

Item: 8

Development and Infrastructure Committee: 4 June 2024.

Stromness South End Development Brief.

Report by Corporate Director for Neighbourhood Services and Infrastructure.

1. Overview

- 1.1. Completing a development brief for housing allocations in Stromness (STR-14 to STR-19) is a requirement of the Orkney Local Development Plan 2017 (OLDP 2017). An approved development brief is a material consideration for the consideration of relevant planning applications. SG: SS forms part of the OLDP 2017 Spatial Strategy; containing land allocations.
- 1.2. In February 2023 and with the publication of National Planning Framework 4 (NPF4), Scotland's Chief Planner noted within their published letter that NPF4 forms part of the statutory development plan, along with Local Development Plans (LDPs) and Supplementary Guidance. The planning system is plan-led and LDPs already adopted will continue to be part of the development plan and for the avoidance of doubt, existing LDP land allocation will be maintained. Legislation states that in the event of any incompatibility between a provision of NPF4 and a provision of an LDP, whichever of them is later in date will prevail.
- 1.3. With assistance from external consultants, investigations and pre-drafting consultation commenced at the end of 2021. A consultative draft was available for public comment from 26 July to 20 September 2023. The version attached at Appendix 1 has taken full consideration of the considerable amount of work completed.

2. Recommendations

- 2.1. It is recommended that members of the Committee:
 - i. Approve the Stromness South End Development Brief, attached at Appendix 1 to this report.

3. Development Brief

- 3.1. Housing allocations STR-14 to STR-19, in planning and development terms are complex in nature. Some of the complexities are there are a number of different landowners, it is located within the National Scenic Area of Hoy and the West Mainland, there are listed buildings within and in close proximity to these allocations, there are limitations within the road network, the allocations have an undulating landform with granite outcrops and there are water management issues associated with the allocations and this location in Stromness.
- 3.2. These complexities have led to the need to have a strategic approach to development, and therefore the completion of this development brief.
- 3.3. At the end of 2021, Fraser / Livingstone and Aquatera were employed to assist with the early works to investigate and hold focused consultations. When resource within Development and Marine Planning was available in 2022 further consultations were completed with Road Services, Development Management and Engineering Services (Flood Risk Management), and meetings were held with local Elected Members, Stromness Community Council, the Stromness Development Trust and a number of relevant landowners.
- 3.4. On 3 July 2023, a Briefing Note was sent to all Elected Members and the Corporate Leadership Team to notify of the intention to complete public consultation on this matter.
- 3.5. From 26 July to 20 September 2023, a formal period of public consultation was held. A consultative draft of the development brief was available online and paper copies were made available at the Warehouse Building, Stromness. Key agencies and stakeholders were notified of this consultation. Furthermore, members of the Development and Marine Planning Team held consultation open days at the Warehouse Building, Stromness on 17, 18 and 19 August 2023.
- 3.6. In total, 17 written responses were received by Development and Marine Planning and are detailed at Appendix 2 to this report in the Consultation Report. It was estimated that 80 people attended the three consultation open days.
- 3.7. From this consultation there were five main themes raised by members of the public and they are:
 - i. **Housing** – The need for family homes and other housing types.
 - ii. **Traffic and Connectivity** – The pressure on the existing road network and the improvements needed to support safe walking and cycling.

- iii. **Character and Heritage** – The importance for new housing to be appropriate in scale and design for the rural and heritage sensitive environment.
 - iv. **Support Services and Facilities** – The need for housing to support the viability of Stromness in providing homes for workers and growing the community.
 - v. **Landscape and Green Infrastructure** – Geological sensitivities including granite outcrops, the importance of access to open space and nature; and the desire to minimise urban centric styles of development in an area of rural/sensitive character.
- 3.8. The final version of the development brief, attached at Appendix 1, has been reviewed and amended to take into consideration all material considerations raised through this consultation.

For Further Information please contact:

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Implications of Report

1. **Financial:** All resources associated with supporting the review procedure, mainly in the form of staff time, are contained within the existing revenue budgets.
2. **Legal**
The Town and Country Planning (Scotland) Act 1997 and the Town and Country Planning (Development Planning) (Scotland) Regulations 2023 provide for the drafting of a new Local Development Plan but presently do not clarify how to consult on planning matters. The consultation procedure, as noted in section 3 above, followed accords with the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 and Planning Circular 6/2013: Development Planning.
3. **Corporate Governance:** Not applicable.
4. **Human Resources:** None.
5. **Equalities:** None.
6. **Island Communities Impact:** This work has been assessed as being unlikely to have an effect on other communities (including other island communities) in Orkney, a full Islands Communities Impact Assessment has not been undertaken.

7. Links to Council Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Council Plan strategic priorities:

- Growing our economy.
- Strengthening our Communities.
- Developing our Infrastructure.
- Developing Transforming our Council.

8. Links to Local Outcomes Improvement Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Local Outcomes Improvement Plan priorities:

- Cost of Living.
- Sustainable Development.
- Local Equality.

9. Environmental and Climate Risk: None.

10. Risk: None.

11. Procurement: None.

12. Health and Safety: None.

13. Property and Assets: None.

14. Information Technology: None.

15. Cost of Living: None.

List of Background Papers

National Planning Framework 4.

Orkney Local Development Plan 2017.

Supplementary Guidance: Settlement Statements.

Appendices

Appendix 1 – Stromness South Development Brief.

Appendix 2 – Stromness South – Consultation Report.



Stromness South End

Development Brief

May 2024



Copies of this document.

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

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A glossary of planning terms used can be found online at:

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



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1.0 Introduction

1.1 Production

This Development Brief has been drafted by Development and Marine Planning, Orkney Islands Council with design and initial support from Fraser / Livingstone Architects, Aquatera, David Narro Associates and Rankin Fraser Landscape Architects, alongside discussion with key stakeholders.

1.2 Purpose

The purpose of this Development Brief is:

- To create a cohesive vision for Stromness South End which will shape future development in the area, which responds to and works alongside the unique landscape, heritage, and community of the area;
- To improve the efficiency of planning processes by setting out a framework which provides landowners, developers, and the wider community with guidance on what will be expected of future development in this area;
- To support delivery of a range of housing types and tenures which will support the long-term growth of Stromness; and
- To strive for better places by raising design standards to create exemplar developments which are recognisably Stromness, promote healthy living and active travel, are beautiful and attractive places to be in, and create a sense of community and civic pride where people will want to live, work, and thrive in.

1.3 Status

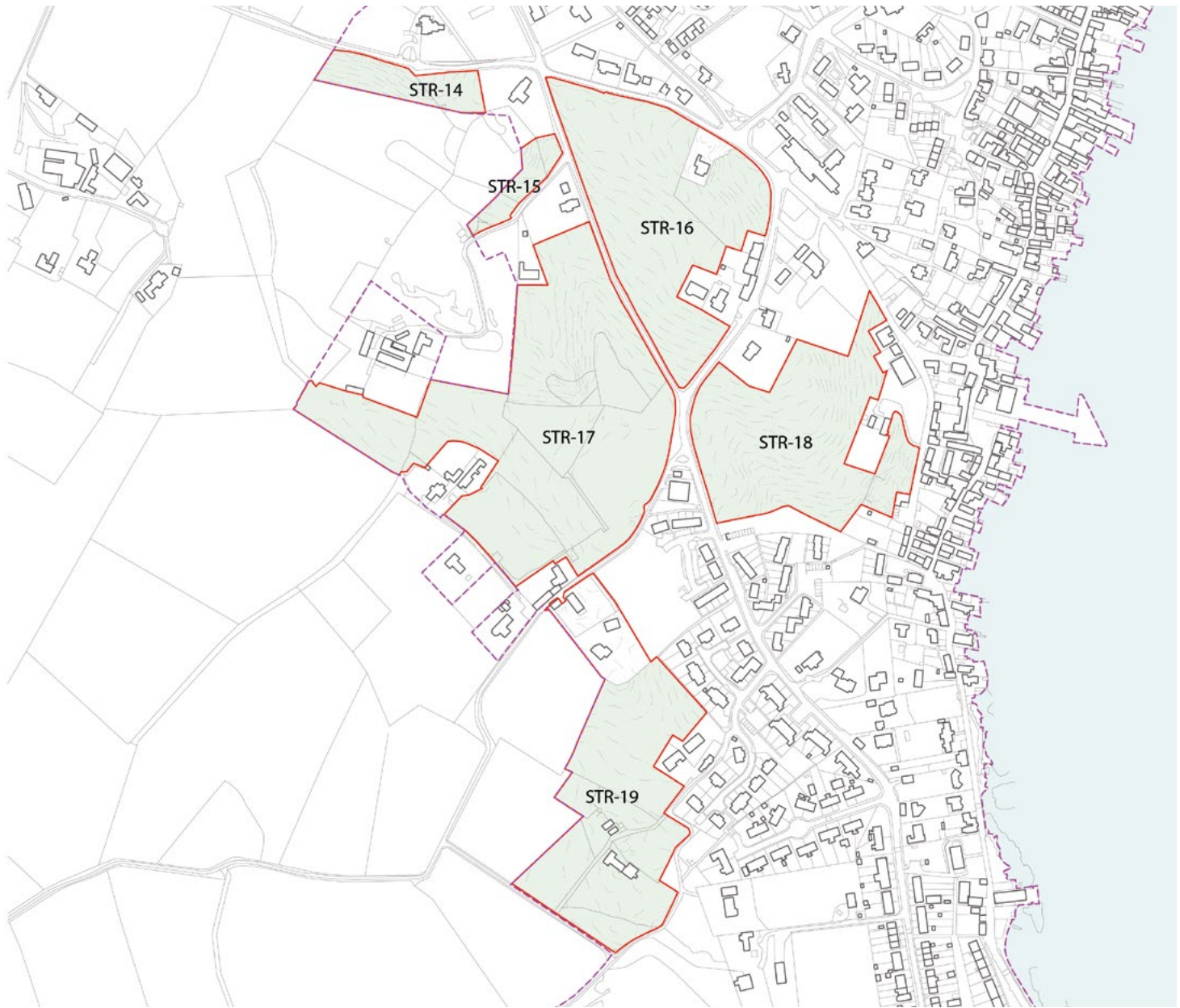
The Development Brief once approved by Orkney Islands Council (OIC) will be a material consideration in future planning applications for the allocation sites, as noted (STR-14 to STR-19).

The document provides a detailed framework to support Development Management decision making, ensuring that any future development forms a cohesive extension to Stromness.

1.4 Structure

The structure of the brief is as follows:

- Section 1 provides a background to the development brief process and purpose.
- Section 2 explores the site constraints in relation to development and the potential opportunities which could be afforded.
- Section 3 sets out the design framework, establishing the design visions, the landscape and access strategies, and other infrastructure requirements.
- Section 4 provides site specific design criteria and schedules for the allocations.
- Section 5 sets out the guidance in terms of the next stages for the allocations and what additional information is expected as part of application development.



- Settlement boundary
- Site boundary
- Allocation area

Figure 2: Allocation Plan

1.5 Planning Background

The following policies have been considered throughout the Development Brief process and should be reviewed alongside this document when considering future applications:

- National Planning Framework 4 (NPF4);
- Designing Streets 2010;
- The Orkney Local Development Plan 2017-2022 (OLDP2017);
- Supplementary Guidance: Settlement Statements; and
- The Stromness Place Plan - What's Next for Stromness.

The framework has been influenced by contemporary ideas for place-making, NPF4 policies on 20-minute neighbourhoods, health and well-being, climate change, biodiversity crisis and an infrastructure first approach.

Furthermore the design principles follow Scottish Government policy 'Designing Streets' which encourages new communities to be:

- Distinctive,
- Safe and Pleasant,
- East to move around,
- Welcoming,
- Adaptable, and
- Resource efficient.

LDP and Supplementary Guidance

The Housing allocations STR14-19 were adopted through the OLDP2017 and the Supplementary Guidance: Settlement Statement established a requirement for a Development Brief for STR 14-19. The total capacity of the allocation sites was estimated as 45 houses.



Stromness Place Plan

The Stromness Place Plan: What's Next for Stromness was developed following extensive consultation with the community exploring the long-term vision for Stromness. Good quality housing was identified as key to the vision of the Place Plan, providing a range of housing types including self-build plots, that maximise pedestrian and cycle access to the town centre.

Stromness South End

This development brief aims to build on these principles and ensure that Stromness South End continues to support delivery of quality homes for the Stromness Community.

1.6 Engagement and Consultation

Aquatera and Fraser/Livingstone Architects have completed pre-drafting consultation on this development brief. Input has been gained from the Stromness Community Council, Stromness Development Trust, landowners as well as the Council's Road, Engineering (Flooding), Planning Service and Sustrans.

As part of the process of formalising this work, the Council undertook public consultation on a draft version of this document with key agencies, landowners, and the public. The public consultation took the form of a series of in-person drop-in events, a feedback questionnaire, and an invitation both online and in the local paper to submit written responses directly to the team.

Public Exhibition

An in-person drop-in event was held at the Stromness Warehouse Buildings on the 17th, 18th, and 19th August from 11:00 until 17:00. The exhibition focused on a series of large display boards showing details of the allocation areas, key issues identified through initial workings and some main themes identified within the Development Brief. The boards also asked a number of open-ended questions to prompt ideas for feedback from visitors.

Officers were available to respond to queries and record informal ideas and suggestions. Visitors were encouraged to fill out a feedback questionnaire or provide a formal written response to the consultation.

The exhibitions were well attended, with around 80 people visiting across the three days.



Figure 3: Photograph of Consultation Event

Feedback and responses

In total 17 written responses were made, including:

- four feedback questionnaires, and
- 13 formal responses by either email or letter; five being from key agencies and eight from interested individuals.

These were in addition to the verbal comments that were noted down during the exhibition events.

Themes

Common themes that were raised include:

- Housing: the need for family homes and a variety of housing types,
- Traffic and Connectivity: pressures on the existing road network and the need for improvements to support safe walking and cycling,
- Character and heritage: The importance for housing to be appropriate in scale and design for the rural and heritage sensitive environment.
- Supporting services and facilities: the need for housing to support the viability of Stromness town in providing homes for workers and growing the community, and
- Landscape and Green Infrastructure: Geological sensitivities including amount of granite outcrops, the importance of access to open space and nature, and the desire to minimize urban centric styles of development in areas of rural/sensitive character.

Following these discussions, the Development Brief was reviewed and updated.

1.7 Further Information and Development

The Council's position

The Council's role as the planning authority is to aid and facilitate appropriate development. This has led to this development brief drafting. The need for development briefs for the allocations was identified within Orkney Local Development Plan 2017, and the Supplementary Guidance: Settlement Statements, due to the relationship between allocations STR-14 to STR-19.

Further Technical Information

Following publication of the draft Development Brief, review of Consultation feedback and further internal discussions with key agencies, this final version of the development brief highlights the known considerations for the sites, whilst acknowledging that further technical studies will be required for these sites to progress through the planning process. These studies will need to be undertaken by landowners and/or developers to support future design development and later applications and it is not the responsibility of the Council to undertake this further work. These technical studies include, but are not limited to: Flooding and Drainage Assessment, Geological and Ground Condition Surveys, Archaeological investigations, Biodiversity Retention and Enhancement, and Traffic and Movement Assessments.

It is recommended that pre-application discussions are undertaken with the Council ahead of submitting any formal application for the sites to discuss the specific technical study requirements for individual sites, and to ensure works undertaken are acceptable.



Figure 4: Photograph of display boards at event

2.0 Context

This section provides an overview of the allocation sites and their context.

2.1 Location

Stromness is located on the West Mainland and is recognisable from its coastal fronting historic core, with later development extending up into the hilly agricultural landscape to the west of the harbour. The historic part of the settlement follows a traditional sheltered, herringbone pattern and is known for its narrow winding streets interspersed with courts protected from the wind by the surrounding built form.

The allocation sites are all in the south-west of Stromness and are currently made up of undeveloped farmland, with fragmented groups of residential properties nearby. The sites form a logical extension to the south of Stromness, providing an opportunity for new homes to support the existing services and facilities in the town.

2.2 Topography and Geology

Stromness generally consists of typical coastal topography, characterised by both shallow inlets and extensive lowlands as well as steeply sloping hills extending inland away from the coastline.

The allocation sites all have varying topography, with steeply sloping ground within the northern sites and much shallower gradient changes across the southern sites.

Granite outcrops are present across several of the sites and are particularly visible in the northern sites. These are a common feature that have shaped existing development in Stromness.



Figure 5: View of Stromness from harbour



Figure 6: View South-east towards Hoy

2.3 National Scenic Area

Stromness is located within the Hoy and West Mainland National Scenic Area. Within NatureScot's 'The Special Qualities of the Hoy and West Mainland National Scenic Area' document, a number of key special qualities are particularly relevant to development within Stromness, these include:

The townscape of Stromness, its setting and its link with the sea

The stone-built settlement of Stromness, rising steeply out of its harbour, further enhances the character of the area. The townscape is distinctive, comprised of sandstone houses around the bay and on the hill behind, its traditional settlement pattern little altered.

Particularly notable are its narrow, stone-flagged main street, with vennels leading down to the numerous private wharves; and narrow streets and paths leading up the hill behind.

The town has always been dependent on the sea, and maintains strong maritime links. There is constant movement of boats in the harbour and the surrounding seas, from fishing and diving boats, to the arrival and departure of the ferry from Caithness.

A landscape of contrasting curves and lines

The combination of curves and lines is a defining feature of this landscape. The pattern of the landform is smooth, with gentle curves, but the land itself often ends spectacularly in vertical cliffs and a horizontal horizon of sea. Rocks on the seashore and in the buildings and dykes tend to be flat and linear, and the field boundaries take straight lines across the curving landscape.

There are no trees to soften the regular outlines of the farm buildings that stand proud on the undulating pasture, and the ancient monuments can be a combination of the linear and the circular: upstanding stones within a circular surround.

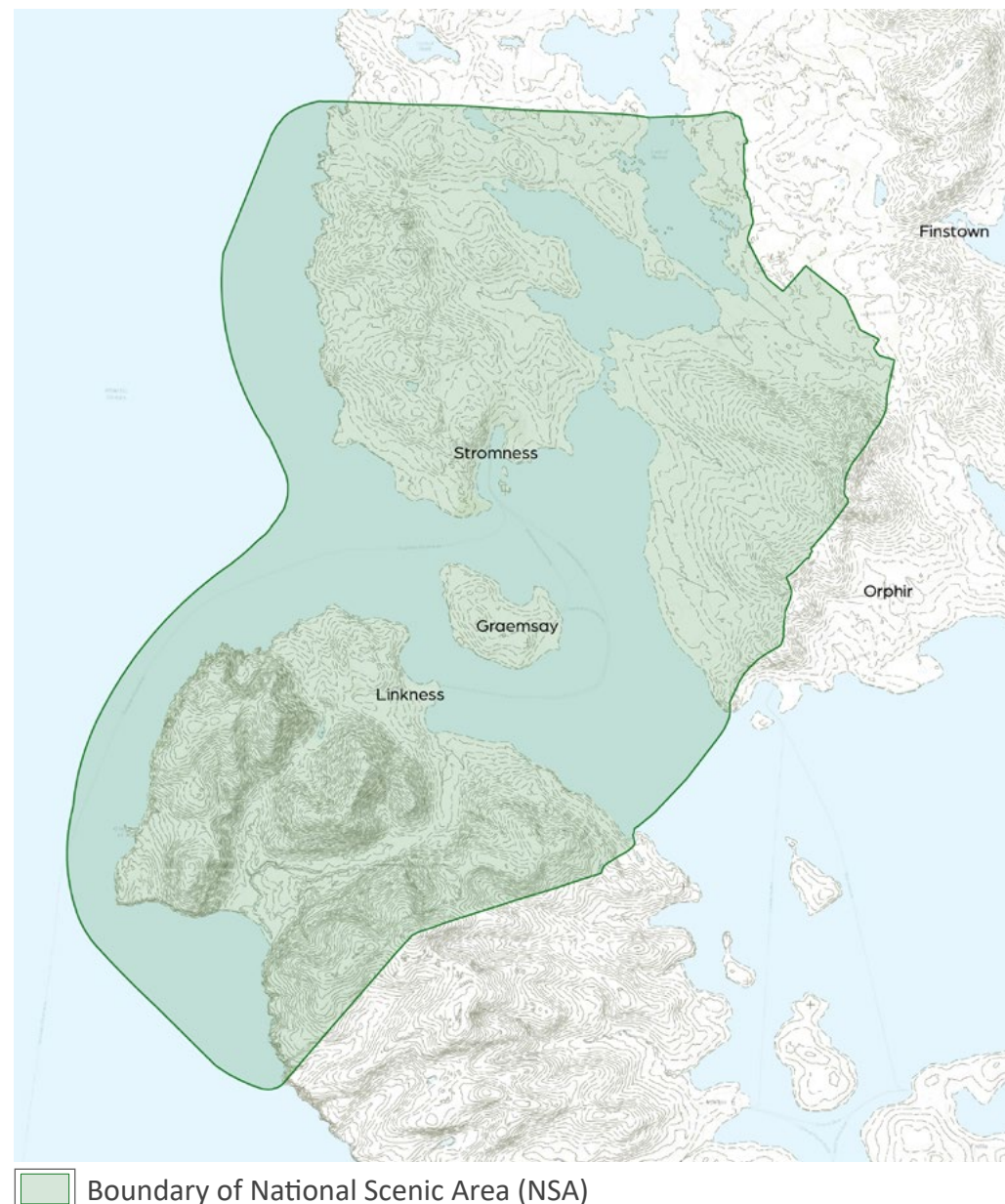


Figure 7: Hoy and West Mainland National Scenic Area (NSA)

2.4 Trees and Woodland

There are very few trees located within the allocation sites. However, within the built form of the town, trees play an important role in improving the urban environment, as well as providing areas of shelter from the elements.

2.5 Blue Infrastructure and Flooding

Within Stromness South End, the main watercourse is the May Burn, which passes through STR-17 and STR-18. The burn is culverted as it passes between Nethertown Road and Back Road, and further down towards Albert Road before out letting into the sea next to the Stromness Museum. An area of wetland within STR-17, is fed by the May Burn, which is referred to in this document as the Midgarth Mire.

None of the allocations are identified by the SEPA Flood Hazard and Flood Risk Information as being at risk of Coastal, River or Surface Water flooding, however, the Council as Flood Authority has recorded incidents of the May Burn flooding around Albert Street. Future applications would require detailed investigation into the existing capacity and potential mitigation needed to ensure development does not further impact this situation and provides betterment.

The Midgarth Mire is an important landscape feature, which will need to be retained and enhanced to ensure it continues to serve its current function as a strategic drainage site, as well as an important area of natural amenity and habitat.

The May Burn is also a key blue feature within this part of Stromness and will need to be considered as part of drainage strategies within development proposals.



Figure 8: Informal walking route along route of May Burn adjacent to Favarel

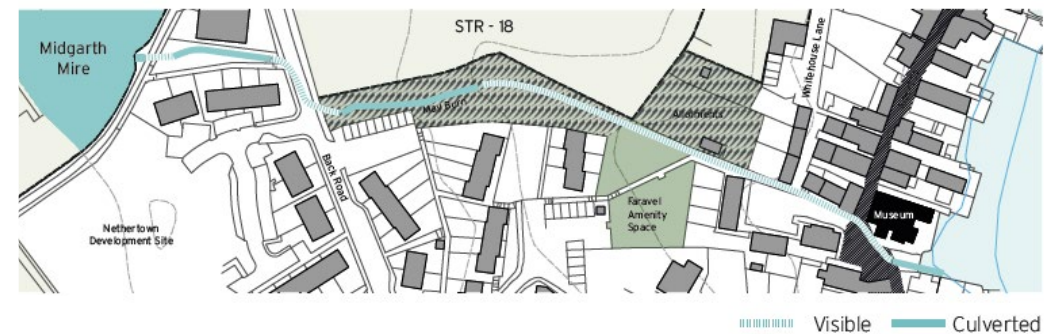


Figure 9: Mayburn Culvert Plan

2.6 Archaeology

The location of the allocations in context of known archaeological sites in and around Stromness means there is potential for unknown archaeological findings within the boundaries of each of the sites.

There are 32 known archaeological sites within a 500m radius, and a further 44 sites within 1km of the allocations, this number excludes sites located within the conservation area. Their presence, combined within the undeveloped nature of the topography demonstrates potential for unknown archaeological deposits to be present within the allocation boundaries.

As part of initial investigations a combined desk-based assessment and walkover survey was undertaken. This identified 10 potential sites within the boundaries of STR14 – 18 which will require further investigation as part of future applications. These summary reports can be made available on request. It should be noted that STR19 was not surveyed as part of this work due to access issues.

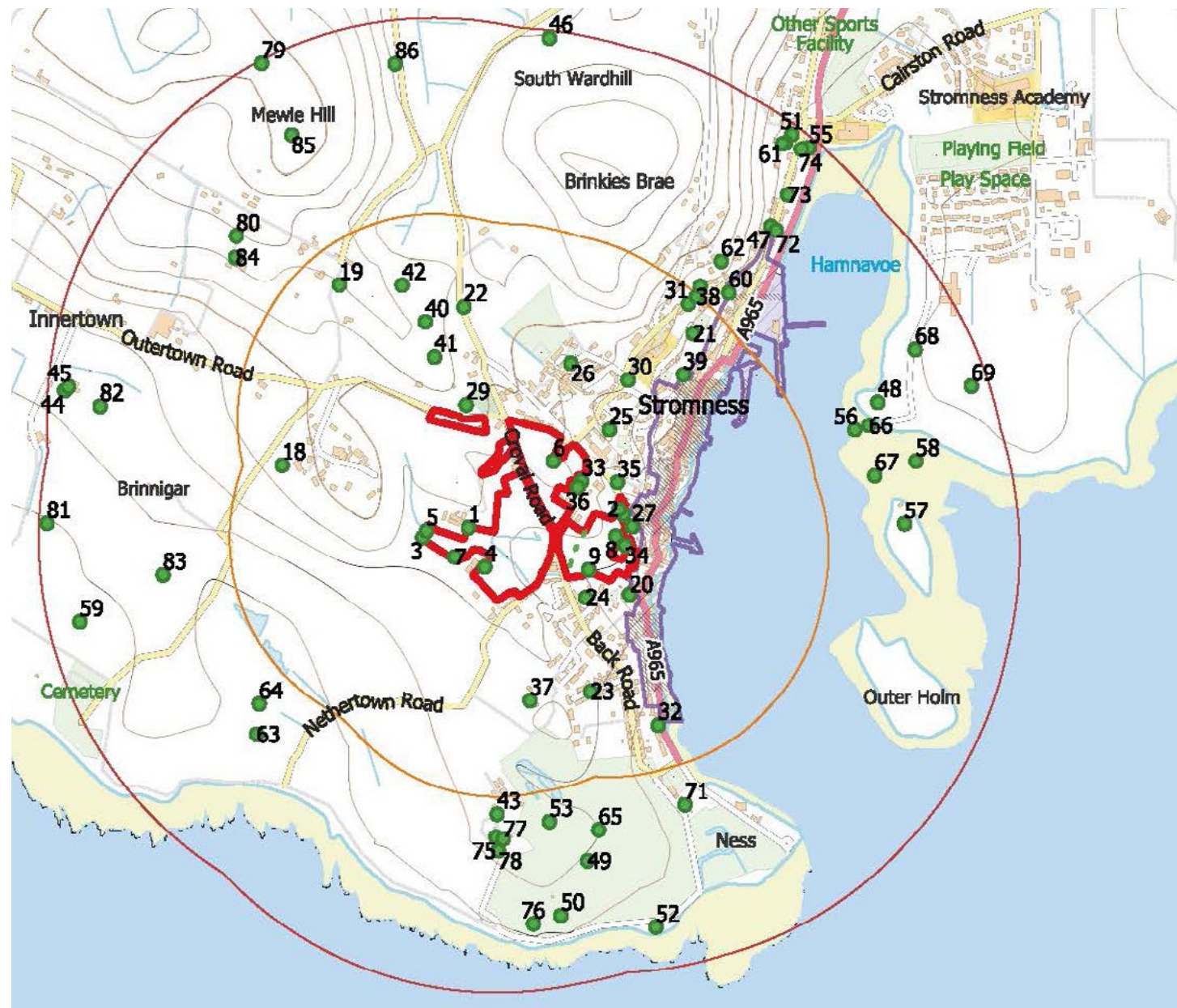


Figure 10: Known Archaeological sites in the surrounding area
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2.7 Heritage, Stone Dykes and Character

Stromness has a distinctive character of its own, which is detailed within the Stromness Conservation Area: Building and Landscape Survey July (2014).

“[The Conservation Area], designated in 1975, comprises over three hundred buildings, ranging from small private dwellings to retail units and professional services. Whilst there is variation of treatment and condition amongst these, there is a certain uniformity of particular aspects: the majority of buildings are two to three storeys high, with exposed stone rubble or cement harled walls, and steeply pitched roofs. Properties are generally oriented perpendicular to the shore, with their gable ends to the street...”

The landscape strongly influences the character of town, with the steep hills to the west side resulting in historic buildings being set into the hillside before they open out as they stretch towards the more level shoreline.

Drystone Dykes are also prevalent to the area, forming visible undulating lines across the landscape. Their location along field boundaries results in the dykes edging many carriageways, creating the narrow and enclosed roads, now characteristic of the area.

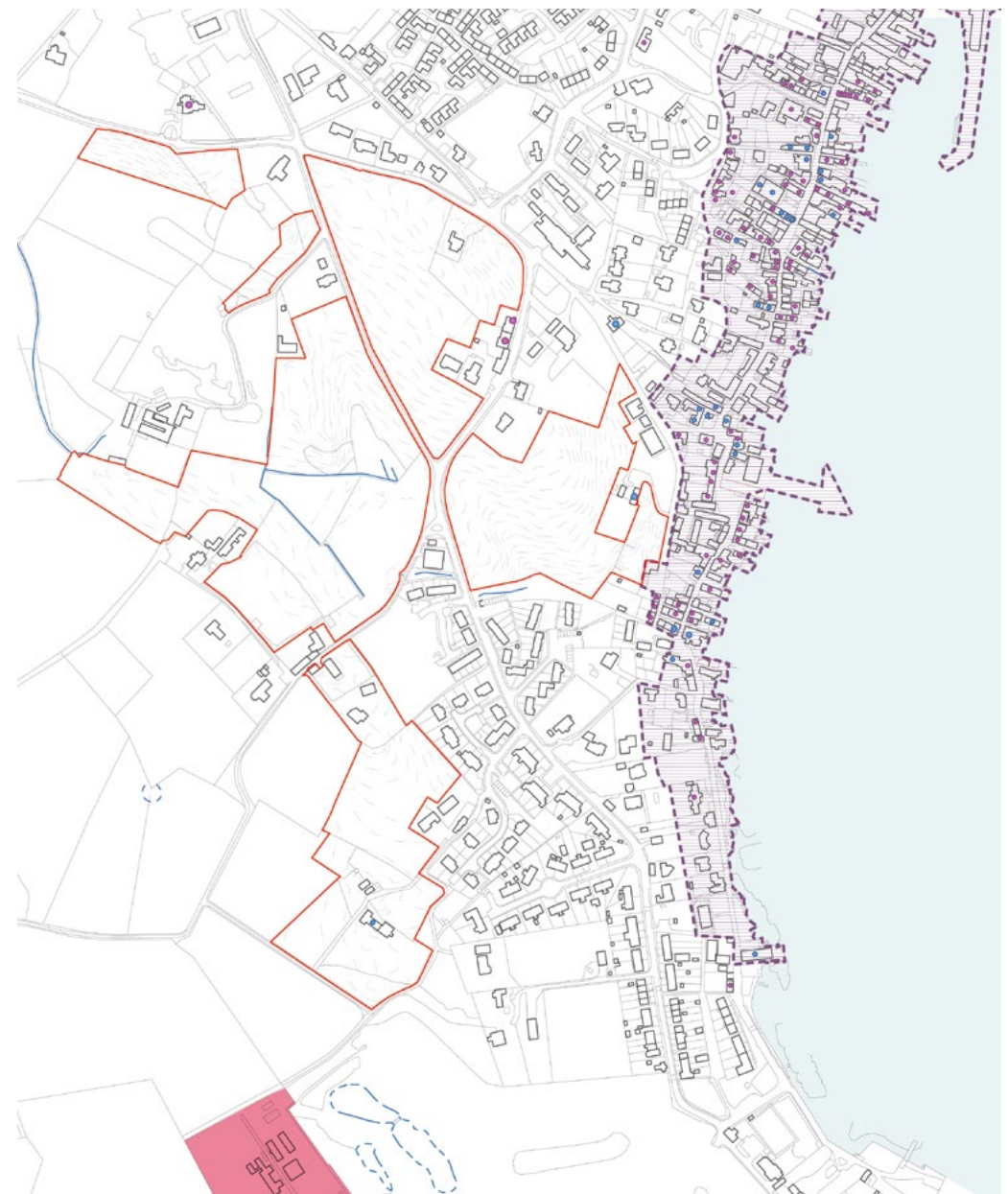
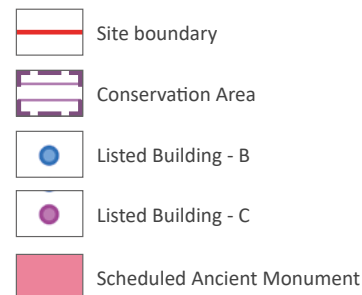


Figure 11: Stromness Conservation Area and Listed Buildings

2.8 Facilities and Services

Stromness South End will have links to and support existing facilities in the town, supporting the creation of a vibrant mixed-use community.

In close proximity are the main historic streets of Alfred Street, Dundas Street and Victoria Street with a number of Stromness' facilities. These include The Stromness Museum, The Town Hall and a number of shops. To the north is the Orkney Research and Innovation Campus (ORIC) that is home to Heriott Watt University, Robert Gordon University and European Marine Energy Centre (EMEC).

Within 15min walking distances is the Co-op supermarket, Dental and GP Practices, Primary and Secondary Schools, Library and OIC offices, and the industrial activities within the Garson Estate. Stromness is served by the Northlink Stromness to Scrabster services and a regular bus service that links Stromness to Kirkwall and St Margaret's Hope.

Education

- | | | |
|---|-----------------------------------|--|
| 1 Stromness Primary School | 12 Royal Mail Delivery Office | 23 Hamnavoe Play Area |
| 2 Stromness Academy | 13 Stromness Surgery | 24 Coplands Play Area |
| 3 Stromness Swimming Pool | 14 Town Hall | 25 Stromness Community Garden |
| 4 Co-op Food Store | 15 Main Town Centre - High Street | 26 Play Area |
| 5 Community Centre | 16 Stromness Museum | 27 Coplands Dock Open Space |
| 6 Orkney Dental - Stromness | 17 Stromness Bowls Club | 28 Springfield Play Area |
| 7 Hamnavoe House Care Home | 18 Stromness Golf Club | 29 May Burn Corridor |
| 8 Warehouse Buildings (Library) | 19 Ness Battery | 30 Favarel Amenity Space |
| 9 Stromness Hotel | 20 Point of Ness campsite | 31 Guardhouse Play Area |
| 10 ORIC - Orkney Research and Innovation Campus | 21 Terry Terminal, Travel Centre | 32 George Mackay Brown Memorial Garden |
| 11 Piers Arts Centre | 22 Market Green | 33 Coastal Walk |

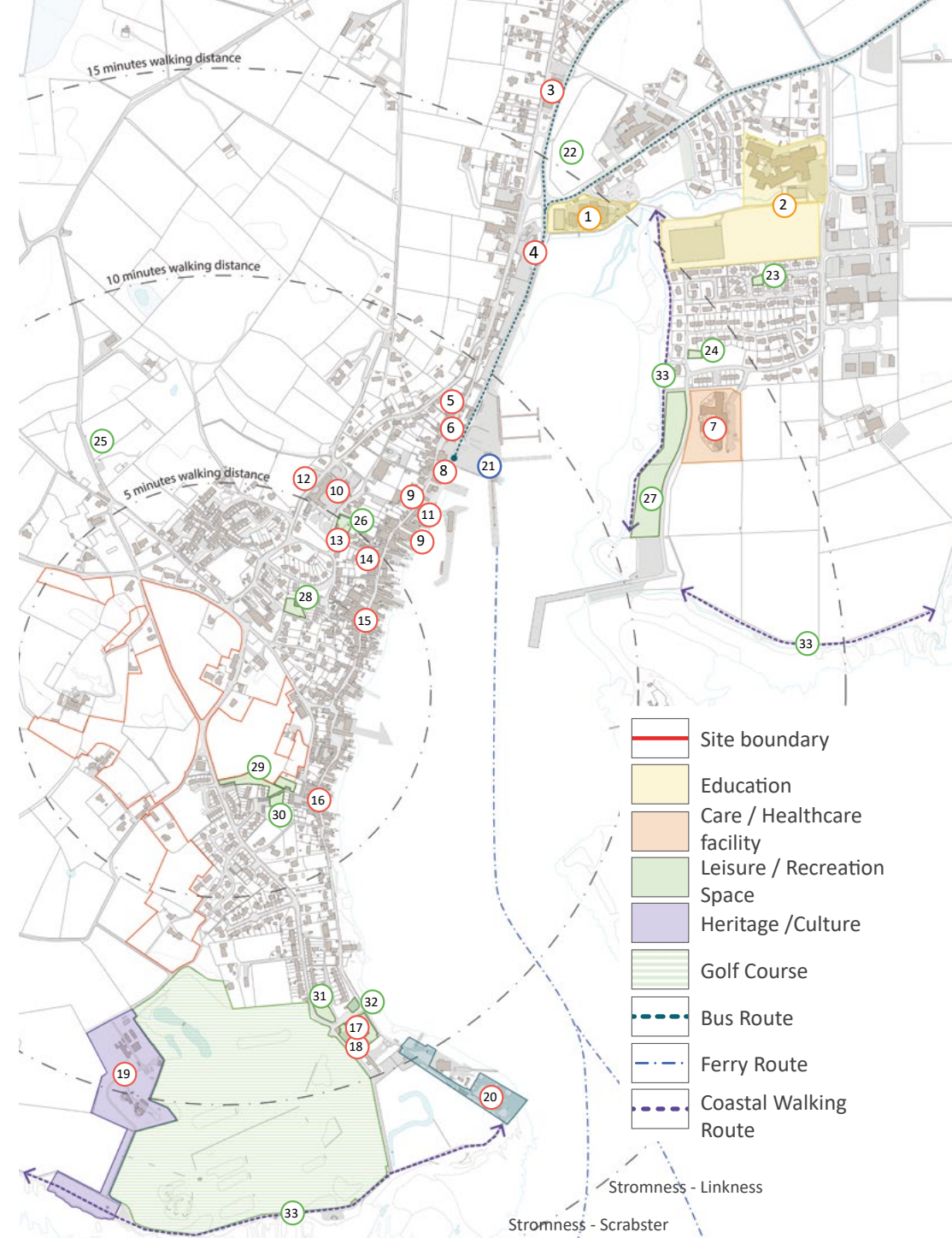


Figure 12: Facilities Plan
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2.9 Connectivity

Linkages

The only Core Paths within proximity to the allocations sites are WM 32 which runs through STR19 and which follows Outertown Road to the north of STR16.

Pedestrians predominately share use of the narrower rural roads with vehicle traffic. Their rural nature with stone dykes, undulations and narrow carrieways act as natural traffic calming measures.

Along the May Burn to the south of STR-18 there is an active travel desire line that indicates usage, linking Back Road to Alfred Street.

Public Transport

The X1 bus runs a regular service from the Ferry Road Travel Centre, approximately 750m from the sites, linking Stromness to Kirkwall and St Margaret's Hope.

Roads Access

Back Road, Croval Road, Nethertown Road and Outertown Road are the main road links to and between the allocation sites. A number of these are single track, within limited passing places. The rural quality and natural traffic calming measures seen along these roads should be maintained as they are part of the distinctive character of Stromness.

The current access to STR19 along Citadel Road is constrained. Further investigations are required into these networks to ensure they are appropriate for the proposed development.

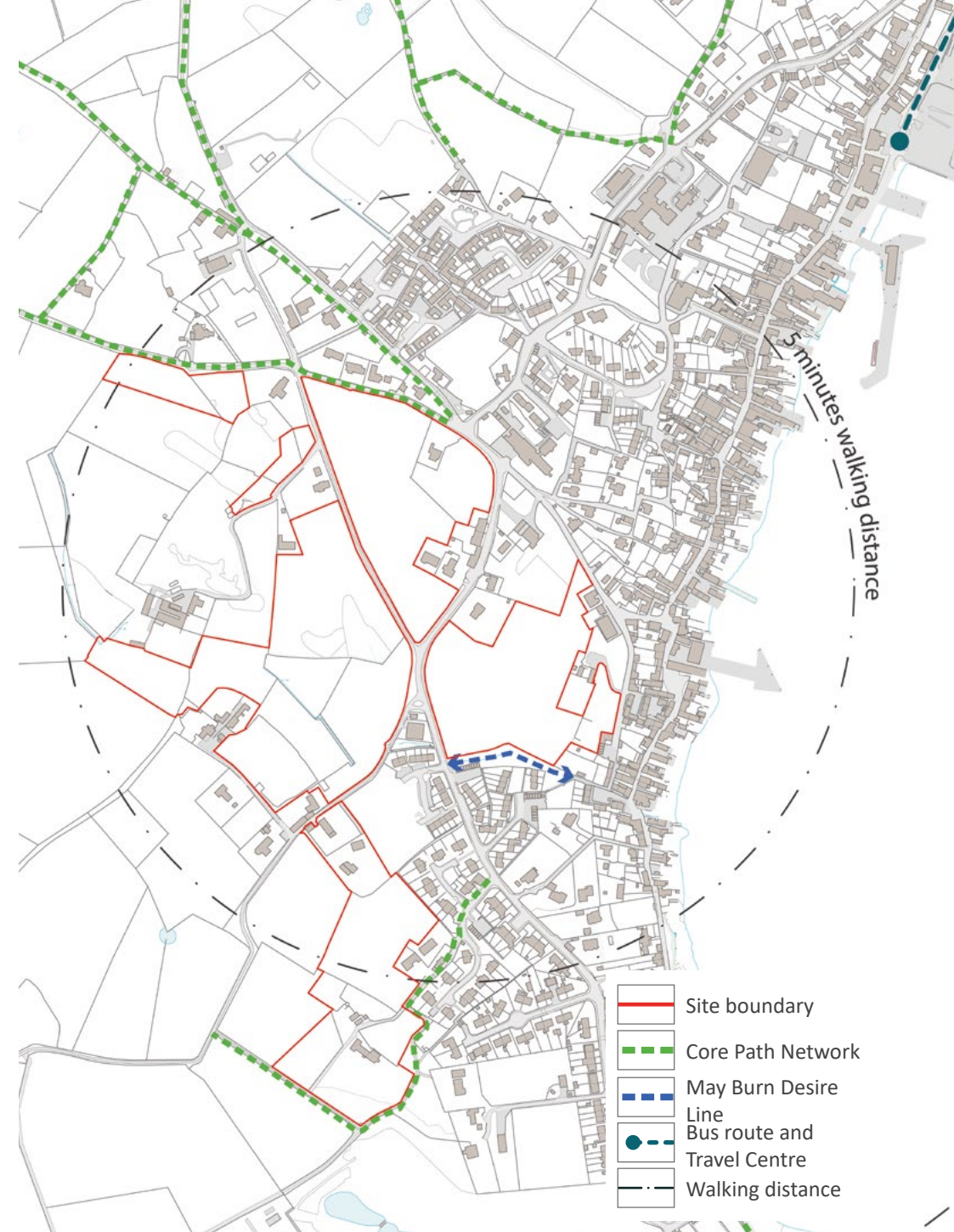


Figure 13: Connections Plan



Figure 14: The Hamnavoe Ferry and photos of the narrow carriageways and rural lanes of Stromness
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2.10 Opportunities

There are constraints in this location but its considered that these constraints are opportunities that will provide for a rich character where design responds to these challenges. Stoney landscapes, locations of natural heritage value and wetter ground will become a green network of formal and informal places where water can be sustainably managed to reduce flood risk, residents can move through to their places of work or stop to play, socialise and enjoy nature. The distinct stone dykes will be landmarks and a reminder of past uses and new homes can be set into the slope echoing the historic character of Stromness.

The following opportunities have been identified (the numbers on this page correspond to the map on the following page):

- Preserve and enhance the character of historic Stromness,
- Retain and enhance existing areas of ecological and/or landscape value within the sites by incorporating them into the wider green/blue infrastructure network, ①
- Retain where possible existing drystone dykes,
- Preserve and strengthen areas of natural open space (Midgarth Mire) and create new habitats for existing wildlife in the area, ②
- Create new open space linked into the wider green infrastructure network for use by new and existing residents, ③
- Preserve the existing core path network and incorporate new active travel routes to connect the proposals to existing services and facilities, ④
- Work with the topography of the site, building into the slope to minimise landscape impacts and continuing the historic tradition of setting housing into the slope,
- Create multi-use green corridors which incorporate SUDS to minimise flood impacts on the wider network, whilst providing attractive and easily accessible routes for walking and cycling,
- Potential improvements to the existing road network to further reduce speeds and improve road safety in the area, and ⑤
- Utilise the topography and orientation of buildings for solar gains and other sustainable construction options.

The development vision that follows in the next section builds on the opportunities of the allocations and the wider location.

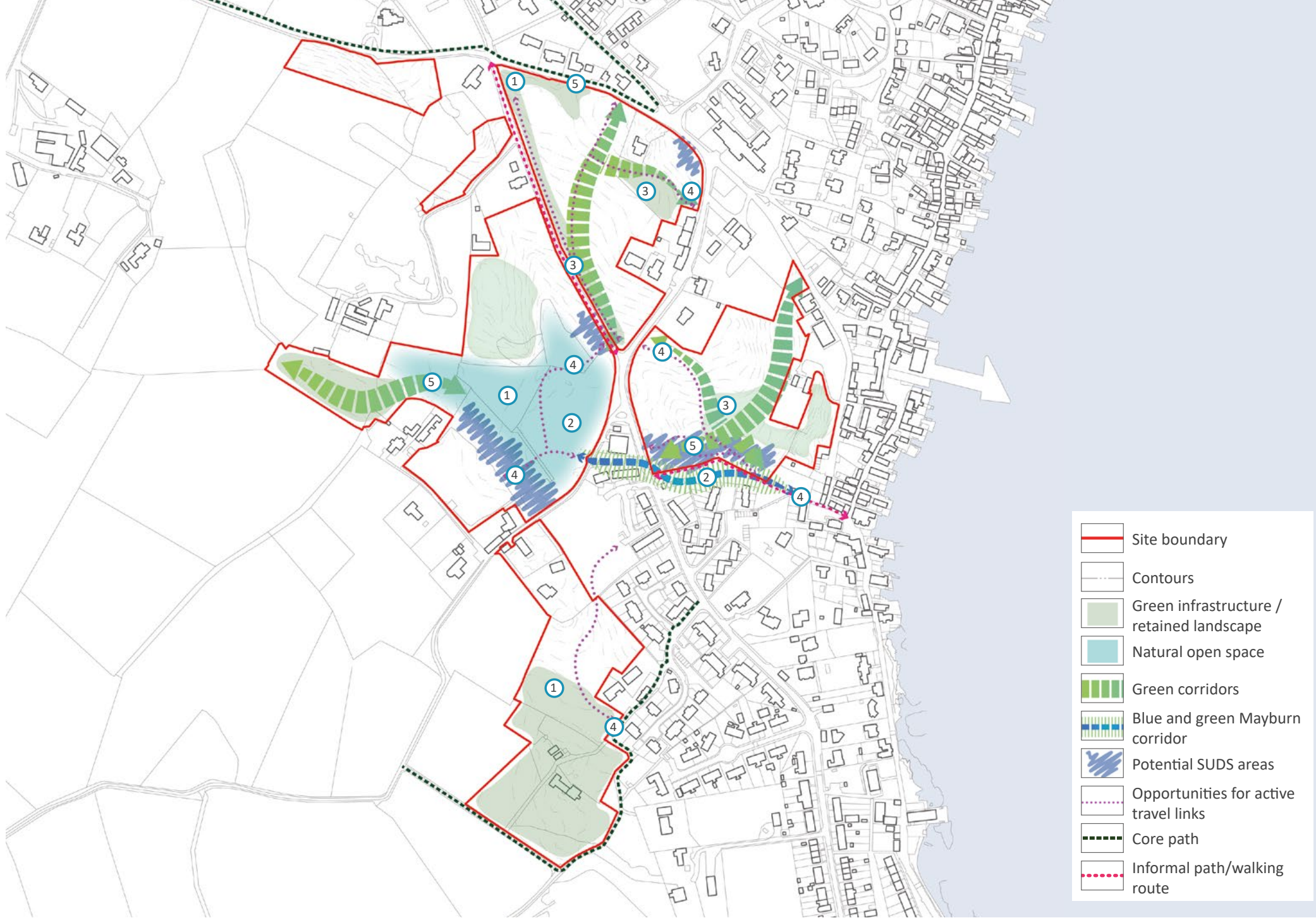


Figure 15: Opportunities Plan
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3.0 Vision and Design Principles

Stromness South End will provide a distinct and unique place to live and thrive where the character and charm of Stromness will be retained and enhanced through new built form and social spaces and places. New homes will meet the needs of the community and provide a quality environment for a sustainable future for Stromness. A Collective Approach to development is required to ensure a cohesive development and an Infrastructure First Approach that is in line with Scottish Government's National Planning Policies (NPF4).

There are constraints in this location but it is considered that these constraints are opportunities that will provide for a rich character that is distinctly Stromness. Design will respond positively to these challenges. Stoney landscapes, locations of natural heritage value and wetter ground will become a green network of formal and informal places where water can be sustainably managed to reduce flood risk, residents can move through to their places of work or stop to play, socialise and enjoy a nature. The distinct stone dykes will be landmarks and a reminder of past uses with new homes will be set into the slope echoing the historic character of Stromness.

All successful planning applications within the Stromness South End area are required to respond positively to this Vision and to all Design Principles in their design and design statement. Failure will lead to refusal.

3.1 Design Principles

The following Design Principles form part of the Vision for Stromness South End and are applicable for all the allocation sites. For a supportive design, all design principles will have to be followed and evidenced within an application. Additional site specific constraints and considerations can be found within the individual allocation plans within Section 4 of this document.



Building with the slope

The historic built form of Stromness follows a pattern of setting buildings into the landscape as they step down towards the shoreline. Due to the topography within the allocations, housing will need to be designed to integrate with the slopes, continuing this historic pattern. Designing with the contours and stepping properties across the terrain also creates opportunities for shelter and privacy.

Key principles

- Development will be designed to maximise solar gains and incorporate measures to increase shelter in order to achieve a high level of energy efficiency and usable public and private realm space.
- Designs will work with the slope, setting buildings into the landscape to minimise regrading, excess use of retaining walls and the blasting or removal of granite outcrops.
- Flexible housing typologies included flatted development that use the slope to provide split-level accessible access is welcomed.



Streets and community courts

New development will focus on creating attractive, safe, and accessible streetscapes which put people first. New streets and courts will be the focus for activity with opportunities for social interaction and recreation; with green spaces that allow for the sustainable management of water and shelter. They will be places where active travel comes before the private car.

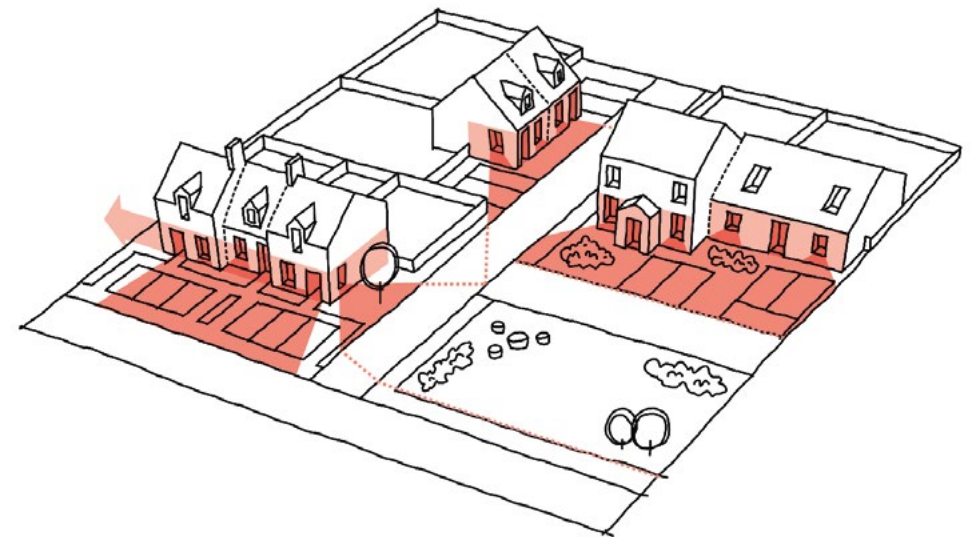
Key Principles

- Homes will be required to have active frontage facing onto streets and overlooking green spaces to create lively streetscapes which encourage social interaction and provide opportunities for passive surveillance. (Additional information and examples of Active Frontage is provided in the next section.
- Streets within development areas are to have a predominantly informal character with a defined, subtly undulating building line. The potential for courtyard / shared parking courts with strong, more continuous building lines can be used in appropriate locations across the allocation sites, to create more intimate and sheltered pedestrian environments, similar to the historic courts within other parts of Stromness.
- Focal green spaces within the allocation boundaries will be connected to the street layout, where appropriate, to encourage walking and cycling, and community activity.

Active Frontage

Active frontage is when a building has ground floor, and sometimes upper floors with windows, and or doors/openings that face onto the street or public space. This design feature creates visual interest within the streetscape whilst also providing opportunities for passive surveillance, whereby the visual awareness of activity and the presence of people improves the safety of an area.

Within residential areas, this can be achieved by placing the doors and/or windows of habitable rooms on facades that face onto the street or open space.






-  Habitable Windows and door openings for passive surveillance
-  Areas of streetscape viewable from internal rooms
-  Public open space and streets where lights and movement are perceived by pedestrians

Figure 16: Active frontage and passive surveillance diagram



In-keeping and characterful

Proposed development will be designed to respect and draw on the character of Stromness. This will be achieved through the use of appropriate materials and colour palettes, architectural details, building typologies, and development patterns. Variety and richness will aid legibility and wayfinding.

Key Principles

- High quality, well designed development with a considered approach taken to densities, form and layout including green spaces is expected of all future planning applications.
- Development within Stromness South End will need to draw on the character and setting of Stromness, reflecting the historic approach to building with the sloping topography of the area.
- Variety and richness of the size, shape, and material used for houses is required for all allocations, whilst ensuring that buildings are proportionate and appropriate to their landscape setting and their scale carefully considered in relation to existing neighbouring properties.
- Buildings will be designed sustainably to promote the use of natural light and cross-ventilation, when detailing building depths.
- A standardised suburban character with a meandering street layout will not be accepted. Applications will need to demonstrate how they have drawn on the character of Stromness and the vision laid out in Section 3.0 of this document.
- Heights of properties within allocations are expected to respond to the topography and surrounding built development. It will be expected that within a single allocation building heights/storeys will vary depending on the immediate setting.

- Roof pitches will be 40 to 45 degrees and simple in 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 will be clearly explained within a design statement at application stage.
- Some buildings within the development will be more visible than others. In these instances materials and colour choices provide opportunities to assist with wayfinding and create distinctive, high quality places.
- Existing stone dykes will be retained and repaired, where appropriate. Boundary treatments consisting of stone dykes, with hedge planting are to be used on the site edges and internal boundaries, with limited use of timber fencing.
- The use of locally recognised architectural features such as ground floor rendered or painted finishes, window and door reveal rendering and/or painting, and chamfered corners is encouraged.

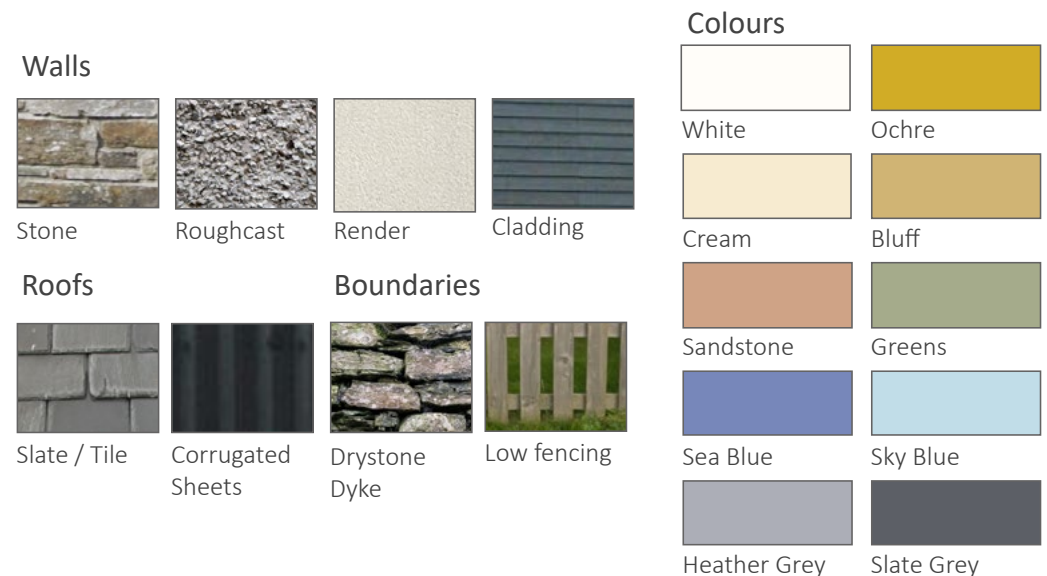


Figure 17: Materials and Colours Palette



Movement and Active Travel

Building densely creates more compact townscapes and encourages active travel. Connections should be designed to link with existing routes and services, whilst providing new access to open spaces, benefiting the wider Stromness community. Making it easier for people to walk, cycle and wheel promotes healthy living and encourages sustainable methods of travel to places such as schools and local shops.

Key Principles

- All proposed road networks will be designed to support Active Travel. Pedestrian and cycle permeability will be prioritised, with development layouts designed with wayfinding in mind.
- Overly engineered turning heads within layouts will not be supported, instead they should be thoughtfully designed as part of a multi-purpose public space to improve the visual amenity of the area.
- Coherently-designed building frontages will be used to enhance the quality of streets and open spaces.
- Gardens, open space and housing will be of higher visual prominence than roads and car parking.
- Shared external spaces, courtyards or other landmarks will assist with orientation, social space and improve the relationship to adjacent housing.
- Developers are required to provide Traffic Impact Assessments for the sites and their anticipated effect on the existing road network. Each assessment needs 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. These TIAs will need to include how active and sustainable travel options are promoted within the design to support NPF4 Policy 13.

- The design approach to Access, Movement and Public Realm, and in turn, how buildings relate to these, should be underpinned by the principles of Designing Streets and accord with the National Roads Development Guide.
- The design of access and movement will be required to take into account the need for refuse collection, including vehicle movement. A waste and recycling bin collection area must be provided for any unadopted roads.

Opportunities to explore alternative access options to allocation sites which integrate, re-design and improve existing junctions/infrastructure, including but not limited to the Back Road mini-roundabout, would be encouraged and can be discussed as part of the recommended pre-application process.



Figure 18: Example of active travel routes through open space



Green Infrastructure Networks (GIN) and Landscape

Stromness South End will provide a network of spaces where residents can reach places such as shops, restaurants, and schools through walking, wheeling or cycling. They will include opportunities for biodiversity to thrive and for water to be sustainably managed. These networks will follow active travel desire lines, incorporating existing locations for biodiversity and follow the routes of existing water flows. They will be designed to connect proposed open spaces with existing ones to form a cohesive GIN.

Key Principles

- Creation of a series of connected open spaces, including areas for informal and formal accessible open space alongside natural areas for biodiversity and habitat enhancement.
- New Green Infrastructure networks and areas will need to incorporate and enhance existing landscape features, such as the Midgarth Mire, as part of a GIN Strategy, to allow access for recreation and pedestrian connectivity.
- Individual allocations will need to consider their location within the Stromness South End Area to support green links between sites, allowing for habitat creation and wildlife corridors.
- Informal play opportunities within the GIN will be required across open space types to provide a variety of environments for the community to engage with.
- Integration of Sustainable Drainage Systems (SUDS) and wetlands into the

GIN as part of a multi-functional approach to open space management is required across the allocation sites.

- The choice of vegetated components within the landscape design will consider the biodiversity benefits with a view to supporting and promoting appropriate habitat and species using a mix of species native to Orkney.
- 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.
- 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.
- Applications will be expected to demonstrate accordance with NPF4's aims with regard to Biodiversity, particularly Policy 3.



Figure 19: Examples of green corridors with routes and play opportunities



Blue Infrastructure

Delivering blue infrastructure as part of a multi-purpose landscape is an effective way of maximising developable areas whilst ensuring provision of attractive open spaces for recreation with opportunities for planting and biodiversity, which also provide natural and sustainable solutions to urban drainage.

Key Principles

- SUDS are to be designed and integrated into the streets and green infrastructure network, creating multi-purpose environments.
- Open/natural drainage systems including ponds, swales and rain gardens will be expected. The use of pipes and other underground storage solutions will not be acceptable.
- Run-off will be required to be managed at source (close to where it falls), with each allocation providing for the storage and treatment of surface water run-off within the site boundary to minimise adverse impacts on the surround catchment.
- SUDS are to be designed in line with recommendations from the CIRIA SUDS Manual (C753). Interception of the first 5mm of rainfall to prevent runoff from 80% of summer and 50% of winter rainfall events should be provided within individual property curtilages. This may be achieved in a variety of ways including the use of water butts and infiltration.
- The Midgarth Mire is an existing wetland area which the allocation sites will be required to preserve and enhance as part of detailed Landscape and Green Infrastructure Strategies. Proposals will need to consider ways of creating areas of wildlife habitat, informal play and improving biodiversity within the Mire.
- Although not within the demise of the allocations, The May Burn, forms an important landscape and blue infrastructure feature within the area. Allocations must not adversely affect the Midgarth Mire or May Burn in

terms of Water quality and discharges from development sites must not exceed that 1 in 2 year greenfield discharge rate for design storm events up to and including the 1 in 200 year plus climate change event. Designs will be expected to acknowledge the relationship between the site(s) and the Mayburn Open space / Project Area identified within figure 13, which form part of the 'What's Next for Stromness?' Place Plan Proposals for Faravel.

- A plan detailing how construction phase SUDS will be provided to prevent an increase in flood risk and to protect existing water bodies will be required during application stages.

Further detailed drainage studies will be required as part of future planning applications to address topography, geology and existing run-off rates and their potential impacts on infiltration and proposed drainage strategies. Subsequent surface water drainage designs will be required to be based on the total area of development, not just impermeable areas, which could contribute to drainage systems.



Figure 20: Examples of Blue infrastructure as amenity space



Sustainable and Resilient

All new homes will maximise passive solar gains, have good levels of daylight, be designed to maximise shelter and incorporate zero and low carbon technologies. Development proposals will minimise the impact on the environment and mitigate against the effects of climate change.

Key Principles

- Allocations will be planned and designed in a coordinated manner, demonstrating how proposals work alongside neighbouring allocations to ensure connection for pedestrians, cyclists, and vehicles are deliverable.



Housing types and Tenures

A variety of house types and tenures are required to ensure delivery of a sustainable community. It should be noted that NPF4, Policy 16 states that:

‘Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported’.

The housing mix could include: self-build homes, build to rent properties, affordable housing, homes of varying size including those for larger families, homes for older people, and homes for people undertaking further and higher education.



Responsive development and density

The framework plan indicates that there are areas within the formal allocations that are considered inappropriate to develop based on existing evidence. This is for a number of reasons such as typography, the location of granite, landscape impact, setting of a listed building, lack of appropriate vehicular access and drainage impact.

As part of the planning application process should applications propose development within these areas they would have to provide detailed formal assessment and evidence that indicates to the planning authority that housing development in that location would be appropriate and can satisfactorily address any constraints whilst also meeting the principles set out in this development brief

In response to the analysis and the existing settlement pattern, the Stromness South End Development Brief will allow and encourage higher density development than previously identified within the OLDP2017. It is considered appropriate that the sites collectively can deliver approximately 70 new housing units.



Figure 21: Architectural reference to chamfered corners seen in historic core

4.0 Individual Allocations

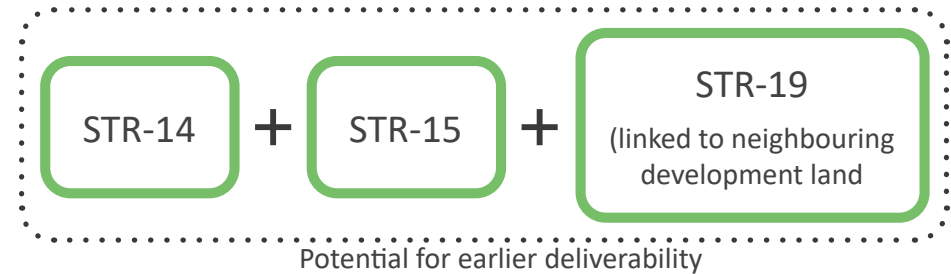
4.0 Infrastructure First / Post Consultation Amendments

Following extensive consultation, internal discussions with OIC teams and review of both national and local policy in relation to infrastructure, this development brief iteration has amended the level of detail shown for specific allocations. Without additional technical reports, a strategic approach has been employed for the more complex and sensitive sites.

The less constrained sites, which utilise existing utilities, roads and wider infrastructure networks are outlined at the beginning of this section. These sites are seen as easier to deliver within a shorter time-scale and require less up-front technical information to begin the next stages of development, and can function independently from the other sites and are less dependant on other sites coming forward with new infrastructure. This includes STR-14, STR-15, and STR-19.

The later part of this section covers the allocations with more complex constraints and considerations where new infrastructure is needed, thus requiring further technical information to be gathered prior to any application development. This includes STR-16, STR-17, and STR-18. For these sites, the Development Brief has provided constraints and opportunities plans that include current identified issues, alongside key considerations, and design guidance to help inform future proposals. Further details and technical studies will be required to be produced by landowners prior to the next stage of application/design development beginning.

Group 1: Less constrained sites



Group 2: Complex sites



4.1 STR-14

The site sits on a high point and lies opposite Oglaby House, a category C listed property. Outertown Road runs to the North of the site which steeply slopes towards the south.

Considerations

Development will need to demonstrate how the proposals work with the slope and granite outcrops located within the site, in addition to potential heritage impacts on Oglaby House.

Access

The development will be served by access off of Outertown Road.

Frontage / orientation

Proposals should continue the pattern of development in this part of Stromness with properties fronting onto the road.

Scale and Massing

Development will need to respond to the scale and massing of neighbouring properties, especially that of the listed Oglaby House. The site's visual prominence within the National Scenic Area (NSA) will also need to be considered when looking at the height and massing of any proposals.

Site Area - 0.44ha

Units - 1/2 homes

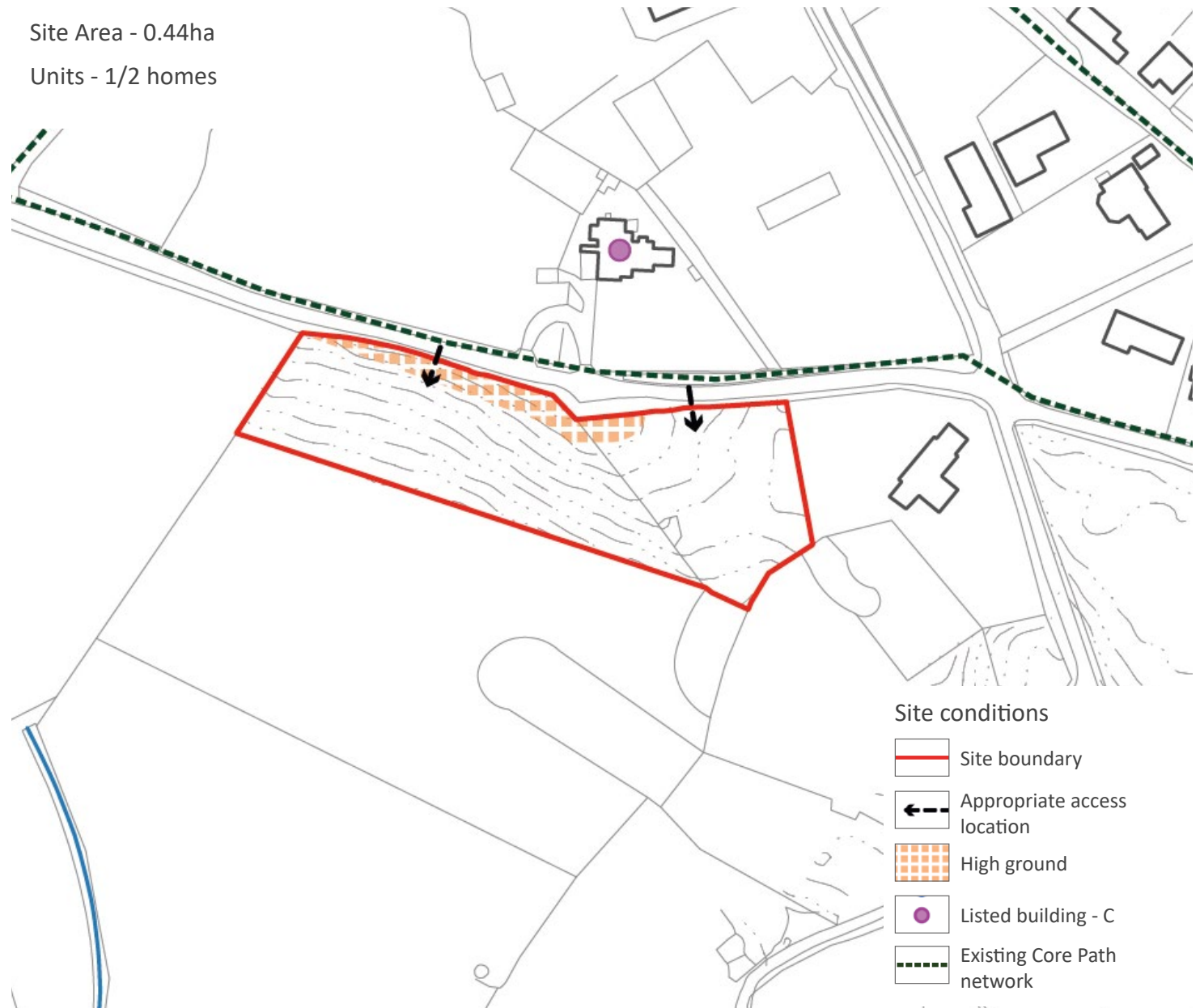


Figure 22: STR-14 Framework Plan
May 2024 29

4.2 STR-15

The site is less prominent but is steeply sloping with areas of granite. The site is currently informally accessed via Croval Farm track.

Considerations

Applications will need to demonstrate how the proposals work with the slope and granite outcrops.

Due to the topography, the eastern part of the site adjacent to Croval Road is not suitable for development, as noted in the opposite plan (figure 22).

Access

Access to the site will need to be explored at application stage. Access directly off the Croval Road may not be achievable, and access will be required off the Croval Farm track.

Frontage / orientation

Primary Frontage will face onto Croval Farm Track.

Scale and Massing

Development will need to respond to the scale and massing of neighbouring properties in line with the rural setting of Croval Road.











Figure 23: STR-15 Framework Plan

4.3 STR-19




The site is the southerly most of the allocations and lies on the settlement boundary of Stromness. Citadel Farm house sits centrally within the site surrounded by smaller divisions of land separated by drystone dykes. The farmhouse is a listed building and it, along with its curtilage and setting must be taken into account by any development on the site.

The site requires a new access and it is considered to be accessible through the adjacent development to the north-west (as indicated within figure 23). The access will provide both a vehicular and pedestrian access point for the northern part of the allocation in order to facilitate development in this area.

Site conditions

	Site boundary		Listed building - B
	High ground		Scheduled ancient monument
	Existing property		Area likely unsuitable for development due to heritage sensitivities, topography and landform, and landscape impacts
	Boundary to neighbouring property		
	Existing Core Path network		

Design Considerations

	Appropriate access location
	Opportunity for pedestrian connection
	Pedestrian desire line/corridor

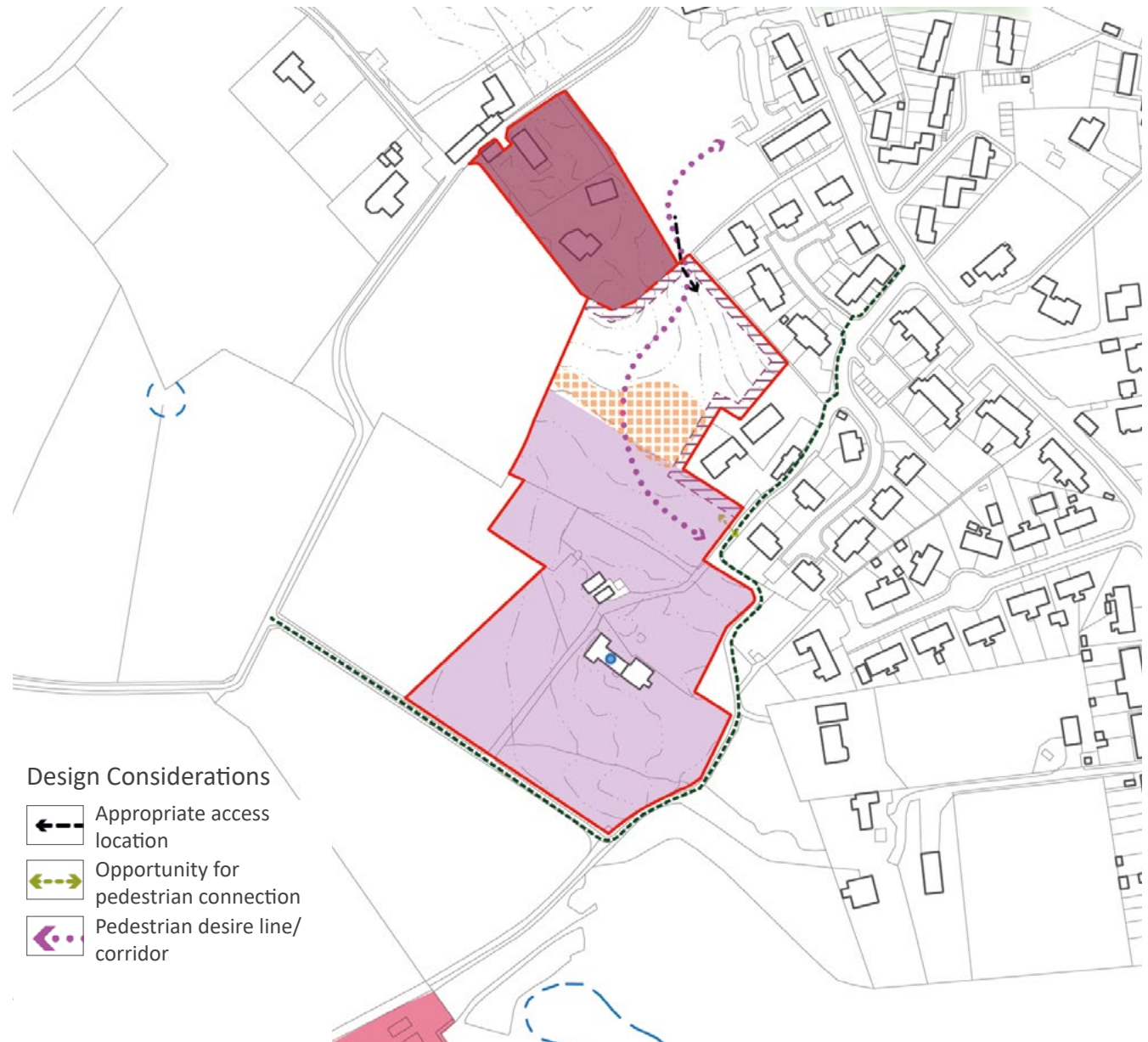


Figure 24: STR-15 Constraints and Opportunities Plan

Key Considerations

The topography of the site is a limiting factor in the extent and location of development due to the gradients and the need to connect utilities, including foul water and SUDS.

Landscape impacts, heritage sensitivities, access and neighbouring/existing properties are also key influencers to the appropriate location and scale of development in this allocation. All of these areas will need to be responded to as part of the detailed design phase.

Density and Buildings Heights

Scale and massing will need to respond to the setting of the listed Citadel farm house, the neighbouring developments, and the landscape sensitivities of the area. Dwellings within the development will range between 1 and 2 storeys (up to 8.2m ridge height), with a mix of home types including terraced, semi-detached and detached homes.

Frontage, orientation and character

Frontage will need to respond to the location of the primary access into the site. Dwellings should front onto the new street and key open spaces to provide passive surveillance and promote street activity.

Access

Access to the site will need to be designed and considered in relation to the neighbouring development area through which it is accessed from. The existing Citadel Road is constrained and not appropriate for large scale development. It should be retained for access to the existing Citadel Farmhouse and associated buildings.



Figure 25: (Above) View looking north over STR-19 and (below) view of listed Citadel House

Pedestrian and cycle accesses will be required to connect with the existing street and Core Path network to facilitate links with services and recreational areas within Stromness.

Drainage and infrastructure

Areas for SUDs will need to be identified and outlined as part of a drainage strategy for the site. Due to the access relationship with the neighbouring development land, a cohesive approach to drainage would be required for the sites to ensure adequate and appropriate SUDs provision for the scale of the developments.

It is expected that other utilities will also be connected via the neighbouring development site, however this would need to be fully explored as part of future planning applications.

Site areas and Breakdown

Allocation Area	2.86ha
Area occupied by existing property	0.47ha
Area of heritage sensitivities and landform issues	1.8ha
Developable area (based on above assumptions)	0.58ha
Appropriate density range for site	15-30 dph (dwellings per hectare)
Indicative housing number	9 - 18 homes

Future studies and works will be required to facilitate development on this site, including Roads and Access Investigations, Geological and topography works, Drainage and SUDs Assessments and Design and Character works to consider the context of the listed building and the National Scenic Area.










Figure 26: View over neighbouring development parcel where access can be achieved into the site

4.4 STR-16





The plan shows key features that must be addressed during the design phase, alongside design considerations which are there to guide future applications. The area shown in white is acknowledged as being less constrained but will still need to be designed with an appropriate mix of development, open space and movement and access corridors.






- Ⓐ Existing road network will need to be accessed as part of a Traffic Assessment. Anticipated road improvements required to Outertown Road to address narrow carriageway and lack of footway. Traffic Assessment will need to consider the wider area and any potential impacts/mitigation required.
- Ⓑ Highest ground within site should remain a no-build area in order to limit landscape impacts within the NSA.
- Ⓒ Existing drystone dykes should be retained and enhanced to help preserve the historic character of the area.
- Ⓓ Areas of specific landscape and visual sensitivity will be limited to single storey development.
- Ⓔ Existing property within the current allocation boundary that is outwith this development brief. Area identified for planting/ landscape buffer to property.
- Ⓕ Landscape buffer/planting area to preserve listed building setting.
- Ⓖ Drainage Strategy required to determine location of SUDS and ensure development does not impact the existing drainage network.

Site conditions

	Site boundary		Existing Core Path network
	High ground - no build		Listed building - C
	Existing drystone dykes		Boundary to neighbouring property
	Existing property		

Design Considerations

	Appropriate access location		No built form buffer / planting buffer
	Height restrictions		Active Frontage/ Passive Surveillance

	Pedestrian desire line/ corridor
	Opportunity for pedestrian connection
	Potential location for SUDS
	Area for potential road improvements
	Green infrastructure corridor/route

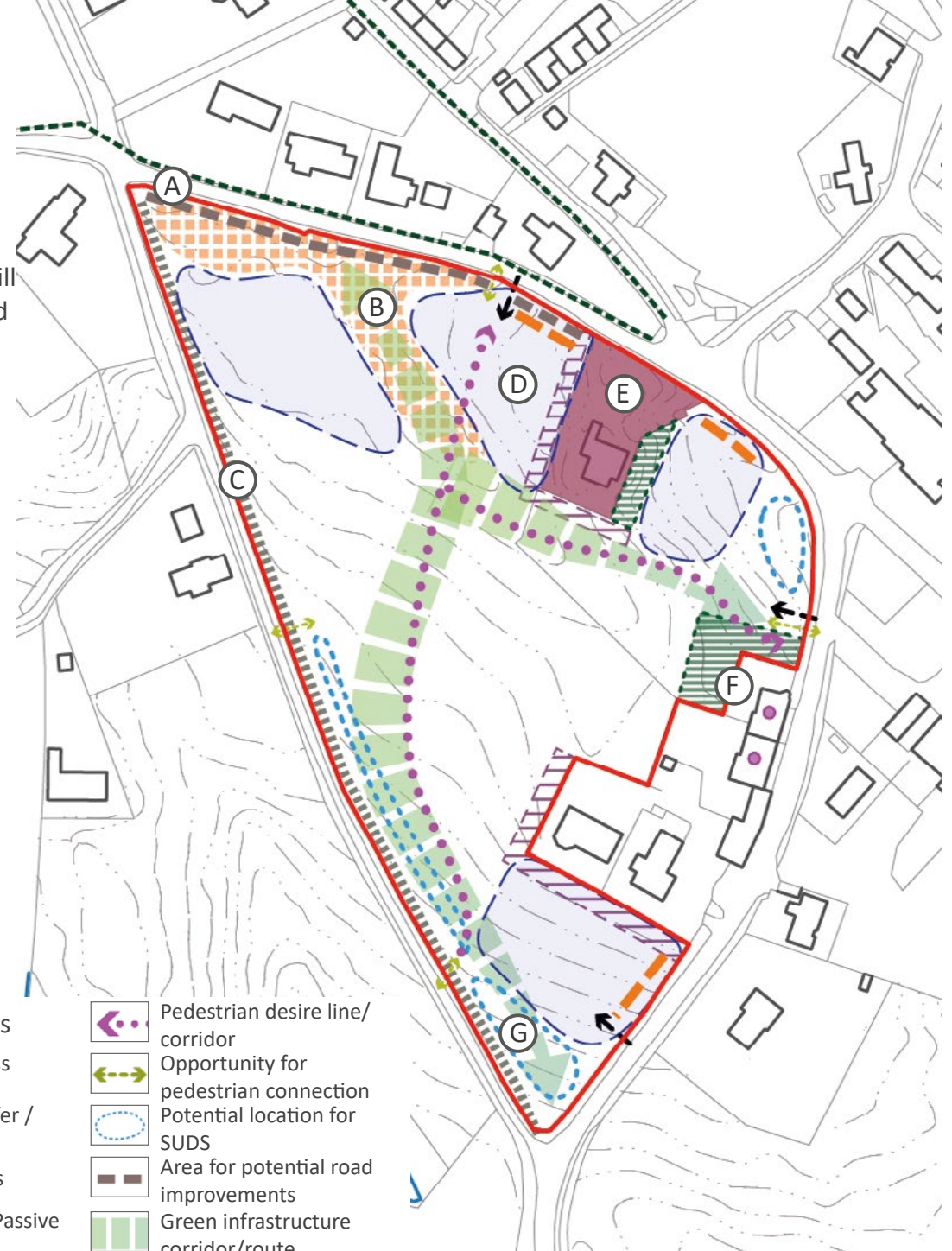


Figure 27: STR-16 Constraints and Opportunities Plan

Site Description

The site slopes to the south-west, with a steeply sloping area to the east, and a high point/ridge line running across the northern edge. The site is enclosed by Back Road, Croval Road and Outertown Road. There are listed properties along the eastern boundary, in addition to a number of drystone dykes alongside the perimeter of the site.

There is an existing property within the allocation boundary which is outwith the scope of this development brief. As part of the next Local Development Plan Review, the boundary of the allocation will be reviewed to take this into account.

Site Conditions

A number of key site conditions have been identified within figure 26 which future planning applications will need to respond to. With topography, geology and the relationship to neighbouring properties being of particular importance.

Design Considerations

The aforementioned site conditions have influenced a number of Design Considerations which future applications would be expected to incorporate into their layout and designs. Further information on these is provided below.

Buildings Heights and Massing

Scale and massing will vary across the site to reflect the differing landscape character of site, adjacent development typology and heritage sensitivities. A large portion of dwellings will be required to be 1 / 1.5 storeys (up to 6.2m ridge height), with a mix of detached and semi-detached with the potential for terrace properties in appropriate locations. More sensitive areas of the site have been highlighted and given height restrictions. These areas will be limited to single storey development (up to 5m ridge height).

Utilising key buildings, defined through architectural detailing and materials, will provide visual interest and aid with wayfinding along the Back Road.

Housing Density and Mix

Densities across the site should vary in line with the differing site conditions and design considerations. Varying densities not only allows for increasing housing numbers in areas with less sensitivities, it also aids with legibility across the development by creating a hierarchy of streets and spaces within the layout.

The allocation as a whole should provide a variety of housing in order to meet the needs of many different potential residents. There should be provision for larger family homes alongside smaller properties for young professionals. NPF4 policy 16 also requires 25% of housing to be affordable.



Figure 28: View along Croval Road between STR-16 (right) and STR17 (left)



Figure 29: View of Back Road, Netherton Road and Croval Road junction with lower part of STR-16 visible

Frontage, orientation and character

Active Frontage areas indicated on figure 26 will face onto Outertown Road and Back Road to provide passive surveillance and continue the relationship with the street as seen in this part of Stromness. A mix of gabled ended and wide frontage properties in character with Stromness will be expected. The orientation of properties should be designed to maximise potential solar gains and sunlight.

Access and movement

A number of site access locations have been identified in figure 26 off of the Back Road and Outertown Road. These locations have been selected to ensure good visibility between the development access and existing junctions with Hellihole Road and Croval Road.

The access points will function independently of each other, with no internal vehicular connection between them. Pedestrian/cycle connections across the site will be required to encourage active travel and provide all residents within the area opportunities to access the existing path network in and around the Outertown Road, Croval Road and Back Road.

Open space and landscape

Development proposals will be required to include areas of both formal and informal open space within the layout. Due to the geology and topography of the site, areas unsuitable for development will need to be carefully designed as part of a landscape/open space strategy incorporating SUDS together with other uses such as community spaces for social interaction, leisure routes and paths, informal and/or formal play spaces alongside biodiversity improvements, planting and habitat creation.

Opportunity areas highlighted for SUDS in figure 26 have been selected for their low lying nature and their relationship with approximate development areas. Further technical works will be required at design and application stages to confirm their suitability.

Site areas and Breakdown

Allocation Area	2.78ha
Area occupied by existing property	0.13ha
No build areas - including high ground, buffer zones	0.38ha
Appropriate percentage of open space / landscaping / GI based on site considerations	35%
Developable area (based on above assumptions)	1ha
Appropriate density range for site	10-25 dph (dwellings per hectare)
Indicative housing number	10 - 25 homes

Future studies and works will be required to facilitate development on this site, including Roads and Access Investigations, Geological and topography works and Drainage and SUDS Assessments.



Figure 30: View south-east over STR-16 and corner of Croval Road



Figure 31: Drystone Dyke boundary along Outertown Road of STR-16

4.4 STR-17

The plan shows key features that must be addressed during the design phase, alongside design considerations which are there to guide future applications. The area shown in white is acknowledged as being less constrained but will still need to be designed with an appropriate mix of development, open space and movement and access corridors.




- (A) Existing capacity of road network will need to be accessed as part of Traffic Assessments. Anticipated road improvements required to Croval road including additional passing places.
- (B) Land not considered appropriate for large scale development due to access issues, geological features such as granite outcrops and landscape impact.
- (C) Potential for road/traffic improvements around the junction of Croval Road and Back Road. Traffic Assessment will need to consider the wider area and any potential impacts/mitigation required.
- (D) Midgarth Mire Wetland is an important landscape feature within the area and should be retained and enhanced as part of any development within the allocation, in line with Policy 20 of NPF4.
- (E) Area with views across to Hoy where visual character should be considered due to it's location and prominence within the NSA.
- (F) Existing capacity of road network will need to be accessed as part of Traffic Assessment. Potential road improvements required to Netherton Road include additional passing places and footway extension.

Site conditions

-  Site boundary
-  High ground
-  Existing drystone dykes

-  Wetland Area
-  Boundary to neighbouring property
-  Unsuitable for development

Design Considerations

-  Appropriate access location
-  Height restrictions
-  Active Frontage/ Passive Surveillance




-  Opportunity for pedestrian connection
-  Potential location for SUDS
-  Pedestrian desire line/ corridor



Figure 32: STR-17 Constraints and Opportunities Plan

Site Description

The site is dominated by the Midgarth Mire with the May Burn running through the central part of the site. The site rises steeply to the north with numerous granite outcrops. A buffer area between development and the low lying wetland will be required in order to manage surface water run-off and mitigate impacts on the existing network. The western part of the site is not considered appropriate for large scale development due to its outlying position from the rest of settlement pattern and geological features such as granite outcrops and steep topography, and accessibility issues due to the location of the May Burn.

Site Considerations

A number of key site conditions have been identified within figure 31 which future applications will need to respond to. With topography, geology and the relationship to the Midgarth Mire Wetland area being of particular importance.

Design Considerations

The aforementioned site conditions have influenced a number of Design Considerations which future applications would be expected to incorporate into their layout and designs. Further information on these is provided below.

Density and Buildings Heights

Scale and massing will vary across the site to reflect the differing landscape characters. A large portion of dwellings within the development will be between 1 and 2 storeys (up to 8.2m ridge height), with taller properties located lower down the slopes to ensure privacy and minimise overlooking. The mix should include detached and semi-detached properties with the potential for terrace properties in appropriate locations. More sensitive areas of the site have been highlighted and given height restrictions, these areas will be limited to 1/1.5 storeys (up to 6.2m ridge height).



Figure 33: View over STR-17 with steep topography and granite outcrops



Figure 34: View from Croval Road over STR-17 and northern development area

Frontage, orientation and character

Development in the northern part of the allocation will face out onto Croval Road, with some active frontage within the south of the site facing onto the Midgarth Mire creating views whilst providing passive surveillance over the open space. The frontage overlooking the Midgarth Mire will need to be carefully designed due to its prominence in the landscape, and will be expected to draw from typical Stromness features, such as gable-end frontage, stone facades and the use of coloured render.

Access and movement

Three access points have been identified to service the site. The two development areas of the site will be served by their own access points, with no internal site connections for vehicles. Development in the north of the site will be served by up to two private drives, shared between properties in this location. The parcel in the south of the allocation will be served by one access off of Netherton Road. Access in this location will need to consider impacts on the existing road infrastructure with potential road widening required.

Pedestrian/cycle accesses will connect the parcels to Croval Road, Back Road, and Netherton Road at a number of points (Shown in figure 31). Applications will be expected to provide leisure routes through the Midgarth Mire, opening the area for local recreational use.

Open space and landscape

A comprehensive landscape strategy, integrating the Midgarth Mire within the wider proposed Green Infrastructure Network (GIN) will be expected as part of planning application submissions.

Areas of natural open space with integrated SUDS will soften the development edge and assist in the management of surface water. Areas for SUDS have been selected for their low lying nature, relationship with development parcels and ability to integrate with other open spaces.

Site areas and Breakdown

Allocation Area	4.80ha
Area unsuitable for development	1.70ha
Wetland Area	1.66ha
Area suitable for SUDS	0.2ha
Developable area (based on above assumptions)	1.2ha
Appropriate density range for site	10-15 dph (dwellings per hectare)
Indicative housing number	12 - 18 homes

Future studies and works will be required to facilitate development on this site, including Roads and Access Investigations, Geological and topography works and Drainage and SUDS Assessments.



Figure 35: View along Netherton Road towards southern parcel











Figure 36: Corner view of STR-17 at Netherton Road, Back Road junction

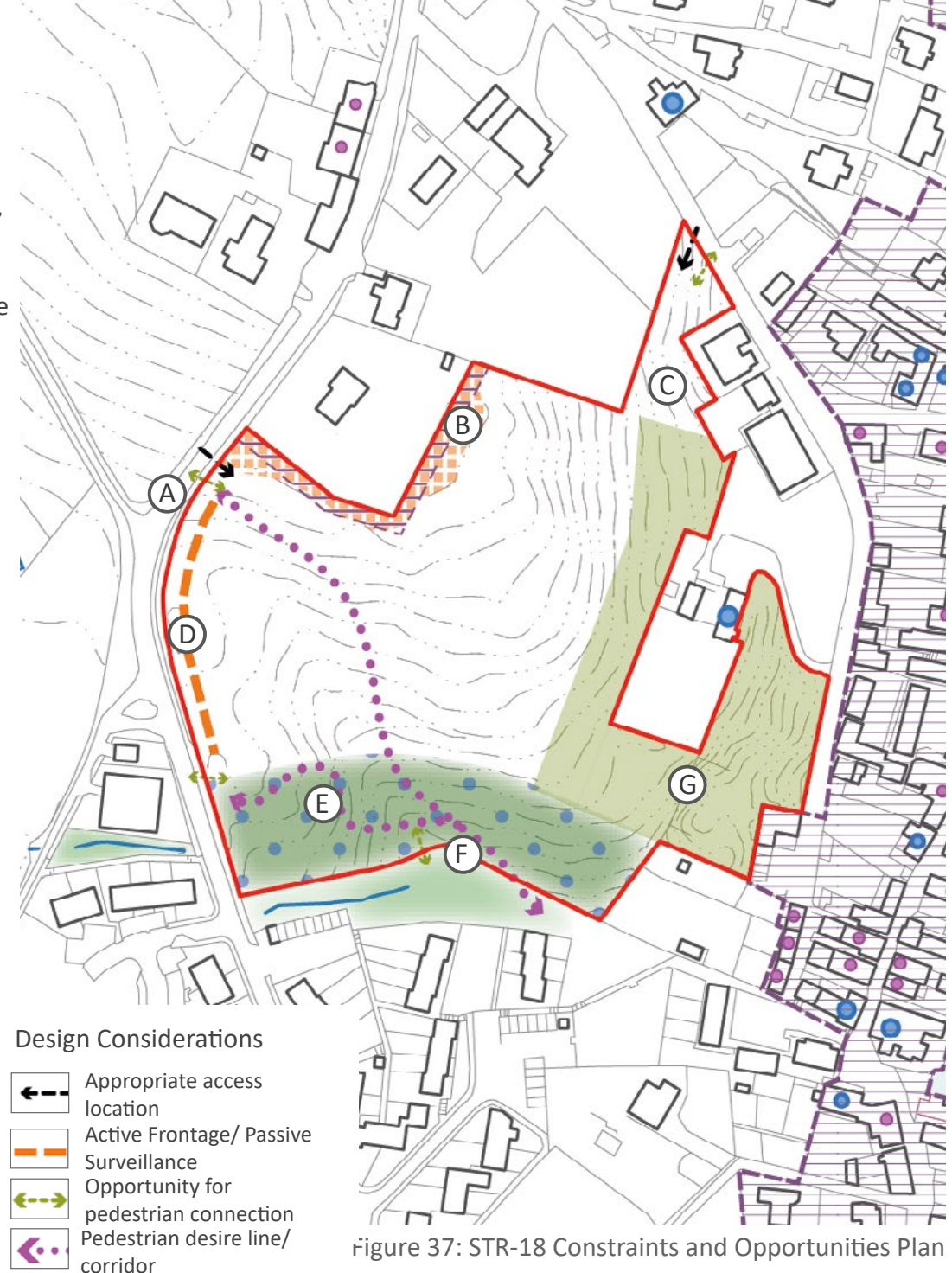
4.5 STR-18

The plan shows key features that must be addressed during the design phase, alongside design considerations which are there to guide future applications. The area shown in white is acknowledged as being less constrained but will still need to be designed with an appropriate mix of development, open space and movement and access corridors.

- (A) Existing capacity of road network will need to be accessed as part of Traffic Assessments. Opportunities to improve the Back Road and the area between Netherton Road and Croval Road should be explored.
- (B) No build area of high ground along boundary with neighbouring property to ensure separation and preserve privacy between residents
- (C) Area of flat ground suitable for development of single dwelling or flatted building. Designs would need to consider the topography, access requirements, and building form and massing.
- (D) Development should be designed with active frontage onto Back Road.
- (E) Drainage Strategy required to determine location of SUDS and ensure development does not impact the existing drainage network.
- (F) Area safeguarded for combined SUDS and open space, providing a new wider May Burn corridor for movement, connectivity and biodiversity.
- (G) Land not considered appropriate for development due to its steep topography.

Site conditions

	Site boundary		Mayburn Open space area		Listed building - B
	High ground - no build		Unsuitable for development		Listed building - C
	Boundary to neighbouring property		Conservation area		



Design Considerations




	Appropriate access location
	Active Frontage/ Passive Surveillance
	Opportunity for pedestrian connection
	Pedestrian desire line/ corridor

Figure 37: STR-18 Constraints and Opportunities Plan

Site Description

The site lies next to the Stromness conservation area, the May Burn, and the Faravel Amenity Space, with Back Road lying to the west of the site. Within the site there are areas of steeply sloping land which are therefore unsuitable for development.

Site Considerations

Future applications will need to demonstrate how they respond to the topography, geology and landscape sensitivities of the STR18 site as part of their detailed layout designs. The topography of the site is especially challenging with regards to internal access between development parcels.

Design Considerations

The aforementioned site conditions have influenced a number of Design Considerations which future applications would be expected to incorporate into their layout and designs. Further information on these is provided below.

Density and Buildings Heights

Scale and massing will vary across the site to reflect the varying topography, adjacent development typology and visual sensitivities. A large portion of dwellings within the development will be 1 to 2 storeys (up to 8.2m ridge height), with taller properties located lower down the slopes to ensure privacy and minimise overlooking. A mix of detached and semi-detached properties should be provided within the site.

Utilising key buildings, defined through architectural detailing and materials, will provide visual interest and aid with wayfinding along the Back Road.



Figure 38: View over undulating topography of STR-18 towards Faravel

Frontage, orientation and character

Properties on the western edge of the site will front onto Back Road to continue the pattern of development in this part of Stromness. Within the site, areas of public open space will be overlooked by properties, in addition to overlooking the May Burn open space area to the south of the site boundary. Dual frontage properties overlooking Back Road and open space, with rear private access would be appropriate within the western part of the site.



Figure 39: View across STR-18 showing changes in topography

Access and movement

The development parcel will be served by at least one access point off Back Road, potential for an additional connection off Whitehouse Lane, subject to detailed technical exploration to access levels and gradients.

Pedestrian/cycle accesses will be required to connect Back Road, the May Burn open space area, and Whitehouse Lane.

Proposals should respond positively to the area identified within the 'What's next for Stromness?' Place Plan, noted in this document as the May Burn open space area. STR18's location provides the opportunity to redirect the active travel desire line which follows the path of the May Burn up a steep slope into the allocation to reduce the gradient's and providing a more accessible and direct link from Back Road to the centre of Stromness. This is a key active travel link for the Stromness South End developments and will need to be integrated with the landscape and drainage strategy for STR18 applications.

Open space and landscape

An area of formal open space will occupy the area between the development parcels and the May Burn open space area, providing a potential for play equipment. A planting/landscape buffer situated next to the existing property to the north will ensure privacy and minimises overlooking between properties.

A development-free buffer along the May Burn open space area will be utilised as natural open space with integrated SUDS, providing informal play opportunities, active travel connects, and ensures a softer development edge whilst preserving a key vista across the site towards the Harbour.

Areas for SUDS have been selected for their low lying nature, relationship with development parcels and ability to integrate with other open spaces.

Site areas and Breakdown

Allocation Area	2.44ha
Area unsuitable for development	0.56ha
No build areas - high ground	0.1ha
SUDS/planting/Open space area	0.42ha
Developable area (based on above assumptions)	1.36ha
Appropriate density range for site	15-25 dph (dwellings per hectare)
Indicative housing number	20 - 34 homes

Future studies and works will be required to facilitate development on this site, including Roads and Access Investigations, Drainage and SUDS Assessments, and Geological and Ground Condition Surveys.



Figure 40: Souther boundary of site with May Burn corridor



Figure 41: View of granite outcrops and across buffer area of STR-18

5.0 Next Steps / Application Development

5.1 Future planning applications

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

A design statement and other supporting information should be submitted alongside appropriate drawings. A suggested check list includes:

- 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.
- Biodiversity form and supporting information (see the OIC Considering and including biodiversity in development guidance <https://www.orkney.gov.uk/Service-Directory/B/Biodiversity.htm>).
- Other environmental assessments where relevant, eg soils in relation to NPF4 policy 5 (see <https://www.gov.scot/publications/national-planning-framework-4/documents/>).
- Archaeology statement.
- Affordable housing statement.
- Construction method statement and phasing plan.

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Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
Scottish Environment Protection Agency.	Key Agency.	#SE01.	1.	Thank you for your consultation which was received by SEPA on 27 July 2023 in relation to the above application. We consider that the draft brief is comprehensive and covers issues within our remit and would make the following comments.	Noted.	No Action.
Scottish Environment Protection Agency.	Key Agency.		2.	1.1 We note that individual sites appear to be below the threshold that SEPA would provide site specific comment on at the development planning stage, unless they fall under a specific issue in our triage requirements.	Noted - As well as consulting SEPA, we have been working with the Council's Flood Management Team.	No Action.
Scottish Environment Protection Agency.	Key Agency.		3.	1.2 We welcome the recognition of the importance of placemaking within the brief.	Noted.	No Action.
Scottish Environment Protection Agency.	Key Agency.		4.	1.3 We welcome the consideration of blue infrastructure both as open/natural areas and SUDs proposals.	Noted.	No Action.
Scottish Environment Protection Agency.	Key Agency.		5.	1.4 Opportunities to de-culvert and naturalise watercourses should be considered.	Noted - Design Principle - Blue Infrastructure (pg.25) includes reference to naturalising watercourses, with specific opportunities around the May Burn also noted.	No Action.
Scottish Environment Protection Agency.	Key Agency.		6.	1.5 Clarification should be provided regarding the buffers required around watercourses and the low lying wetlands. A minimum size would be helpful in this case.	Noted - This is a matter that will be considered at application stages	No Action.
Scottish Environment Protection Agency.	Key Agency.		7.	1.6 We welcome the requirement for flood risk information to be provided with planning applications as appropriate.	Noted.	No Action.
Scottish Environment Protection Agency.	Key Agency.		8.	Regulatory Advice - 1.7 Details of regulatory requirements and good practice advice, for example in relation to private drainage, can be found on the regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the local compliance team at: nhni@sepa.org.uk	Noted.	No Action.
Scottish Water.	Key Agency.	#SE02.	1.	Thank you for providing Scottish Water with the opportunity to review and comment on this document. I have collated comments on each site within the Development Brief. These comments are contained within the document attached. Scottish Water welcomes the use of blue and green infrastructure and an infrastructure first approach at planning. Scottish Water will continue to work with Orkney Islands Council and any interested developer on their proposals to ensure they meet our standards if these assets are to become vested in Scottish Water.	Noted.	No Action.
Scottish Water.	Key Agency.		2.	All allocations gain water from Boardhouse WTW and access waste water treatment from Bu Point WWTW.	Noted - This information will be used at planning application stage.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
Scottish Water.	Key Agency.		3.	STR-14 - There is a 2" water main which runs thorough the northern boundary of the site. An Asset Impact Application should be made to explore diversion options or discuss stand-off distances and access requirements.	Noted - This information will be used at planning application stage.	No Action.
Scottish Water.	Key Agency.		4.	STR-15 - There is a 50mm water main which runs thorough the eastern boundary of the site. An Asset Impact Application should be made to explore diversion options or discuss stand-off distances and access requirements.	Noted - This information will be used at planning application stage.	No Action.
Scottish Water.	Key Agency.		5.	STR-16 - Local sewer upgrades may be required to facilitate this site.	Noted - This information will be used at planning application stage.	No Action.
Scottish Water.	Key Agency.		6.	STR-17 - There may be private service pipes between existing properties within this site boundary and the public water main. Any diversion to private service pipes would need the approval of the property owners. There are a number of water courses including the May Burn flowing through this site. Their locations, flows and potential for flood risk will have to be fully considered in a Flood Risk Assessment as part of a proposal for the site; appropriate development-free buffer zones may need to be established around these water courses. Local sewer upgrades may be required to facilitate this site.	Noted - This information will be used at planning application stage.	No Action.
Scottish Water.	Key Agency.		7.	STR- 18 - There is a 100mm foul sewer which runs thorough the eastern boundary of the site. An Asset Impact Application should be made to explore diversion options or discuss stand-off distances and access requirements. There are a number of water courses (some culverted) running through this site. Their locations, flows and potential for flood risk will have to be fully considered in a Flood Risk Assessment as part of a proposal for the site; appropriate development-free buffer zones may need to be established around these water courses. Pedestrian access should be provided through the site from Back Road to Hellihole Road and Whitehouse Lane. Note that the steep gradient of the site is likely to be a significant factor in the design of proposals.	Noted - This information will be used at planning application stage.	Potential pedestrian link to Hellihole Road has been incorporated into the plan.
Scottish Water.	Key Agency.		8.	STR- 19 - There is a 80mm water main which runs along the north-eastern boundary of the site. An Asset Impact Application should be made to explore diversion options or discuss stand-off distances and access requirements. There may be private service pipes between existing properties within this site boundary and the public water main. Any diversion to private service pipes would need the approval of the property owners. Local sewer upgrades may be required to facilitate this site.	Noted - This information will be used at planning application stage.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
Historic Environment Scotland.	Key Agency.	#SE03.	1.	Thank you for consulting Historic Environment Scotland on the Stromness South End Development Brief Consultative Draft. We have considered the draft for our statutory historic environment interests and have the following comments to offer: Individual Allocation Plan 4.6 - STR-19 - We recommend that this section should also recognise that the allocation is in the vicinity of SM8241 Ness Battery, coa defence battery, Stromness, and that development in this area should not have negative effects on the setting of the scheduled monument.	Noted - Key text and plan to be considered.	Pg 31, 4.3 STR-19 plan and text amended to acknowledge sensitivities around heritage and landscape impact of development.
Nature Scot.	Key Agency.	#SE04.	1.	Thank you for consulting us on the above Development Brief which we received on the 26th of July 2023. We have reviewed it in line with our remit and have provided some comment below. We welcome that the preparation of the brief has been influenced by the National Planning Framework 4 and its relevant policies including Policy 1 Tackling the climate and nature crises. We also support the consideration and use of existing natural features in the design for individual allocation plans, however, we think that there are opportunities to go even further for tackling the twin crises such as new planting areas for increasing Biodiversity, using nature based solutions in building design and nature networks for helping to connect people with nature, and we provide more detailed comments in the Annex attached to this letter.	Noted - The Design Principle - Green Infrastructure Networks and Landscape includes requirements to consider opportunities for planting and biodiversity enhancement within allocation sites.	No Action.
Nature Scot.	Key Agency.		2.	Page 16, section 2.13 - Opportunities - We support the opportunity to retain and enhance existing areas of ecological and landscape value and incorporating them into wider green and blue infrastructure. To help individual allocations further, there are also opportunities to provide new ecological areas that help to increase biodiversity value. To improve the connections between the individual allocations, there are also opportunities to create nature networks that can be linked into natural open spaces, active travel routes and help further the multiuse of green and blue infrastructure.	Noted - The Design Principle - Green Infrastructure Networks and Landscape includes requirements to consider Green networks that work with other adjacent sites and areas and provide opportunities for multi-use open spaces.	No Action.
Nature Scot.	Key Agency.		3.	Page 24, Section 3.1 - Sustainable and Resilient - We support the plan for incorporating zero and low carbon technologies in new homes. The design of the new homes could also incorporate nature based solutions such as solar biodiverse roofs where there is a combination of planting and angled solar panels which can address both biodiversity loss and climate change. More information on solar biodiverse roofs and other opportunities can be found in the NatureScot 'Developing with Nature Guidance' at https://www.nature.scot/doc/developing-natureguidance .	Noted - detailed design of housing is a matter that will be determined at planning application stage.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
Nature Scot.	Key Agency.		4.	STR-14 - We advise considering opportunities to enhance the informal open space for increasing biodiversity which can, even on a small scale, provide further benefits including connecting people with nature.	Noted - Please see response 1.	No Action.
Nature Scot.	Key Agency.		5.	STR-15 - there are opportunities to enhance the informal open space and providing multiple benefits including tackling the twin crises of climate change and biodiversity loss.	Noted - Please see response 2.	No Action.
Nature Scot.	Key Agency.		6.	STR-16 - We support the inclusion of natural open space which will provide a community space 'for interaction'. There are opportunities for the SUDS to be designed as a nature based solution to flooding by including planting that helps to increase biodiversity. This measure could also increase the interaction between people and nature particularly through the inclusion of the proposed pedestrian and cycle routes.	Noted - pg 25 Blue Infrastructure includes reference to open/natural Drainage solutions.	Potential pedestrian/cycle routes within green/blue areas have been included within the allocation plans STR-16, STR-17 and STR-18.
Nature Scot.	Key Agency.		7.	STR- 17 - We support the plan to integrate the Midgarth Mire to the wider green infrastructure network (GIN) as well as the Mayburn. There are opportunities to connect the informal and formal open spaces together and with the wider GIN to help tackle the twin crises and connect people with nature.	Noted - please see response 1 and 2.	No Action.
Nature Scot.	Key Agency.		8.	STR-18 - We support the plan to connect the pedestrian/cycle routes with the Mayburn Open Space area and other infrastructure routes. The key for the Mayburn Active Travel desire line (as indicated by continuous blue dots), doesn't quite match with what is on the map (we assume this to be the continuous blue dashes), and we would welcome this to be made clearer. As with the other sites, we advise that there are opportunities to include a planting scheme in the design to help tackle biodiversity loss.	Noted - the plan will be amended and made clearer. Please see response 1 with regards to planting and biodiversity.	Plan amended and updated to ensure keys and line are legible.
Nature Scot.	Key Agency.		9.	STR-19 - We support plans for an area of open space between the proposed development area and the existing Citadel Farm House which will act as a buffer zone, incorporating SUDS and the natural landscape, along with the potential for an informal/natural play area. As with STR-16, there are opportunities for the SUDS to be designed as a nature based solution to flooding by including planting that helps to increase biodiversity. This measure could also increase the interaction between people and nature particularly if links are made through the inclusion of a green / blue corridor within the site and the existing core path.	Noted - please see response 1 and 2 with regards to planting and green/blue networks.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
OIC Roads Service.	Key Stakeholder.	#SE05.	1.	Apologies for the last-minute comments on the draft Stromness South End Development Brief that Roads Services feel should be considered / included in the development brief. The comments mainly relate to the Movement and Active Travel section of the document, as most other matters are covered in the various individual allocation plans.	Noted.	No Action.
OIC Roads Service.	Key Stakeholder.		2.	For all adoptable road with 'dead ends' turning heads will be required to enable waste, service, delivery and emergency vehicles, which by there very nature will unfortunately have to be engineered. Therefore, the statement regarding 'overly engineered turning heads' should be amended.	Noted - text retained as focus is on ensuring required infrastructure (including adoptable turning heads) are carefully considered from the outset of design.	No Action.
OIC Roads Service.	Key Stakeholder.		3.	Roads Services are fully in support of the need for Traffic Impact Assessments to assess the anticipated effect on the existing road network, however as well as considering implications on adjacent sites consideration also need to be given to the wider road network within Stromness and any improvements and or traffic calming that may be required.	Noted - This is something that would be considered at pre-application and application stages.	No Action.
OIC Roads Service.	Key Stakeholder.		4.	There is no mention in the document regarding waste collection, therefore something should be included to advise that provision must be made to enable waste, recycling vehicles to be able to travel through or travel along and turn in any potentially adoptable road. A waste, recycling bin collection area must be provided for any unadopted roads.	Noted - Text will be amended/included.	Pg 23. Text regarding the need for refuse collection included.
	Interested Person.	#SE06.	1.	There were no photographs so it is difficult to identify the area proposed for development from maps.	Noted - More photographs will be included.	Additional photos of the sites have been included to help explain the supporting text for STR-16, STR-17, STR-18 and STR-19.
	Interested Person.		2.	It seems the plans are very sketchy and you don't really know what type of people you are going to house.	Noted - the development brief has been produced to support future planning applications by individual landowners/developers which will include detailed information on the type, design and mix of housing.	No Action.
	Interested Person.		3.	I get the impression that you are planning to build uninspired houses that don't reflect eg the shapes of the 2nd world war defence hits on the shoreline or geodesic domes of eg the Eden Project in Cornwall or the poly tunnel shapes of Nissan huts. It would be nice to celebrate the art of Hygge and to have Norwegian houses. It would be good to think the houses come up to energy efficient standards and are insulated with big bay windows and patios and eg with plenty of storage space for surf boards.	The development brief design principles - In-keeping and characterful (pg.20), details the guiding principles for future applications from landowners/developers in relation to keeping proposals appropriate to Stromness. The detail of building design will be a matter considered at application stage.	No Action.
	Interested Person.		4.	It is unclear how the development will link up with other development in the town eg the community buy out of Stromness Parish Church and eg the renovation of the Old Post Office by the Pier Arts Centre.	Noted - the projects mentioned fall outside of the scope of this development brief.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		5.	It also concerns me that you haven't considered the resources available in the town to support an expanding population in respect of supermarket size and health services. I have heard there is only one ambulance on the mainland and the Air Ambulance is funded by charity.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.		6.	People need jobs. Stromness can't just be a retirement town with people sitting around online shopping or computer gaming.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.		7.	The landscape is quite wild and windy with frogs, snakes and insects which are protected and researched at Stromness museum. A generation of older people might find the landscape difficult but cycle paths, a walled garden with community herb pots, a sculpture park etc might transform the area in the same way that the George Mackay Brown garden has transformed Ness Point.	Noted - detailed design of open spaces would be required at application stages.	No Action.
	Interested Person.		8.	I am not sure if the development encroaches on Binkies Brae but it is important that the story of the witch as told by Sir Walter Scott in his book The Pirate is preserved.	Noted - The allocations are not located within the vicinity of Brinkies Brae.	No Action.
	Interested Person.		9.	Finally and most importantly water is sometimes scarce in Stromness during the summer and in the 1970s the town suffered from drought. As a general member of the public I am not sure what pressure the development would put on resources. The (address removed) where I live is at risk from rising sea levels and flooded earlier this year. I am not sure what the future holds for our property and there is nothing on the council website to indicate how worried I should be. If the centre of Stromness floods and everyone moves out, it would question the benefit of building a new housing development without shops. I believe the southend has good views across the sea to Hoy. Tourists might enjoy a cafe/restaurant with a Seaview. A private sports gym like a David Lloyd leisure centre or a Virgin gym would also be good.	Noted - these matters fall outside of the scope of this development brief however we have consulted with SEPA, Scottish water and the council's flood management team on the potential impacts of development in this area.	No Action.
	Interested Person.		10.	Just to add that although you rarely seem to see the Aora Borealis in Stromness you do get lovely views of the moon and starlit skies. Some of the old houses in Stromness like the houses in many Scottish seaside towns which have grown organically seemed to be positioned with a sensitivity to the environment with walls that keep the house cool in summer but may retain warmth in winter and with windows open to good views of stonework, roof tops and the sky etc.	Noted - detailed design of properties will be discussed at application stage however the Design Principle - Building with the Slope (pg 20) includes guidance on consideration orientation of buildings and sustainable design techniques.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		11.	Finally the special thing about Stromness is that people look out for each other in the community. I believe that post COVID the Findhorn community is suffering but it offers a vision for what places can be and how connections can be built with places of different faith eg the Sami people of Norway or the people of Japan who might offer environmental solutions for a brighter future. For too long the church of Scotland has dominated the town with restrictions about assisted dying and women's body image. Now the church is closing it's doors because it lacks \$200k for disabled access there is room to cope with the loneliness and confusion the loss will cause. The town houses office for 2 Scottish universities and has a responsibility to create a progressive imaginative community.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.	#SE07.	1.	Thank you for the neighbour notification regarding the proposed Stromness South End Development Brief. This Development Brief has a direct impact on my property, and as a matter of principal I feel that we should have been consulted at an early stage, as you have listed my property as an Area Suitable for Development.	Noted - Reference to existing properties that lie within allocation boundaries has been amended.	Plans have been amended (STR-16 and STR-19) to highlight existing properties that currently lie within allocation boundaries are outwith the scope of the development brief.
	Interested Person.		2.	This part of the proposed Development Brief has fully enclosed my property, evident by the red line shown in Figure 1 - this was done without my consent as landowner, as I was not consulted. I can confirm that (address removed) is not part of the Development Brief, and I do not give my consent for my property to become available for development.	Noted - Reference to existing properties that lie within allocation boundaries has been amended.	Plans have been amended (STR-16 and STR-19) to highlight existing properties that currently lie within allocation boundaries are outwith the scope of the development brief.
	Interested Person.		3.	The red line area should be altered to match Figure 2, removing (address removed) from the Development Brief, to ensure the property has the same status as surrounding neighbours; (address removed) is a modern house built to a good standard in the 1980s, and is similar in construction and appearance to the neighbours to the south and north.	Noted - the boundary of the allocation was approved during the previous Orkney Local Development Plan (2017) process. The development brief is required to continue using the same red line boundary in order to remain consistent with the Local Plan, however existing properties within allocations will be noted and highlighted as outwith the development brief scope.	Plans have been amended (STR-16 and STR-19) to highlight existing properties that currently lie within allocation boundaries are outwith the scope of the development brief.
	Interested Person.		4.	As a minimum there should be buffer landscape to the south east of (address removed). The property is aligned to face towards the sea at Hamnavoe, and the Development Brief has proposed a new property directly next to the main entrance and primary window of the property. As well as fully blocking any views, construction in this area has a direct sustainability impact, resulting in reduced solar gain at (address removed).	Noted - Plans to STR-16 have been amended to acknowledge existing properties and appropriate offsets.	4.4 - STR-16 (pg 34) Plan and text amended to show buffer areas to existing properties for either no-build/or planting areas to ensure privacy. Areas of height considerations have also been included due to proximity to neighbouring properties, landscape sensitivities and/or typography.
	Interested Person.		5.	(address removed) has an access off of Back Road; this has not been shown. This access is the only entrance to the property.	Noted - existing access locations to properties have not been included as they will not be effected by new development.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		6.	There is a potential area of SUDS, Sustainable Urban Drainage, shown to the west of (address removed). This has a higher elevation than the land around (address removed), and any SUDS in this locality would likely result in groundwater flow into the ground around (address removed), resulting in damp conditions on the west facing side of my property, potentially drawing damp into the property itself – this is not acceptable.	Noted - Plans have been amended in terms of level of information shown due to the need for further technical studies. Full drainage studies and designs would be required as part of later detailed applications from landowners/developers to ensure existing properties are not impacted.	Plans amended and potential areas for SUDS shown.
	Interested Person.		7.	The land to the east of (address removed) has a lower elevation and would be a better location for an increased area of SUDS, along with additional buffer landscape and planting. It should also be noted that this would be a better area for a footpath, as the location to the west opens directly onto a main road, on a grass verge.	Noted - Plans are to be amended to address the need for additional technical studies, however buffer landscape to neighbouring properties will also be included.	4.4 - STR-16 (pg 34) Plan and text amended to show buffer areas to existing properties for either no-build/or planting areas to ensure privacy.
	Interested Person.		8.	(Image attached) I feel that the above would be a more reasonable approach to development in this area, and I believe that this would be the minimum that can be acceptable as landowner and neighbour in this part of the proposed Development Brief.	Noted.	No Action - addressed within other response actions.
	Interested Person.	#SE08.	1.	Why do we need a new building brief when the council owns a massive fenced and flattened plot at Citadel where many new affordable housing can be built?	Noted - A development Brief is required for the allocated sites as noted within the Orkney Local Development Plan 2017. The scope of this brief is to help support landowners for these sites in coming forward with planning applications by undertaking a holistic approach to the development brief process. Any other areas are outwith the scope of this development brief.	No Action.
	Interested Person.		2.	Why when only 12 houses can be built on the very large STR 18 plot you decide to potentially build on the top right thus directly impacting on the only 2 properties that could have any objections, one being the land owner erecting 8 m(6m is plenty for a 2 story) high houses next to him is not the best idea in the world and last time I spoke to him he has not been contacted about anything yet, surely this should have been the first thing to as if there is no interest by the land owner the whole plot is a complete waste of time and money!! there is no mains sewerage at the top of the hill I think (address removed) is the last and the other house and pods have got tanks this could also be a problem for houses built nearby and below.	We have consulted with landowners as part of this development brief process and they have been involved in inputting into the document and the design/consideration process from the start. The topography and other constraints of the sites are the determining factors in where development is proposed. The plans within the development brief will be amended to reflect where further technical information is required to determine the exact location of development. This will be required to be submitted by landowners/developers along detailed plans at later application stages.	Plans amended to address technical information requirement and include known features/constraints.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		3.	If the massive STR18 plot has to be drained, landscaped, serviced, land purchased and then the building costs for 12 houses this can never break even!!	The development brief Next Steps (pg46) includes technical information landowners/developers will be expected to include as part of later application stages. The cost/scope of these is outwith the scope of this development brief.	No Action.
	Interested Person.		4.	I will add a couple of attachments 1 elevated picture where any new build could potentially happen without any objections? 2 map where new build could be done using Faravel sewerage power etc and be built not being overlooked and not overlooking anyone!	Noted.	No Action.
	Interested Person.	#SE09.	1.	We have outlined below a number of concerns regarding the Stromness South End Development plan. Some are obviously related to our own position, right in the middle of the planned development, but some of these points have implications for a much wider area including traffic flow as far North as John Street and the North End.	Noted.	No Action.
	Interested Person.		2.	Roads and Access - Without substantial improvement and expansion to the lanes to the West of Stromness (which itself would change the character of the area significantly), the only practical access to the proposed development areas is the Back Road. This would mean a huge increase in construction traffic and in the long run, residential traffic on what is already a tight and winding road with little room for widening. The Outertown Road mini roundabout is already problematic. The Junction of Back Road and North End/John Street is also difficult and the proposed development sites would have a knock on effect all the way back to where the traffic enters the town. There would be a significant increase in noise, dirt and pollution for the residents along this route, particularly if construction traffic is using it to access the development sites.	Noted - the development brief details the requirement for future applications to include a detailed Traffic Impact Assessment (TIA) which includes the impact on the existing road network and any potential improvements/mitigations that might be needed to facilitate development. The council's Roads team will be involved in assessing and ensuring this requirement is met and appropriate improvement works incorporated within later planning applications.	No Action.
	Interested Person.		3.	Croval Road is very narrow and the blind turn into Outertown Road, coupled with the entrance to Sorpool at the same point means that without complete remodelling, it is unsuitable for any substantial increase in traffic.	See response from comment 2 regarding TIA requirement.	No Action.
	Interested Person.		4.	The roads around this area are unsuitable for buses to manoeuvre without significant widening and remodelling. This puts potential housing beyond easy access to public transport.	The development brief includes the requirement to consider active travel as part of proposals to ensure that the new developments encourage walking, wheeling and cycling to other sustainable modes of transport available from other parts of Stromness. The majority of the allocations sites are within a 10min walking distance of the bus terminal in Stromness.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		5.	We are concerned that the proposed development will result in crowding around Sorpool from three sides, but particularly from the East (STR-16) and West (STR 14). This latter site on the rocky outcrop seems like a desperate attempt to pack more building in with a real risk of overlooking/privacy and even light issues. This is also a prominent site which will effect views and prospects of the town from multiple angles. The proximity to Oglaby House is also a consideration.	Noted - the allocations areas were adopted as part of the Orkney Local Development Plan 2017 with some having been included in the previous plan also. Development of the allocations will be required to consider the Design Principles within the development which include consideration of topography, visual impacts and heritage assets. The approach to these will be considered at application stage by Development Management, using this development brief to support their decisions on the appropriate of individual proposals and their relation to neighbouring development.	No Action.
	Interested Person.		6.	Scale and style of building - Most of the houses in the STR-16 locality are single storey, low profile and with generous spacing between. Any variation in this style of housing would drastically change the nature of the area. Needless to say, the houses east of Outertown Road and Sorpool would be particularly impacted by development on this site.	Noted - the development brief design principle - in-keeping and characterful (pg22) requires later applications to consider the immediate context of the proposals and design development that fits in with the neighbouring character and scale of the area.	Plans have been amended (STR-16, Pg. 34) to include more areas of height specific sensitivities in relation to neighbouring properties, landscape sensitivities and topography.
	Interested Person.		7.	Construction issues - Assuming development were to go ahead on all of these sites, there are a number of issues.	Noted.	No Action.
	Interested Person.		8.	1. Planning consultation. Currently OIC takes the view that consultation is only required if the actual development (not the land) is within 20 metres of a boundary with a neighbouring property. Given that any development is likely to have an impact through traffic, noise and changing the character of the amenities, it must be required that written planning consultation for individual developments should be sent to all property owners/residents in a significant radius and not just those who may be within 20 metres of the development.	The distance from applications is set out as part of national planning guidance. Applications will also be included on the weekly list on the OIC planning page.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		9.	2. Given that there are numerous sites, relatively close together and the plan refers to a mixture of self-builds, local authority and private constructors, what safeguards will there be that the local residents don't find themselves surrounded by multiple building sites that go on for years with the associated noise and disturbance. Also, what restrictions will be put in place to ensure that there is adequate respite from construction traffic and noise given that there may be several developments happening simultaneously. Self-builds, by their very nature tend to take a long time and may require the builders to work outside of their own normal working hours. There is a potential for this to drag on for years. What controls/restrictions would OIC put in place to mitigate these effects and crucially, how rigorously would they be enforced? This is a significant issue which could impact the mental health and wellbeing of existing residents.	Details regarding noise, build-timescales and other works will form part of planning conditions at application approval stages.	No Action.
	Interested Person.		10.	We also wish to add the following point: Regarding potential development and construction on the rocky outcrop site (specifically STR14), what assessment has been made of the effects of any possible drilling or other forms of rock removal on nearby residents and wildlife both in terms of noise and vibration?	The development brief notes that geological surveys, including looking at the location and extent of granite will be required as part of planning applications that come forward for the sites. The applications would need to provide this supporting information and their designs work with this information. Details regarding noise and other works will form part of planning conditions at application approval stages.	No Action.
	Interested Person.	#SE10.	1.	We are getting in contact to convey our thoughts, opinions, and serious concerns regarding the Stromness South End development brief.	Noted.	No Action.
	Interested Person.		2.	Our property is located on the Outertown Road. We bought our home in November 2017 and began renovating in 2018 after our building warrant was received. We finally completed the works and gained our completion certificate on 02/12/20 after the final building inspection. The proposed development in STR-16 will clearly obstruct our access to light and to the surrounding natural beauty. Whilst we appreciate no one is entitled to a "view" it seems unjust that developers would be given permission to do so at our expense. This will devalue our property which we have so recently heavily financially invested in to ensure it met all the standards set within the guidelines set by Orkney Island Council.	The allocations areas were adopted as part of the Orkney Local Development Plan 2017 with some having been included in the previous plan also. The development brief includes a number of Design Principles which require future applications to consider development in relation to its context, including existing neighbouring properties, although access to a view is not considered a material planning condition.	The plans have been amended to address wider issues in terms of further technical study requirement and topography, areas of height restrictions and massing considerations have also been included.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		3.	A further concern we have is regarding the road network, specifically the Outertown Road which is single track. This road is already dangerous with vehicles regularly going over the speed limit despite being a 30 miles per hour zone and limited areas to pass oncoming traffic. Any increase in housing within the area will obviously increase the volume of traffic putting added pressure on the network which is already not fit for purpose.	Noted - the development brief details the requirement for future applications to include a detailed Traffic Impact Assessment (TIA) which includes the impact on the existing road network and any potential improvements/mitigations that might be needed to facilitate development. The council's Roads team will be involved in assessing and ensuring this requirement is met and appropriate improvement works incorporated within later planning applications.	No Action.
	Interested Person.		4.	It is not only the traffic volume which needs to be considered in this area of Stromness, but also the types of vehicles which use this network of roads that needs to be recognised. There are five farms which are serviced by the Outertown Road as their "main road" with the remaining side roads also being single track. These businesses obviously require access along the carriageway with huge agricultural machinery and plant, often towing large trailers.	Please see response to comment 3.	No Action.
	Interested Person.		5.	Clearly any development within the area would require substantial investment in the road network to accommodate the needs of the current population and the increased pressure from any increase in population to widen the road.	Noted - Please see response to comment 3.	No Action.
	Interested Person.		6.	Upgrading the road network to meet the needs of the population will also require consideration for pedestrians. Whilst we appreciate the plan includes pedestrian routes, that does not negate the need for pavements particularly on the Outertown Road with it being the main route to service Outertown itself. This further highlights the need to widen the road to create the space to accommodate a pavement for pedestrian safety.	Noted - The need for improved pedestrian infrastructure will be included.	4.4 STR-16 (pg 20.) Text and plan have been amended to include the need to improve the road and pedestrian infrastructure along Outertown Road.
	Interested Person.		7.	The needs of the wider community and access to important social sites also need to be sensitively considered. Ensuring unobstructed access during any construction to the Stromness cemetery, which also can only be accessed along the Outertown Road, should be a high priority.	Details regarding construction traffic will form part of planning conditions at application approval stages.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		8.	There is a discrepancy in the plan for STR-16. It is stated there is “a ridge/high point running across the middle” of the site. This is clearly not correct as the visible ridge is located along the proposed pedestrian/cycle route in line with edge of the proposed development areas on the Outertown Road and not the centre of the site. Reference is made in the document that due to the topography, geology and landscape impact; the central part of the site is not suitable for development, but this clearly needs further review as this contradicts what is clearly visible to the public and demonstrates that impact to the topography and landscape will be nearer the Outertown Road than is currently described.	Noted - the topography of STR-16 has been checked and amended.	4.4 STR-16 (pg.20) Text and plan amended to show correct ridge area. Development areas within the site and areas of height restriction have also been amended.
	Interested Person.		9.	The South End is known for its high density of granite. Within the development brief it is recognised there are outcrops of granite as these are clearly visible in the landscape. This is also further alluded to in the described geology; however, we can see no reference to any recent survey of the specific geology of the sites. If this has not been undertaken how can the proposed sites be deemed suitable without knowing the locations of granite at a foundation level?	The development brief notes that geological surveys, including looking at the location and extent of granite will be required as part of planning applications that come forward for the sites. The applications would need to provide this supporting information and their designs work with this information. Details regarding noise and other works will form part of planning conditions at application approval stages.	No Action.
	Interested Person.		10.	The planning background of the brief states “design principals follow Scottish government policy ‘designing streets’ which encourages new communities to be... resource efficient.” As mentioned above it is known that granite makes up a large area of the bedrock in the sites. Clearly development on granite bedrock contradicts this statement as significant resources will be required to manipulate the ground for any foundations to be excavated.	Please see response to comment 9.	No Action.
	Interested Person.		11.	We would also like to highlight concern surround the impact excavations to the ground works in STR-16 would have to the structural integrity of the foundations our property should there be granite seams that traverse between the sites.	The development brief notes that geological surveys, including looking at the location and extent of granite will be required as part of planning applications that come forward for the sites. The applications would need to provide this supporting information and their designs work with this information. Details regarding noise and other works will form part of planning conditions at application approval stages.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		12.	As some of the proposed developments are in close proximity to our home, we are apprehensive around the noise, dust and vibration associated with construction and the impact this will have on our health and wellbeing. Furthermore, any construction will cause disruption to our day to day lives as our property can only be accessed via the Outertown Road with no alternative routes for either party.	Please see response to comment 11.	No Action.
	Interested Person.		13.	There are so few green spaces left within Stromness, it is disheartening that such a large area is being proposed for development which will destroy one of the most unique and beautiful areas of not only Stromness but Orkney itself. The focus should be on protecting these precious landscapes for our community and future generations.	The allocations areas were adopted as part of the Orkney Local Development Plan 2017 with some having been included in the previous plan. The principle of development within the boundaries has therefore been established for a while. In relation to open space the development brief includes a number of Design Principles which require both green and blue infrastructure to be considered within the allocation areas, to promote biodiversity improvements, habitat creation and diversification, new planting opportunities and recreational spaces for all people to use.	No Action.
	Interested Person.	#SE11.	1.	As the owner/occupiers of (address removed) we have the following comments to make with regard to the consultative draft of the Stromness South End Development Brief. Our comments relate to proposed development of the field opposite our property STR-16 (see below). (image included)	Noted.	No Action.
	Interested Person.		2.	LOCATION - The proposed development will impact negatively on our view and will reduce the value of our property. Whilst we recognise that we do not own the view, it seems morally wrong that we are to be robbed of our view to see it gifted to whoever acquires sites in the field opposite our property. We believe that the houses should be built so that they sit lower down in the field on the south side of the rise, thereby allowing us to retain our view. We note also that, in the whole of the development brief, it is only our property, (address removed) and (address removed) that will be robbed of their current views. The proposal suggests that 1.5 storey properties would be constructed. Single storey housing would be more appropriate, and more in keeping with existing housing.	The allocations areas were adopted as part of the Orkney Local Development Plan 2017 with some having been included in the previous plan also. The development brief includes a number of Design Principles which require future applications to consider development in relation to it's context, including existing neighbouring properties, although access to a view is not considered a material planning condition.	The plans have been amended to address wider issues in terms of further technical study requirement and topography, areas of height restrictions and massing considerations have also been included.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		3.	ROAD SAFETY - The road outside our property (Outertown Road) is already dangerous both for drivers and pedestrians. There is a blind corner, a blind junction, and vehicles of all types drive at speed up and down the road. Agricultural vehicles, buses and delivery vehicles struggle to pass cars as the road is barely wide enough for two cars to pass each other. There is no protection for pedestrians (local and tourists) from the vehicles using the road. The 30 mph speed limit is not enforced. If the houses were to be located lower down the field as we have suggested, safer access would be possible via Croval Road. As residents, the access to our properties requires us to reverse into our driveways (in order to avoid having to reverse out on to a busy road). Creating additional driveways on to the existing road will significantly increase the likelihood of accidents.	Noted - the development brief details the requirement for future applications to include a detailed Traffic Impact Assessment (TIA) which includes the impact on the existing road network and any potential improvements/mitigations that might be needed to facilitate development. The council's Roads team will be involved in assessing and ensuring this requirement is met and appropriate improvement works incorporated within later planning applications.	No Action.
	Interested Person.		4.	BT INFRASTRUCTURE - Significant work has been undertaken recently to bury fibre cables along the Outertown Road, including the field across from our property. It seems extraordinary that these proposals would seek to disrupt this work and require the cables to be relocated.	Noted - Future planning applications will be required to include information on existing services and facilities within the boundary areas and how these will be incorporated, rerouted or added to as part of proposals.	No Action.
	Interested Person.		5.	SOUTH END AMENITIES - There are no amenities in the south end of the town.....most of the retailers are located at the north end or close to the harbour.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.		6.	The hospitality sector caters for the needs of tourists and reduces its offering (or closes) during the winter.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.		7.	There is no parking at the south end which will always be a limiting factor of retailers/outlets at that end of the town.	Development proposals will be required to include adequate parking for homes, which will be detailed at application stage.	No Action.
	Interested Person.		8.	There is no transport available to take people from the south end to access amenities. Vehicle ownership will be essential.	Noted - the allocations areas were adopted as part of the Orkney Local Development Plan 2017 with some having been included in the previous plan also. Development of the allocations will be required to consider the Design Principles within the development which include consideration of topography, visual impacts and heritage assets. The approach to these will be considered at application stage by Development Management, using this development brief to support their decisions on the appropriate of individual proposals and their relation to neighbouring development.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		9.	There are no accompanying action plans for the regeneration of the street. Building additional houses will not in itself revive the fortunes of the Stromness main street (as it has failed to do so thus far). A co-ordinated plan and significant investment is required, without which, Stromness will simply become a commuter town serving Kirkwall.	Noted - these matters fall outside of the scope of this development brief.	No Action.
	Interested Person.	#SE12.	1.	Thank you for this opportunity to participate in the consultation on the development brief for Stromness South End. Having carefully read the document, I would like to contribute my response, summarized in the following points:	Noted.	No Action.
	Interested Person.		2.	I generally agree with the comments in the brief regarding materials and architectural features. However, it is equally relevant to reflect on the character of Stromness. While there are common features to many of the buildings in the town, there is also a high degree of heterogeneity. Some of the more recent developments around Stromness, delivered by single developers, are characterized by a lack of diversity, resulting in blocks of relatively uniform properties that fail to integrate with the rest of the town. It is important that the design brief for Stromness South End encourage diversity. Self-build (within reasonable design criteria) is one way to achieve this. Indeed, the historic part of the town - that we now value so much - was in effect created by a series of self-build projects.	The development brief design principles - In-keeping and characterful (pg.20), details the guiding principles for future applications from landowners/developers in relation to keeping proposals appropriate to Stromness. The detail of building design will be a matter considered at application stage. However the development brief encourages a diverse palette of materials and colours that allow for flexibility in terms of style and design. The document also includes self-build as an option to support housing delivery.	No Action.
	Interested Person.		3.	I note reference to “ <i>shared parking courts with strong, more continuous building lines ... more intimate and sheltered pedestrian environments ...similar to the historic courts within other parts of Stromness</i> ”. This is a rather one-dimensional view of Stromness. While some parts of the old town are indeed characterised by this <i>intimate</i> form of development, it is only part of the picture. There are also larger, detached town houses scattered throughout centre of the town. In addition to this, Franklin Road, Back Road, North End, South End, and Ness Road all feature historic, larger, detached buildings. Many of these buildings comprise multiple storeys.	Noted - The inclusion of the parking court idea is to ensure that the option of shared parking/streets is considered in appropriate locations. The document allows for the flexibility of proposals to draw up various designs in terms of street layout and parking at application stages.	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		4.	<p>Stromness is in a perilous position. Shops are closing. Outside the holiday season, there is insufficient custom for bars and restaurants to stay open. Amenities such as the swimming pool struggle with lack of footfall. Stromness needs more economically active households, with the capacity to spend money in the town. The irony is that jobs are being created in Stromness; and people want to live in the town. The biggest employers in the town are currently EMEC; Heriot-Watt University; Aquatera, and Xodus. All these organisations are expanding, making the most of current opportunities around renewables and energy innovation. We are competing in an international marketplace for highly qualified professionals. These are people who have a choice about where they can live and work, and many actively seek to make their home in the heart of Stromness. However, all too often, the challenge, frustration, and exhaustion associated with finding decent accommodation in Stromness means that people with alternative options simply go elsewhere. A lack of appropriate housing is a major impediment to attracting staff to Stromness-based institutions, and a major drag on the economy of Stromness.</p>	<p>Noted - The development brief includes guidance on promoting a mix of housing tenure and type in order to address the varying needs of different groups looking to live in Stromness. More detailed discussions regarding mix and tenure would take place at application stages.</p>	No Action.
	Interested Person.		5.	<p>The last 4 staff that I have recruited all wanted to live in Stromness, but have been forced to live elsewhere. Both young and established professionals are effectively being forced out of Stromness because of a lack of appropriate housing. Many are compelled to live in the countryside or seek accommodation in Kirkwall, increasing car dependency and a tendency to gravitate towards Kirkwall for shopping and leisure needs. The problem is so acute that jobs based in Stromness are even being undertaken remotely by people living outside Orkney – simply because of a lack of good quality housing. The land at Stromness South End must be released for housing so that the town can expand. This expansion must meet the needs and expectations of a variety of people, including working professionals. High-density housing will not necessarily meet all these needs.</p>	<p>Noted - the development brief has assessed the allocations separately and noted areas where higher or lower density housing are more appropriate due to various reasons. The exact mix and type of housing will be a matter for detailed planning application stages.</p>	No Action.
	Interested Person.		6.	<p>I would like to make two final points. Firstly – it is hard not to resort to hyperbole, but it is alarming how long this process has taken to date. With every month that passes, more people are forced to live outside Stromness. These are people, and families, that could be contributing to the economy and bringing life back to the town. Personally, I am seeking to recruit three people before the end of the year with little or no prospect of their finding a house in Stromness.</p>	<p>Noted - Following the adoption of the Development Brief, landowners/developers will be able to develop their own planning applications for sites. This brief has been drafted to facilitate development and to mitigate the need for 5/6 separate briefs to be developed, submitted, assessed and approved.</p>	No Action.

Organisation.	Consultation Type.	Consultee Ref No.	Comment No.	Comment.	Planning Authority Response.	Action.
	Interested Person.		7.	<p>Finally, there is a real danger that this process is overly focused on what Stromness was (a fishing village huddled under a hill); ignoring what Stromness is now, or indeed what Stromness could be in the future. We need to develop housing that meets the needs and aspirations of people who want to work here and help the town thrive. We should aspire to meet the needs of a thriving community at the cutting edge of contemporary art, energy innovation, and enterprise; rather than blindly copying the high-density housing of a bygone era.</p>	<p>Noted - the development brief notes the importance of recognising the context and character that is Stromness, but it also requires applicants to provide sustainable, well-designed and quality homes that people want to live in. The detailed design of housing is a matter for detailed planning application stages, this development brief and its design principles are there to guide landowners/developers during the design process.</p>	No Action.