

Kirkwall South Development Brief

Planning in Orkney

The Orkney Local Development Plan (the Plan), together with Supplementary Guidance sets out the policies and criteria against which planning applications submitted in Orkney will be considered. All of the policies in the Plan are afforded equal weight in the determination of planning applications. It is therefore important to ensure that your proposal accords with all relevant policies.

This guidance sets out detailed advice to help you meet the requirements of the Plan. It is therefore recommended that the document is read in conjunction with the policies contained within the Plan and any Supplementary Guidance relevant to the type of development proposed.

The Council's Development Management Officers deal with planning applications and they would welcome the opportunity to discuss development proposals before any application is submitted.

Copies of this document

This document is available as a hard copy or in digital format. Please see www.orkney.gov.uk

Telephone: 01856873535

Email: planning@orkney.gov.uk

Website: www.orkney.gov.uk/Service-Directory/D/Development-Management.htm

A glossary of planning terms used within the Council's planning policy documents and supplementary guidance can be found online at:

<http://www.orkney.gov.uk/Service-Directory/G/Glossary-of-Planning-Terms.htm>

Contents

1. Introduction.....	6
2. Purpose and Status	6
3. Site description	8
4. Policy Context.....	9
4.1 National Policy Context	9
4.2 Local Policy Context.....	9
5. Development Vision.....	13
6. Site constraints and opportunities.....	13
6.1. Physical conditions.....	14
6.2. Linkages.....	14
6.3. Open Space	15
6.4. Flooding and water.....	16
6.5. Services	16
6.6. Natural Heritage	17
6.7. Historic Environment	17
7. Development Requirements	19
7.1. Informed design	19
7.2. Response to physical conditions	19
7.3. Open space, landscaping and linkages.....	19
7.4. Access, movement and public realm.....	20
7.5. Buildings.....	20
7.6. Boundaries	21
7.7. Developer contributions	22
7.8. Affordable housing	22
7.9. Flood risk.....	23
7.10. Services	23
7.11. Natural heritage.....	24

7.12. Archaeology	24
7.13. Environmental Management and Pollution Prevention.....	24
8. Requirements by allocation.	27
8.1. New hospital site	27
8.2. Scapa Roundabout	27
8.3. Allocation K-8.....	29
8.4. Allocations K-9, K-10, K-11	30
8.5. Residual land	31
9. Submitting a planning application	32
10. Further information	32

Table of Figures

Figure 1. Location Plan.	7
Figure 2. Opportunities and Constraints Plan.....	18
Figure 3. Strategy Plan Diagram	26

1. Introduction

1.1. This development brief has been prepared to inform the strategic development of a large area of land on the south edge of Kirkwall. This land includes housing allocations K-8, K-9, K-10 and K-11 of the Orkney Local Development Plan (OLDP) Proposed Plan 2016, the proposed site of the new Hospital and various smaller associated areas of land (see Figure 1: Location Plan)

1.2. Planning permission in principle was granted in June 2014 for a new hospital within the development brief area, and the subsequent full application will be considered by a future meeting of the Planning Committee 2016.

1.3. Site K8 (12.1 Ha) has been identified as having capacity for around 150 units of housing; Site K9 (2.9 Ha) around 35 units; Site K10 (3.0 Ha) around 40 units; and Site K11 (1.6 Ha) around 20 units.

1.4. There are currently no planning applications relating to the other areas of land incorporated within this development brief.

2. Purpose and Status

2.1. The purpose of this document is to provide the framework within which applications for planning permission will be assessed to ensure that this significant extension to the town is well planned, coherent and connected.

2.2. As Planning Policy Advice, this Development Brief will be a material consideration in determining Planning Applications. It is intended to provide a clear indication of the requirements and expectations that the Planning Authority will take into account.

Figure 1.

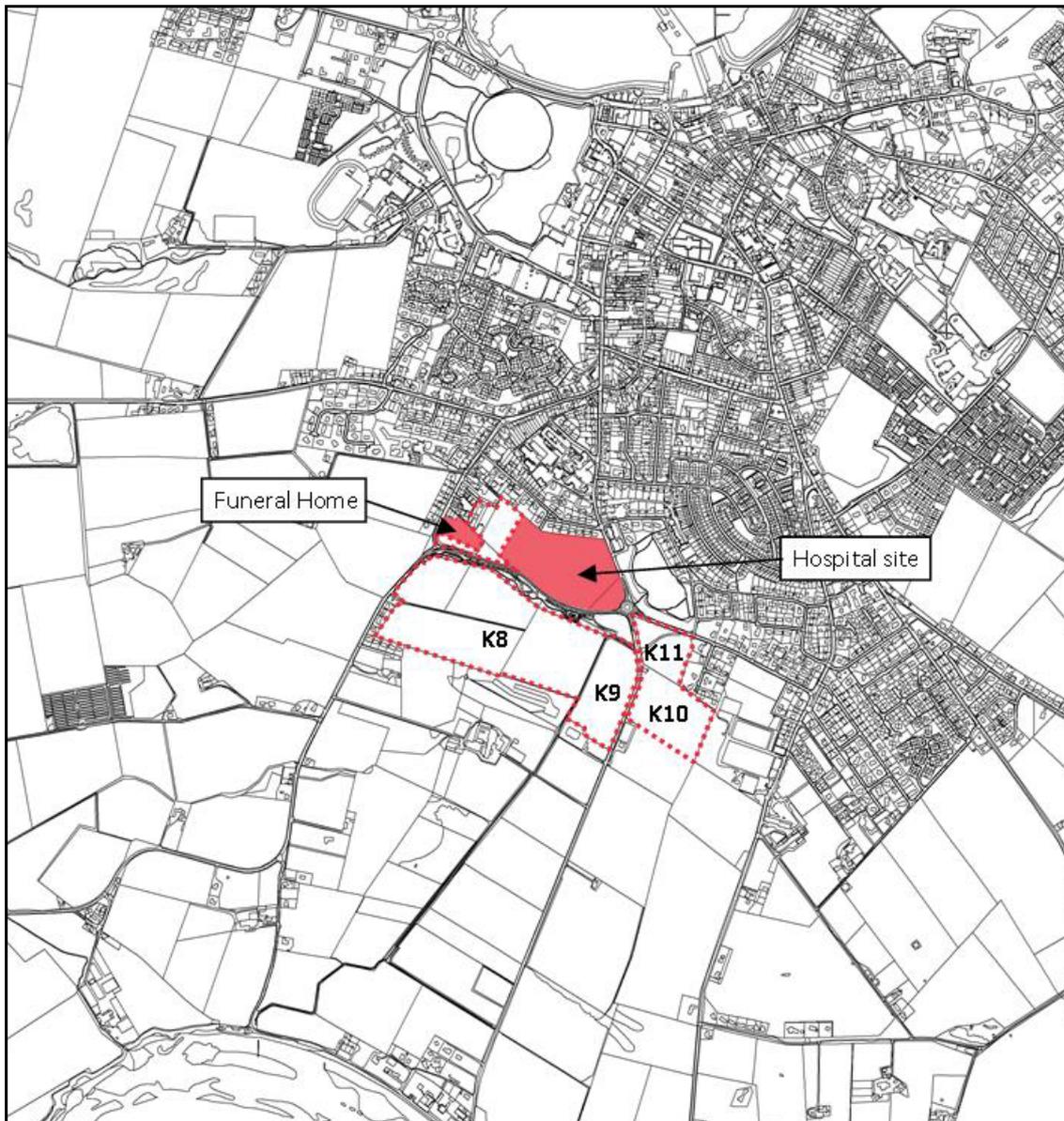


Figure 1: Plan showing location and extents of the development brief area, with hospital site highlighted in red.

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3. Site description

The area of land surrounding sites K8, K9, K10 and K11 has been subject to significant change in recent times

- Planning permission in principle was granted for a new hospital to the south of the former town boundary on 4 June 2014, with the full application to be considered later during 2016.
- A new road, known as Foreland Road, has been constructed to access the hospital which bisects the area this development brief considers. It has been designed to improve the road network in the area, connecting the Old and New Scapa Roads, and incorporates a high-quality footpath and green space.
- A funeral home has been constructed on Old Scapa Road, adjacent to the site of the proposed new hospital.

Notable features of the existing environment

- To the north-west of the development brief area, the former KGS boys' hostel partially remains as a SYHA hostel, with the remainder of the site and adjacent land redeveloped for housing.
- To the south-west, there is a cluster of housing along the Old Scapa Road north of Crantit House which forms a gateway to the town.
- By the nature of its edge of town location, the area is of rural character. To the south lies a complex of ponds and wells, together with Crantit Farm and its associated fields. It is not anticipated, therefore, that any significant development will continue further south than the land considered by this development brief.
- To the north lie residential areas on the outskirts of Kirkwall. Immediately north of the area are linear streets aligned to and between historic routes, consisting primarily of single dwellings. To the north-east is a large area of post-war housing, much of which is built parallel to the gradient in grids or crescents.
- To the east of the area is the Highland Park distillery, which occupies a large prominent site above a steep slope. Surrounding the distillery are housing areas set out in small clusters and linear streets

4. Policy Context

4.1 National Policy Context

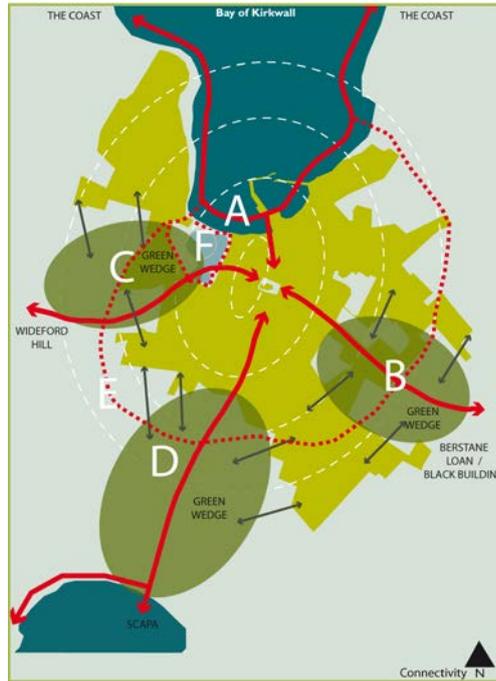
- The value and importance of good design to the creation of successful places is outlined within National Policy documents Creating Places, Designing Places and Designing Streets.
- Creating Places – a policy statement for Scotland notes that ‘good design is not merely how a building (or development) looks, it is an innovative and creative process that delivers value’.
- The other policy statements on architecture, place and street design, Designing Places and Design 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.

4.2 Local Policy Context

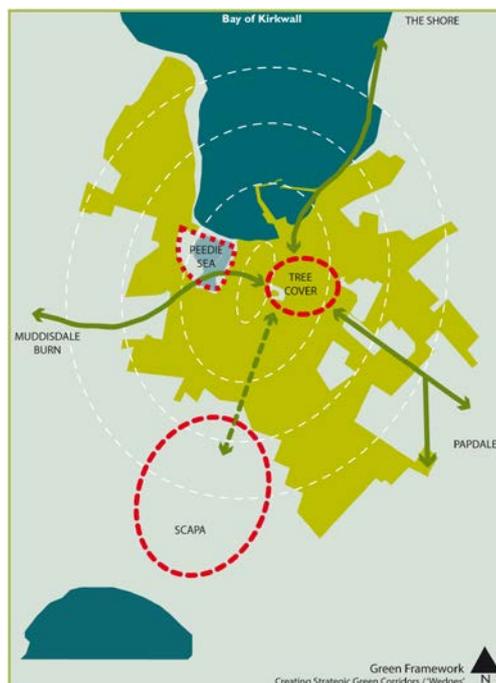
- The Kirkwall Urban Design Framework 2009 (KUDF) is underpinned by a series of Planning and Urban Design Principles. One of the roles of this development brief is to ensure that these principles are carried through to this more detailed, site specific guidance.
- Although the land considered by this development brief has been allocated for development since the adoption of the KUDF, a number of the Principles are relevant.
- Principle 1: To ‘Centre’ the Community on the Heart of Kirkwall.
 - The reason for this principle is to reinforce the importance and usability of the town centre for retail, social and cultural activities and to ensure housing development is within 10-15 minute walk of town centre facilities, reducing reliance on the car.
 - The development brief area is within a 10-15 minute walk of the town centre, therefore it is particularly important that it is well connected to the surrounding area for pedestrians and cyclists.



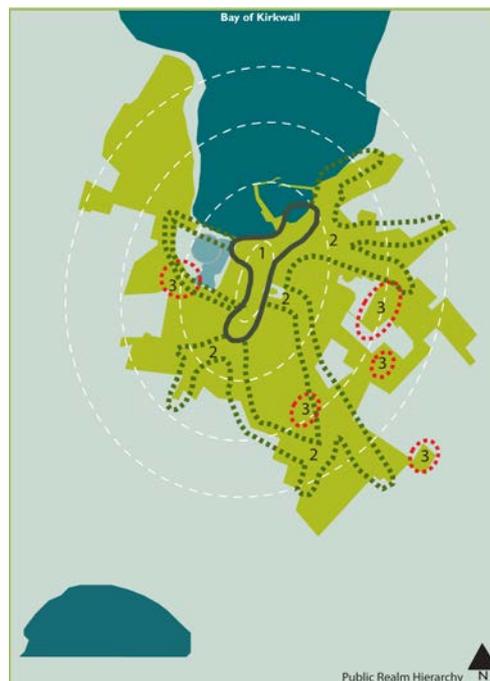
- Principle 6: To Improve Pedestrian Connectivity in Kirkwall and Achieve a more Pedestrian Friendly Environment in Kirkwall.
 - This principle exists to achieve a network of interconnected public access routes through and around Kirkwall. Reasons include;
 - Reduced car use.
 - Health benefits.
 - Better linkages between facilities and attractions.
 - easier access between town and countryside;
 - Pedestrian safety benefits.
 - Creation of seating areas.
 - Opportunities for biodiversity enhancement.
- Radial route D to Scapa runs along New Scapa Road, connecting the town to the 'Green Wedge' which links to Scapa.

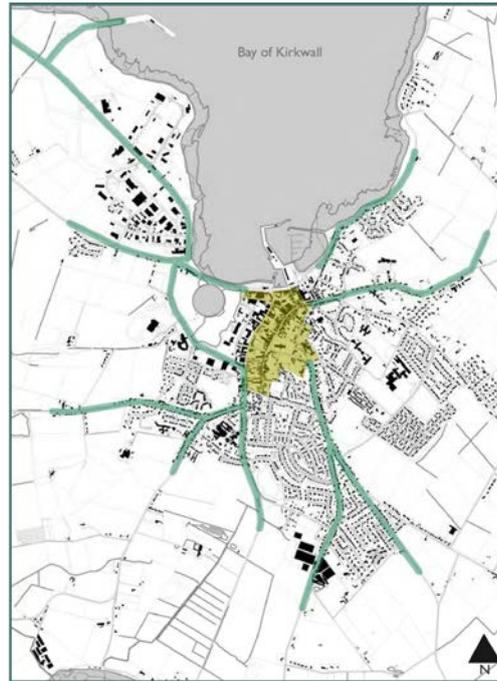


- Principle 7: Creation of a Greenspace Network for Kirkwall.
 - Kirkwall's network of greenspaces and parkland is fragmented and limited. There are relatively few public greenspaces within housing areas and no continuous green corridors through the town. This principle therefore seeks to redress this deficit in a way that improves amenity, local biodiversity and access between the town and the countryside.
 - In principle, it is desirable to establish green corridors, or a sequence of green spaces, which create physical and visual linkages between the town centre and Kirkwall's surrounding countryside.



- Principle 10: Improvements to Kirkwall's Streetscape and Public Realm.
 - The KUDF promotes Environmental Improvements to Kirkwall's Public Realm. The application of these improvements is based on a hierarchical approach, and the Main Road Corridor of New Scapa Road, which run between sites K9 and K10, K11, are identified under Hierarchy B.
 - This principle seeks to improve the amenity of the town, enhance its image and reinforce the identity of local areas. This will include the general upgrade of streetscape components and aims to introduce consistency and quality to street lighting, signage and furniture.
 - Hierarchy C identifies opportunities for Local Hubs which apply to strategic sites within housing areas which could enhance the setting of community facilities or provide small civic spaces, creating a focus for local activities.





5. Development Vision

- These housing allocations offer an opportunity for well-designed, contextually sensitive development. A range of tenures and house types is encouraged. There may also be opportunities for other types of development, such as care home facilities.
- It is important that the redevelopment of the site is a design led process which creates a high quality and contextually sensitive development suitable to this edge of town location.

6. Site constraints and opportunities

The area of land has a number of features, constraints and opportunities to take into account when considering any development (see Figure 2: Opportunities and Constraints plan).



6.1. Physical conditions

- Sites K8, K9, and K11 are located within the low-lying, shallow Crantit valley which leads south between Kirkwall and Scapa. K9 rises towards the New Scapa Road, and site K10 is located on steeper ground on the east side of this valley beyond the road.
- As this area is largely open to the south, and not immediately overshadowed from any direction, it can expect direct sunlight for much of the year.
- The prevailing wind direction is south-westerly. Some shelter is afforded to the area from the hills to the west and east; it is however relatively exposed to the south and therefore to the prevailing winds.
- The main views out from the area are north, towards Kirkwall, and south towards Scapa. The main feature in the views to the north is the spire of St Magnus Cathedral. The main features in the view south towards Scapa are the Highland Park distillery, which is prominently sited on a hill to the east, the low lying agricultural land, the pyramidal Harbour Authority Building at Scapa, and the activity associated with Scapa Pier in the distance.



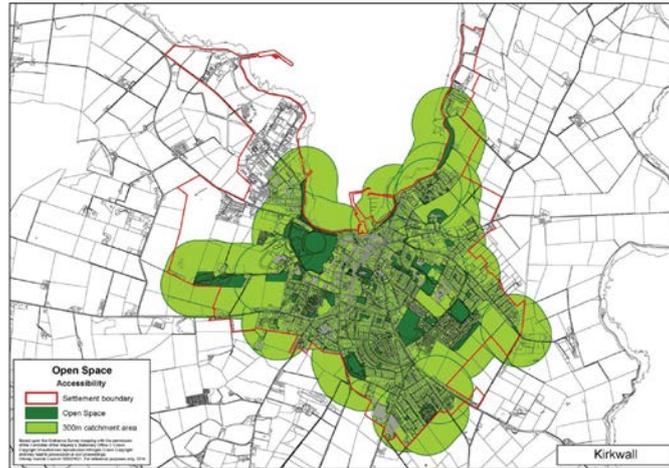
6.2. Linkages

- Core Path K-13, known as the Crantit Trail provides recreational access for walkers and cyclists between Kirkwall and Scapa through the Crantit Valley.
- The new footpath and cycleway which runs alongside Foreland Road is of high amenity value. It will connect into the Crantit Trail, improving its connection back to the town.
- The existing roads within the area of the development brief are Old Scapa Road, Foreland Road, New Scapa Road and Holm Branch Road. Pavements extend along limited parts of the roads.
- A wider network of small footpaths extends out from the development brief area into the Scapa Crescent open space and surrounding housing. These are generally narrow, running between gardens, and are surfaced with tarmac.



6.3. Open Space

- A large area of open space exists at close proximity to the development brief area at Scapa Crescent. The Scapa Crescent Open Space is a large open area of rough grass, with a path network and clumps of tree planting. The Open Space Survey describes this space as natural/semi-natural green space, and notes a number of issues:
 - There is poor provision for disabled access.
 - Paths are flooded or overgrown in many areas.
 - Gates require maintenance/repair.
 - No signage informs users about the space.
 - More seating and bins are required.
 - Increasing the quantity and quality of planting would enhance amenity.
 - Drainage needs to be improved.
 - Provision of low-level lighting would increase its use in the winter months.
- There is a need to provide appropriate Open Space to serve each allocation. This could be provided and maintained within the allocation, or alternatively a commuted sum could be paid towards upgrades to and connections to the existing Open Space at Scapa Crescent.
- It should be noted that half of allocation K8 lies outwith this catchment area, and therefore, additional Open Space will require to be provided within the allocation.



- The newly-constructed path along the south side of Foreland Road has a high amenity value. It has been designed at a higher level than the adjacent road, separating pedestrians and traffic, and has a number of features including lighting, water features, seating and areas of planting.

6.4. Flooding and water

- The SEPA flood maps identify risk of coastal and fluvial flooding around the Crantit Burn, which affects a significant part of allocations K-8 and K-9. The flood maps can be found at: http://www.Sepa.Org.Uk/flooding/flood_maps.aspx.
- There is also a risk of surface water flooding in various locations across the area.
- The following watercourses and water features exist in or near the development brief area:
 - The Crantit Burn, which is canalised and runs between allocations K-8 and K-9.
 - A small watercourse runs down the slope from the Highland Park distillery between allocations K-10 and K-11.
 - There are numerous drainage ditches in the verges of the New Scapa Road and Holm Branch Road.
 - There is an extensive network of swales and drainage ditches along the south side of Foreland Road.
 - There is a drainage ditch along the south edge of allocation K-8.
 - Immediately south of the development brief area are a network of lagoons. Highland Park Distillery abstract water from a borehole within this land.

6.5. Services

- There are overhead power lines passing through allocations K-8, K-10 and K-11, which present a possible constraint to development.
- No water or drainage infrastructure exists within the undeveloped fields in this area. There are various water mains nearby which pass between 112-285m of the allocations; there is a waste water connection point at HY 44715 10145 (New Scapa Road) which has capacity for the proposed levels of development.

- The development of a district heating scheme in this area is anticipated.
- The area is well served by public buses: the Kirkwall Town Service and Airport Service both pass through the area, and it lies on the northbound X1 main bus route from St Margaret's Hope to Stromness.
- The area is in the catchment area for Glaitness School (primary) and Kirkwall Grammar School (secondary).

6.6. Natural Heritage

- Otters are likely to use watercourses within the Development Brief area.

6.7. Historic Environment

- There are no heritage assets with a statutory designation within or adjacent to the development brief area. The remains of a WW2 Norcon pillbox have been noted in allocation K-11, and outwith the development brief area a Neolithic chambered cairn has been excavated on the slopes west of Crantit House (HY 440 098).
- Archaeological investigations undertaken in 2014 and 2015 on the proposed hospital site and in advance of the construction of Foreland Road revealed a number of confirmed and potential archaeological sites within the development brief area. Within the hospital site a small Neolithic and Iron Age settlement was discovered, approximately centred at HY 44456 10070. This has not been fully excavated, and its nature and extent have not been fully confirmed. South of this, on the site of Foreland Road, midden and stone artefacts were uncovered at HY 44441 10050. Beyond this, within allocation K-8, numerous possible archaeological remains were detected at the edge of the geophysical survey area. These were centred around HY 44453 10002, HY 44406 10023, HY 44488 09957, HY 44330 10011, and HY 44215 09951; it is possible that archaeological remains may extend beyond the area surveyed.

Figure 2.

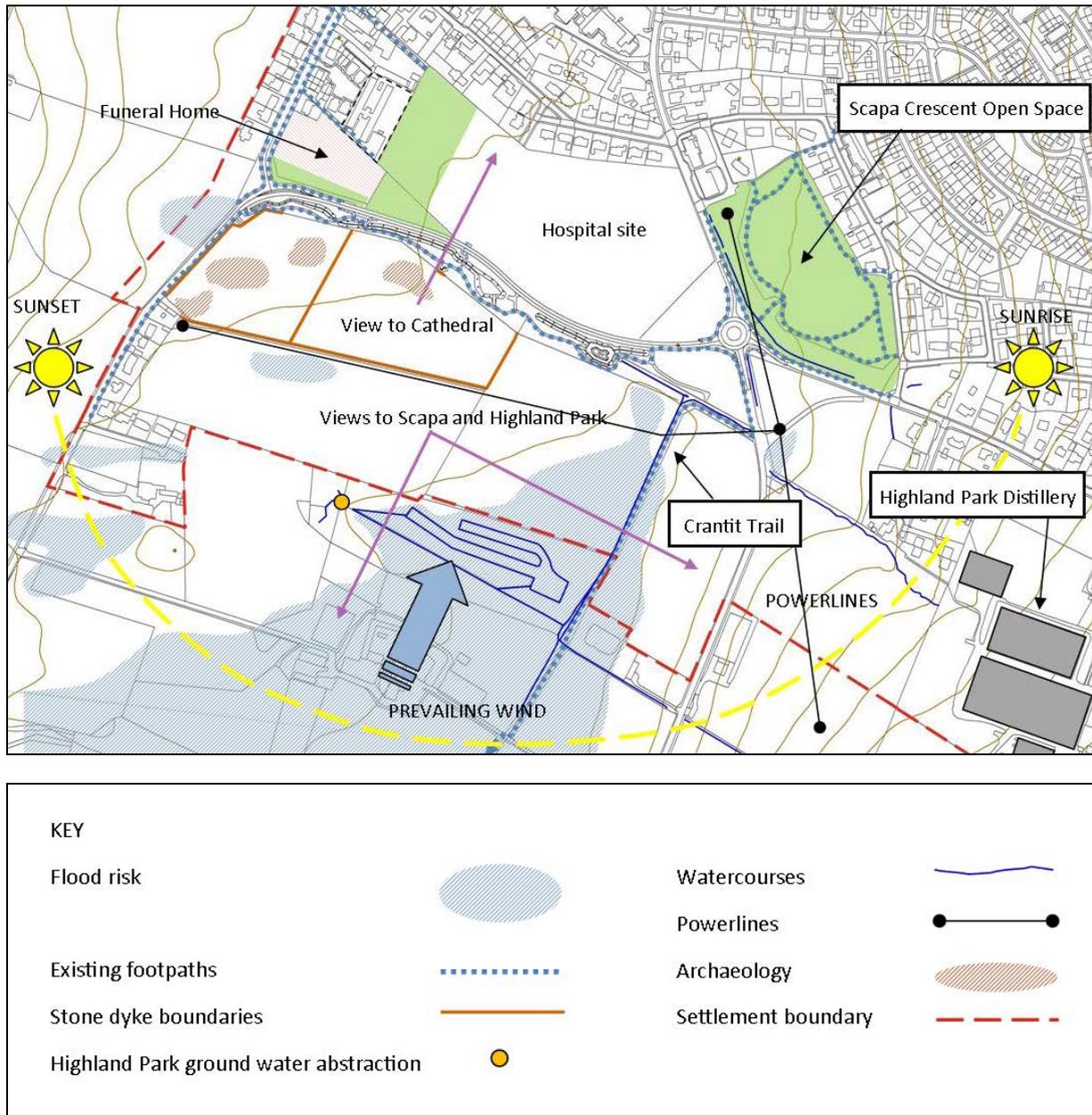


Figure 2: Opportunities and constraints plan showing contours, sun path, wind direction, views, core path, road names, open spaces, flood risk areas (based on SEPA flood maps, but indicative only), water courses, power lines, and archaeology.

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7. Development Requirements

Requirements for development of the area are set out in this section and partially illustrated on the Strategy Plan Diagram (see Figure 3). These requirements emerge from the planning policy framework and the specific constraints and opportunities of the sites.

7.1. Informed design

- A detailed site analysis should be undertaken based on the opportunities and constraints relative to each site and the wider area.
- The appropriate layout and density for each site will emerge from this informed design process.
- Developers should recognise the significant opportunity to provide high quality, well designed development with a considered approach taken to densities, form and layout including green spaces.
- Allocations will be planned and designed in a coordinated manner, with consideration of how neighbouring allocations are laid out and accessed by vehicles, pedestrians and cyclists.

7.2. Response to physical conditions

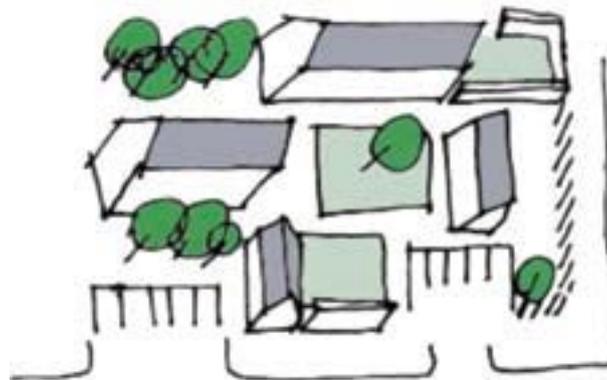
- There is potential for inappropriately sited and designed development to impact on the landscape. Buildings and roads should therefore align with topographic contours, and development on steeper gradients should be carefully considered in terms of orientation, design and density.
- Development should be designed to maximise solar gain and incorporate measures to increase shelter in order to achieve a high level of energy efficiency and usable public and private realm space.
- Prominent views, from outside the boundaries of the development and within, should be identified and used to delineate public and private space.
- Coherently-designed building frontages, landscaping and planting should be used to enhance the quality of open space.

7.3. Open space, landscaping and linkages

- The allocations 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.
- New development should not adversely affect the rural nature and high amenity value of the Crantit Trail. This will be achieved by an appropriately sized and designed area of open space which separates development from the Crantit Trail, appropriate boundary treatments and building design.
- Landscaped and planted open space should be set out along roadsides and edge boundaries to help reduce the visual impact of development and preserve the rural character of the area, helping to connect the town visually with the countryside beyond.
- Strategic Active Travel connections will be delivered which connect the development brief area to the Scapa Crescent Open Space, should the developer opt to make a commuted sum payment rather than make on site provision for Open Space.

7.4. Access, movement and public realm

- The approach to Access, Movement and Public Realm, and in turn, how buildings relate to this, should be underpinned by the principles of Designing Streets.
- All route networks should support Active Travel. Vehicular, pedestrian and cycle permeability should be prioritised, with development laid out for ease of way finding
- The use of culs-de-sac and turning heads should be minimised, and where required, designed as part of a multi-purpose public space.
- Coherently-designed building frontages should be used to enhance the quality of streets and open space.
- Gardens, open space and housing should be of higher visual prominence than roads and car parking.
- Shared external spaces or other landmarks act as markers in the development, providing orientation, social space and enhanced relationships to adjacent housing.
- Developers are required to provide Traffic Impact Assessments for the individual sites and the anticipated effect on the existing road network. Each Assessment will also need to consider the implications of the adjacent sites.
- Infrastructure upgrades will be required on each site in line with the recommendations of the Traffic Impact Assessment.
- Developers are required to provide a management and maintenance plan for any areas of open space.



7.5. Buildings

- Development should be good quality, sustainable design. Innovative, contemporary design, relating to its location, is encouraged.
- 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.
- New development should not simply copy older buildings in the area. Existing form, building lines and massing should be considered and influence the proposed design.
- 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. Material choices should be clearly explained in a design statement.



7.6. Boundaries

- Existing stone dykes should be repaired and retained. Good boundary treatments consisting predominantly of stone dykes, with hedge planting or limited areas of timber fencing should be used on the site edges and internal boundaries.



7.7. Developer contributions

- Development in this area is likely to increase demands on infrastructure in the surrounding area. The footpath and cycle infrastructure surrounding the area is fragmented and the scale of development in this area necessitates improvements to be made.
- The Orkney Open Space Audit illustrates a requirement for improvements to be made to the Scapa Crescent Open Space which will serve this development. It also highlights the need for additional open space within allocation K8.
- A commuted sum payment may be made towards; Improvements to the footpath/cycle network within the Scapa Crescent Open Space and the Strategic Active Travel Connections which will connect it to the development brief housing allocations.
 - These improvements will take the form of tarmac footways which provide Strategic Active Travel access, and less formal porous pave footpaths within Scapa Crescent Open Space itself.
 - K8 (12.1 Ha) (only half of site is within catchment area, therefore only 50% of the costs are required). £21,780
 - K9 (2.9Ha) £10,440.
 - K10 (3.0Ha) £10,800
 - K11 (1.6Ha) £5,760.
- Sites K8 and K9 are located within the catchment area for Glaitness Primary School, and OIC Education have advised that this facility is currently operating at, or close to capacity. Therefore, the potential exists for this facility to be expanded in the future to meet increased demand which may be associated with new development on these and other sites in Kirkwall. At the current time however, the scope and associated costs of any potential expansion are unknown. If the requirement for an expansion project materialises, separate guidance will be prepared by the Planning Authority on Developer Contribution requirements within the catchment area. These will apply to development yet to be carried out and will not be charged retrospectively.

7.8. Affordable housing

- The emerging Housing Need and Demand Assessment (HNDA) demonstrates significant demand for affordable housing within Kirkwall. However, it is

anticipated that a considerable proportion will be public-sector delivered. Therefore only a residual level of 7.5% (rounded-up) of all housing units delivered across each allocation should be affordable housing.

- Developers should demonstrate how this requirement will be met either by way of delivering affordable housing or making payment of a commuted sum.

7.9. Flood risk

- Flood Risk Assessments undertaken in accordance with SEPA technical guidance will be required for allocations K-8, K-9, K-10 and K-11. Actual flood risk areas will be determined through this process.
- Development should avoid areas at significant risk of flooding. These areas should be retained as open space/wetland areas and designed as part of the SUDS and landscape strategy for the area as a whole.
- 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 2016, and other relevant guidance including CIRIA's The SUDS Manual C753.
- SuDS assessments require to be provided by the developer. Each assessment should cover the entire allocation.
- Communal SuDS areas should be the focus of open space and recreational areas with footpath and cycleway connections.
- 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.

7.10. Services

- The existing overhead power lines running across sites K8, K10 and K11 may present a constraint to development. Developers should contact SSE when planning any development.
- New water and drainage connections will be required.
- All new development should connect to the Public Sewer.
- A new pumping station will be required to serve any development in the area, this will be the responsibility of the developer, and will be subject to Scottish Water's standards and specifications. Information guidance on standards and specifications is available on Scottish Water's Sewers for Scotland 3rd edition (SfS3) publication, which is available as a free download from the Scottish Water website at - (<https://www.Scottishwater.Co.Uk/business/connections>) under the 'planning your development' section.
- Scottish Water recommends that Developers submit a pre-development enquiry form as early as possible. This allows Developers to engage with Scottish Water very early in the development process and helps to identify any infrastructure upgrades/growth that is required, allowing Scottish Water and the Developer to plan achievable build out rates together.
- Development proposals should be designed with provision for connecting to the District Heating scheme. For further information see Supplementary Guidance: Energy.
- Provision of high-speed broadband, or the future capability of such network would be expected as part of any development.

7.11. Natural heritage

- Otter surveys will require to be undertaken to support planning applications. Species protection plans and other mitigation measures may be necessary, dependent upon the findings of these surveys.
- Landscaping should be designed and managed to incorporate benefit for wildlife, for example through the planting of trees, as well as areas of wildflower meadow and wetlands. Where possible, species of local provenance should be used and planting schemes should be agreed in advance with the planning authority to avoid the introduction of non-native and/or invasive species.
- Suitable plant species include red clover, kidney vetch, tufted vetch, bird's foot trefoil, red campion, ox-eye daisy, knapweed, selfheal, meadowsweet, devil's bit scabious, yellow flag iris, water avens, lady's smock, primrose and cowslip. Advice on appropriate tree species is provided in 'A Woodland Guide: Selecting and establishing trees for woodland projects in Orkney'
- Developers should liaise with OIC Roads and the Environmental Policy Officer in developing proposals to improve biodiversity and amenity values.

7.12. Archaeology

- In order to fully assess the impact of development proposals on the historic environment, a geophysical survey of any undeveloped land must be undertaken prior to determination of planning permission on sites within the development brief area, to the specifications of the County Archaeologist. Any anomalies identified by these surveys may be required to be investigated further as appropriate.

7.13. Environmental Management and Pollution Prevention

- Crantit is a critical factor in the continued operation of Highland Park Distillery, with its main water supply being taken from the Crantit Burn and Crantit Lagoons, and potential developers must set out their proposals to deal with any potential contamination of or disturbance to the water supplies as part of their planning application.
- SEPA Guidance Note 31 entitled 'Guidance on Assessing the Impacts of Development Proposals on Groundwater Abstractions and Groundwater Dependent Terrestrial Ecosystems' contains relevant advice. <http://www.sepa.org.uk/media/144266/lups-gu31-guidance-on-assessing-the-impacts-of-development-proposals-on-groundwater-abstractions-and-groundwater-dependent-terrestrial-ecosystems.pdf>. Section 2.6 details the requirements for assessing groundwater abstractions within the vicinity of development. It also contains information at Appendix 3 about the minimum information that should be provided within a risk assessment.
- Applicants for relevant sites must therefore design and carry out a Hydrological Study which will include a site and receptor specific detailed risk assessment and site investigation. This should identify sensitive receptors both within, and a buffer outwith the site boundary, and in the case of private water supplies, should identify the source as well as the property it supplies. SEPA can advise where such a study should be undertaken.

- No Planning Permission will be granted unless it can be demonstrated to the Planning Authority in consultation with SEPA, that there will be no unacceptable effects to the quantity and quality of the water supply to Highland Park Distillery.
- Construction method statements and environmental management plans should be included with planning applications, and all construction works should be undertaken according to best practice as outlined in relevant Pollution Prevention Guideline Notes. These notes are available on SEPA's website <https://www.sepa.org.uk/regulations/water/guidance/>.
- 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.

Figure 3.

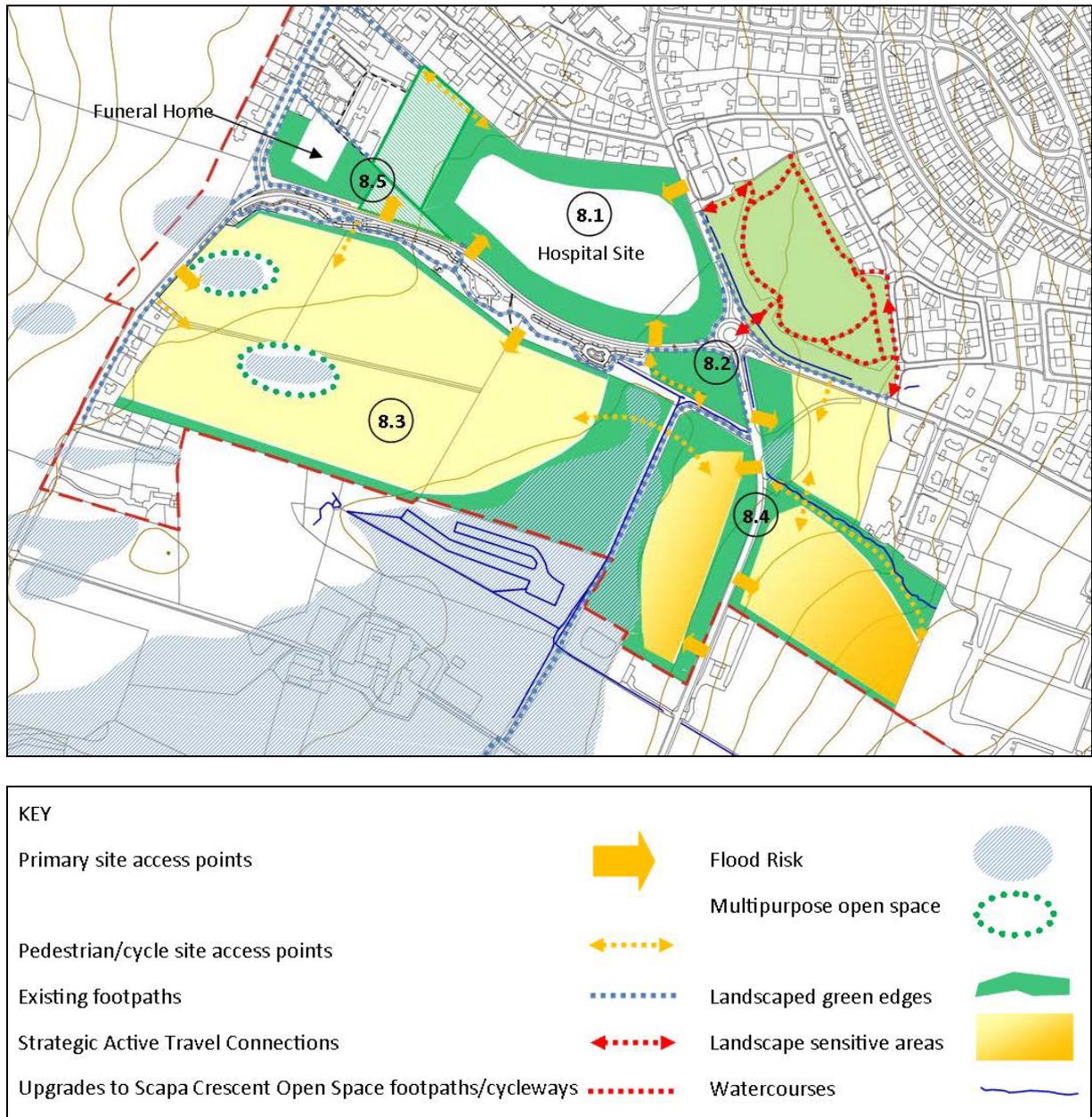


Figure 3: Strategy Plan Diagram to explain the conceptual approach to development across the allocations.

8. Requirements by allocation.

These site specific requirements should be read in conjunction with the Development Requirements section.

8.1. New hospital site

- Site accesses will be taken from New Scapa Road and Foreland Road allowing permeability of the site.
- Open space and planting will be used around the edges of the site to reduce its visual prominence when viewed from neighbouring roads and properties.

8.2. Scapa Roundabout

- Open ground to the south-west of the roundabout will be planted and landscaped to provide collection areas for surface water drainage and wildlife habitats. It will also include a new section of footpath/cycleway which connects the Foreland Road path to the Crantit Trail. This may also be a suitable location for a pumping station associated with the housing allocations to connect to the mains sewer.
- The Scapa Crescent Open Space will be upgraded and enhanced in line with the recommendations of the most recent Open Space Audit
- A new section of footpath/cycleway will link the Scapa Roundabout pathway directly to the entrance to Scapa Crescent Open Space.
- A new section of footpath/cycleway will connect New Scapa Road to the footpath/cycle network within the Scapa Crescent Open Space to improve access.
- A new section of footpath/cycleway will connect Holm Branch Road and the Scapa Crescent Open Space to improve access.





8.3. Allocation K-8

- K8 will be served by two vehicular access points. The first access point should be taken from Old Scapa Road, allowing good visibility between development to the South and the junction with Foreland Road to the North. The second access point will be taken from Foreland Road. It's design will minimise disruption to, and loss of amenity of, the footpath it crosses. Pedestrian/cycle accesses will connect to the Foreland Road Footpath and Old Scapa Road at a number of points.
- A footpath/cycleway will cross the Crantit Burn and connect to the Crantit Trail.
- A substantial area of open space will occupy the area rendered unsuitable for development by flood risk, incorporating the buffer zone around Crantit Burn. This may be an appropriate location for a play area, should one be deemed necessary by the scale of the development, however a safety risk exists and it will be necessary to ensure that the lagoons immediately to the south cannot be accessed.
- This area of open space will also be appropriately sized, designed and landscaped to protect the amenity value of the Crantit Trail and create an appropriate edge of town character when viewed from outwith the site.
- Landscaping and planting along the southern edges of allocation K8 will create a consistent character to the edge of town, and help to reduce the visual impact of development.
- A development-free buffer along the Foreland Road path will protect and enhance its amenity.
- A series of greens throughout the development will provide community spaces for social interactions and assist in the management of surface water.





8.4. Allocations K-9, K-10, K-11

- K9 will be served by two vehicular access points which connect to New Scapa Road at the north and south ends of the site.
- A footpath/cycleway will connect to the Crantit Trail in a location which is suitable for connecting to a footbridge to K8.
- A substantial area of open space within K9 will occupy the area rendered unsuitable for development by flood risk. This area of open space will also be appropriately sized, designed and landscaped to protect the amenity value of the Crantit Trail.



- K10 will be served by a single vehicular access point from New Scapa Road.
- Landscaping and planting along the edges of allocations K9 and K10 will create a consistent character to the edge of the town in order to help reduce the visual impact of development.



- K11 will be served by a single vehicular access onto New Scapa Road, located on or near the existing site access. A pedestrian/cycle access will also be taken from Holm Branch Road.



- Access between K10 and K11 will be provided across the watercourse and the sites coherently planned to complement one another.
- A buffer zone will be required around the watercourse which separates K10 and K11. A footpath/cycleway should be located alongside the watercourse and should connect to Upper Crantit Road.

8.5. Residual land

- The narrow strip of land on the north side of the junction between Foreland Road and Old Scapa Road will be planted along the road verge. Verticality achieved through tree planting will help to define this key gateway into the town. This area is also suitable for town signage and public art.
- The triangle of land between the funeral home and the hospital will be planted to provide a pleasant area for leisure use. There may be scope for limited development of infrastructure such as substations, if visual impact is minimised through well-designed landscaping. The potential to create a vehicular access to the field to the north should be safeguarded to enable potential future development.
- The area of the hospital-owned land which is not currently the subject of any development proposals should be safeguarded for future hospital expansion. A temporary use such as sports or recreation facilities could be considered.

- The youth hostel has not been specifically allocated for development within this brief and no proposals have been brought forward. However, there is potential for redevelopment of the site within the lifetime of this Local Development Plan. There are several options for this redevelopment:
 - The housing at Langskaill Place could be extended.
 - Potential future hospital expansion could be extended into this site.
 - The site could be redeveloped for another appropriate use.
- A footpath/cycleway will connect the existing track from Old Scapa Road to the new Hospital site. It will be delivered through development of this site.

9. Submitting a planning application

9.1. 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.

9.2 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.

9.3 Where development is to consist of serviced sites, it is expected that the street and public realm layout for all phases will be agreed by Condition and installed to a full or partial level with future work bonded.

10. Further information

10.1. Designing Streets: A Policy Statement for Scotland.

- <http://www.gov.scot/Publications/2010/03/22120652/0>

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

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

10.3. Designing Streets Toolkit.

- <http://www.creatingplacesscotland.org/designing-streets>

10.4. Cycling by Design

- http://www.transport.gov.scot/system/files/documents/reports/Cycling_by_Design_2010_Rev_1_June_2011_.pdf

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

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

10.6 Detailed information on wind directions in this area can be obtained from OIC Marine Services.

- <http://www.orkneyharbours.com>