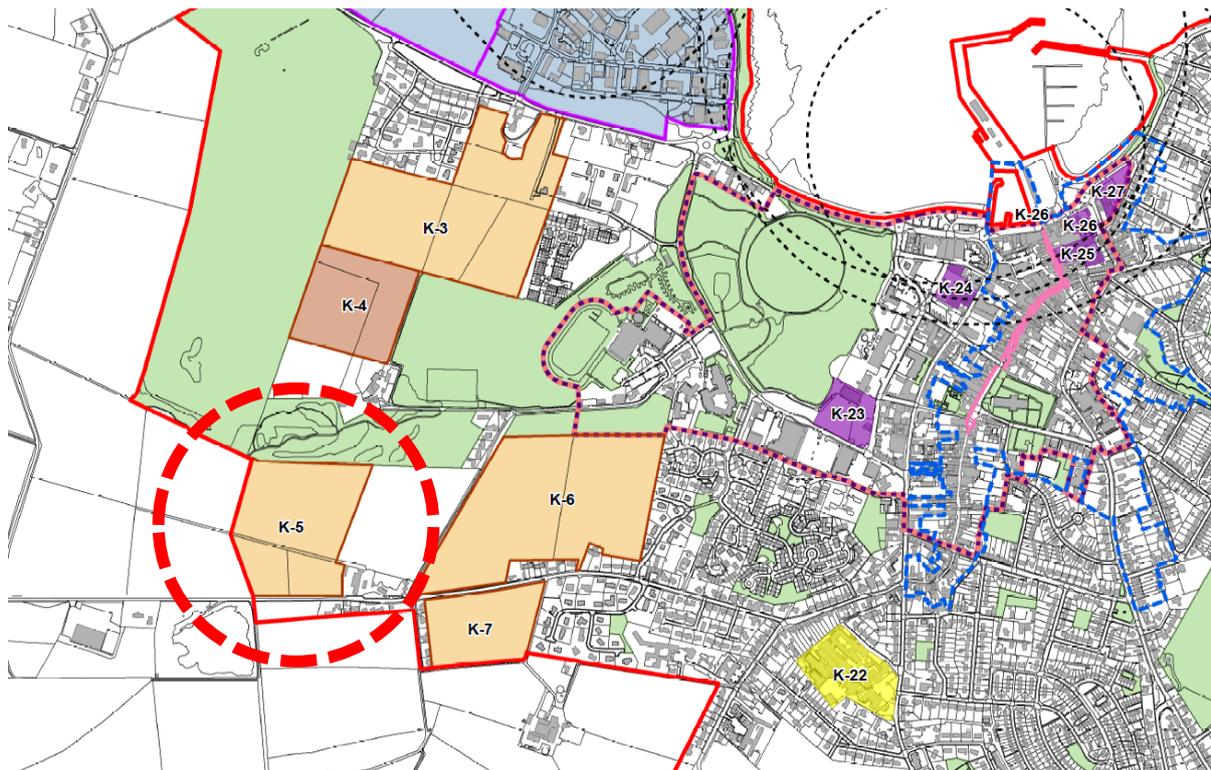


Figure 1: OLDP 2017 Proposals Map showing location of K5 site.

## 2. Policy Context

### 2.1. National Policy Context

The value and importance of good design to the creation of successful places is outlined within National Policy documents Creating Places, Designing Places and Designing Streets.

Creating Places – a policy statement for Scotland notes that “good design is not merely how a building (or development) looks, it is an innovative and creative process that delivers value.”

The other policy statements on architecture, place and street design, Designing Places and Designing Streets are both underpinned by the 6 qualities of successful places, these being:

- Distinctive.
- Safe and pleasant.
- Easy to move around.
- Welcoming.
- Adaptable.
- Resource efficient.

These guiding principles underpin successful places, and this development brief has therefore been prepared in order to promote, and help developers to achieve, these outcomes. These documents are also material considerations in the determination of planning applications.

### 2.2. Local Policy Context.

Housing Allocation K5 was adopted for housing through the OLDP2017. Policy 5 – Housing, part A – Housing in Settlements, of the OLDP2017, states that the development of housing allocations or redevelopment sites will be supported where it accords with the relevant settlement statement and any adopted Development Brief, Masterplan or Urban Design Framework. The development of housing sites must be planned as a whole to ensure that the long-term development of the wider allocation and / or adjacent sites is not compromised by any piecemeal development.

Supplementary Guidance: Settlement Statements notes the requirement for a Development Brief to be completed for this allocation.



In 2018, Your Kirkwall – A Place Plan for Kirkwall was approved by the Council. Within Your Kirkwall there are a number of Strategic Town-Wide Objectives (STWO). Four of these objectives are relevant to this Development Brief. They are:

**STWO 1** – Concentrate future residential development within a reasonable walking distance (20 minutes of the town centre – to make best use of brownfield land and reduce demand for car use in new development). This is illustrated at Figure 2.



Figure 2 – Strategic Town Wide Objective 1 diagram (Your Kirkwall).

K5 is partly within the 20-minute and partly within the 25-minute walk into the town centre, as illustrated at Figure 3. High quality active travel is required within this development.

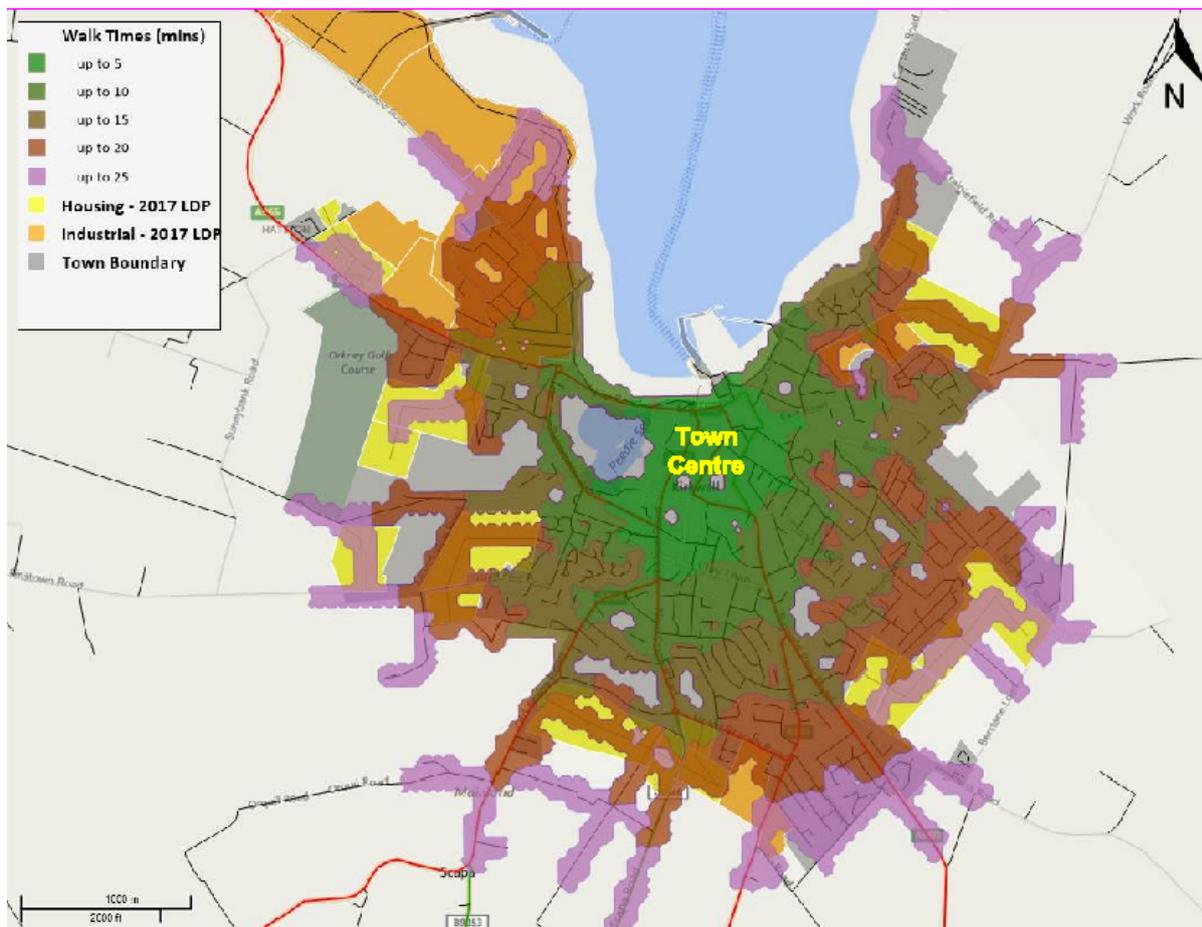
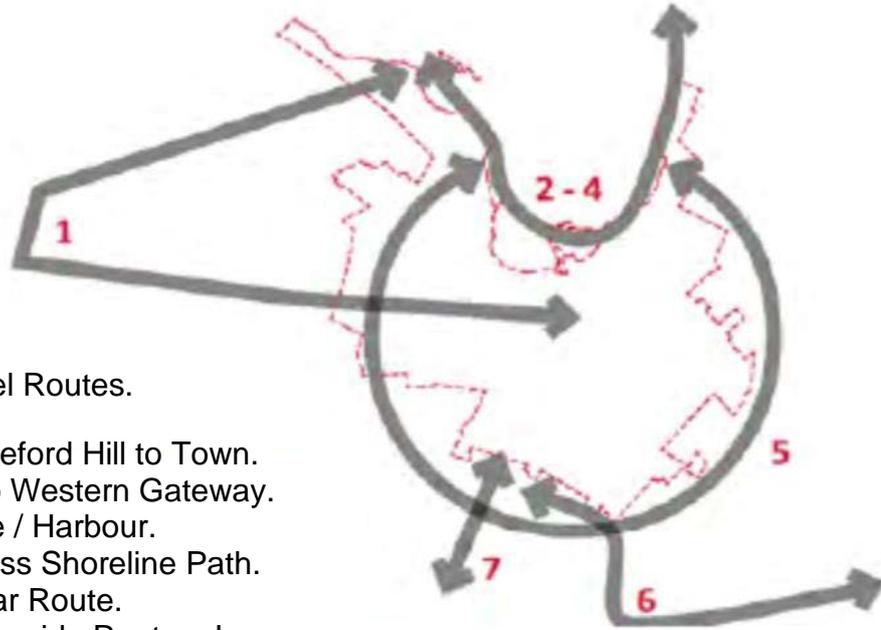


Figure 3 – Walking times diagram.

**STWO 4** – Reduce the demand for short journeys by car and manage visitor numbers sustainably within Kirkwall.

K5 is located in close proximity to Strategic Route 1 (Hatston to Wideford Hill to Town) via Muddisdale, as illustrated at Figure 4.

If improved in future through a separate project, there is an opportunity to access the Picky Centre, Supermarkets, Glaitness Primary school and town centre from the site via this route.



#### Strategic Active Travel Routes.

1. Hatston to Wideford Hill to Town.
2. Hatston Pier to Western Gateway.
3. Town Frontage / Harbour.
4. Town to Carness Shoreline Path.
5. Kirkwall Circular Route.
6. Town to Countryside Route – Inganess.
7. Town to Countryside Route – Scapa.

Figure 4 – Strategic Active Travel Routes (Your Kirkwall).

K5 is located in close proximity to the core path K4 of Muddiesdale, an active travel route that links the town centre to recreational locations and the countryside beyond. This development will be required to link in with this core path via the Liberator Drive development to encourage active travel movement. At such time in future that Strategic Active Travel Route 1 is delivered as a separate project, the K5 site will be connected into it.

The active travel network, including core path provision is identified at Figure 5.



Figure 5 – Active Travel diagram incorporating core paths (Your Kirkwall).

**STWO 5** – Put in place measures to sustainably manage surface water drainage across the town.

A Green Infrastructure Network (GIN) incorporating green networks, open space and active travel routes should be used to assist surface water management and drainage issues around Kirkwall. A GIN will require to be designed and developed in the Muddisdale area to ensure the development of the K5 site responds accordingly to this vision.

**STWO 6** – Provide better connected functional green space.

This objective can be achieved through the above noted GIN.

**STWO 7** – Make Kirkwall a better place to live where streets are designed to encourage a positive walking experience for all ages and capabilities.

There will be a need to develop better neighbourhoods built on well-designed streets and social spaces which protect and enhance the distinctive character of the historic environment, with buildings fronting onto streets.

### 3. Site Context



Figure 6 – Site context.

#### 3.1.

K5 is located on the west side of Kirkwall. At present K5 is considered on the edge of Kirkwall in a location that is open and predominantly green. Directly to the west is farmland and to the north is open recreational land (the Muddisdale core path K4, burn and recreational land, the Pickaquoy Centre and outside sports facilities, the Orkney Rugby Club and the Kirkwall Golf Course).

To the east is the newly completed housing development that is locally known as Liberator Drive. This development comprises of approximately 100 residential properties with a centrally located open space. To the south and over the Old Finstown Road is a construction site that has planning permission for the creation of 5 houses. This is next to the former Walliwall Quarry and the Orkney Pony Club; with farmland beyond. See Figure 6 above.



Image 1 - From Sunnybank Road looking East over the Site.

## 4. Site Description.

At present the site is mainly agricultural grassed land. The south east corner of the site is presently used as a construction compound for the Liberator Drive development. The site has stone dykes forming the northern and southern boundary treatments with the others being post and wire and wooden. The site has a gentle slope from the south to the north.

Located on the site is a 6 kilowatt wind turbine with another just one located off the site on the eastern boundary. See Figure 7 below.

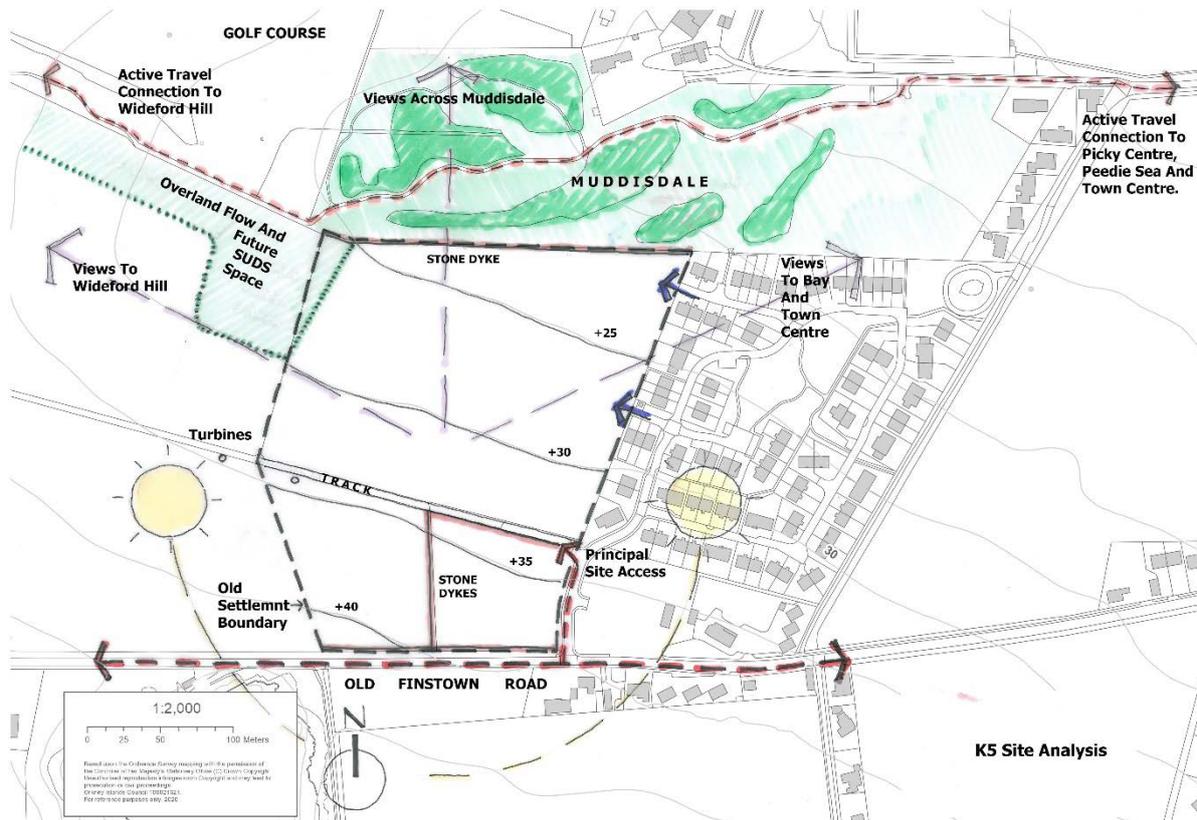


Figure 7 – Site Analysis Plan.

## **5. Constraints and Opportunities.**

### **5.1. Linkages**

On the southern boundary of the site is the Old Finstown Road that links Kirkwall to the West Mainland. Just on the eastern boundary of the site is Liberator Drive that provides access to this new development. On the Liberator Drive development there are 3 roads that link to the development site. To the north of the site is the core path K4, burn and recreational area of Muddisdale. This core path links the Peedie Sea area of Kirkwall to Wardhill in St Ola.

### **5.2. Open Spaces**

The site is located within close proximity (to the northeast) to the Pickaquoy Centre and associated outside sports facilities (running track, football, rugby and hockey pitches), Orkney Rugby Club with its associated outside practise pitches and the Muddisdale core path, burn and recreational area. Centrally located in the Liberator Drive Development is a landscaped open space feature.

### **5.3. Water and Flooding**

A small part of the lower north west corner of the site is recognised as being at risk from surface water flooding. It is also noted in Supplementary Guidance: Settlement Statements that there is a potential that the development of K5 and in particular the lower part of the site could contribute to flooding elsewhere. On the southern boundary to the site, on the Old Finstown Road, there is evidence of a historic culverted watercourse.

Located to the south of the site is the Muddisdale Burn that is located in recreational land. To the south west of the site and over the Old Finstown Road is the former quarry of Walliwall. At present the former quarry is permanently full of water.

### **5.4. Natural Environment**

On the site or in the vicinity of the site there are no natural heritage designations. The developer has completed an otter survey on the site and the nearby Muddisdale Burn, to the satisfaction of the planning authority. The survey concluded that there is no evidence of otters on the site.

### **5.5. Historic Environment**

On the site or in the vicinity of the site there are no historic environment assets of note. These assets include listed buildings, conservation areas, schedule ancient monuments, other noted archaeology or inventory gardens or design landscapes.

### **5.6. Uses and Builtform**

The predominant use in this location is housing and in this location they are of mixed tenure and sizes. Other uses are recreation and leisure; and agriculture. Residential units in the location tend to be gable ended and range in height from one storey to two storeys. Materials are natural in colour, with the use of a range of material types ranging from natural (slate, stone and timber) to manmade concrete tiles and

cladding materials. The builtform associated with the Pickaquooy Centre and the Orkney Pony Club are larger in nature.

## **6. Development Brief Strategy**

### **6.1.**

The development brief strategy emerges from the relevant Strategic Town Wide Objectives (STWO) of the Your Kirkwall Place Plan.

### **6.2.**

Principally, there is a need for an improved Green Infrastructure Network (GIN) in the area to address the management of surface water flooding, improve active travel infrastructure, connect areas of sheltered green space and improve biodiversity.

### **6.3.**

The development of this GIN will ensure that STWO's 4, 5 and 6 are delivered.

## **6.4. The Muddisdale Green Infrastructure Network**

6.4.1. The GIN diagram at Figure 8 has been developed to illustrate a vision for how the existing Muddisdale Green Space could be extended in future, with paths realigned and upgraded to create an environment suitable and fully accessible for active travel.

6.4.2. The development of this GIN would be subject to a separate project being initiated, however the space required for this will have an impact on the layout of the K5 site because it is necessary that a fillet of land in the north west corner of the allocation remains undeveloped to accommodate overland flow of surface water. Taking this approach will achieve a natural solution which works with the existing

environmental characteristics of the site within its context, thus reducing the need for engineered solutions.

6.4.3. Potential future development to the west would also be required to avoid the GIN space and this therefore impacts on the necessary access, roads and movement strategy for the K5 site.

6.4.4. Examples of similar projects which manage flooding and provide multi-functional benefits are found at East Tullos Burn Wetlands and Seaton Park Wetlands in Aberdeen.

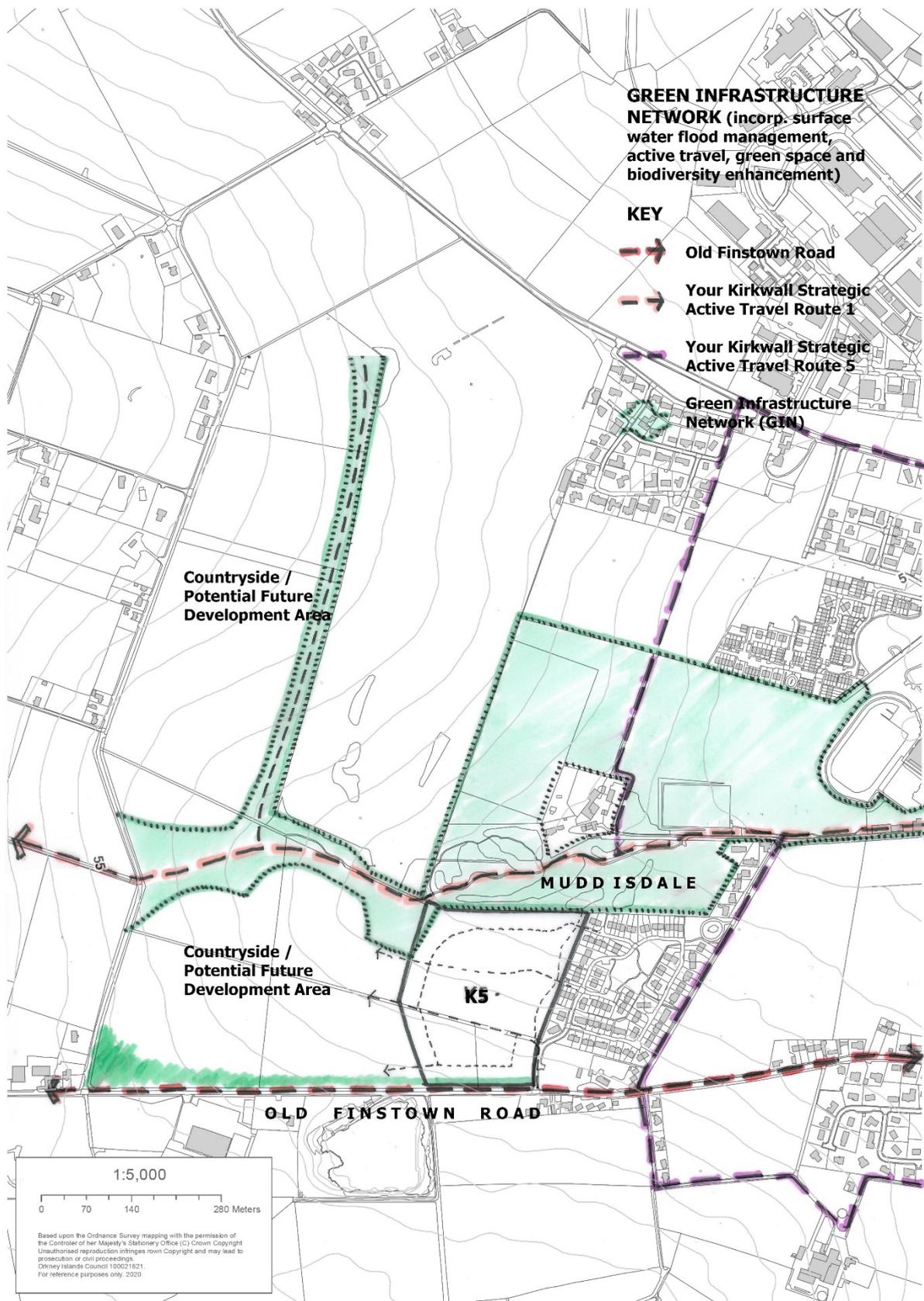


Figure 8 - The Muddisdale Green Infrastructure Network.

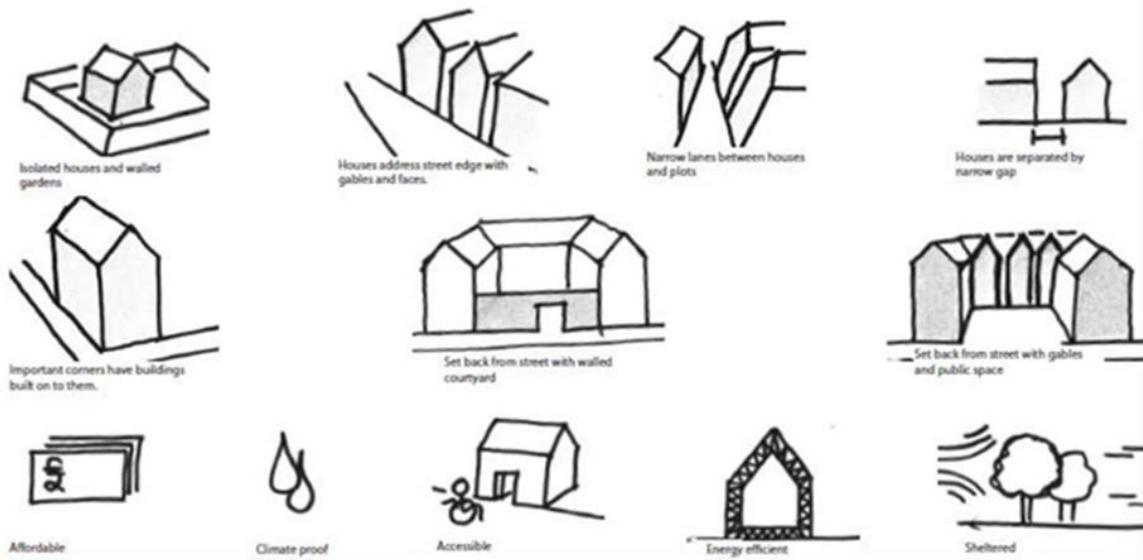


Figure 9 – Housing Design Principles (Your Kirkwall).

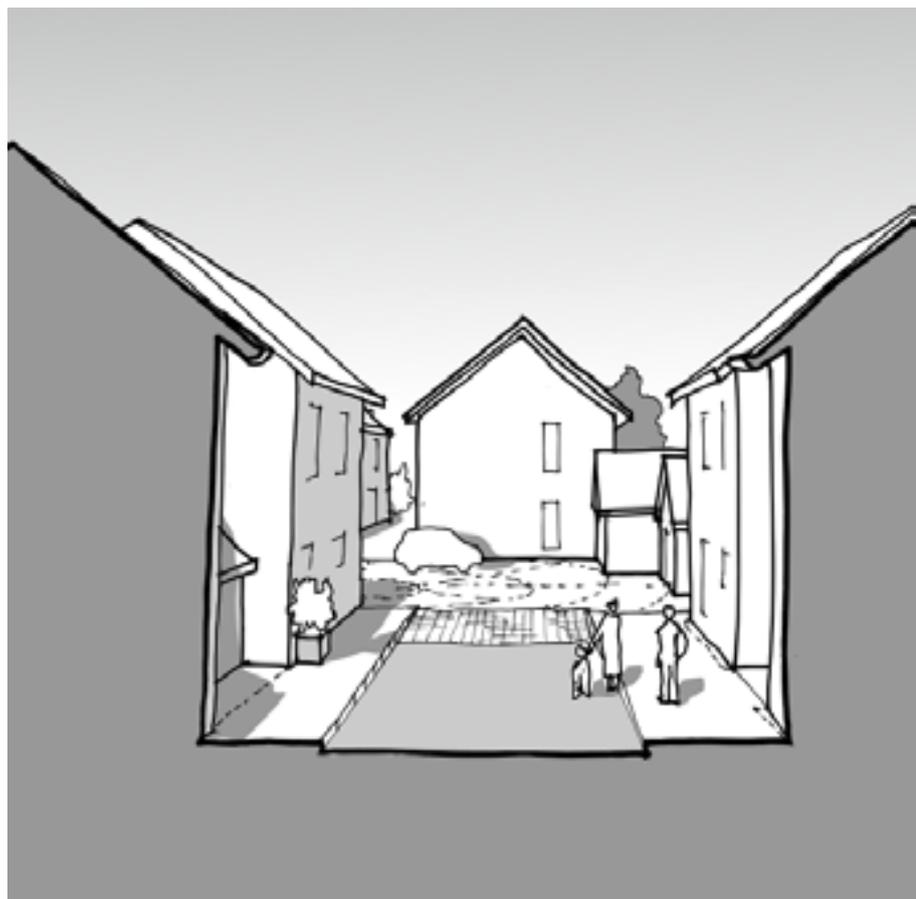


Figure 10 – Illustration of Housing Design Principles concept (Your Kirkwall).

## 6.5. The K5 Site

6.5.1. With Strategic Town Wide Objectives 4, 5 and 6 met by the future development of the GIN, the development of the K5 site addresses the remaining objectives, 1 and 7.

6.5.2. The Your Kirkwall vision for new housing in Kirkwall focuses on learning from the town core, creating distinctive new homes, great streets and social spaces.

6.5.3. Kirkwall streets are built on a distinctive combination of mixed materials, simple forms and carefully placed buildings. The diagrams at Figure 9 and 10 above illustrates key urban design features of Kirkwall and how they may be interpreted in new housing development.

6.5.4. Taking these characteristics into account, new housing should consider the following principles in its layout:

- **Make an entrance:** consider the character and experience of entering the site as a pedestrian, cyclist and in vehicles. Bring bigger housing onto the entrance corner, use open space, walls and hedges to define the entrance space and ensure housing overlooks the area.
- **Create streets and spaces:** define the street space, consider the street width, creating shelter and definition. Use ancillary elements such as garages, walls and hedges to help create enclosure.
- **Consider sensitive parking:** parking at the side of houses frees up the front garden and allows the house to address the street. Any communal parking could be integrated within the street.
- **Considerate edges:** consider the edges of the development and make the most of them, housing should front the surrounding streets and make the most of the views. Gable ends of development will front the active travel route along the east boundary of the site and from the approach to Kirkwall from the west, new housing on this site will be making a new edge to the town. Consider how to make these edges visibly appealing with positive building facades.
- **Make most of natural resources:** consider the physical features of the site and how to use them to best effect by working with the contours of the land and integrating landscape and green space. Orientating towards the sun and toward views will add value to houses and integrating water sensitively will reduce long term cost. Ensure you integrate shelter into the design through use of buildings, stone boundary walls, trees and hedges.
- **Create a focus:** give the streets a hierarchy, important streets and public spaces linking to more private streets. Use the houses to make identifiable space, potentially with uses such as home working, neighbourhood facilities or a small shop if demand exists.
- **Connect to the surrounding:** ensure that every opportunity is taken to connect new housing to the surroundings. Leave space for future connections to adjacent potential future housing sites and consider how to tie into the existing surrounding uses.

- **Use colour:** consider the careful use of colour within a development, to provide variety, assist with way finding and create distinctive places.

6.5.5. The development brief strategy plan at Figure 11 below has been prepared to show how these principles can be used to create a place valued by the residents of the site.

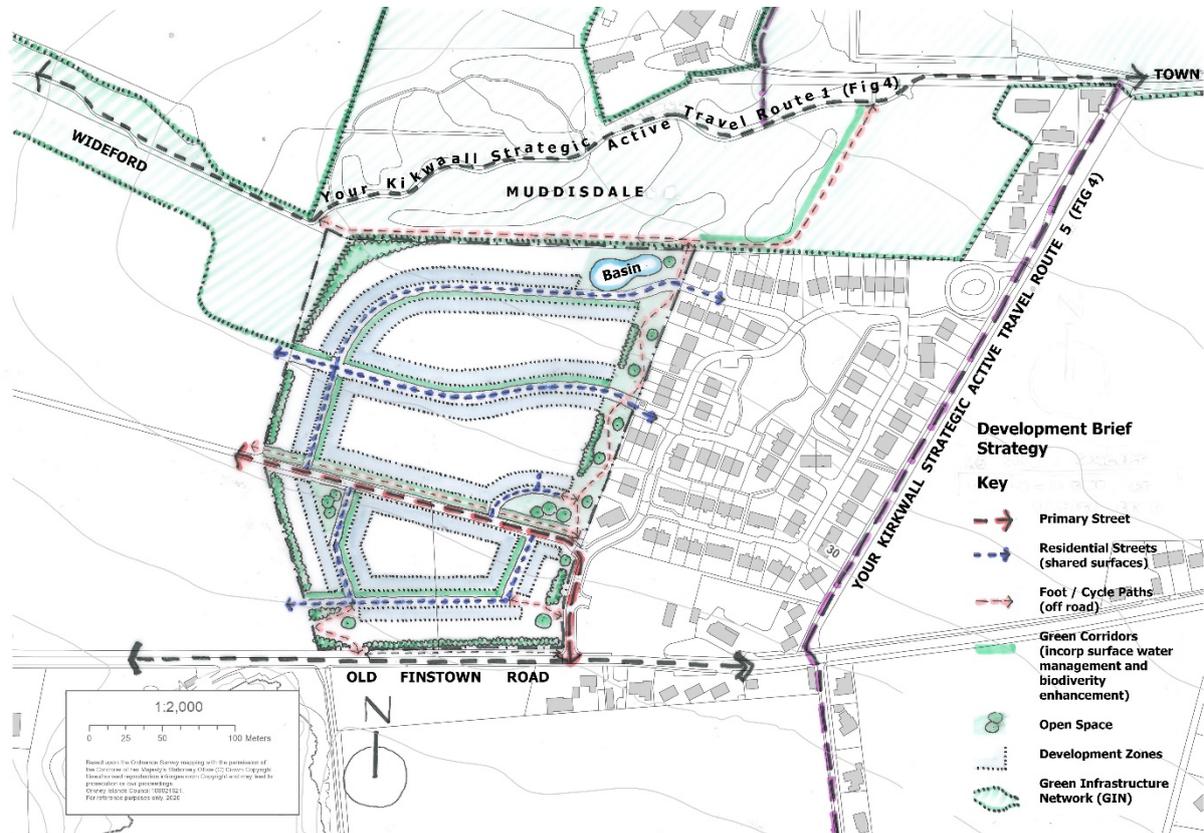


Figure 11 - Development Brief Strategy.

6.5.6. The strategy is underpinned by the following principles;

- Creating a welcoming arrival and navigational point at the entrance.
- Creating streets and social spaces.
- Creating a focus for the site.
- Connecting to surrounding sites.
- Creating a distinctive rural edge.
- Creating a continuous route suitable for active travel from the top of the site to the bottom.
- Creating streets with integrated surface water management.

## 7. Design Criterion

The following design criterion have been prepared to support this strategy

### 7.1 Buildings and placemaking

7.1.1. Development should be good quality, sustainable design. Innovative, contemporary design, relating to its location, is encouraged.

7.1.2. Variety and richness of size and shape of houses and material use is required, ensuring that building shapes reflect the principles and proportions of traditional housing in the area. Alternating building heights are acceptable from 1 to 2 storeys. Consideration should be given to the topography of the land and the surrounding built development to determine building heights.

7.1.3. The development brief strategy creates opportunity for three typologies/character types of development (some photographs of successful examples are included for inspiration);

- Curves and edges.
- Development fronting green space.
- Streets.



Image 2 - Curves and Edges (positive building facades, relationship to street and countryside).



Image 3 - Development Fronting Green Space.



Image 4 – Streets (Historic characteristics and an example of contemporary interpretation).

7.1.4. Natural materials such as stone, render and timber with slate or metal roofing finishes are preferred, but are not exclusive and should not preclude innovative design.

7.1.5. Your Kirkwall Place Plan called for more colour to be integrated into new development. Reference to the recent housing developments on the periphery of the town, with white walls and black roofs were regularly criticised throughout the community engagement process.

7.1.6. Some buildings within the development will be more visible than others. Consider how material and colour could be used to provide variety, assist with wayfinding and create distinctive, high quality places.

7.1.7. Material and colour choices should be clearly explained in a design statement.



Image 5 – Colour examples (providing variety, assisting with wayfinding, creating distinctive places).

## 7.2. Open space, landscaping and linkages



Image 6 - Open Space, landscaping, linkages and biodiversity enhancement.

7.2.1. The allocation should be developed to include a comprehensive series of landscaped open spaces, all linked by a footpath and cycle network to the rest of the town via the wider road and path network.

7.2.2. The design of these open spaces and the landscaping associated with route networks should consider opportunities to deliver biodiversity enhancement.

7.2.3. The main active travel route towards town will be taken from the three street connections into Liberator Drive until such time as the GIN project is completed.

7.2.4. Connection will be made to the core path K4 via the north east corner of the site.

7.2.5. An Active Travel route along the east boundary of the site with associated planting/seating will be required, however it is not expected to be of a fully accessible gradient given the gradient of the land.

7.2.6. Landscaped and planted open space should be set out along roadsides and edge boundaries to help reduce the visual impact of development, provide enhanced biodiversity benefits and preserve the rural character of the area, helping to connect the town visually with the countryside beyond.

7.2.7. Developers are required to provide a Planting and Landscaping Plan that will detail the design, specification and onward management and maintenance for all areas of open space, planting and landscaping.

7.2.8. This plan will incorporate the use of a variety of types of plants using a mix of species native to Orkney.

### 7.3. Boundaries and edges



Image 7 - Boundaries and Edges (woodland edge and suitable boundary treatments within the site).

7.3.1. Boundary planting will provide a strong and substantial green edge along the south and west boundaries to reinforce transition to countryside character. Along the south boundary in particular this will include the use of trees to create a woodland edge which over time will screen development from the road.

7.3.2. Existing stone dykes should be repaired and retained. A section of existing stone dyke will be removed to create the site access. This section should be re-built and integrated into the design of the green space as a feature at this point

7.3.3. Good boundary treatments consisting predominantly of stone dykes, with hedge planting or timber fencing should be used on the site edges and internal boundaries.

7.3.4. There may be potential in future, through the implementation of the GIN project, to realign the stone dyke which currently defines the boundary between the

Muddisdale green space and the K5 site, as well as the farmland situated further west. This would see the fillet of land left undeveloped in the north west corner of the K5 site physically defined as part of the GIN.

## 7.4 Access, Roads and Movement



Image 8 - Access, Roads and Movement (creating streets with prioritised pedestrian/cycle access).

7.4.1. The approach to access, roads and movement, and in turn, how buildings relate to this, should be underpinned by the principles of Designing Streets.

7.4.2. The primary site access will be taken from the first spur of the route into Liberator Drive from Old Finstown Road.

7.4.3. A route from the top of the site to the bottom, which is suitable for active travel within the carriageway, will be required.

7.4.4. A Primary Street will connect the main site access towards potential future development to the west of the site. Alongside this street will run a green space with an off-road active travel route.

7.4.5. This will be complemented by a series of connected Residential Streets of shared surface design.

7.4.6. All route networks should support Active Travel. Pedestrian and cycle permeability should be prioritised, with development laid out for ease of way finding

7.4.7. The use of culs-de-sac and turning heads should be minimised, and where required, designed as part of a multi-purpose public space.

7.4.8. Coherently-designed building frontages should be used to enhance the quality of streets and open space.

7.4.9. Gardens, open space and housing should be of higher visual prominence than roads and car parking.

7.4.10. Shared external spaces or other landmarks act as markers in the development, providing orientation, social space and enhanced relationships to adjacent housing.

## 7.5 Water resource management



Image 9 – Existing flooding issues within the Muddisdale/Glaitness sub-catchment.

7.5.1. The emerging Kirkwall Surface Water Management Plan indicates that there is a known flood risk problem in the Muddisdale/Glaitness sub-catchment.

7.5.2. The Muddisdale/Glaitness sub-catchment is also an important contributor to the Peedie Sea catchment.

7.5.3. Storage in the Peedie Sea is limited and to protect Central Kirkwall, capacity needs to be maintained by minimising contributing flow rates and volumes such that pre-development values for all rainfall events up to 1:200 year return period are not exceeded.

7.5.4. Within the Muddisdale/Glaitness sub-catchment important social and educational establishments are at risk of surface water flooding.

7.5.5. The developer must demonstrate that the development of the K5 site will not result in an increase in flood risk within the sub-catchment and wider Peedie Sea catchment and ideally offer a reduction.



Image 10 - Water Resource Management (creating multi-functional spaces for people and nature).

7.5.6. It is therefore important that measures are integrated into the design and layout of the K5 site to mitigate this risk.

7.5.7. Any risk of surface water flooding within a site should be appropriately mitigated through the design of the development, in accordance with Policy 13 (Flood Risk, SuDS and Waste Water Drainage) of the OLDP 2017, and other relevant guidance including CIRIA's The SuDS Manual C753.

7.5.8. Flood risk assessments require to be provided by the developer. Each assessment should cover the entire Muddiesdale/Glaitness sub-catchment.

7.5.9. Communal SuDS areas should be the focus of open space and recreational areas with footpath and cycleway connections and biodiversity enhancement.

7.5.10. An appropriate development-free buffer zone should be established alongside any watercourses in the area. To be determined by a site-specific flood risk assessment and reference should be made to the SEPA Background Planning Paper Water Environment.

7.5.11. The development brief strategy illustrates that;

7.5.11.1. A small fillet of land in the north west corner of the K5 site which is at risk of flooding should be avoided and it should be retained as open space/wetland areas and designed as part of the SuDS and landscape strategy for the area as a whole.

7.5.11.2. Surface water management should be integrated into the streets.

7.5.11.3. A SuDS basin, possibly incorporating a pond, should be provided at the north east corner of the site.

7.5.12. New water and drainage connections will be required.

7.5.13. All new development should connect to the Public Sewer.

## **7.6 Environmental management**

7.6.1. The developer will be required to integrate nature-based solutions to the design of SuDS, buffer strips beside any watercourses, wetlands and wild spaces to

create multi-functional spaces that connect people with nature and provide enhanced biodiversity.

7.6.2. Development of the area will result in the generation of surplus topsoil. A method statement and, where necessary, a soil management plan, should be submitted in support of planning applications. This should include proposals for the sustainable disposal of surplus topsoil.

7.6.3. A plan detailing how construction phase SuDS will be provided to prevent an increase in flood risk and to protect existing water bodies.

## **7.7. Services**

7.7.1. Provision of high-speed broadband, or the future capability of such network would be expected as part of any development.

7.7.2. Where any part of the development features communal parking, EV charge points to be provided.

7.7.3. The development will gain a connection to the Scottish Water foul drainage system and the Scottish Water clean water system before the proposed houses are occupied.

## **7.8 Phasing**

7.8.1. Where development is to be phased, it is expected that the layout of the allocation as a whole will be provided to demonstrate that the initial phase compliments the vision for the wider area.

# **8. Submitting a planning application**

## **8.1.**

In preparing a proposal, developers are advised to hold pre application discussions with the planning authority. Compliance with this brief should not be interpreted as ensuring automatic approval of a proposal. Any application will be assessed on its merits.

## **8.2.**

A design statement should be submitted alongside appropriate drawings. A suggested check list for the design statement is as follows:

- Design principles.
- Street design proposals including materials palette.
- House design proposals including materials palette.
- Landscape plan.
- Management and Maintenance plan.
- Services information including SUDS proposal and Scottish Water correspondence.
- Flood risk information.

- Transport statement including TIA and parking provision proposed.
- Ecology and ground water statement.
- Archaeology statement.
- Affordable housing statement.
- Construction method statement and phasing plan.

## **9. Further information**

### **9.1.**

Designing Streets: A Policy Statement for Scotland.

<http://www.gov.scot/publications/designing-streets-policy-statement-scotland/>

### **9.2.**

Creating Places: A Policy on Architecture and Place for Scotland.

<http://www2.gov.scot/Publications/2013/06/9811>

### **9.3.**

Cycling by Design.

[https://www.transport.gov.scot/media/14173/cycling\\_by\\_design\\_2010\\_rev\\_1\\_june\\_2011\\_.pdf](https://www.transport.gov.scot/media/14173/cycling_by_design_2010_rev_1_june_2011_.pdf)

### **9.5.**

Your Kirkwall Place Plan.

<http://www.yourkirkwall.com>

### **9.6.**

A woodland guide: Selecting and establishing trees for woodland projects in Orkney.

<http://www.orkneylibrary.org.uk/OBRC/html/leaflets.htm>

### **9.7.**

SEPA Planning Background Paper – Water Environment.

<https://www.sepa.org.uk/media/219894/lups-bp-gu2b-water-environment-planning-background-paper.pdf>