

ST MARGARET'S HOPE - SOUTH



Development Brief - October 2011

This **Development Brief** provides general guidance on the **design and planning** considerations specific to St.Margarets Hope South.

The brief outlines **key considerations** and strategies that should be addressed by any proposed development, to meet the Planning and Design requirements for these sites.

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Development Brief

introduction

This document sets out detailed planning and design guidelines for development of land at St Margaret's Hope - South. It builds upon the established Orkney Islands Council 3-Village Masterplan and has been developed in conjunction with the new Orkney Local Development Plan; Proposed Plan (April 2011).

The Development Brief seeks to inform potential developers of the main opportunities and planning aspirations for the site and to promote a coherent and sensitive approach to development that is both visually appropriate and considered within the context of existing infrastructure and future development potential of the area.

St Margaret's Hope South, comprises Orkney Local Development Plan sites SMH-B and SMH-C as detailed in Figure 2 below.



Figure 1: St Margaret's Hope from Waterfront

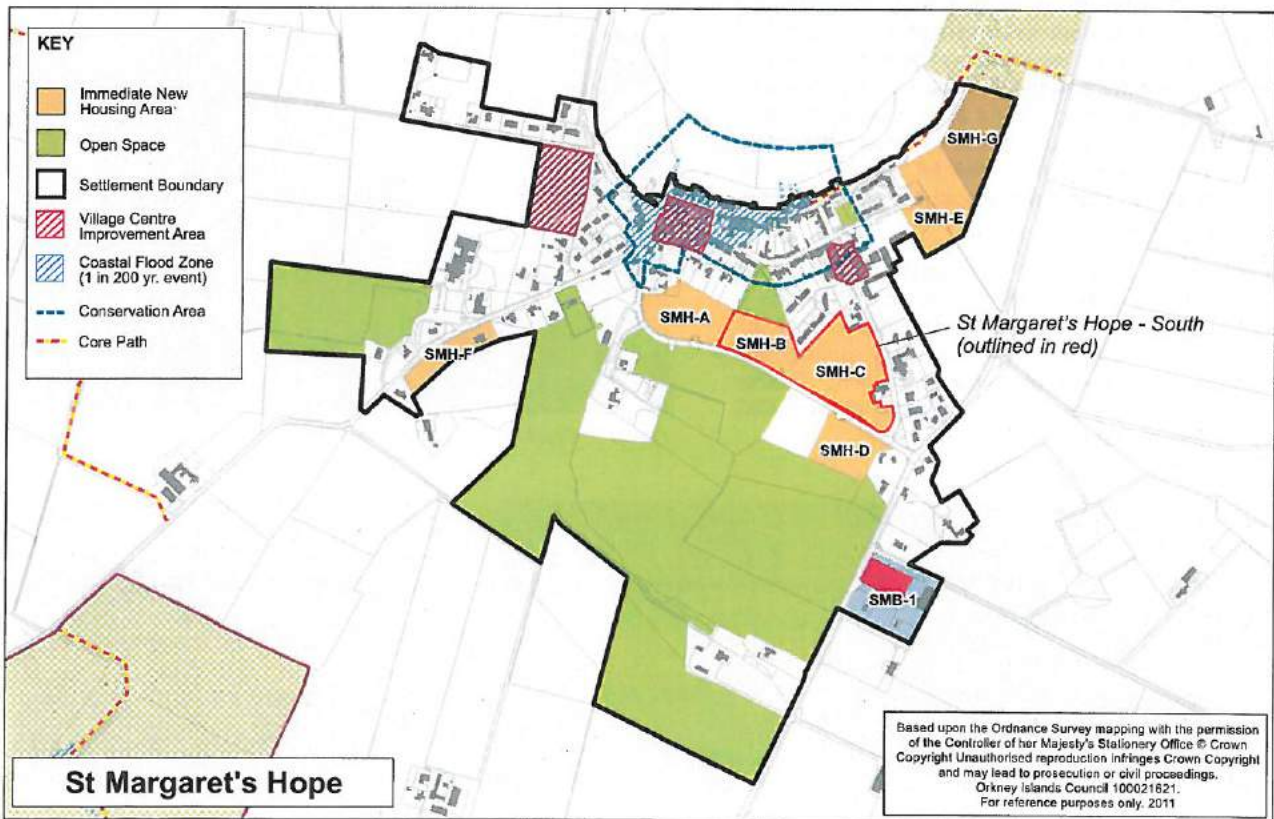


Figure 2: Extract from Orkney Local Development Plan - Proposed Plan (April 2011)

purpose of the development brief

The strategic planning framework for development in and around St Margaret's Hope has been established by the Local Development Plan; Proposed Plan and more specifically within the 3 Villages Masterplan.

The Masterplan provides a comprehensive overview of the general planning policies and proposals for St Margaret's Hope, within the context of the historical development of the Village and existing infrastructure and should be referred to in conjunction with this document.

This Development Brief provides greater detail on the design and planning considerations specific to Sites SMH-B and SMH-C and acts as a framework for proposed development specific to these sites.

guidance to applicants

Planning applications relating to these sites will be required to demonstrate that their proposals meet the recommendations of the Masterplan and the more specific design criteria included within this Development Brief. Evidence for this should be presented along with any application in the form of a *Design Statement* that details how these principles have been addressed.

Clarification should be sought from the Planning Department at pre-application stage with regards the level of information required in a *Design Statement*. An application for a single dwelling will require significantly less detail than that for a full housing development or non-residential application, however, compliance with each of the relevant Design Criteria sections of this document should be clearly demonstrated in all cases.

It should be noted that any planning applications which exceed 2 Hectares in area will qualify as a Major application. In these circumstances, prospective applicants are required to consult communities before submitting the planning application. Further information in this regard can be obtained from OIC Development Management.



Figure 3: View of Sites SMH-B and SMH-C from the Ontaft



Figure 4: View from top of SMH-B over the village towards the bay.



Figure 5: Front Road - St Margarets Hope



Figure 6: View of the Church and towards the Bay from SMH-C

site description

Sites SMH-B and SMH-C are positioned at what is currently the South East outskirts of St. Margaret's Hope and encompass the area between the established village, Church Road and the newly completed St Margaret's Road.

The lowermost half of the site, SMH-B, shares a boundary with an existing Community Park and zoned site, SMH-A, which is currently being developed for housing by Orkney Housing Association Limited.

The upper half of the site, SMH-C, is flanked by Church Road on one side and St Margaret's Road to the other. Although Church Road was historically the primary vehicular route through the village, the new St Margaret's Road now serves this function with the narrow Church Road and Back Road now serving as a more intimate and secondary traffic route.

A new care facility is currently under construction on the opposite side of St. Margaret's Road to SMH-C, with allocated site SMH-D, also to the South.

Both sites are relatively steeply inclined with falls of up to 1 in 10 or greater in places. Predominant views are generally out over the historic core of the village towards St Margaret's Bay to the North.

Positioned between the existing historic core of the village and other sites already zoned for future development, these sites are an important transitional area between the dense, traditional and relatively urban structure of the village and the more scattered fringing pattern of existing outlying buildings and possible future developments.

policy background and context

St Margaret's Hope village includes a compact Conservation Area with a distinct architectural layout and character demonstrating a close relationship to the bay.

Sites SMH-B and SMH-C are located above the historic centre of the village and are currently allocated in the Orkney Local Plan as zoned for Residential Housing Development.

The site is surrounded by current and possible future development sites including Site SMH-A; presently being developed for affordable housing, a new care facility off St Margaret's Hope Road and site SMH-D also zoned for future residential housing.

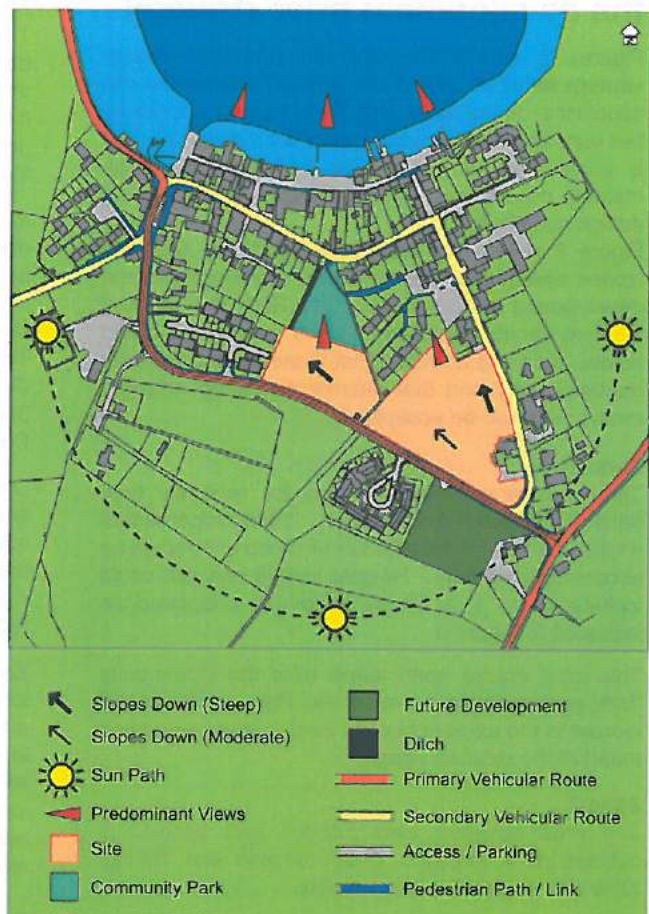


Figure 7: Site Context Map

development aspiration

The aspiration for these sites is the provision of high quality and contextually appropriate, residential development, that complements the existing historic street layout and traditional built forms within a modern context.

Design of built forms, soft and hard landscaping and shared public spaces should be of a high quality with careful consideration of how best to integrate new development sensitively; in a way which maintains a sense of place and unity to the village and a modest visual impact.

Development should encourage access to, and use of new and existing facilities and act as a vital link between the new care facility, future developments and existing infrastructure, including the Kirk, School Road, the Community Park and established Shops and Services.

Observation of the Design Criteria and recommendations should foster a development of the site which is considered as a whole and as an integral part of the existing and future village.

the development brief strategy

Figures 8 and 9 illustrate the proposed design strategy for sites SMH-B and SMH-C. Since the site conditions, topography and development opportunities vary significantly across the sites it is unlikely that a single approach would be suitable throughout. Instead, development should react to these varying design conditions.

Figure 8 shows the sites subdivided into separate 'zones' which reflect these varying site conditions and development opportunities. Site SMH-B is divided into two zones and SMH-C into 5 zones as detailed below. It should be noted that these are intended for guidance only and that alternative zoning arrangements may also be acceptable.

Zone 1

This area is generally outlined for relatively high density residential development. It is anticipated that a total of 6-8 semi-detached or terraced units could be accommodated here. Heights should vary but could include up to 1 ¾ Storey buildings, orientated as indicated in Figure 9.

This area enjoys open views over the Community Park and rooftops towards the Bay. Positioned closest to the existing historic core, it feels very much a part of the existing village.

Zone 2

The area between sites SMH-B and SMH-C is outlined as a strategic 'green' access and 'linking' zone with a multi-function purpose.

The adjacent Community Park is currently under-used, is not easily accessible, particularly by vehicle, and not visible from within the village. Although currently at the edge of the village, once Site SMH A-C and the adjacent care facility are established, it is clear that this strategic green space will be at the 'heart' of the extended village. As such it presents obvious opportunities to become a more significant green space for general use as well as providing a number of possible pedestrian links between existing homes and services, the new development sites and the Care facility.

It is suggested therefore that Zone 2 could provide vehicular access not only to SMH-B but also access and landscaped parking provision to the Community Park. Pedestrian Links could also be established with the existing dead-end path network at Thorfinn Place and St Margaret's Road through this zone.

Consultation with the St.Margaret's Hope and Burray Community Council highlighted a potential requirement for the provision of bus parking facilities for the village. An exercise is currently underway to explore the potential to address this requirement which could include parts of zones 1 & 2 or 6 & 7. To allow time for these discussions to be undertaken, the initial phases of development should be focused on Zones 3-5, with Zones 1,2,6&7 to be available for development following resolution of this issue, in discussion with St. Margaret's Hope & Burray Community Council.

Zone 3

This area is generally outlined for medium density residential development. Buildings on this zone should generally be oriented as indicated in figure 9.

It is anticipated that building heights in this zone will be mixed but generally lower on average than on site SMH-B. (I.E: No higher than 1.5 storey).

It is anticipated that up to 12-14 detached or semi-detached dwellings could be accommodated on Zone 3 although some terraced buildings would also be appropriate.

Zone 4

This zone strategically different from the remainder of site SMH-C. Its boundary with Church Road suggests that a maximum of 3no. separate plots could be provided with individual access off Church Road.

Dwellings should be detached and could be a maximum of 1 ¾ storeys high for the lowermost and 1 ½ Storeys for the uppermost plot, to counter the rise in Church Road. This would extend the established pattern of dwellings currently leading up this steep roadside and is in keeping with the proposed general reduction in building height towards the higher end of the sites.

Zone 4 should also allow for a pedestrian/cycle link along its lower boundary as indicated in Figure 9. This link could include a planted boundary treatment to afford some privacy and screening of the existing Thorfinn Place houses. If possible a link through to the existing car Park adjacent Thorfinn Place would be ideal although current Site boundaries make this difficult. Alternatively a pedestrian/cycle link to Church Road immediately above would be possible.

Zone 5

As with Zone 2, this area is seen as having less development potential but does present possible opportunities for other facilities.

As can be seen on the existing site photos, St Margaret's Kirk is currently very prominent above the village with only patchy residential development nearby. The Kirk is well used for both religious and community functions and it is felt that this visibility should be respected and maintained. There are also potential overlooking issues with the existing dwelling towards the upper side of this zone.

In order to respect the existing house and Kirk, no buildings should be developed in this area, although development opportunities for green-space, planting, pedestrian and cycle links and possibly additional parking for the Kirk may exist. Any development in this zone would however have to be undertaken sensitively with a view to minimal visual disruption.

Zone 6

Zone 6 is an extension of Zone 3 for residential development. To respect the more scattered pattern of housing at this end of the village, Zone 6 is identified as a single plot zone and should be developed to single storey height only. It should be accessed via Zone 3 and not off St.Margarets Road.

Zone 7

This single plot zone at the top of the SMH-C could provide a site for one single storey dwelling. Individual access should be provided off Church Road. Development of Zones 6 and 7 should be designed carefully with respect to the adjacent existing



Figure 8: Site Zone Map

the development brief strategy plan

The Development Brief Strategy Plan in figure 9 and the Design Criteria set out on the following pages, illustrate the key strategic requirements of the sites. The Strategy Plan below illustrates possible Road Access routes, opportunities to link with existing Pedestrian Path networks, indicative zones and orientations of buildings, possible landscaped areas and critical areas for parking.

Any application for Development should respond to the Development Brief Strategy Plan and the following Design Criteria.

Note that the proposed access road serving SMH-A has been extended into SMH-B, returning to St Margaret's Road at its upper end. This upper corner of SMH-B is shown as accommodating Road Access, and new Pedestrian Links to the Community Park, St Margaret's Road and Thorfinn Place. Parking and vehicular access to the existing Sub Station should also be provided in this area.



Figure 9: Development Brief Strategy Plan

the design criteria

Design Criterion 1: Buildings and Placemaking

The historic core of St Margaret's Hope is a fine example of a particular traditional vernacular, grown out of a response to local environment, topography and industry. The tight arrangement of streets and lanes addressing the bay provide shelter from and access to the harbour front, where once, the fishing industry would have provided the main source of employment.

A simple repetition of limited traditional forms, used in varying combinations, provides at once both a sense of unity and visual interest. Stone is the predominant building material with dwellings typically oriented either face-on or gable-on to the bay and almost always terraced with adjoining buildings. Plots are generally long and thin and similarly orientated to 'point' towards the bay.

Rising out from the central conservation area there is evidence of a gradual transition towards a more scattered rural pattern of housing with more detached or semi-detached buildings. Pockets of more recent development exist particularly towards the West of the village adjacent School Road and the Ontaft, although these are rarely of notable design quality.

Site SMH-B very much feels a part of the village core with views out over the Community Park and rooftops of the conservation area towards St Margaret's Bay. Rising towards the upper site, SMH-C has a less intimate relationship with the historic village but still maintains predominant views out towards the North.

Any proposed development should respect and complement the use of simple traditional forms and the general addressing of buildings inwards towards the Village core and the bay.

Use of the existing 'pattern' of a limited number of forms but in varying combinations, heights and orientations should be made to give unity not only to the new sites, but to maintain a unity to the village as a whole. A progression from higher density on site SMH B to lesser density on site SMH-C should be implemented.

Upon its adoption by the Council, reference should also be made to Orkney Islands Council document 'Supplementary Guidance: Development Quality within Settlements'.



Figure 10: View of St Margaret's Hope from the Ontaft:

Note the traditional pattern of houses - all of similar form, but in varying heights and configurations. Orientations generally facing the bay or at 90 degrees to this; gable-on to the bay.



Figure 11: View of modern development at foot of School Road:

Note the repetition of identical forms without variation in height or orientation - This creates a bland and less visually interesting townscape. New developments should attempt to avoid this bland repetition.



Figure 12: Back Road, St Margaret's Hope

Again note the use of repeated forms but varying heights, configurations and orientations. This time used to good effect to deal with a steeply sloping site.

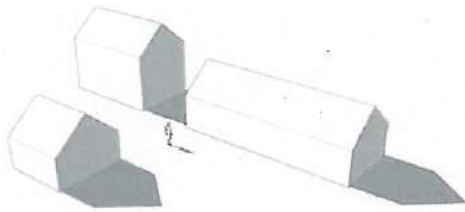


Figure 13: Family of Traditional Forms

Example of a simple family of traditional narrow building forms of appropriate proportions - influenced by the existing village 'pattern'.

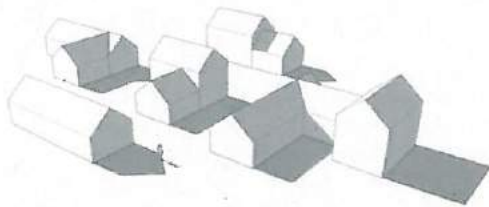


Figure 14: Various combinations of the basic forms

From three basic forms, a huge variety of combinations is possible.



Figure 15: Semi-detached & Terraced forms

Again formed from the simple 'family' of basic forms: Because they share a common pattern they help maintain a harmony both with each other and the existing village from which the forms are derived. Varying heights and configurations avoid bland repetition and create visual interest. Material finishes should be consistent throughout to reinforce a sense of unity and place.

Key considerations:

- Building Forms should generally follow the established pattern of simple linear pitched roof-shapes in varying combinations and heights. Roof pitch to main roofs should generally be between 38-45 degrees and detailed without extensive fascias and eaves boards. Figures 13 to 15 illustrate by example how a limited palette of simple forms used in varying combinations can create both a unity of form whilst still allowing for individuality and interest.
- Orientation of linear built forms should generally be limited to face the bay or to be at 90 degrees to this with gables pointing towards the bay. Stepped, angled arrangements such as in Figure 11 should be avoided. Orientations should deliberately be mixed in the above fashion to avoid bland repetition and create visual interest. Buildings on SMH-B should encourage views from main living spaces out over the Community Park towards the bay.
- Plot shapes should generally be narrow and long, particularly on the lower site SMH-B to encourage a relatively high density. Plots on SMH-C should be oriented to 'point' towards the bay with those on SMH-C generally following the established plot orientation at Thorfinn Place.
- Building heights should vary across the sites with generally higher (1 3/4 Storey maximum) heights on SMH-B reducing to single storey at the top of SMH-C. Varying heights will also be encouraged within adjacent plots/areas or within semi-detached or terraced units as a means of adding visual interest. (Refer Figures 13-15). Repetition of a single identical form within semi-detached or terraced units should generally be avoided. (Refer Figure 11)
- Buildings should be designed to appear integrated with the stepped nature of the sites and to respect the existing topography in much the same manner as the existing buildings on the 'Back Road'.
- A uniformity of colour and materials will be encouraged throughout the site to maintain a degree of unity. External renders should generally be of light hue with a preference for grey/dark roof finishes in traditional natural materials. Greater emphasis may be placed on the selection of finishes for the earliest developments on the sites in order to establish a satisfactory approach.
- Density of development should generally be greatest on SMH-B closest to the village core, with potential for a lower density on site SMH-C, to maintain the existing gradual transition to a more scattered pattern towards the outskirts of the village.
- Despite the predominant North-facing views, buildings should be designed to take advantage of passive solar gain on the Southern faces. Relatively narrow building footprints could provide the opportunity for South facing glazing to benefit even internal spaces which face North. Alternatively, glazed Entrance porches or sun rooms may be appropriate in some cases.
- Development of the sites should include carefully considered external spaces. In particular, site SMH-B should be developed to integrate with and address the Community Park.
- External spaces should be designed as shared multi-functional areas and to foster a sense of community wherever possible and not just as road networks. Design should also be informed by the Scottish Government Publications, 'Designing Places - A Policy Statement for Scotland' and 'Designing Streets - A Policy Statement for Scotland'

Design Criterion 2: Boundaries and Edges

Stone is by far the most prominent traditional building material for both buildings and boundary treatments in St Margaret's Hope. There is therefore a preference for stone boundary treatments wherever possible. However, it is recognised that this is not always viable and other appropriate treatments will be considered. Designers are encouraged to investigate alternative forms of boundary treatment using traditional materials.

Key considerations:

- Where possible Stone boundary treatments – especially dry-stone walling should be incorporated.

Block-built walls with a uniformly, light coloured render and natural Stone Copes will be acceptable as a secondary alternative.

Alternative forms of Stone treatments will also be considered – e.g. vertically placed Flagstone 'Fences' or Stone facing to sections of Blockwork boundary walls.

- Boundary treatments or materials for which there is not an established local tradition will not be encouraged. This will include hit-and-miss fencing or overly decorative boundary treatments; especially on the main public elevations.

This is particularly important for Zones 3 & 4 where detached plots are to be developed to ensure a coherent, high quality street character is established. In these cases, lower level (less than 1m), fencing or walls will be required for the main public fronting areas.

Timber fencing may however, be permitted to private areas such as rear gardens.

- Planted boundary treatments should be considered as a natural means of providing visual interest and privacy/ enclosure. Although consideration of associated maintenance must be addressed. Planting should be of appropriate native species.

- The design approach to boundary treatments should be consistent across the sites to encourage a sense of character and unity.

Boundary treatments should, where appropriate, co-ordinate with general building finishes.



Figure 16: Drystone dyke boundary treatment



Figure 17: Vertical Flag 'Fence':

A traditional fence construction common in Caithness and parts of Orkney that could be adapted to create an appropriate stone edge treatment.



Figure 18: Existing St Margaret's Hope Community Park

A Community Group is currently developing plans and sourcing funding for upgrading and improvement of the existing Park, with an aim to broaden its appeal to all age groups. Vehicular access, particularly for the elderly and less able-bodied, is a key concern that could be addressed within development of site SMH-B.

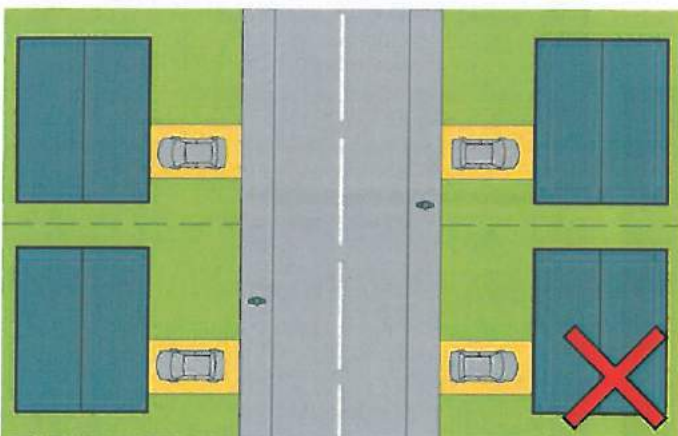


Figure 19a: Conventional Street Layout

Vehicle dominant Street Layout as discouraged in Scottish Government document 'Designing Streets - A Policy Statement for Scotland'.

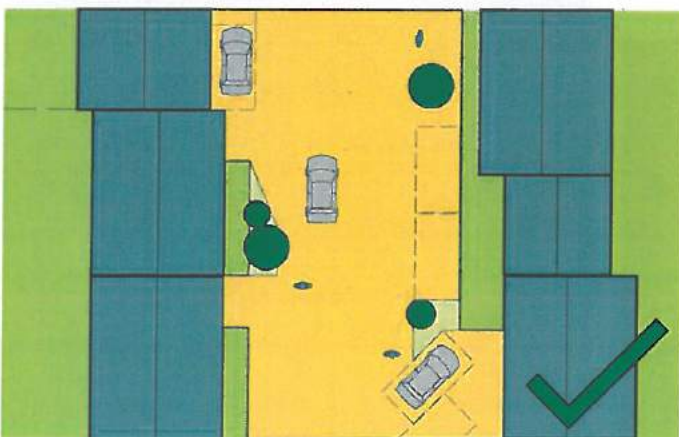


Figure 19b: Shared Space Street Layout

Shared Space Street Layout as encouraged in Scottish Government document 'Designing Streets - A Policy Statement for Scotland'.

**Design Criterion 3:
Open Space, Play Areas and Landscaping**

Careful consideration should be given to the overall site layout and designing-in of open space and landscaping from the outset.

The site layout should be considered in conjunction with the needs of the existing Community Park, both in terms of access and taking advantage of this existing open green area, as a focal community space.

The existing Community Park is currently relatively hidden from, and on the outskirts of, the Village. However with the possibility of improved vehicular access off St Margaret's Road and its visibility from SMH-B in particular, there is potential for this space to become an important community play area and pedestrian link to the existing village. A local community group has recently been formed and is currently progressing plans to update and improve the Park facilities with the aim of promoting its use by a wider community group.

The site layout should be designed in a format which will serve to provide a series of intimate semi public spaces. Shared surfaces, designed-in natural traffic calming measures, pedestrian links and landscaping should be integrated to form multifunctional shared public space between building plots.

Key considerations:

- The site layout, should be designed to encourage use of and access to the existing Community Park. Buildings to SMH-B should generally address the Community Park with a view to encouraging this as a focal community space.
- Provision of parking and pedestrian/cycle links and general Site layout within Zone 2 should be developed in consultation with the Community Council, Community Park Group and OIC Roads and Planning departments.
- Landscaping, including planting and screening measures should be used where appropriate to minimise impact of new development on existing neighbouring properties and to enhance new public spaces. These could also be considered in conjunction with design of SUDS provision.
- Native tree and plant species should be utilised for planted areas – a mechanism for delivery and maintenance of grassed and planted public areas should be established at the pre-planning application stage.
- An integrated approach to design of streets and associated public spaces should be adopted. Developers should refer also to the Scottish Government, 'Designing Streets – A Policy Statement for Scotland' which encourages a more informal arrangement of roads as shared public spaces, with equal priority given to pedestrians, vehicles, bicycles and other users.

Design Criterion 4: Access, Roads and Movement

As well as the importance of linking SMH-B and SMH-C to the existing village, the sites are also an important transitional area linking to the new care facility, St Margaret's Hope Kirk and other future developments such as at SMH-D. Pedestrian links should therefore be adopted through the sites which knit it into the existing fabric of the village and ensure ease of access between facilities and possible future developments,

The Development Brief Strategy outlined on pages 4 & 5, proposes an indicative preferred road layout for sites SMH-B and SMH-C which includes extension of the access road from SMH A through SMH-B and a new access loop off St Margaret's Road to serve SMH-C.

It is recognised, however, that road layout cannot be designed in isolation and should be considered as an integrated element of the overall site design. Alternative layouts may therefore be acceptable as part of an overall site layout proposal that meets all other Design Criteria, although developers will need to establish the viability of any such alternative arrangements with the appropriate bodies early in the design process. In any case, an integrated approach to design of roads, pedestrian and cycle links and landscaping should be adopted as noted in Criterion 3.



Figure 20: Site boundary at Church Road



Figure 21: Existing green space and path network at Thorfinn Place.

Key considerations:

- Access Roads should be designed with natural traffic calming features and as shared multi purpose surfaces. Reference should be made to the Scottish Government , 'Designing Streets – A Policy Statement for Scotland' as noted under Criterion 3; and the OIC 'Roads Development Guide' for design and construction of new development associated roads and footways. Developers should demonstrate that they have considered the aspirational approach as described in 'Designing Streets' and as illustrated in Fig. 19b on p9.
- The developer will be required to provide Traffic Assessments for the sites to identify the impact on the existing road network and transport infrastructure.
- A new bus stop should be provided on St Margaret's Road adjacent to Zones 2/3 to serve the sites. The Developer should therefore consider pedestrian links to this location.
- Provision should be made for improved vehicular and pedestrian access to the existing Community Park, linking the park to the new developments, St Margaret's Road and the Care Home. Design of parking and pedestrian links and general Site layout within Zone 2 should be developed in consultation with the Community Council, Community Park Group and OIC Roads and Planning departments to ensure adequate provision.
- Pedestrian/cycle Links should be positioned to connect with the new care facility and future developments.
- Where necessary the developer will be required to extend or upgrade existing footpaths, footways or cycle tracks to facilitate linking with any proposed new pedestrian and cycle path network.
- There is potential for a new pedestrian and cycle path to the upper side of the Thorfinn Place properties, linking SMH-C to the existing Church Road Car Park and nearby shops. An aspirational route is indicated on the Development Brief Strategy Plan on page 5 through the boundary between 6 Thorfinn Place and Eloner (off Church Road), although in practice this route may have to circumnavigate the existing houses off Church Road.
- The existing dead end Path network and the central green space at Thorfinn Place should be extended to link with any new pedestrian and cycle links and the existing Community Park.
- Road Access and Parking provision to Thorfinn Place should be provided for Emergency vehicles to improve upon existing access conditions. This could be accommodated in Zone-2 possibly in conjunction with parking for the Community Park. Refer Zone map on page 5.
- There is an opportunity to provide improved Parking facilities for the Kirk off Church Road. Current parking at the Church itself is very limited, particularly during weddings or funerals.

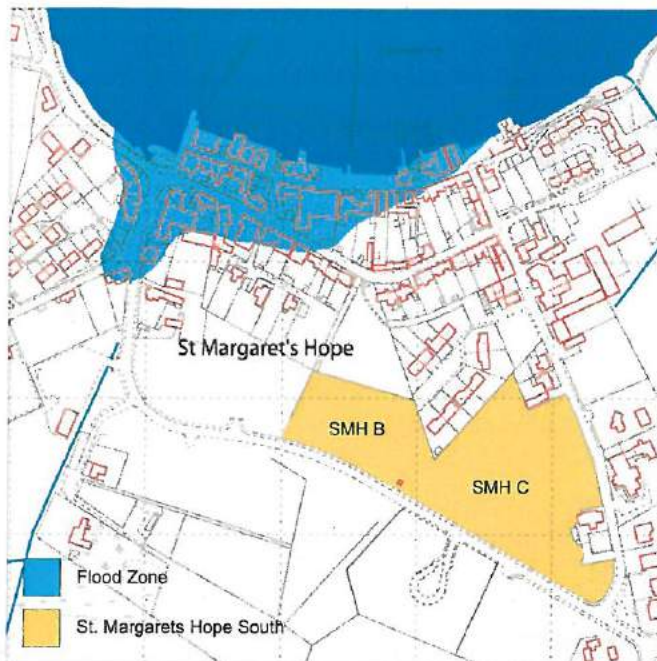


Figure 22: Flood Zone Map - Extracted from OIC Masterplan

Design Criterion 5: Water Resource Management

Although not directly affected by Flooding themselves, lower lying areas of St Margaret's Hope are identified as Flood Risk Areas with recent history of significant flooding in 2005. Without adequate attenuation, surface water run-off from sites SMH-B and SMH-C could contribute towards flood conditions in lower regions of the village.

A new detention basin was installed in conjunction with the construction of St. Margaret's Road, which was designed to have capacity to accept surface water from sites SMH-A, SMH-B, SMH-C and SMH-D at pre-development levels.

The existing detention basin does not have capacity to accept increased surface water run off as a result of new development on these sites. Provision of SUDS and attenuation systems adequate for these sites is therefore a requirement.

The existing foul water system constructed in conjunction with St. Margaret's Road is designed to have capacity to serve the site SMH-B at a predicted density of 15 houses per Hectare. Foul water from Site SMH-C is to be directed to the existing Foul Water Sewer on Church Road.



Figure 23: Existing ditch to lower boundary of the Community Park

Key considerations:

- In line with the requirements of PAN61, 'Planning and Sustainable Urban Drainage Systems', surface water for the sites should be treated by a SUDS (Sustainable Urban Drainage System), integrated with site design, for either multiple or single dwelling developments and adequate to cater for the increased post-development levels.
- All SUDS should be designed not only to accommodate each individual phase of development, but also to give consideration at an early stage for long-term SUDS provision for the entire sites. Developers will be required to provide SUDS assessments and approach Scottish Water with regards adoption of SUDS schemes. Reference should also be made to the technical guidance document 'SUDS for Roads'.
- Where individual plot attenuation systems are installed, they are to remain private and should be capable of inspection and maintenance by respective owners.
- All development must be connected to the public foul sewerage system. Preliminary advice from Scottish Water notes that developers should undertake a Development Impact Assessment to establish available capacity of existing infrastructure in conjunction with preliminary design and that any proposals should meet the requirements of Scottish Water guidance document 'Sewers for Scotland' 2nd Edition. All Part 3 network reinforcement must be funded jointly by the developer and Scottish Water. The Foul and Surface Water systems are to be adopted by Scottish water.

ST MARGARET'S HOPE - SOUTH

Development Brief: Oct. 2011

further information

For further information, please contact:

Development Management
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Orkney Islands Council
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Applicants/ developers and designers should also refer to the following Orkney Islands Council documents for additional guidance:

- Orkney Local Development Plan - Proposed Plan (April 2011)
- 3 Villages Masterplan - St. Margarets Hope (March 2010)
- OIC Roads Development Guide

PDF copies of the above documents are available online via the Orkney Islands Council Website:

www.orkney.gov.uk

Upon adoption by OIC, reference should also be made to:

- Orkney Local Development Plan
- Development Quality within Settlements - Supplementary Guidance

Reference should also be made to the following Scottish Government documents:

- Designing Places - A Policy Statement for Scotland
- Designing Streets - A Policy Statement for Scotland

Available for download from the Scottish Government Website:

www.scotland.gov.uk