

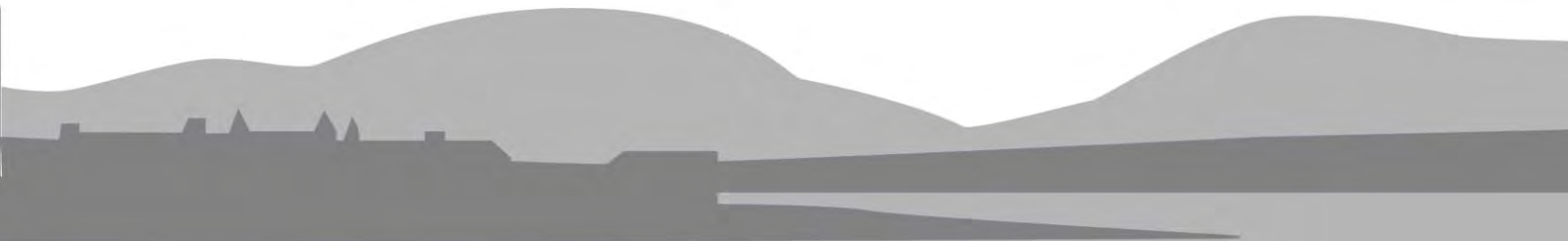
# Supplementary Guidance: Settlement Statements



ORKNEY  
ISLANDS COUNCIL



**APRIL 2017**



# Planning in Orkney

## Status of this Supplementary Guidance

The main planning document in Orkney is the **Orkney Local Development Plan** (the plan), which provides the policy framework and land allocations for dealing with planning applications efficiently and with certainty. All decisions on planning applications require that an appropriate balance is struck between the relevant development plan policies and other material considerations.

**Supplementary Guidance** is produced for given policy areas and subjects where a specific requirement is highlighted within the plan. It is the purpose of supplementary guidance to provide further information, policy and advice on complex planning matters and seeks to expand upon the core policies or land allocations in the plan. Supplementary guidance is always subject to full public consultation and is submitted to the Scottish Government prior to adoption. Once adopted, supplementary guidance has statutory weight in the determination of planning applications and forms part of the plan.

**Planning Policy Advice** (PPA) is prepared to provide further information and advice on policies and issues where a specific requirement to produce supplementary guidance has not been set out within the plan. Many Development Briefs for land allocations are set at this level, along with the majority of advice and information that is prepared for members of the public and Development Management. PPA is always subject to full public consultation and council approval prior to adoption and publication. Once adopted, PPA is a material planning consideration although it does not bear the same weight as the plan itself.

**Development Management Guidance** (DMG) is produced to provide advice on technical issues and the interpretation of given policies where a need arises. It is the intention of DMG to ensure a consistency of approach and to highlight the original intention/spirit of a policy where there is any ambiguity. DMG is also produced for less-complex land allocations to ensure a co-ordinated approach to development can be achieved - Conservation Area Appraisals and Conservation Statements are also set at this level within Orkney. Whilst DMG is not subject to public consultation, it is approved by Council prior to adoption and publication. As such, DMG is a material consideration in the determination of planning applications, which is considered to be the standing advice of the Local Planning Authority.

## Contacting the Council

Should you wish to discuss any aspect of this Supplementary Guidance, an Officer from Development Management will be available from 09:00 to 17:00, Monday to Friday to meet at the OIC Customer Services in Kirkwall or via telephone 01865873535.

[www.orkney.gov.uk](http://www.orkney.gov.uk)

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# Introduction to the Settlement and Isle Statements

- 001 Settlement statements have been produced for all the settlements on Mainland and the linked isles. These set out the key information for each settlement to complement the policies of the Orkney Local Development Plan. They are not intended to be a comprehensive record of all relevant information for each settlement, but rather to be a useful guide to the main issues and requirements which development within that settlement would need to address. This Supplementary Guidance: Settlement Statements, should be issued in conjunction with the Orkney Local Development Plan 2017 and the Plan's Supplementary Guidance suite of documents.
- 002 In each settlement statement there is a general description of the settlement including relevant information on natural heritage, cultural heritage, flooding, drainage and specific design criteria. For development allocations there is also further information on the allocation, noting the supported land uses and other development considerations such as flooding.
- 003 Isles statements have been produced for all the non-linked isles where development is supported by the spatial strategy. These are a general summary of all the facilities and assets of each island, together with an overview of each of the settlements. Like the settlement statements, these are intended to be read in conjunction with the general policies of this Plan, and are not intended to be comprehensive.
- 004 The Council encourages pre-planning discussions with Development Management; and other relevant Agencies including other Council Departments so that a development proposal can be positively shaped by before the application stage. The Teams and Organisations to contact are dependent on the development proposal and Development Management will be able to advice.

## DEVELOPMENT BRIEFS AND TRANSPORT ASSESSMENTS

- 005 Throughout this guidance for development allocations there are requirements for development briefs. The Council as the Planning Authority reverses the right to request a development brief and / or transport assessment for an area of ground within a settlement boundary (that is not necessarily a formal development allocation) or a development allocation, if it is deemed to be necessary to provide better development outcomes.

## HOUSING ALLOCATIONS

- 006 All settlements on Mainland and the linked isles have housing allocations. The short term allocations are largely free of constraints and ready for development throughout the Plan period (2017 – 2022). For some settlements there are long-term housing allocations: these allocations are seen to be either constrained, not available for development or to be in peripheral locations where the logical expansion of the settlement relies on short-term allocations being developed first.

- 007 Long-term allocations will be developed after 2022 unless the situation changes and it can be developed earlier. Each allocation has an approximate housing capacity which indicates the level of housing likely to be acceptable. These notional capacities could change at the application/development brief stage when taking into consideration the wider context and specific development constraints. These capacity figures should therefore be used as a guide only with specific figures being justified at the planning application/design stage.

## DEVELOPER CONTRIBUTIONS

- 008 Through the development process, a developer may be required to contribute financially to the cost of services, facilities or infrastructure, where they are necessary to make a development proposal acceptable, in planning terms. Where possible these requirements will be set in the settlement statements, urban design frameworks, masterplans, development briefs or in dedicated Development Management guidance when relating to specific capital infrastructure improvements.
- 009 Services, facilities and infrastructure that may be necessary, could include roads and transport infrastructure, flood prevention measures, affordable housing, green infrastructure, education facilities, libraries, recycling and waste management, and arts or heritage.

## SCOTTISH WATER'S GROWTH CRITERIA

- 010 Scottish Water encourages discussions on a development proposal through the submission of a Pre Development Enquiry. This allows for the identification of infrastructure and potential upgrades. In some of Orkney's settlements, the capacity of Scottish Water's Networks and Treatment Works are insufficient to accommodate additional development. Scottish Water will provide additional capacity if the Developer can meet Scottish Water's 5 Growth Criteria which are:
1. The development is supported by the Orkney Local Development Plan and has full planning permission. If the capacity in the Scottish Water system is only reason preventing a development gaining full planning then planning permission in principle would be accepted.
  2. The developer can confirm land ownership or control through a solicitor's letter.
  3. The developer can confirm plans are in place in mitigate any network constraints that will be created by the development through a Minute of Agreement with Scottish Water or alternatively a letter showing commitment to mitigate network impact through part 3 investment.
  4. The developer confirms any time remaining on current planning permissions with the local council.
  5. The developer can demonstrate reasonable proposals in terms of the development's annual build rate.
- 011 For further information please go to [www.scottishwater.co.uk](http://www.scottishwater.co.uk)

## EUROPEAN SPECIES – BATS AND OTTERS

- 012 Bats and otters are European Protected Species, and are highly protected by law; their presence can therefore have significant implications for development. Otters may be present in any of Orkney's settlements, as they are all located close to water features, such as the sea, lochs, burns and drainage ditches, which are potential otter habitats. The potential presence of otters is therefore not highlighted in every settlement statement, as it can be assumed. Bats are known to be present in some settlements, but are not distributed county-wide; where their presence is known or suspected this will be highlighted in settlement statements.

## Burnside, Harray

### GENERAL DESCRIPTION

- 013 Burnside is a rural settlement in Harray.
- 014 Burnside evolved as a service centre for the surrounding townships in the nineteenth century. Various public buildings and businesses were built alongside the main road to provide convenient access from the surrounding farms, including a school, smithy, post office and churches. As the importance of the road increased during the twentieth century these were gradually joined by or converted to dwellings and the Harray Community Centre.
- 015 Along with residential properties, there is a community centre with playing fields, and some commercial activity. Burnside is built along the A986 Harray Road, which connects it to Dounby in the north and the main Kirkwall-Stromness road in the south. The settlement is served by regular buses to Kirkwall, Dounby and Birsay.
- 016 The south end of the settlement lies within the Heart of Neolithic Orkney World Heritage Site Inner Sensitive Zone.

### FLOODING/WATER DRAINAGE

- 017 The Netherbrough Burn passes through the south end of the settlement. This is important for trout spawning, and should be addressed appropriately in any development. Standing water is also known to collect regularly in fields in this area.
- 018 No public sewerage is available.

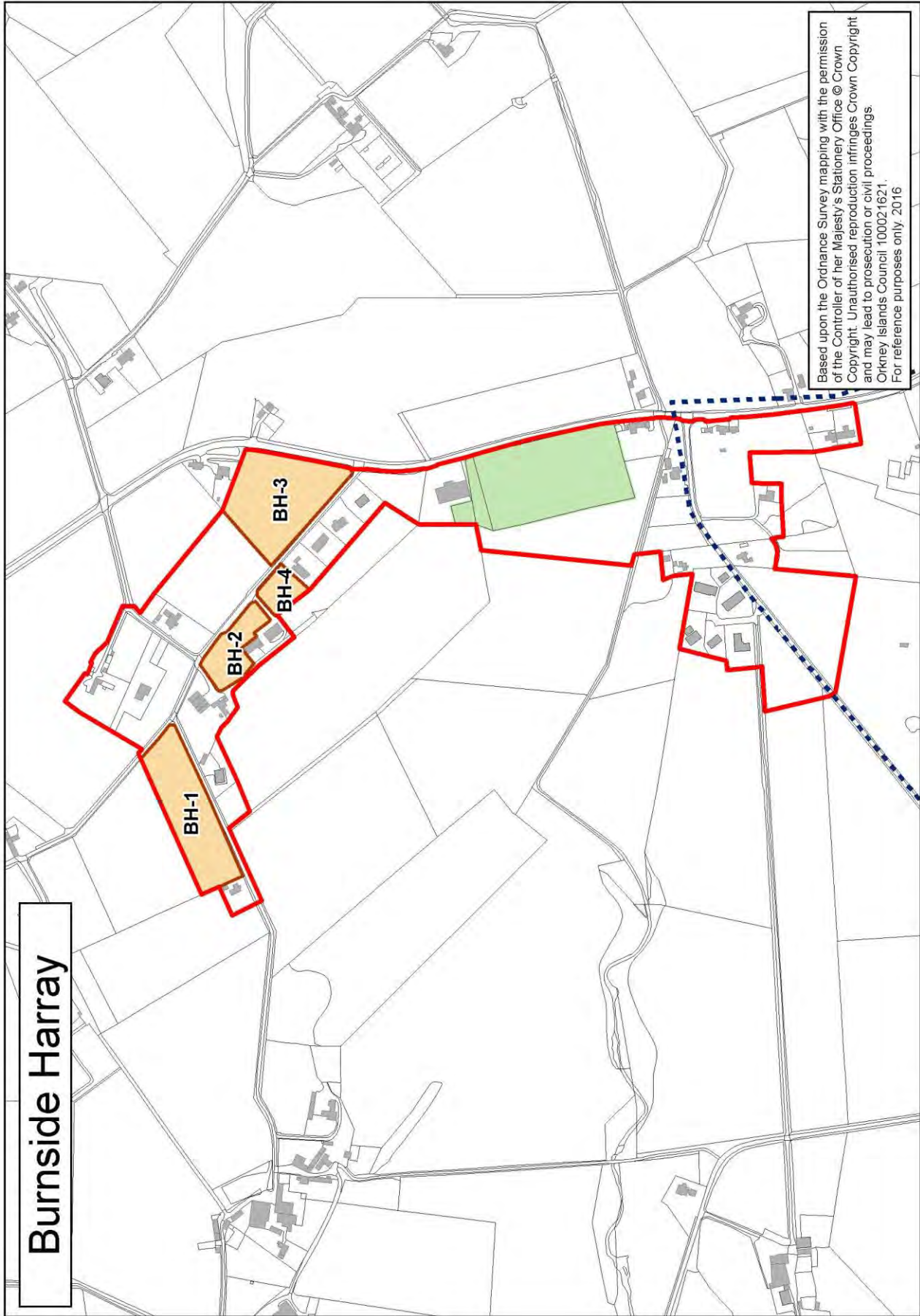
### DESIGN GUIDANCE

- 019 Development in Burnside should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.



HOUSING ALLOCATIONS

<p><b>BH-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.8 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	
<p><b>BH-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Service water pipes cross this site between the Old Schoolhouse and the public water main. Any diversion of private service pipes would need the approval of the property owners.</p>
<p><b>BH-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	<p>Service water pipes cross this site between Dunsyre and the public water main. Any diversion of private service pipes would need the approval of the property owners.</p>
<p><b>BH-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 1 house.</li> </ul>	



## Burray Village

### GENERAL DESCRIPTION

- 020 Burray Village is the main settlement on Burray. It originated as the main service centre on the island, and as a centre for the herring fishery. In the nineteenth century the village extended little beyond the main row of buildings on Village Road, a smithy and fish processing works along the shore, and the school and hall further up the hill. Whilst the sealing of Water Sound by blockships during the First World War effectively ended the village's fishery, the construction of the Churchill Barriers in the 1940s connected the island to Mainland and South Ronaldsay, and allowed the population, area and facilities of the village to grow significantly to the west and east in a loose grid pattern. The construction of a pier has created a new focal point for the village on the shore, whilst development on the edge of the village is focused around the main road between the Barriers.
- 021 The village has a number of facilities including a hotel, shop, pier, community hall, play area and a primary school. It is on the A961 main road to Kirkwall and South Ronaldsay, and has a regular bus service to Kirkwall, Stromness and St Margaret's Hope.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 022 Burray Village has one listed building: the store-house at Westshore.

### NATURAL HERITAGE

- 023 The Sutherland Links Local Nature Conservation Site is at the eastern end of the village.

### FLOODING/WATER DRAINAGE

- 024 Parts of the village along the shore are affected by coastal flooding and surface water flooding around the Burn of Sutherland. The Burn of Sutherland passes through the eastern end of the village where it meets the sea.
- 025 Limited public sewerage is available. Early discussions with Scottish Water are recommended.

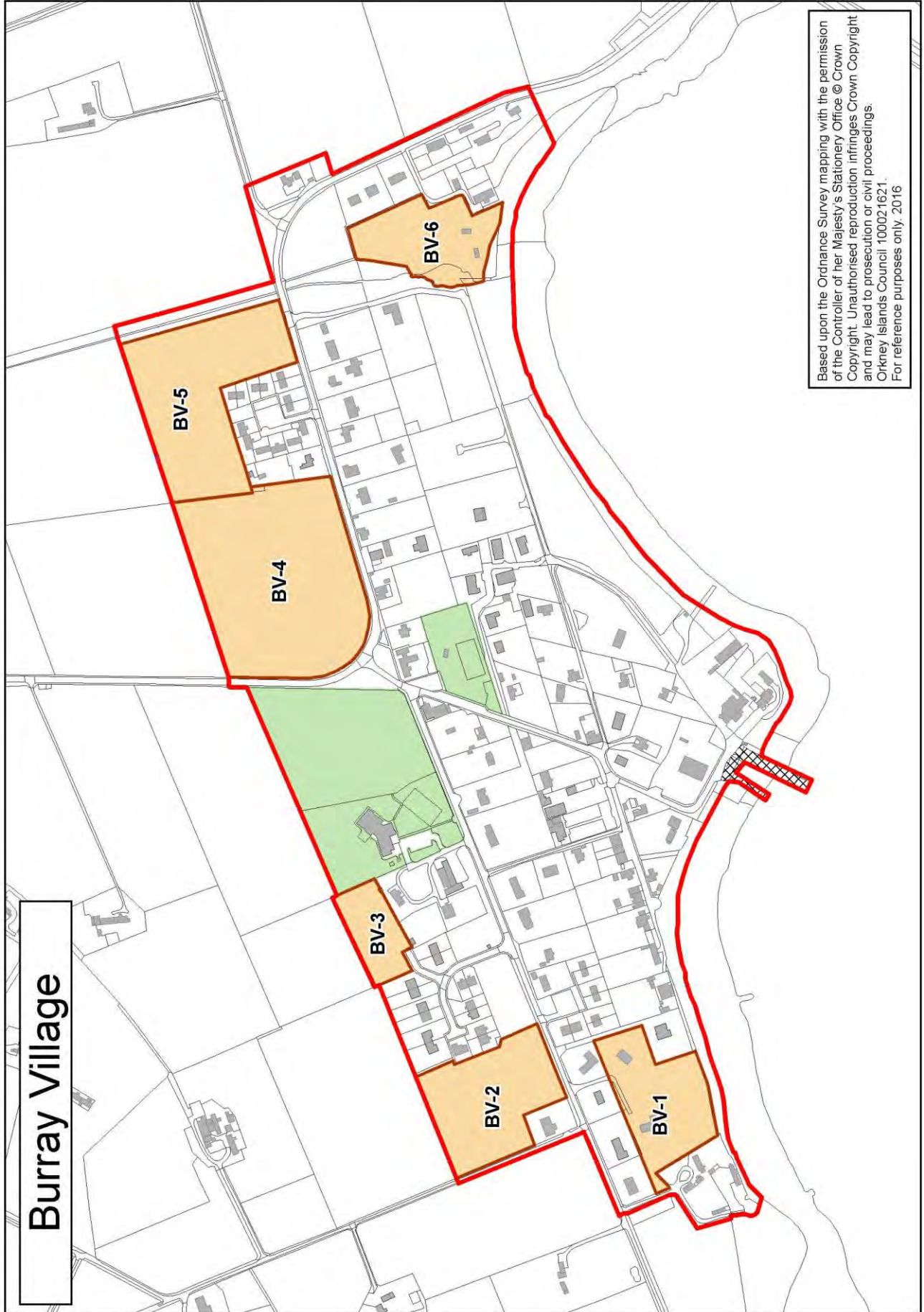
### DESIGN GUIDANCE

- 026 Development in Burray Village should ensure that the settlement retains its distinctive rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.
  - Preserving and extending the settlement's grid pattern.

## HOUSING ALLOCATIONS

<p><b>BV-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 1 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>Vehicular access should be provided from the existing access to Westshore Road; pedestrian access should be provided from the path along the shore. There is a 3" PVC water main running along the inside of the west edge of the site. The developer should contact Scottish Water as early as possible to discuss whether there will be an impact on the asset from the development. A small part of the site has a coastal flooding issue. A Flood Risk Assessment will be required to establish the flood risk if this part of the site is to be developed.</p>
<p><b>BV-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.2 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	<p>Vehicular access should be provided from Westshore Road and Bloomfield Road; pedestrian access should be provided from Upper Waston Road.</p>
<p><b>BV-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>Vehicular access should be provided from an extension of Lairds Road; pedestrian access should be provided from the primary school grounds.</p>
<p><b>BV-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.7 ha.</li> <li>• Capacity for 15 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations BV-4 and BV-5. Vehicular access should be provided from the A961 and allocation BV-5. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>BV-5</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.8 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations BV-4 and BV-5. Vehicular access should be provided from the A961 and allocation BV-4. All necessary infrastructure connectivity for neighbouring allocations must be provided. There is a water course (Burn of Sutherland) on the boundary of this site. There is a potential flood risk on the site which may be passed to neighbouring land. This burn is culverted under the A961. A Flood Risk Assessment is required to assess the flood risk and capacity of the culvert. Areas at risk should remain</p>

		development-free and form a buffer around this water course.
<b>BV-6</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.9 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	A small part of this site has a coastal flooding issue and the Burn of Sutherland runs along the western boundary; a Flood Risk Assessment is required to assess both flood risks. Areas at risk should remain development-free and there should be an appropriate development-free buffer zone around the Burn of Sutherland.





## Dalespot

### GENERAL DESCRIPTION

- 027 Dalespot is a rural settlement in St Ola.
- 028 At the beginning of the twentieth century the area of the settlement was occupied by the farm buildings and quarry at Dalespot at the south end, and a single large field to the north. During the second half of the century the farm buildings were developed for commercial activity, and scattered housing was built on the former quarry site and parts of the field.
- 029 Dalespot has a small amount of residential and commercial development. It lies alongside the A961 main road between Kirkwall and St. Margaret’s Hope, and has a regular bus service to Kirkwall, Stromness and St Margaret’s Hope.

### FLOODING/WATER DRAINAGE

- 030 Parts of the settlement may be at risk from drainage flooding. There are numerous drainage ditches within and around the edges of the settlement.
- 031 Public sewerage is not available.

### ROADS

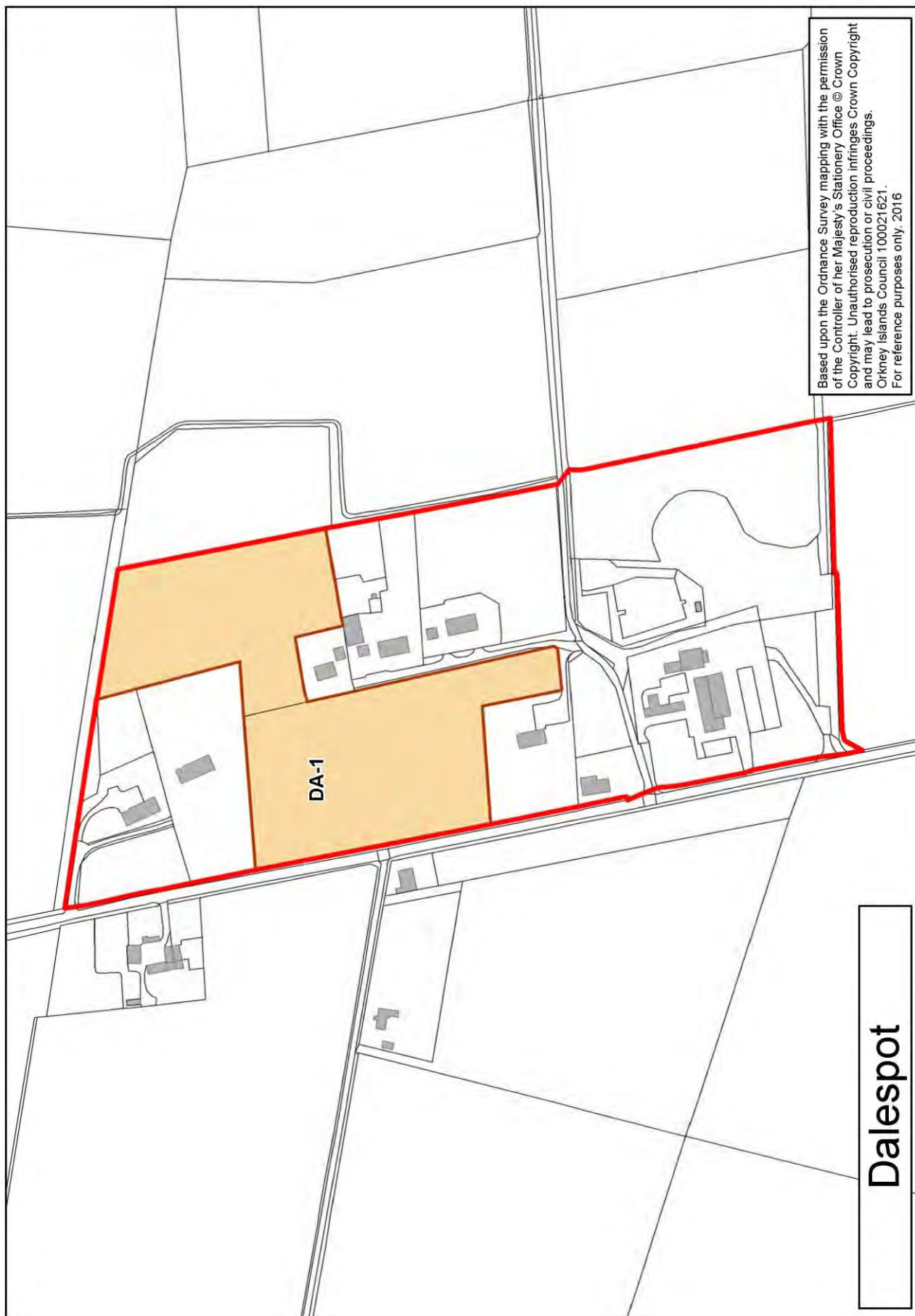
- 032 No new accesses will be permitted off the A961.

### DESIGN GUIDANCE

- 033 Development in Dalespot should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>DA-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 2.7 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required for this allocation. There is a water course adjacent to the site. There will be a requirement to upgrade the existing private road to a higher standard.</p>
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## Dounby

### GENERAL DESCRIPTION

- 034 Dounby is a village in the West Mainland, which lies partly in the parishes of Harray, Sandwick and Birsay.
- 035 Dounby developed as a settlement from the mid-nineteenth century onwards. Development originated around the crossroads of what are now the A986 and the B9057 as a service centre and trading point. Key features of the early settlement were the Smithfield Inn and Market Stance on the north side of the crossroads, and a school (on a site now occupied by playing fields). Since then the settlement has grown gradually, continuing to attract shops and services. The Show Ground on the west side of the village hosts the Dounby Show, a major agricultural show which draws thousands of visitors every August.
- 036 Dounby is the main service centre for much of the West Mainland, taking advantage of its position on the crossroads of the A986 to Birsay, Harray and Kirkwall and the B9057 to Sandwick and Evie. Facilities include a post office, shops, a petrol station, a hotel, a doctor's surgery and pharmacy, a care home, a primary school, two churches and a leisure centre.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 037 The scheduled monument known as "Esgar, Two Burnt Mounds WSW Of Dounby" lies within the settlement boundary in the north-east of the village.

### NATURAL HERITAGE

- 038 The Vias Moss Local Nature Conservation Site lies between the village core and the north-east of the settlement.

### FLOODING/WATER DRAINAGE

- 039 Parts of the settlement may be at risk from surface water flooding. The burn known as the Grip of Grunkahowe flows through the settlement to the north of the village core.
- 040 Public sewerage is available in Dounby.

### DESIGN GUIDANCE

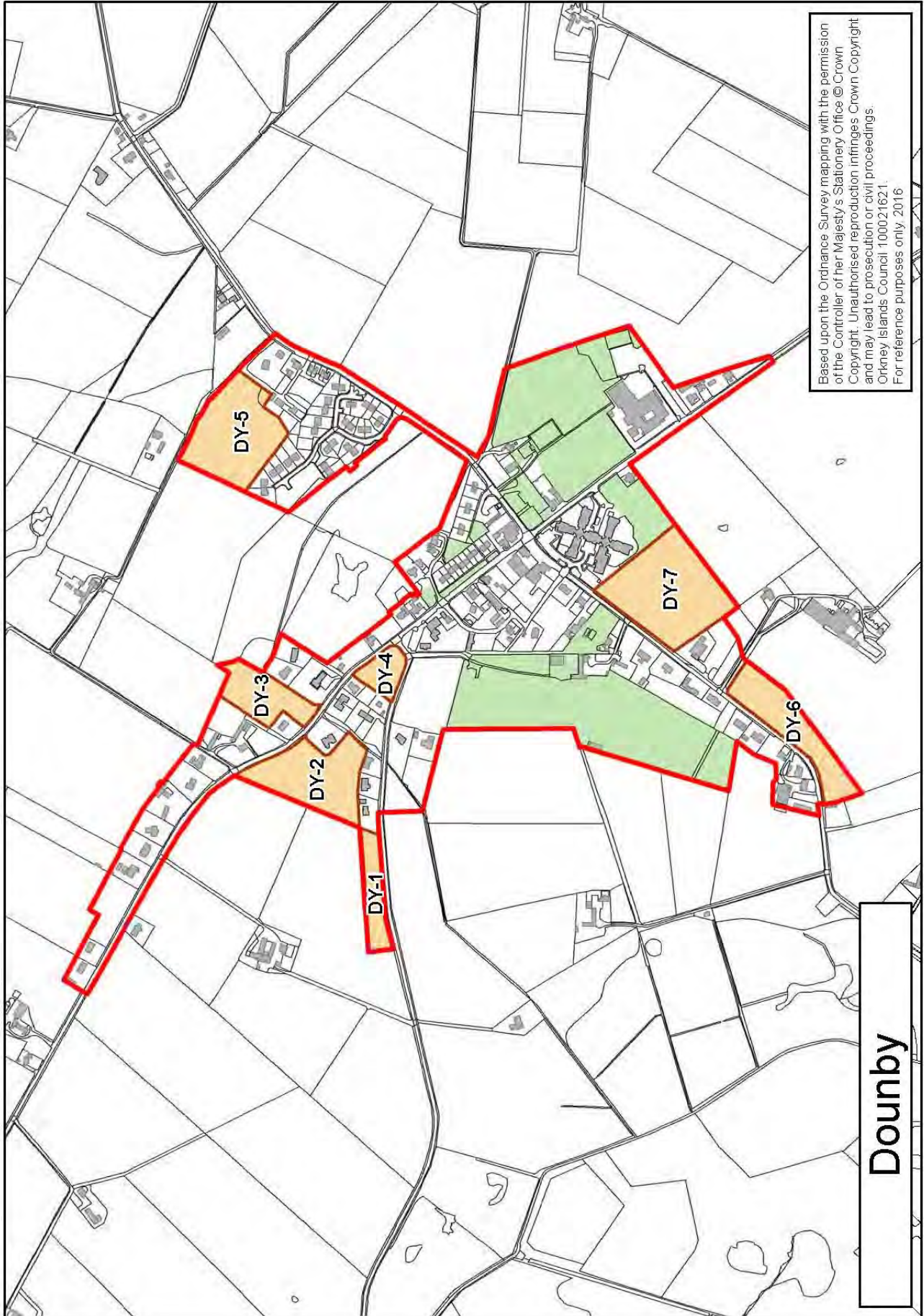
- 041 A Masterplan for Dounby has been produced and was adopted in 2010; it will be reviewed and updated throughout the lifetime of this Plan. The most up-to-date version is a material consideration for planning applications.
- 042 The urban design strategy for Dounby set out in the Masterplan is summarised below:
- Development should ensure that the settlement retains its rural character by:
    - Having plot layouts and scales consistent with neighbouring properties.
    - Avoiding urban and suburban types of development.
    - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Development should enhance the quality and character of public spaces by:

- Ensuring streets are well designed, creating high-quality places in keeping with their rural location.
- Providing extensive pedestrian and cycle access and introducing measures to improve traffic flow.
- Development should encourage a range of building uses, particularly commercial activity in the village centre.
- Development should protect public open spaces and improve connections between them, whilst ensuring that development around the edges of public open spaces addresses them appropriately.

## HOUSING ALLOCATIONS

<b>DY-1</b>	<ul style="list-style-type: none"> <li>● Short Term Allocation.</li> <li>● Greenfield.</li> <li>● 0.5 ha.</li> <li>● Capacity for 5 houses.</li> </ul>	
<b>DY-2</b>	<ul style="list-style-type: none"> <li>● Short Term Allocation.</li> <li>● Greenfield.</li> <li>● 1.2 ha.</li> <li>● Capacity for 10 houses.</li> </ul>	<p>A burn runs adjacent to this allocation, which should be taken into account by any development. A small part of the site has a surface water drainage issue. There is a watercourse on the boundary of the site where an appropriate buffer may be required to allow for flood risk.</p>
<b>DY-3</b>	<ul style="list-style-type: none"> <li>● Short Term Allocation.</li> <li>● Greenfield.</li> <li>● 0.7 ha.</li> <li>● Capacity for 4 houses.</li> </ul>	<p>This allocation is adjacent to the scheduled monument known as Knowe of Makerhouse. Proposals must protect the setting of this monument, and avoid significant disturbance of associated remains. Adjacent to the site is a water course that may require an appropriate development-free buffer. Part of the site has a surface water flooding issue.</p>
<b>DY-4</b>	<ul style="list-style-type: none"> <li>● Short Term Allocation.</li> <li>● Greenfield.</li> <li>● 0.3 ha.</li> <li>● Capacity for 5 houses or 4 houses with open space</li> </ul>	<p>A development brief would be required for this allocation. There is a 250mm HEP30 water main crossing corner to the west of this site. The developer should contact Scottish Water as early as possible to discuss whether a mains diversion is required. Proposals should address the prominent location of the southeast corner of the allocation either through the provision of a well-designed landmark building, or through the</p>

		provision of publicly-accessible open space.
<b>DY-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.4 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	There is a drainage ditch adjacent to the site, which should be taken into account by any development on this allocation.
<b>DY-6</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	
<b>DY-7</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.8 ha.</li> <li>• Capacity for 15 houses.</li> </ul>	A development brief would be required for this allocation.



## Evie School

### GENERAL DESCRIPTION

- 043 Evie School is a rural settlement in the parish of Evie. It developed during the nineteenth century as a collection of houses along the main road, adjacent to a school and church which served the local area. Apart from the relocation of the school and the conversion of the church, there has been little development since then; the settlement largely retains its character and the majority of its historic buildings.
- 044 The settlement is primarily residential, with a primary school and associated playing fields. It is located on the A966 coastal road from Birsay to Finstown, and has a regular bus service to Birsay and Kirkwall via Tingwall pier.

### FLOODING/WATER DRAINAGE

- 045 Areas of the settlement adjacent to the road may be at risk of surface water flooding.
- 046 Public sewerage is not available in the settlement.

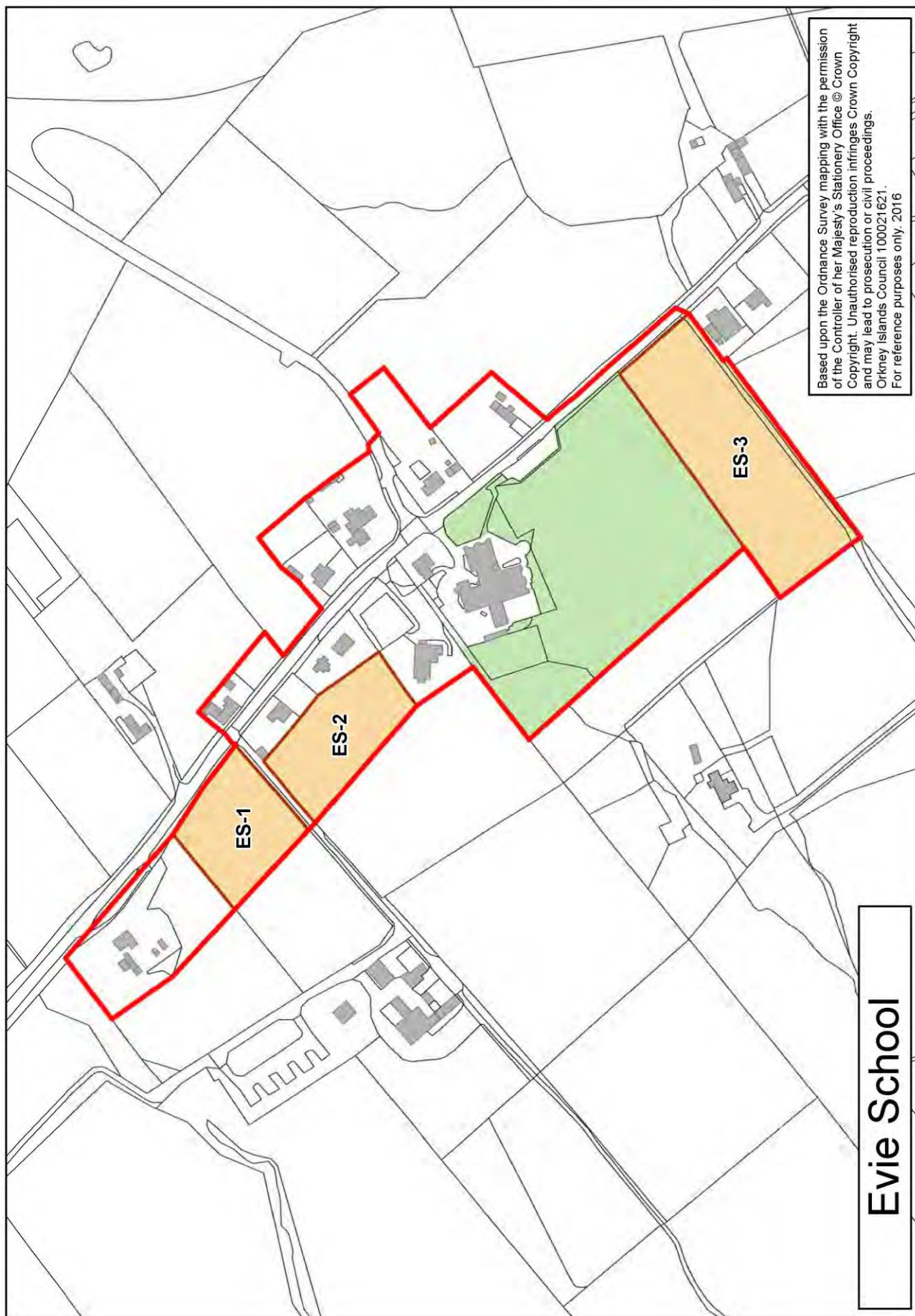
### DESIGN GUIDANCE

- 047 Development in Evie School should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>ES-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>The access road between allocations ES-1 and ES-2 is not an adopted road and visibility at its junction with the A966 is limited. Any development in this area would require this track to be upgraded to a suitable standard.</p>
<p><b>ES-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	<p>The access road between allocations ES-1 and ES-2 is not an adopted road and visibility at its junction with the A966 is limited. Any development in this area would require this track to be upgraded to a suitable standard.</p>
<p><b>ES-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	<p>Vehicular access to this allocation should be provided from the existing track to the south east of the site. There is a water course on the boundary of this site; there may be a requirement for an appropriate development free buffer around it.</p>





## Evie Village

### GENERAL DESCRIPTION

- 048 Evie Village is the largest settlement in the parish of Evie. It originally developed as the northern end of the township of Georth, which comprised scattered farmsteads along the banks of the Burn of Desso. The area near the bridge of the main road over the burn became established as a local service centre during the nineteenth century, with a church and post office. The settlement has subsequently expanded to the west and east for new housing and agricultural developments, as well as for increased service provision.
- 049 Evie Village is a residential and service hub for the immediate area, and has a shop, a pub and a church. The village is located along the A966 coastal road between Finstown and Dounby, and the B9057 Hillside road to Dounby, and has a regular bus service to Birsay and Kirkwall via Tingwall pier.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 050 A cemetery is located at the eastern end of the village.

### FLOODING/WATER DRAINAGE

- 051 The Burn of Desso, a seatrout spawning burn, flows through the settlement, along with the smaller Burn of Eunalias and some drainage ditches.
- 052 Limited public sewerage is available. Early discussions with Scottish Water are recommended.

### DESIGN GUIDANCE

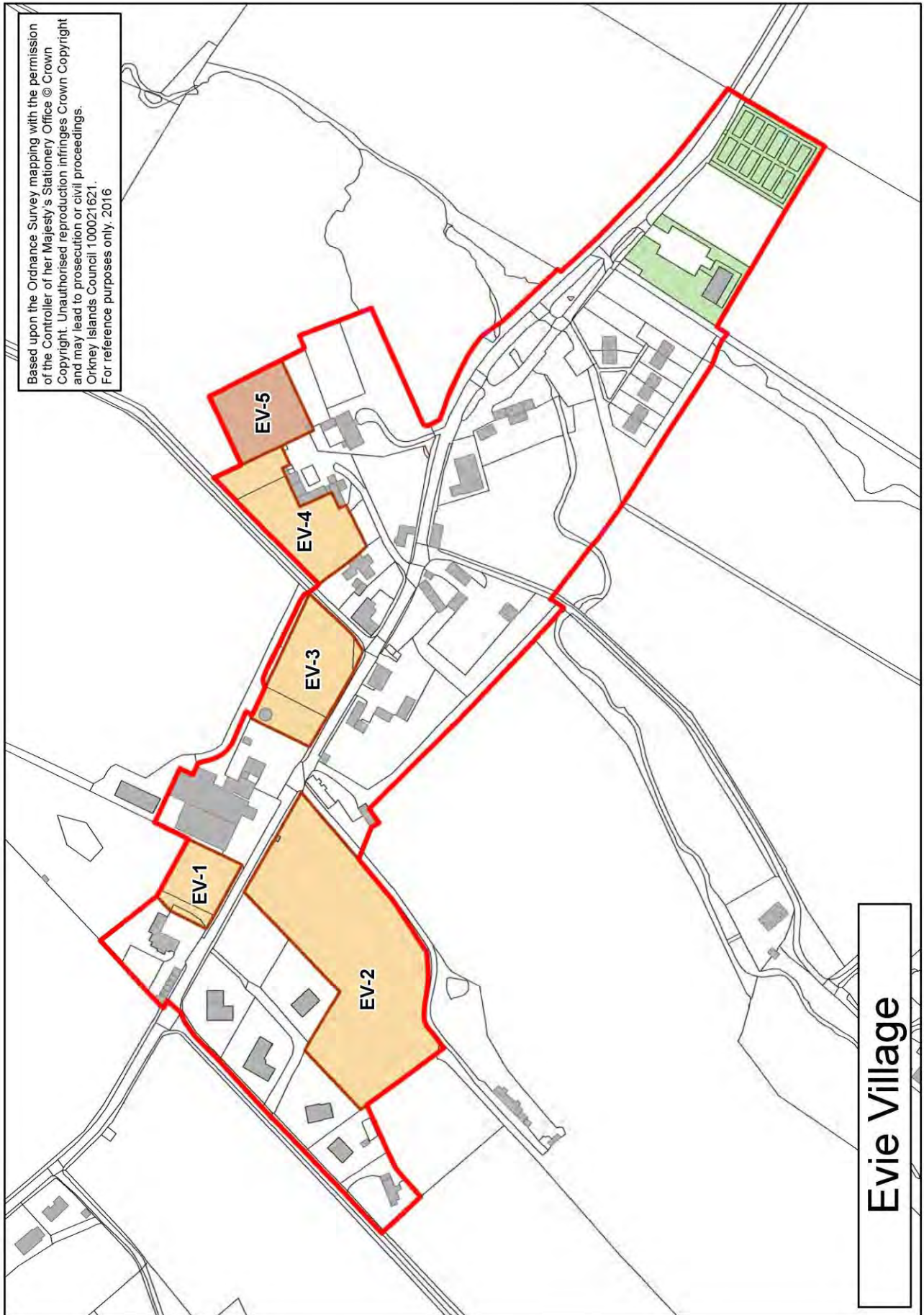
- 053 Development in Evie Village should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

EV-1	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.1 ha.</li> <li>• Capacity for 1 house.</li> </ul>	
EV-2	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	A canalised burn runs adjacent to, and intersects, the southern edge of this allocation. A development-free buffer zone may be required around this water course.

<p><b>EV-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.3 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>There is a 2" and 6" PVC water main within the site boundary. The developer should contact Scottish Water as early as possible to find out what impact this could have on the development.</p>
<p><b>EV-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>Vehicular access should be provided through this allocation to EV-5. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>EV-5</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Vehicular access should be provided to this allocation from EV-4.</p>





## Finstown

### GENERAL DESCRIPTION

- 054 Finstown is a village in Firth, which is a local centre for services and commercial activity.
- 055 The village originated in the early nineteenth century as a service centre at the junction of the Kirkwall-Stromness road and the road to Rendall and Evie. This early development took place in what is now the western end of the village, around the Pomona Inn. By the late nineteenth century Finstown had established itself as the main settlement in Firth, providing services including a school (accessed by a bridge over the Ouse), churches and commercial activity, and industries including quarrying and fishing. In the twentieth century a new commercial and residential area started to develop along the main road south of the graveyard, beyond the existing commercial buildings at Maitland Place. The area in front of the graveyard has been reclaimed to create a car park and slipway, whilst the land behind it has recently been developed for housing.
- 056 Finstown is built around the A965 main road between Kirkwall and Stromness. It is well served by buses to Kirkwall, Stromness, Dounby, Birsay and St Margaret's Hope. Facilities include a shop, pub, petrol station, hairdressers, garage, primary school, park, play area and a small slipway.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 057 The scheduled monument known as "The Hillock Broch" lies partly within the settlement boundary to the north of the village core. There is a cemetery in the centre of the village. There are a number of burial mounds on the old Market Green adjacent to the Community Centre.

### NATURAL HERITAGE

- 058 Bats are known to be present in Finstown and there is potential for the animals to establish roosts in buildings or mature trees.
- 059 There is a Tree Preservation Order in place in Finstown covering a large number of trees throughout the settlement.

### FLOODING/WATER DRAINAGE

- 060 Parts of the settlement are at risk from surface water flooding. There are a number of watercourses which flow through the settlement: Maitland's Burn and the Burn of Stennadale are the largest, and there are numerous wells and drainage ditches. The settlement includes the bridge over the entrance to the Ouse, a tidal lagoon.
- 061 Public sewerage is available in Finstown.

## DESIGN GUIDANCE

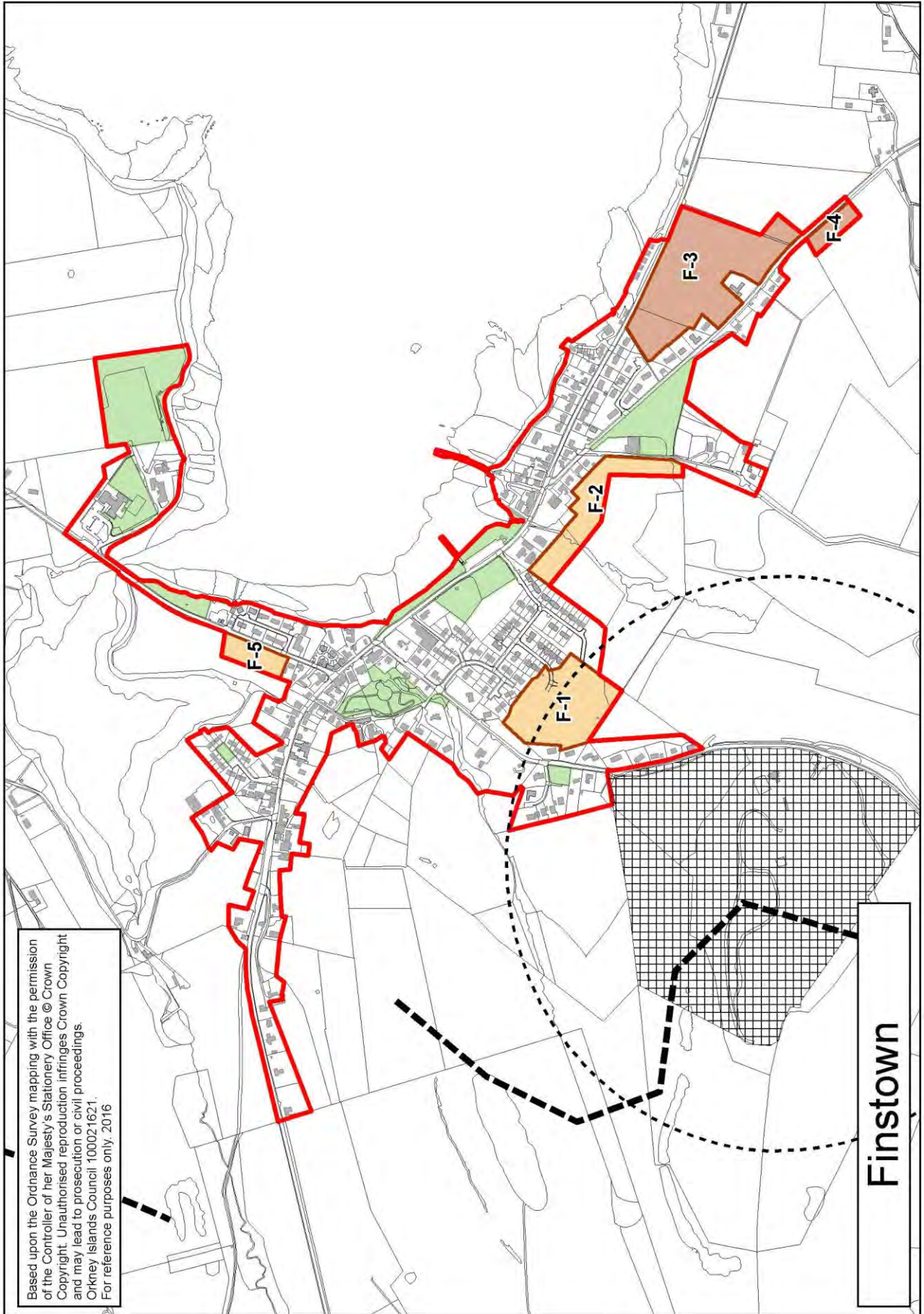
- 062 A Masterplan for Finstown has been produced and was adopted in 2010; it will be reviewed and updated throughout the lifetime of this Plan. The most up-to-date version is a material consideration for planning applications.
- 063 The urban design strategy for Finstown set out in the Masterplan is summarised below:
- Development should ensure that the settlement retains its character by:
    - Having plot layouts and scales consistent with neighbouring properties.
    - Avoiding urban and suburban types of development outwith the village centre.
    - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Development should enhance the quality and character of public spaces by:
    - Ensuring streets are well designed, creating high-quality places in keeping with their rural location.
    - Providing extensive pedestrian and cycle access and introducing measures to improve traffic flows.
  - Development should encourage a range of building uses, particularly commercial activity in the village centre.
  - Development should protect public open spaces and improve connections between them, whilst ensuring that development around the edges of public open spaces addresses them appropriately.

## HOUSING ALLOCATIONS

<p><b>F-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2 ha.</li> <li>• Capacity for 40 houses.</li> </ul>	<p>A development brief would be required for this allocation. Note that the steep gradient of the site is likely to be a significant factor in the design of proposals. There is a drainage ditch and small burn at the top of this site, where an appropriate development free buffer will be required. Vehicular access should be provided from Buckles Road and Damsay View; provision of pedestrian access from Heddle Road will be strongly encouraged. This site lies partially within the Health and Safety Executive consultation zone around the Heddle quarry.</p>
<p><b>F-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.4 ha.</li> <li>• Capacity for 12 houses.</li> </ul>	<p>A development brief would be required for this allocation. Vehicular access should be provided from the road past the Community Centre to the east; provision of pedestrian access from Maitland Place will be strongly encouraged. The Maitland’s Burn crosses this allocation</p>

		and further downstream this burn is bridged / culverted. A Flood Risk Assessment and / or an appropriate development free buffer zone around this water course will be required.
<b>F-3</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 3.8 ha.</li> <li>• Capacity for 35 houses.</li> </ul>	A development brief would be required for this allocation. Vehicular access should be provided to the site from the A965 and the Old Finstown Road, with a connection between them being strongly encouraged. A pedestrian or vehicular connection from Jib Park would be encouraged. Proposals must ensure adequate provision of pedestrian access to the centre of the village. Development of this allocation should not have an adverse impact on the setting of the Cuween Hill scheduled monument. There is a water course on the western boundary of this allocation that is culverted under the A965. A flood risk assessment may be required to assess flood risk and culvert capacity; an appropriate development-free buffer zone may be required around the water course.
<b>F-4</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	Development of this allocation should not have an adverse impact on the setting of the Cuween Hill scheduled monument. Proposals must ensure adequate provision of pedestrian access to the centre of the village.
<b>F-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	This allocation is adjacent to the scheduled monument known as the Hillock Broch. Proposals must protect the setting of this monument, and avoid significant disturbance of associated remains. There is a 200mm PVC water main running alongside the A966; the developer should contact Scottish Water as early as possible to discuss the impact this may have on any development. Part of the site has a coastal flood risk issue. A flood risk assessment will be required to assess flood levels and areas.





## Herston

### GENERAL DESCRIPTION

- 064 Herston is a rural settlement on South Ronaldsay. It originated as a fishing station during the eighteenth and nineteenth centuries, constructed as a single line of houses parallel to the shore. The settlement had reached its current extent by the beginning of the twentieth century; a notable later development was the enhancement of the green area along the shore at the north end of the settlement.
- 065 Herston is a residential settlement with a slipway and postbox. It is located approximately 3 miles from the A961 main road to St Margaret’s Hope and Kirkwall. There are no scheduled public transport routes.

### FLOODING/WATER DRAINAGE

- 066 Parts of the village along the shore are affected by coastal flooding and surface water flooding around the Burn of Sutherland. The Burn of Sutherland passes through the eastern end of the village where it meets the sea.
- 067 Public sewerage is not available.

### DESIGN GUIDANCE

- 068 Development in Herston should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>HE-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.8 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	
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## Hillhead

### GENERAL DESCRIPTION

- 069 Hillhead is a rural settlement in Deerness. It developed during the second half of the twentieth century around a school and a cluster of farms on the main road through Deerness. To this a small amount of housing has been added along the north side of the road, together with a general store.
- 070 Hillhead is a service centre serving the local area, and has a shop and post office. It is located on the B9050 road to Kirkwall, and has a regular bus service to Kirkwall.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 071 The former school and schoolhouse (Vinya Heim) is a listed building.

### FLOODING/WATER DRAINAGE

- 072 There are numerous drainage ditches within and immediately adjacent to the settlement.
- 073 There is limited capacity to connect to public sewerage. Early discussions with Scottish Water are recommended.

### DESIGN GUIDANCE

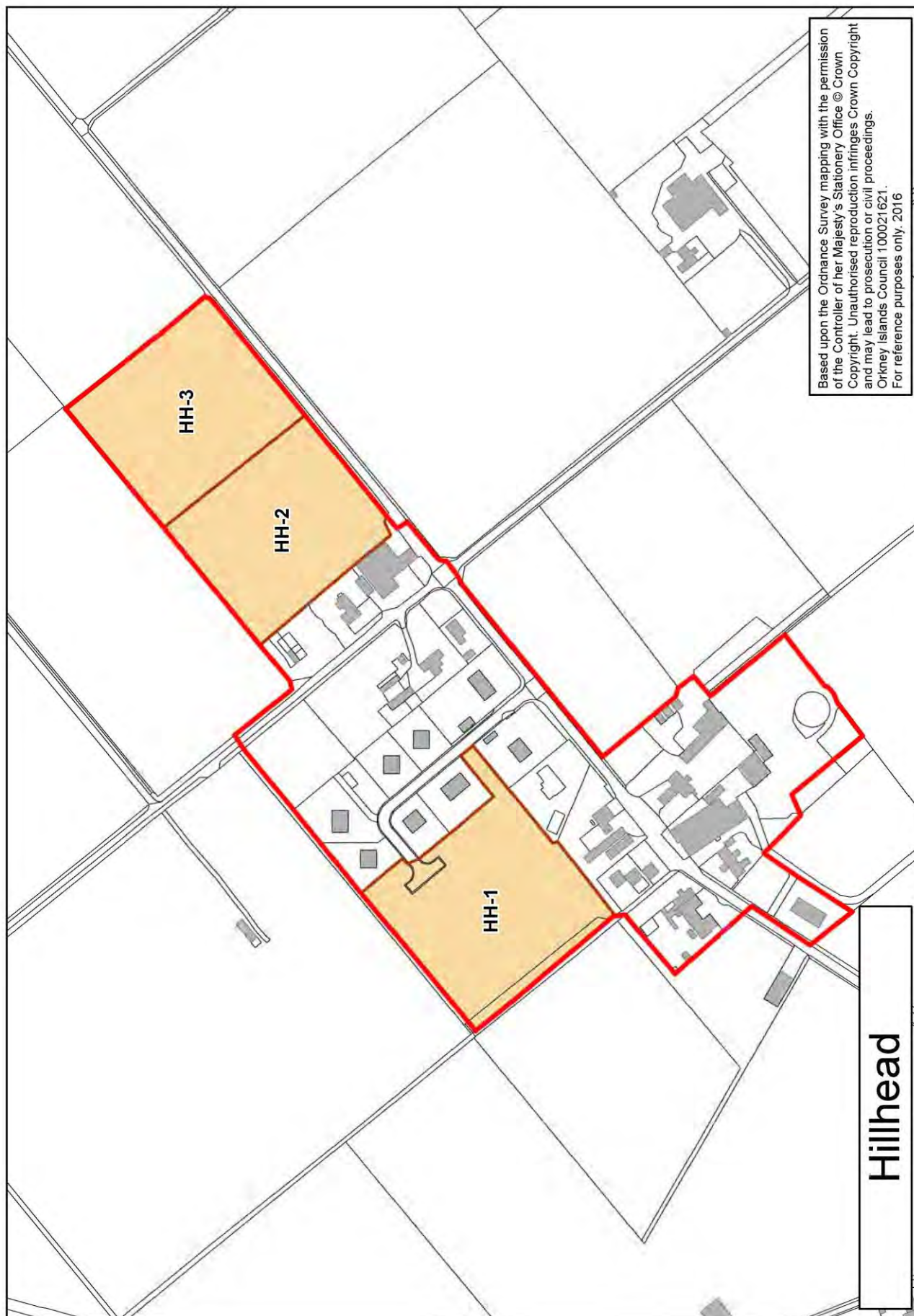
- 074 Development in Hillhead should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>HH-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>There is a water feature on the boundary of this site and an appropriate development-free buffer zone may be required to allow for flood risk. Development of this allocation should not have an adverse impact on the setting of the former school and schoolhouse at Vinya Heim, a listed building.</p>
<p><b>HH-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>Nethersands Waste Water Treatment Works is very small and is approximately 300m away from this site. The developer should contact Scottish Water as early as possible to discuss whether it will be economically feasible to connect.</p>



<p><b>HH-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>Nethersands Waste Water Treatment Works is very small and is approximately 400m away from this site. The developer should contact Scottish Water as early as possible to discuss whether it will be economically feasible to connect. There is a water feature on the boundary of this site and an appropriate development-free buffer zone may be required to allow for flood risk.</p>
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## Houton

### GENERAL DESCRIPTION

- 075 Houton is a rural settlement in Orphir. The Bay of Houton has been extensively used as a harbour historically, but until the twentieth century development around the coastline was limited to a few individual houses along the west side of the bay. The settlement today is the former military facility from the First and Second World Wars, which has been adapted to create a ferry terminal providing access to Hoy and Flotta.
- 076 Houton is primarily a transport hub, connecting Mainland to Hoy and Flotta, with very limited residential development. It is the terminal for scheduled ro-ro ferry services to Hoy (Lyness) and Flotta, and is also the terminal for the private ferry service to the Flotta oil terminal. It has regular bus services to Kirkwall and Stromness.
- 077 Houton has a strategic location for development in Scapa Flow and the South Isles, and there is considerable potential for commercial or industrial development throughout the settlement.

### NATURAL HERITAGE

- 078 Intertidal areas within the Bay of Houton contain good examples of the UK Biodiversity Action Plan habitat *Intertidal Under-boulder Communities*.

### FLOODING/WATER DRAINAGE

- 079 Parts of the settlement may be at risk from coastal and/or surface water flooding.
- 080 Public sewerage is not available in Houton.

### THE HARBOUR

- 081 Development within this rural settlement would have to assess the potential effect on the workings of the Harbour Area.

### CONSULTATION ZONES

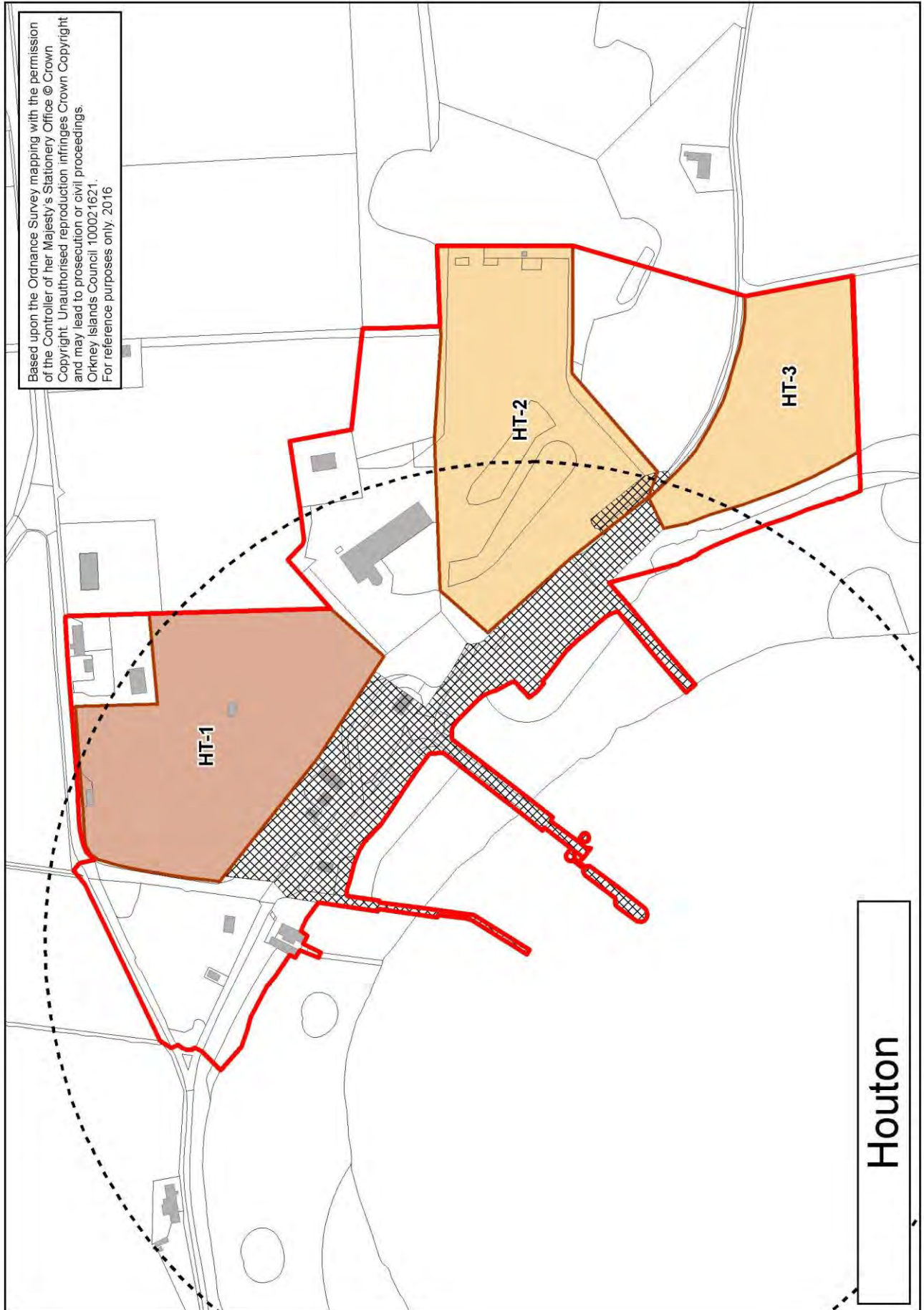
- 082 There is a Health and Safety Executive consultation zone around the piers.

### DESIGN GUIDANCE

- 083 Development in Houton should ensure that the settlement retains its distinctive rural industrial character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes and remnants of military structures and landscaping.
  - Providing pedestrian access to local footpaths, public transport and services.

## HOUSING ALLOCATIONS

<p><b>HT-1</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Part of this site has previously been developed; buildings to be retained will be identified in the development brief.</li> <li>• 1.5 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>The development of this site would require the existing road to be upgraded. This allocation forms part of the former military camp, and includes structures and ground features of historic interest, which should be appropriately considered by any development. This site lies partially within the Health and Safety Executive consultation zone around the piers.</p>
<p><b>HT-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Brownfield.</li> <li>• 1.5 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required for this allocation. There are surface water flooding issues on part of this site. This allocation forms part of the former military camp, and includes structures and ground features of historic interest, which should be appropriately considered by any development. This site lies partially within the Health and Safety Executive consultation zone around the piers.</p>
<p><b>HT-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.8 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	<p>There is an identified flood risk adjacent to this site. A small part of the seaward edge of the site is below the 5 metre contour and may be at risk. This should be considered in the development design for the site. This site lies partially within the Health and Safety Executive consultation zone around the piers.</p>



## Kirkwall

### GENERAL DESCRIPTION

- 084 The town of Kirkwall is the largest settlement in Orkney, and is the primary service, residential and transport centre in the county. It is situated between West and East Mainland, incorporating the parish of Kirkwall and part of St Ola.
- 085 The medieval town of Kirkwall was built along the original shoreline of the Peedie Sea prior to land reclamation, stretching from Bridge Street to Main Street. During the nineteenth century the town began to expand along main roads and the newly-constructed Junction Road. The twentieth century saw the development of large areas of suburban housing in all directions, as well as the establishment of the former airfield at Hatston as a business park. Latterly the Peedie Sea has been developed for large commercial and public buildings, as well as amenity green space.
- 086 Kirkwall has regular ferry services to the majority of the North Isles, and several ferries a week to Aberdeen and Lerwick. It is the centre of Orkney's bus network, and as such has regular bus services to Stromness, St Margaret's Hope, Kirkwall Airport, Deerness, Houton, Tingwall, Birsay, Finstown and Dounby.
- 087 Kirkwall has a comprehensive range of shops and services, including high street and out-of-town retail. There is also a wide range of public services, including primary and secondary schools, a university campus, a leisure centre and cinema, a theatre and a cathedral. It has an extensive network of parks and open spaces.

### EXEMPLAR WALKING AND CYCLING FRIENDLY STATEMENT

- 088 It is an aspiration that Kirkwall, as Orkney's main settlement, becomes an exemplar location for Active Travel. All planning applications within the settlement boundary must demonstrate that they have positively considered how proposed developments will connect to and enhance existing walking and cycling routes where relevant. The Kirkwall Urban Design Framework will be reviewed in 2017, which will include a strategy for enhancing and consolidating any fragmented sections of the existing network and will plan for future active travel links to any unconnected parts of the settlement.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 089 The centre of Kirkwall is a conservation area. Key historic sites in the town include: the Bishops' Palace, Earl's Palace, Pickaquoy Burnt Mound and Grain Earth House scheduled monuments; and St Magnus Cathedral and Tankerness House, which are category A listed buildings. A graveyard surrounds St Magnus Cathedral, and the former church on St Olaf's Wynd is known to have had an associated graveyard.
- 090 There are over 250 listed buildings in Kirkwall, many of which are in the core of the town between the harbour and High Street.

## FLOODING/WATER DRAINAGE

- 091 A large area of central Kirkwall is at medium to high risk from coastal and drainage / surface water. More detail is provided below, where relevant, for each allocation as to the flooding type and if a flood risk assessment would be required with a planning application and/or development brief. Through the Orkney Local Flood Risk Management Plan there are planned measures to address Kirkwall's coastal flooding (erection of coastal flooding defences – due 2016 to 2017) and surface water flooding (mapping, modelling and maintenance due – 2016 to 2018). It should be noted that Kirkwall's watercourses are judged to be small in scale and are dealt with through surface water management in the Orkney Local Flood Risk Management Plan. Through the lifetime of this Plan flooding issues within central Kirkwall will be greatly improved.
- 092 The Peedie Sea is a former tidal lagoon, now much reclaimed, that is used to manage surface water. The main watercourses are the Papdale Burn, which is culverted for a significant part of its length through the town, the Muddisdale Burn and the Burn of Hatston.
- 093 Public sewerage is available in Kirkwall. The Head of Work Waste Water Treatment Works is to the north-east of the town (outwith the settlement boundary).

## CONSULTATION ZONES

- 094 There are Health and Safety Executive consultation zones around Kirkwall harbour, the Hatston industrial estate, Hatston Pier and Highland Park distillery.

## DESIGN GUIDANCE

- 095 An Urban Design Framework for Kirkwall has been produced and was adopted in 2009; it will be reviewed and updated throughout the lifetime of this Plan. The most up-to-date version is a material consideration for planning applications.
- 096 The urban design strategy for Kirkwall set out in the Urban Design Framework is summarised below:
- Development should support the town centre, particularly through the following:
    - Promoting good management of the conservation area.
    - Redeveloping the reclaimed land west of Junction Road for mixed residential/commercial uses.
    - Consolidating the role of the Peedie Sea as an open space by improving connectivity and creating well-designed building frontages around it.
  - Development in central and residential areas should enhance the quality and character of public spaces by:
    - Ensuring streets are well designed, with building frontages defining high-quality places.
    - Providing extensive pedestrian and cycle access and introducing measures to improve traffic flows.
  - Development should preserve, enhance and add to public open spaces, particularly west of the Peedie Sea and around Papdale, and ensure that development around the edges of public open spaces addresses them appropriately.



- The environment and character of Hatston should be enhanced by development in the following ways:
  - Opportunities for improving landscaping and creating woodlands and open spaces are incorporated wherever possible.
  - The historic layout of the airfield is used as the framework for new development.

## HOUSING ALLOCATIONS

<p><b>K-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.8 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations K-1, K-2 and K-21. Vehicular access to the site should be provided from the track to Hatston Farm (upgraded as required), with easy direct access to allocations K-2 and K-21. Pedestrian access to the town should be provided. All necessary infrastructure connectivity for neighbouring allocations must be provided. This area falls within a former military site. No specific concerns have been identified with regards to contaminated land; however future development may require further investigation, which would be dependent on the proposed use. The public sewer does not extend this far, so investigations will be required.</p>
<p><b>K-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 5.5 ha.</li> <li>• Capacity for 65 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations K-1, K-2 and K-21. Vehicular access to the site should be provided from the A965, the track to Hatston Farm (upgraded as required) and allocation K-21. Pedestrian access to the town should be provided. All necessary infrastructure connectivity for neighbouring allocations must be provided. This area falls within a former military site. No specific concerns have been identified with regards to contaminated land; however future development may require further investigation, which would be dependent on the proposed use.</p>
<p><b>K-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 11.5 ha.</li> <li>• Capacity for 90 houses.</li> </ul>	<p>The majority of the site is included in the Grainbank development brief. This development brief will require to be reviewed throughout the lifetime of the Plan. Vehicular access should be provided from Pickaquoy Drive, Jubilee Court, the A965 and allocation K-4. All necessary infrastructure connectivity for neighbouring allocations must be provided. Grainbank House is a listed building; the building, its curtilage and its setting must be taken into account by any development on the site. There is a foul sewer crossing this site. The developer should contact Scottish Water to ascertain whether a diversion is required. A small part of the site is at risk of surface water flooding and there is the potential that the development of this part of the site could</p>



		contribute to flooding elsewhere.
K-4	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 4.4 ha.</li> <li>• Capacity for 20 houses.</li> </ul>	<p>A development brief would be required for this allocation. Vehicular access should be provided from Muddisdale Road and allocation K-3.</p> <p>A small part of the site is at risk of surface water flooding and there is the potential that the development of this part of the site could contribute to flooding elsewhere.</p>
K-5	<ul style="list-style-type: none"> <li>• Short Term Allocation</li> <li>• There are 2 small scale wind turbines on site that would have to be incorporated into a proposal or removed from the site.</li> <li>• 6.5 ha.</li> <li>• Capacity for 45 houses.</li> </ul>	<p>A development brief would be required for this allocation.</p> <p>Vehicular access should be provided from the Old Finstown Road. A small part of the site is at risk of surface water flooding and there is the potential that the development of this part of the site could contribute to flooding elsewhere. This site should connect to existing green infrastructure associated with Muddisdale that links the Peedie Sea to the countryside.</p>
K-6	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 11.5 ha.</li> <li>• Capacity for a residential care facility and 100 houses.</li> </ul>	<p>This site is included in the Corse West, Kirkwall development brief. This site should contribute positively to existing green infrastructure that links the Peedie Sea to the countryside.</p> <p>The lower part of the site has a flood risk associated with the Muddisdale Burn and surface water. Development of this part of the site could contribute to flooding elsewhere. There should be an appropriate development free buffer to allow for this flood risk.</p>
K-7	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 3.3 ha.</li> <li>• Capacity for 27 houses.</li> </ul>	<p>A development brief would be required for this allocation.</p> <p>Vehicular access to the site should be provided from Glaitness Road and the tracks surrounding the site boundary (upgraded as required).</p>
K-8	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 12.1 ha.</li> <li>• Capacity for 150 houses.</li> </ul>	<p>This allocation will be considered through a joint development brief with K-8, K-9, K-10, K-11, the Scapa Link Road and the new hospital site (the Kirkwall South development brief). Vehicular access to the site should be provided from Old Scapa Road, the Scapa Link Road and allocation K-9. All necessary infrastructure connectivity for neighbouring allocations must be provided. Part of the site has river, surface water and coastal flood risk. Development of the site could contribute to flooding elsewhere. A Flood Risk Assessment is a requirement; at risk areas of the site may not be suitable for development. The Crantit Burn and Canal System is on the southern boundary of the site. The quality</p>

		and flow of this water feature must be protected with an appropriate development free buffer.
<b>K-9</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.9 ha.</li> <li>• Capacity for 35 houses.</li> </ul>	This allocation will be considered through a joint development brief with K-8, K-9, K-10, K-11, the Scapa Link Road and the new hospital site (the Kirkwall South development brief). The Crantit Burn and Canal system is to the south west of the site. The quality and flow of this water feature must be protected with an appropriate buffer that will remain free from development. Part of the site has river, drainage and coastal flood risk. Development on this part of the site could contribute to flooding elsewhere. A Flood Risk Assessment may be a requirement; at risk areas of the site may not be suitable for development. Vehicular access to the site should be provided from New Scapa Road and allocation K-8. All necessary infrastructure connectivity for neighbouring allocations must be provided.
<b>K-10</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 3 ha.</li> <li>• Capacity for 40 houses.</li> </ul>	This allocation will be considered through a joint development brief with K-8, K-9, K-10, K-11, the Scapa Link Road and the new hospital site (the Kirkwall South development brief). There is a water course on the northern boundary of this site and surface flooding issues with nearby land. Development on this allocation may contribute to flooding elsewhere. Proposed drainage on site must ensure flood risk on lower ground is not exacerbated. Appropriate development free buffer zones may be required around the site's water features. Development of this allocation should not have an adverse impact on the setting of the Highland Park Distillery, a listed building. The wind turbine in close proximity to this allocation may have an impact on the scale and location of development.
<b>K-11</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.6 ha.</li> <li>• Capacity for 20 houses</li> </ul>	This allocation will be considered through a joint development brief with K-8, K-9, K-10, K-11, the Scapa Link Road and the new hospital site (the Kirkwall South development brief). The biodiversity value of the flora on the site should be protected by any development. Vehicular access to the site should be provided from the Holm Branch Road and New Scapa Road.
<b>K-12</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 4.6 ha.</li> <li>• Capacity for 45 houses.</li> </ul>	A development brief would be required which jointly covers allocations K-12, K-13 and K-14. Vehicular access to the site should be provided from Inganess Road, Meadow Drive, allocation K-13 and the track along the northern boundary of the site (upgraded as required). All necessary infrastructure connectivity for neighbouring allocations must be provided.

<p><b>K-13</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 5.1 ha.</li> <li>• Capacity for 50 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations K-12, K-13 and K-14. Major road improvements to Berstane Road and/or Berstane Loan are likely to be required to facilitate safe access. Vehicular access to the site should be provided from Inganess Road, the track on the northern boundary of the site (upgraded as required) and allocations K-12 and K-14. All necessary infrastructure connectivity for neighbouring allocations must be provided. There is a water feature on the boundary of the site that may require an appropriate development free buffer zone around this feature to allow for flood risk.</p>
<p><b>K-14</b></p>	<ul style="list-style-type: none"> <li>• This allocation should be phased for short and long term development.</li> <li>• Greenfield.</li> <li>• 14.2 ha.</li> <li>• Capacity for 130 houses.</li> </ul>	<p>A development brief would be required which jointly covers allocations K-12, K-13 and K-14. For this allocation, the development brief will set out phases of development to be completed over time. These should begin with short term development at the north of the site, followed by longer term development facilitated by road improvements. Vehicular access to the site should be provided from Berstane Road, Berstane Loan and allocation K-13. Major road improvements to Berstane Road and/or Berstane Loan are likely to be required to facilitate safe access. All necessary infrastructure connectivity for neighbouring allocations must be provided. An open channel section of the Willow Burn runs along the north-west boundary of the site. This water feature will require an appropriate development-free buffer zone to allow for flood risk.</p>
<p><b>K-15</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 11.1 ha.</li> <li>• Capacity for 80 houses.</li> </ul>	<p>A development brief would be required for this allocation. This should be developed with reference to the Watersfield development brief. Vehicular access to the site should be provided from Work Road and allocation K-30. All necessary infrastructure connectivity for neighbouring allocations must be provided. There is an identified surface water flooding risk on the south / south western boundary of the site and a water feature runs through the site that is partly culverted. No development will be permitted above a culvert and an appropriate development free buffer zone will be required for this water feature to allow for flood risk. A Flood Risk Assessment will be required and areas at risk of flooding should be avoided.</p>
<p><b>K-16</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 3.7 ha.</li> <li>• Capacity for 35 houses.</li> </ul>	<p>This site is included in the Weyland, Kirkwall development brief. There is an identified coastal flood risk on the lower part of this site. A Flood Risk Assessment would be required to establish the potential for coastal flooding on this site. Development of low-lying land adjacent to the Carness Road</p>

		should be avoided to mitigate this risk. This site is adjacent to the Weyland Bay Pumping station, which is likely to detract from the amenity of dwellings in close proximity.
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## OTHER ALLOCATIONS

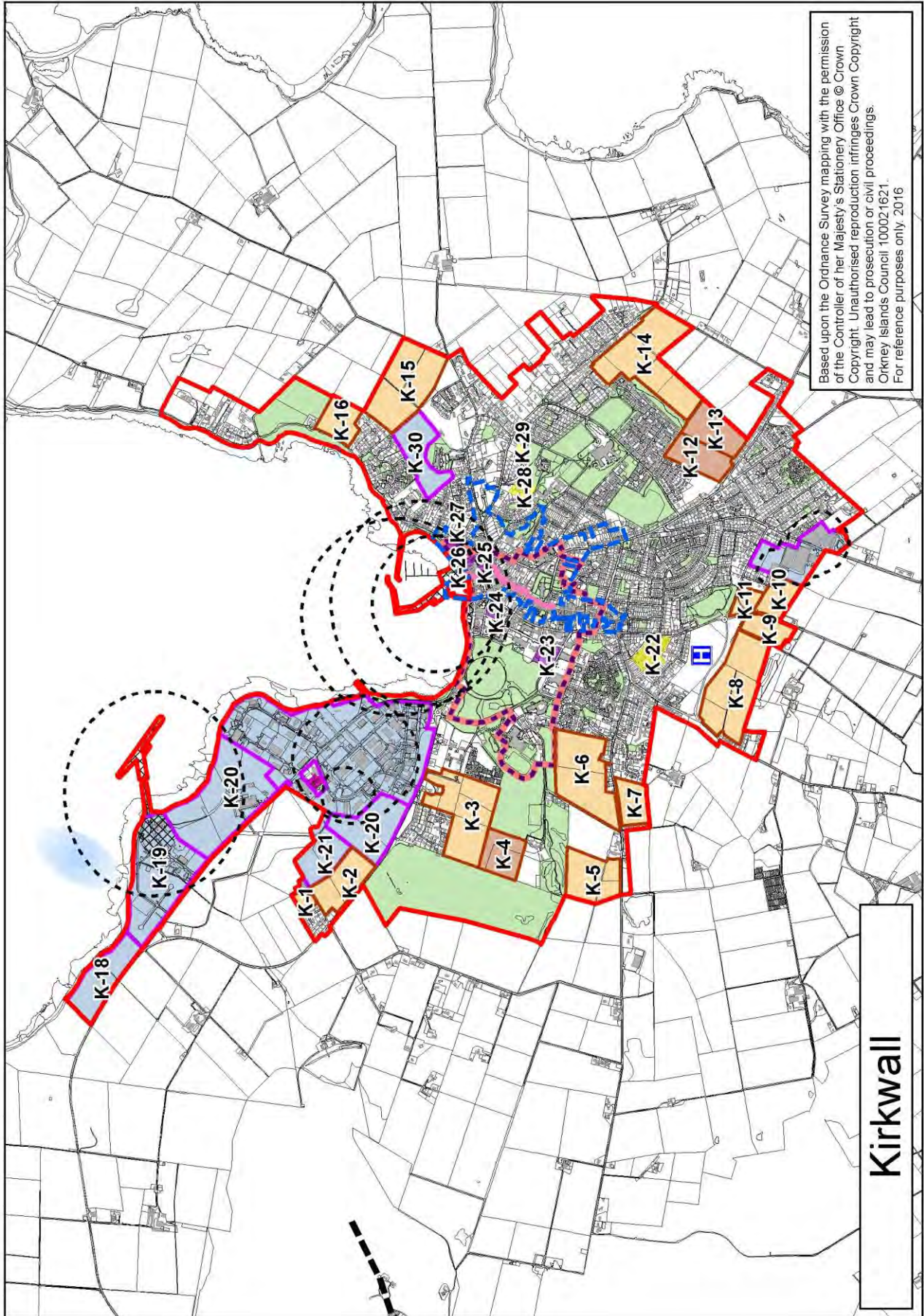
<b>K-18</b> Hatston West	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• Greenfield.</li> <li>• 7 ha.</li> </ul>	A development brief would be required for this site, which should refer to the Crowness Business Park development brief. There is an identified coastal flood risk on a small part of the site. A Flood Risk Assessment may be required to determine the development design levels to ensure long term resilience to coastal flooding and erosion.
<b>K-19</b> Hatston Marine Park	<ul style="list-style-type: none"> <li>• Business and Industrial</li> <li>• Roads infrastructure is in place for this allocation; some development has occurred.</li> <li>• 15.2 ha.</li> </ul>	<p>This site is included in the Crowness Business Park development brief.</p> <p>There is an identified coastal flood risk on a small part of the site. A Flood Risk Assessment may be required to determine the development design levels to ensure long term resilience to coastal flooding and erosion.</p>
<b>K-20</b> Orkney Auction Mart	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• These sites are required for the operational use of the Orkney Auction Mart. It is anticipated that this land will not be available for general business and industrial development as the Mart requires land for animal grazing and fodder.</li> <li>• 26.6 ha.</li> </ul>	There is an identified coastal flood risk on the northern part of this allocation.
<b>K-21</b> Hatston South	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• Greenfield.</li> <li>• 5.4 ha.</li> </ul>	<p>A development brief would be required which jointly covers allocations K-1, K-2 and K-21. A combined sewer may lie within the site. Developers should contact Scottish Water as early as possible to discuss the possible implications.</p> <p>Vehicular access to the site should be provided from the track to Hatston Farm (upgraded as required), allocation</p>

		K-2, and existing development to the north or east. Pedestrian access from the town should be provided. All necessary infrastructure connectivity for neighbouring allocations must be provided.
<b>K-22</b> Balfour Hospital Site	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• This site is currently occupied by a hospital; it is anticipated that it will become vacant following the construction of the new hospital.</li> <li>• 2.4 ha.</li> </ul>	A development brief will be required for this site. Some of the buildings on the site will be required to be retained as part of any redevelopment; these will be identified in the development brief. There is the potential for land contamination on this site associated with its use.
<b>K-23</b> Former Bus Station, Great Western Road	<ul style="list-style-type: none"> <li>• Mixed Use Site.</li> <li>• This is a central site that was formerly used as a bus station and bowling alley, and is now car and coach parking and museum storage.</li> <li>• 1.1 ha.</li> </ul>	This site is included in the Kirkwall Central West development brief. Presently there are identified coastal, fluvial and pluvial flood risks on this site. Any development proposal on this site would require a flood risk assessment to demonstrate that the site is not at risk of flooding or the risk can be managed without increasing risk elsewhere. Depending on the outcomes of this flood risk assessment, it should be noted that the residential element of any mixed use development may be conditioned to only allow occupation after all flood risks have been successfully mitigated against in line with the planned measures for Kirkwall within the Orkney Local Flood Risk Management Plan.
<b>K-24</b> Former Jewson's Site	<ul style="list-style-type: none"> <li>• Mixed Use Site.</li> <li>• This site is a central site that was formerly occupied by a builders' merchant; a number of buildings and yard remain in temporary use pending redevelopment.</li> <li>• 0.5 ha.</li> </ul>	This site is included in the Kirkwall Central West development brief. Presently there are identified coastal, fluvial and pluvial flood risks on this site. Any development proposal on this site would require a flood risk assessment to demonstrate that the site is not at risk of flooding or the risk can be managed within increasing risk elsewhere. Depending on the outcomes of this flood risk assessment, it should be noted that the residential element of any mixed use development may be conditioned to only allow occupation after all flood risks have been successfully mitigated against in line with the planned measures for Kirkwall within the Orkney Local Flood Risk Management Plan.
<b>K-25</b> Garden's Buildings	<ul style="list-style-type: none"> <li>• Mixed Use Site.</li> <li>• This is a central site that is partially in use as a retail premises.</li> </ul>	This allocation will be considered through a joint development brief covering allocations K-25, K-26 and K-27 (the Kirkwall Shore Street development brief). Some or all of the buildings on the site may be required

	<p>The majority of the buildings are vacant; the courtyard off Bridge Street is used as informal car parking.</p> <ul style="list-style-type: none"> <li>• 0.4ha.</li> </ul>	<p>to be retained as part of any redevelopment; these will be identified in the development brief. There is significant potential for archaeological discoveries to be made whilst redeveloping this site; further details will be given in the development brief. Development of this allocation should not have an adverse impact on the setting of neighbouring listed buildings.</p>
<p><b>K-26</b> Shore Street Oil Depot</p>	<ul style="list-style-type: none"> <li>• Mixed Use Site.</li> <li>• This site is currently occupied by an oil and fuel depot.</li> <li>• 0.2 ha.</li> </ul>	<p>This allocation will be considered through a joint development brief covering allocations K-25, K-26 and K-27 (the Kirkwall Shore Street development brief). Part of this site has an identified coastal flood risk. A Flood Risk Assessment would be required to establish the potential for coastal flooding. In order to mitigate this risk land raising could be considered, which would allow the site to be considered for a wider range of uses. Tounigar is a listed building; the building, its curtilage and its setting must be taken into account by any development on the site. Development of this allocation should not have an adverse impact on the setting of neighbouring listed buildings on St Catherine’s Place and Cromwell Road.</p>
<p><b>K-27</b> Ambulance Depot Site</p>	<ul style="list-style-type: none"> <li>• Mixed Use Site.</li> <li>• This site is currently occupied by an ambulance depot; it is anticipated that it will become vacant following the construction of the new hospital.</li> <li>• 0.4 ha.</li> </ul>	<p>This allocation will be considered through a joint development brief covering allocations K-25, K-26 and K-27 (the Kirkwall Shore Street development brief).</p> <p>This site has an identified coastal flood risk. A Flood Risk Assessment would be required to establish the potential for coastal flooding. In order to mitigate this risk land raising could be considered, which would allow the site to be considered for a wider range of uses.</p> <p>Development of this allocation should not have an adverse impact on the setting of neighbouring listed buildings on St Catherine’s Place and Cromwell Road.</p>
<p><b>K-28</b> Former Papdale Halls</p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• This site is partially used by a children’s day care facility; the majority of the former halls of residence are vacant following the construction of the new Halls on the neighbouring site.</li> </ul>	<p>This site is included in the Papdale, Kirkwall development brief. Development of this allocation should not have an adverse impact on the setting of Papdale House, a listed building.</p>



	<ul style="list-style-type: none"> <li>• 1.1 ha.</li> </ul>	
<p><b>K-29</b> Papdale Farm</p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• This site is a disused farm complex, with several buildings and mature trees. One building is in use as a gym.</li> <li>• 0.4 ha.</li> </ul>	<p>This site is included in the Papdale, Kirkwall development brief. There is potential for bats to be present in the mature woodland area and the animals may also establish roosts in nearby buildings. This site contains a number of listed structures; detailed requirements for their retention are contained in the development brief. Development of this allocation should not have an adverse impact on the setting of Papdale House, a listed building.</p>
<p><b>K-30</b> Orkney Research Campus</p>	<ul style="list-style-type: none"> <li>• Business and Industrial / Educational.</li> <li>• Greenfield.</li> <li>• 5.8 ha.</li> </ul>	<p>This site has been allocated for use as a research campus (offices and light industry) or for the extension of Orkney College. A small part of the site has a surface water flooding issue and development could increase the probability of flooding elsewhere. A Flood Risk Assessment may be required and areas of risk should be avoided. There is a water course on the boundary of the site that is partly culverted. Any development should allow for an appropriate buffer strip for this water course that remains development-free.</p>



## Lighthouse Corner

### GENERAL DESCRIPTION

- 097 Lighthouse Corner is a rural settlement in Deerness. Historically this area was occupied by loosely-scattered housing and farmsteads similar in character to the surrounding countryside. During the second half of the twentieth century the density of settlement gradually increased due to the construction of new dwellings and the expansion of existing farms.
- 098 Lighthouse Corner is a residential settlement, which has a postbox. Located on the B9050 road to Kirkwall, it has a regular bus service to Kirkwall.

### FLOODING/WATER DRAINAGE

- 099 There is a drainage ditch at the south end of the settlement.
- 100 Public sewerage is not available.

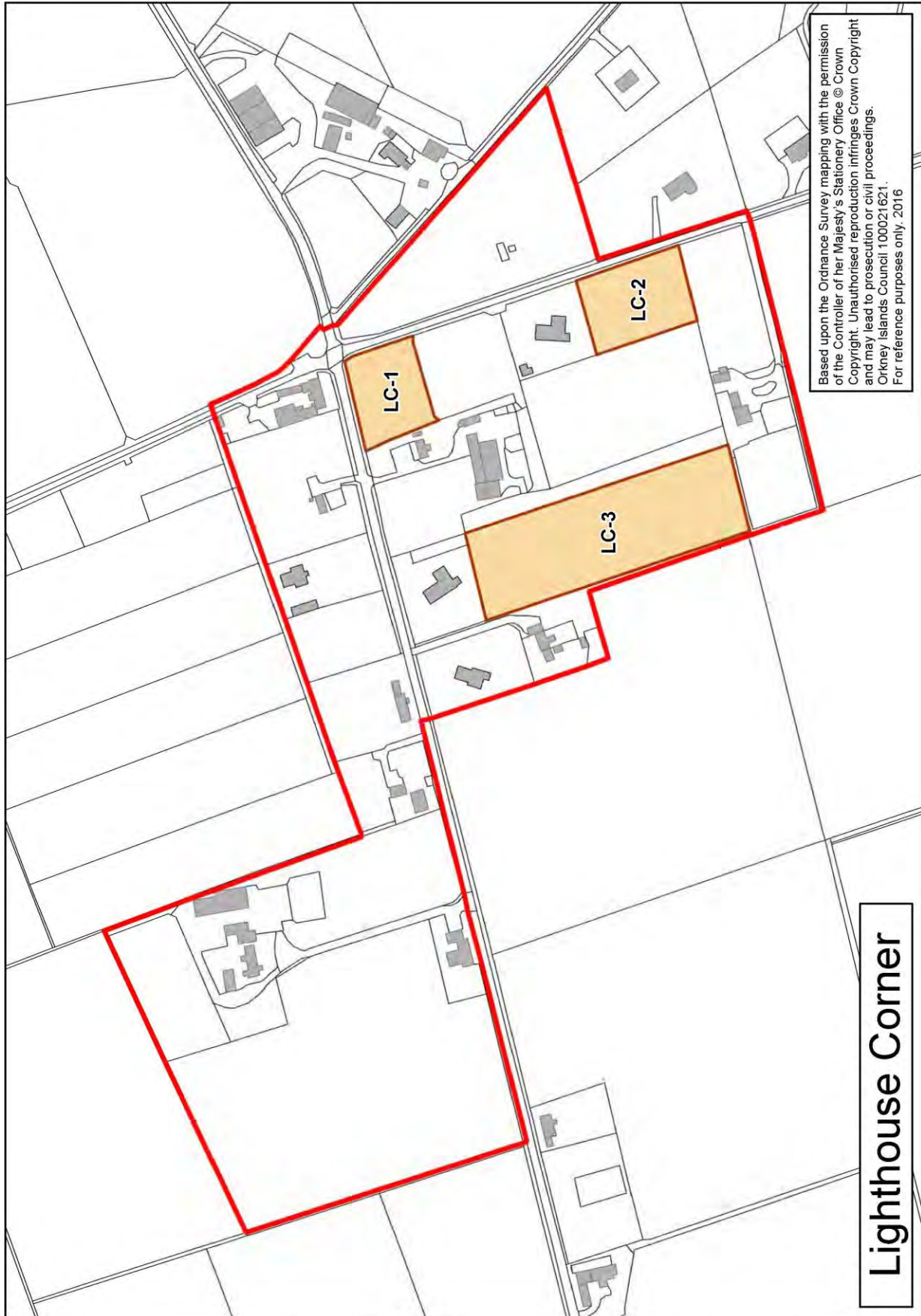
### DESIGN GUIDANCE

- 101 Development in Lighthouse Corner should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>LC-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 1 house.</li> </ul>	
<b>LC-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	A 3" AC water main appears to run along the inside edge of the site where it borders the road. The developer should contact Scottish Water as early as possible to discuss how this asset may impact on how this site is developed.
<b>LC-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield .</li> <li>• 0.8 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	There is a water course adjacent to this site that, due to the site's elevation, is unlikely to pose a flood risk to the site.





## Lyron

### GENERAL DESCRIPTION

- 102 Lyron is a rural settlement in Rendall. It is a modern settlement: the only buildings which existed before 1900 are at Brookfield and Burnside. Development has mainly occurred since the mid-twentieth century, taking three forms: single dwellings along the main road; the community centre and sports pitch; and housing developments built around access roads.
- 103 Lyron is a residential settlement, with a community centre and playing fields. It is on the A966 coast road from Finstown to Birsay, and has a regular bus service to Kirkwall, Finstown and Birsay.

### FLOODING/WATER DRAINAGE

- 104 The Burn of Sweenalay flows adjacent to the southern boundary of the settlement.
- 105 Public sewerage is available in Lyron.

### DESIGN GUIDANCE

- 106 Development in Lyron should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>LY-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	<ul style="list-style-type: none"> <li>• The development of this site would benefit from improvements to the existing access track leading to the A966.</li> </ul>
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## Madras

### GENERAL DESCRIPTION

- 107 Madras is a rural settlement in Harray.
- 108 It is a modern settlement: the only buildings which existed before 1900 are at Madras House. Development has mainly occurred since the mid-twentieth century, in the form of single dwellings along the main road and a small housing development adjacent to Madras House.
- 109 Madras is a residential settlement, with a tearoom and a shop. It is built along the A986 main road between Kirkwall and Dounby, and has regular bus services to Dounby, Kirkwall and Stromness.

### FLOODING/WATER DRAINAGE

- 110 Parts of the settlement may be at risk from surface water flooding.
- 111 Public sewerage is not available.

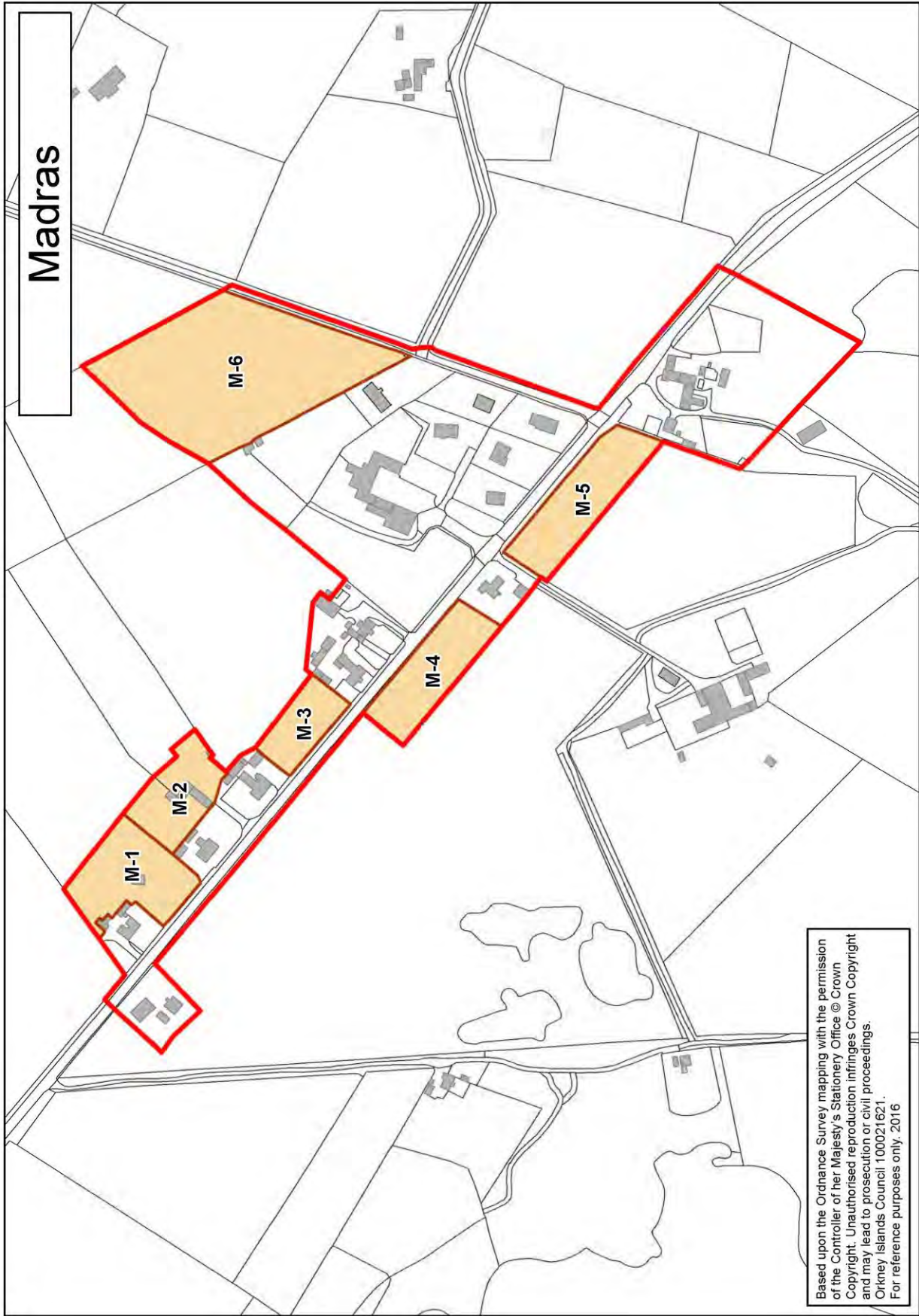
### DESIGN GUIDANCE

- 112 Development in Madras should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>M-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.3 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Allocations M-1, M-2 and M-3 require upgrades to the existing access points onto the A986. There is a potential surface water flood risk for this site.</p>
<p><b>M-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.2 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Allocations M-1, M-2 and M-3 require upgrades to the existing access points onto the A986.</p>
<p><b>M-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Allocations M-1, M-2 and M-3 require upgrades to the existing access points onto the A986.</p>

<p><b>M-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	<p>There is a 6"AC and 250mm HEP30 water main within this site. The developer should contact Scottish Water as early as possible to find out the impact of these assets on the development of this site.</p>
<p><b>M-5</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>There is a 4"AC and 250mm HEP30 water main within this site. The developer should contact Scottish Water as early as possible to find out the impact of these assets on the development of this site.</p>
<p><b>M-6</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 9 houses.</li> </ul>	<p>The development of this site would require the junction of the unclassified Corston Road to be improved. Visibility at this section of the A986 is restricted due to the bend and blind summit to the south east of the junction. There is a surface water flood risk for a small part of this site.</p>



## Norseman

### GENERAL DESCRIPTION

- 113 Norseman is a rural settlement on the boundary of Rendall and Firth. Prior to the twentieth century development in this area was limited to a few scattered houses along the west side of the road; later development took the form of individual dwellings along the road and the small development opposite the Lyde Road.
- 114 Norseman is a residential settlement, which has a garage and a phone box. It is located along the A966 coastal road from Finstown to Birsay, and has a regular bus service to Kirkwall, Finstown, Tingwall and Birsay.

### FLOODING/WATER DRAINAGE

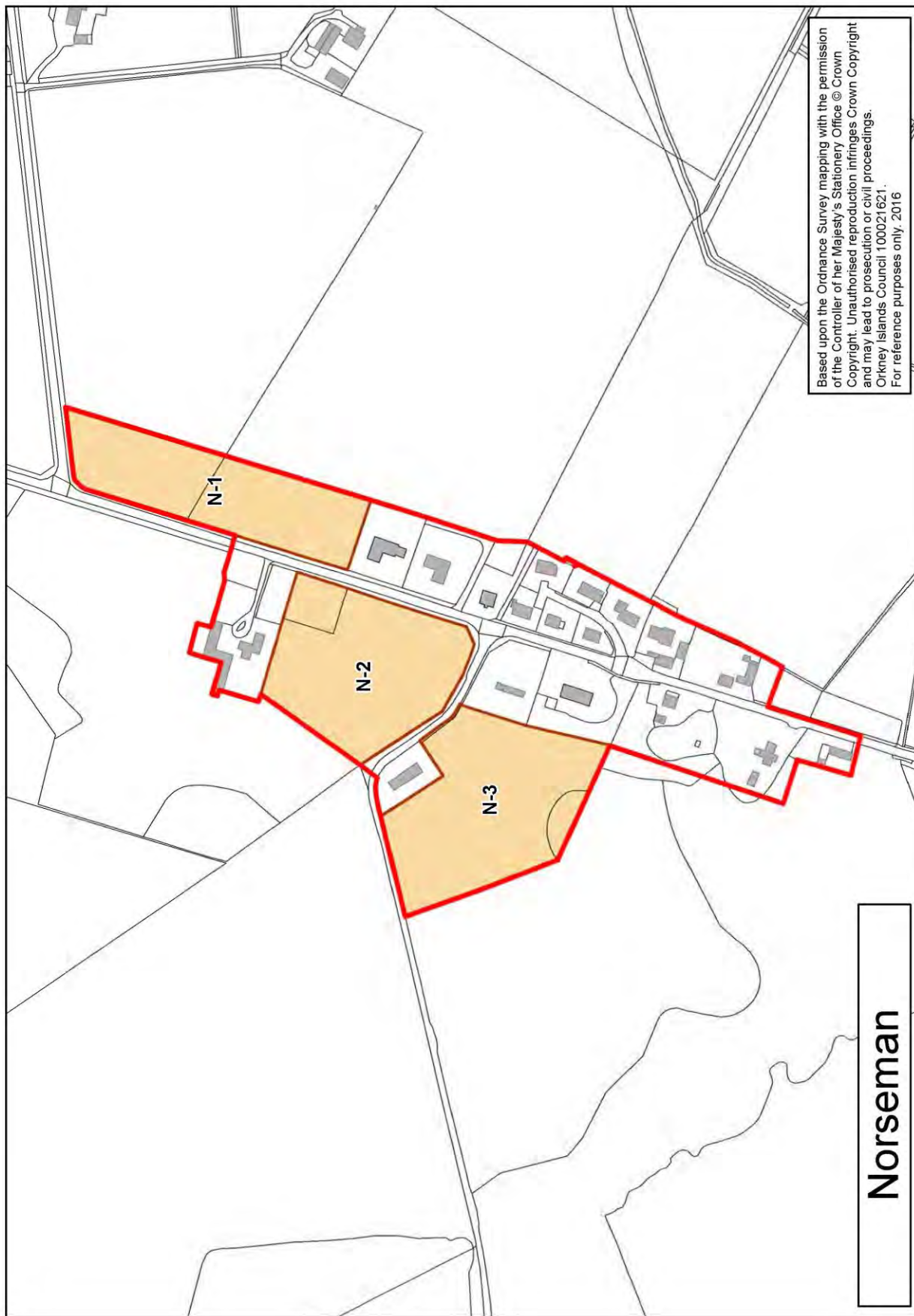
- 115 There are numerous drainage ditches around the settlement boundary.
- 116 Public sewerage is available.

### DESIGN GUIDANCE

- 117 Development in Norseman should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>N-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>There is a 225mm HPPE water main inside the west edge of the site, running alongside the road. The developer should contact Scottish Water as early as possible to discuss whether this will have an impact on the development.</p>
<p><b>N-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.1 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>There is water feature adjacent to the site; drainage on this low lying flat site should be carefully considered.</p>
<p><b>N-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.2 ha.</li> <li>• Capacity for 11 houses.</li> </ul>	<p>There is water feature adjacent to the site; drainage on this low lying flat site should be carefully considered.</p>



## Orphir Village

### GENERAL DESCRIPTION

- 118 Orphir Village is the main settlement in Orphir. It originated as a small service centre with a church and post office in the nineteenth century, centred around the junction of the main road and the road to the Bu of Orphir. The settlement grew gradually, increasing in importance following the relocation of the school from Scorradaie in the late twentieth century.
- 119 Orphir Village is a residential and service centre serving the local area, with a primary school, a church, post office and pub. The settlement is built along the A964 main road from Kirkwall to Stromness (via Orphir), and has a regular bus service to Kirkwall and Houton.

### FLOODING/WATER DRAINAGE

- 120 The Burn of Swanbister flows through the centre of the village. There are numerous drainage channels within the settlement boundary.
- 121 Early discussions with Scottish Water are recommended.

### DESIGN GUIDANCE

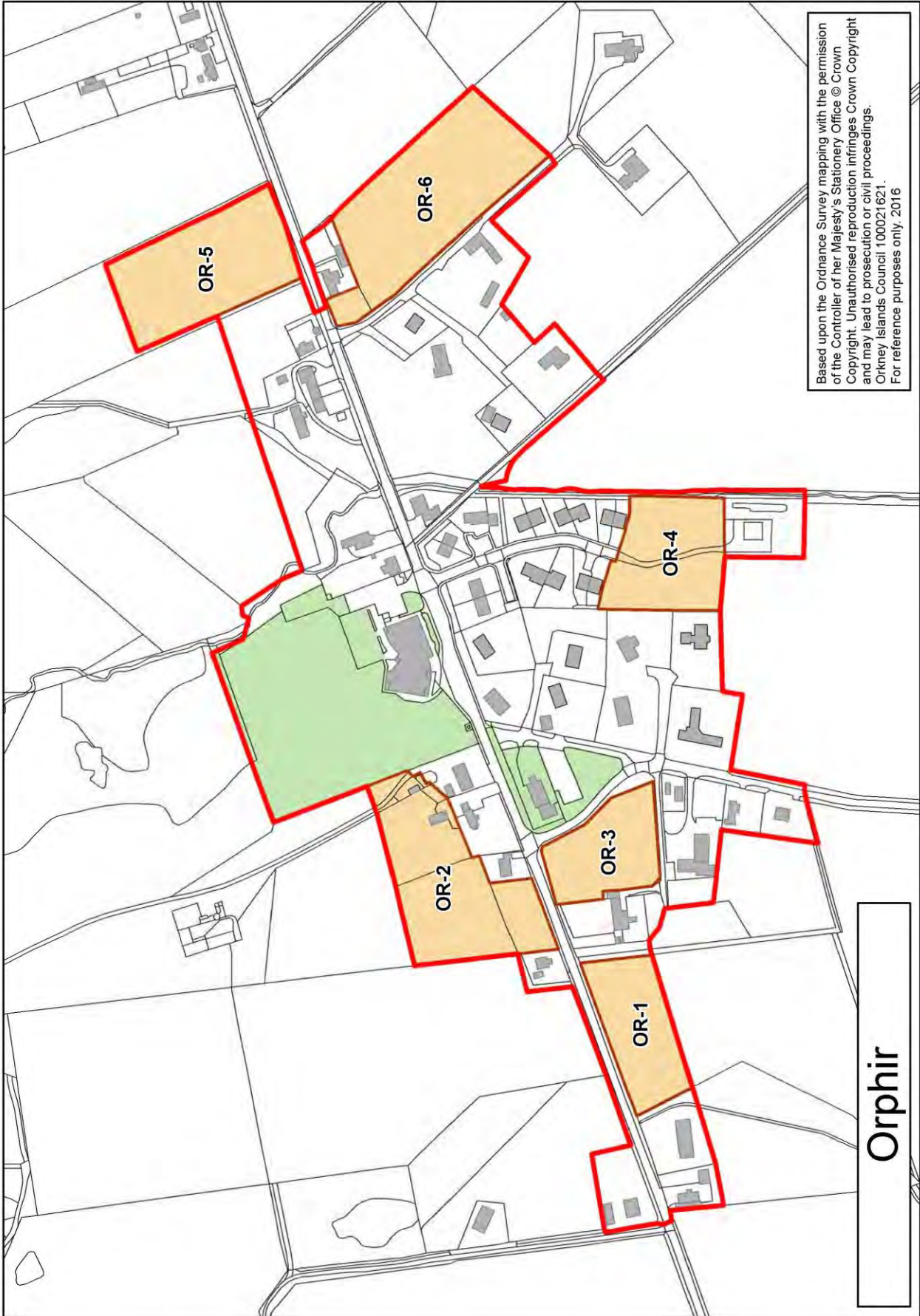
- 122 Development in Orphir Village should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development for greenfield sites.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>OR-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.4 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	<p>This allocation is approximately 150m from public sewer network, so it may not be economically feasible for it to connect.</p> <p>There is a water course on the boundary of the site. There should be an appropriate development free buffer around this feature to allow for the potential flood risk.</p>
<b>OR-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.8 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	
<b>OR-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> </ul>	Several service pipes cross this site

	<ul style="list-style-type: none"> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	connecting existing properties to the public water network. Any diversion to private service pipes would need the approval of the property owners.
<b>OR-4</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	Orphir Waste Water Treatment Works is adjacent to this site. Infrastructure for this works has been located within the access road. The developer should contact Scottish Water as early as possible to find out how this could have an impact on developing this site. A number of service pipes cross this site connecting existing properties to the public water network. Any diversion to private service pipes would need the approval of the property owners. The Burn of Swanbister runs on the boundary of this site. A development-free buffer zone around this water feature will allow for flooding; alternatively a Flood Risk Assessment would be required to justify development within a low lying part of the site that is close to the water course.
<b>OR-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.7 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	This site is located approximately 150m from the public sewer network. Several service pipes cross this site connecting existing properties to the public water network. Any diversion to private service pipes would need the approval of the property owners. There is a small water course on the boundary and a well on the site. These features should be considered in the development of the site including the possible provision of a development-free buffer around the water course.
<b>OR-6</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	This site is located approximately 150m from the public sewer network.





## Quoyloo

### GENERAL DESCRIPTION

- 123 Quoyloo is a village in Sandwick. It was historically known as the township of Scarwell, which consisted of scattered housing around the roads in this area. From the mid-twentieth century the area has been developed for individual dwellings, with a service centre at the road junction in the centre of the settlement.
- 124 Quoyloo is a residential settlement, with a shop, petrol pumps, garage and phone box. Quoyloo is centred on the junction between the B9056 Birsay - Skail road and a link road to the A967 Stromness - Birsay road, and has a regular bus service to Kirkwall and Stromness.
- 125 The village lies within the Inner Sensitive Zone of the Heart of Neolithic Orkney World Heritage Site.

### FLOODING/WATER DRAINAGE

- 126 There are a number of drainage ditches within the settlement.
- 127 Limited public sewerage is available. Early discussions with Scottish Water are recommended.

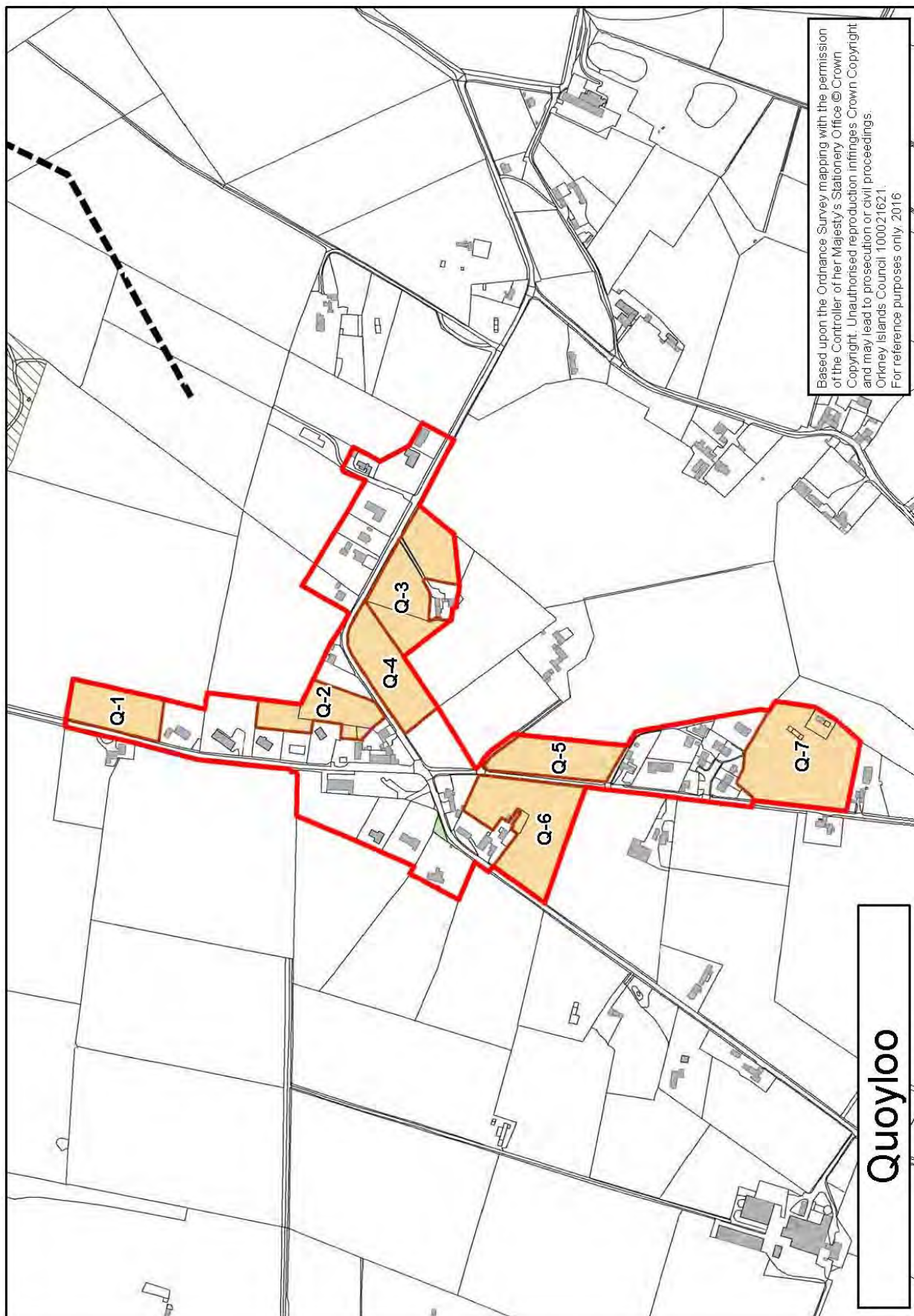
### DESIGN GUIDANCE

- 128 Development in Quoyloo should ensure that the settlement retains its distinctive rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>Q-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.4 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Site is located over 350m from the public sewer network, so it may not be economically feasible to connect.</p>
<p><b>Q-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>Site is located over 350m from the public sewer network, so it may not be economically feasible to connect. There is a drainage ditch along the boundary of this allocation that may be culverted. This will be required to be investigated as part of the drainage design of this allocation.</p>

<p><b>Q-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>Site is located over 350m from the public sewer network, so it may not be economically feasible to connect.</p> <p>There is supply pipe crossing this site which connects Iverack to the public water network. Any diversion to private service pipes would need the approval of the property owners.</p>
<p><b>Q-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.6 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	<p>Site is located approximately 350m from the public sewer network, so it may not be economically feasible to connect. There is a water feature going through the site that is possibly culverted. Site layout and drainage arrangements should be carefully considered to ensure risk from surface water is adequately mitigated.</p>
<p><b>Q-5</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	
<p><b>Q-6</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 11 houses.</li> </ul>	<p>Vehicular access should be provided from the B9056 and Bristol Road. Site is located over 200m from the public sewer network.</p>
<p><b>Q-7</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed for housing; buildings to be retained are noted here.</li> <li>• 1.1 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	<p>There are the stone-built remains of the Quarrybanks farmstead on the site which should be retained within any development. Quoyloo Waste Water Treatment Works is located in the north-west corner of this site. The developer should contact Scottish Water as early as possible to discuss what impact this could have on the development of this site.</p>





## Scapa Brae

### GENERAL DESCRIPTION

- 129 Scapa Brae is a rural settlement in St Ola. It has developed through the nineteenth and twentieth centuries along the Orphir-Kirkwall road. The majority of development has been individual houses; there has also been some commercial and light industrial development.
- 130 Scapa Brae is a residential settlement with a number of services, including garages and a restaurant. It lies along the A964 main road from Kirkwall to Stromness (via Orphir), and has a regular bus service to Kirkwall and Houton.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 131 A cist containing human remains is known to exist in the vicinity of Foveran.

### FLOODING/WATER DRAINAGE

- 132 The Burn of Cottland runs through the north-east of the settlement, and there are a number of drainage ditches within or adjacent to the settlement boundary.
- 133 Public sewerage is not available.

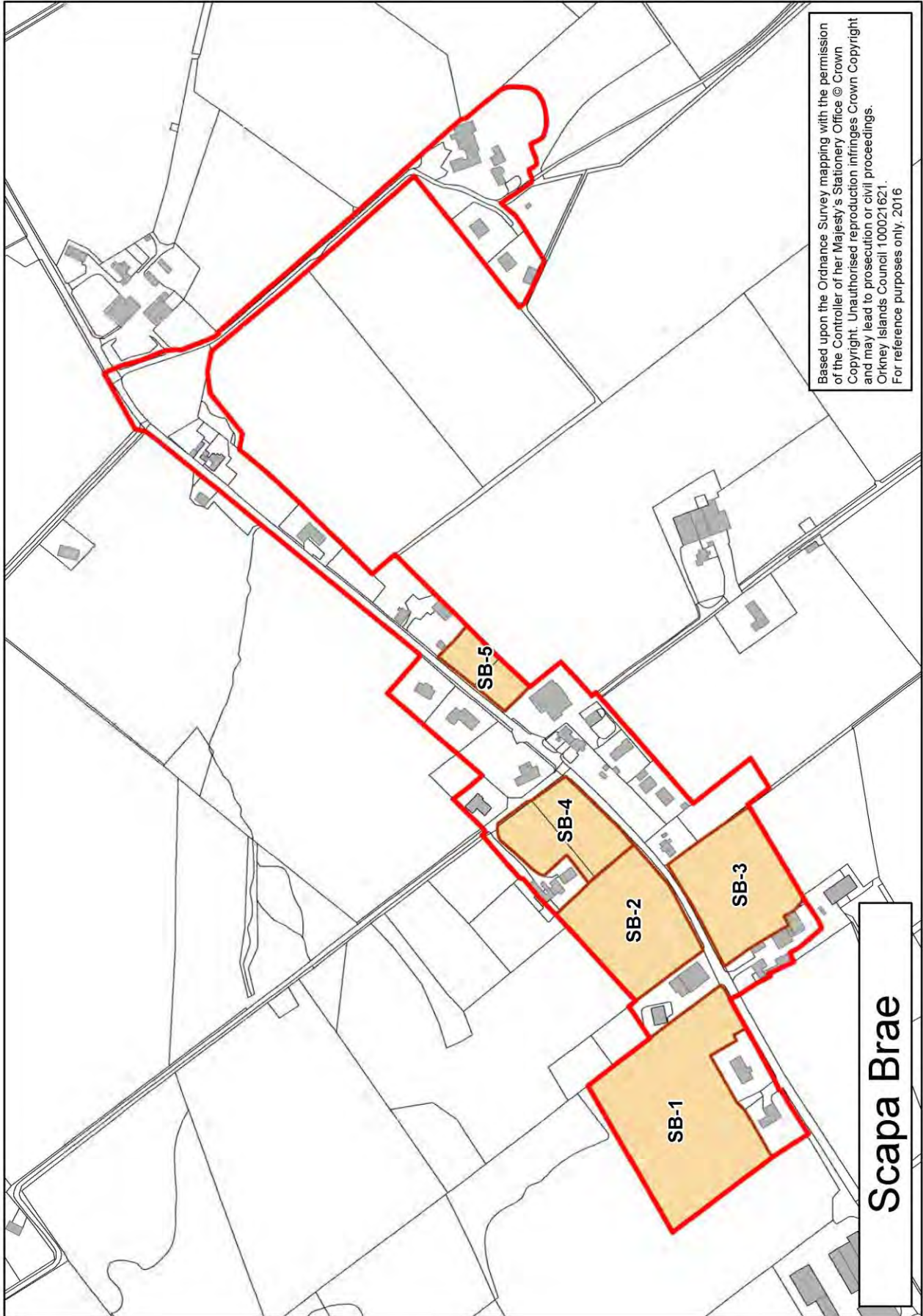
### DESIGN GUIDANCE

- 134 Development in Scapa Brae should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>SB-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.4 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	<p>There is a 300mm trunk water main which appears to be inside the site boundary, running alongside the road. It is unlikely that this will be able to be diverted. The developer should contact Scottish Water as early as possible to discuss how this will impact on how the site can be developed. A Pressure Reducing Valve will be required if the development is to connect directly to the trunk main.</p>
<b>SB-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.7 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	<p>There is a 300mm trunk water main which appears to be inside the site boundary, running alongside the road. It is unlikely that this will be able to be diverted. The developer should contact Scottish Water</p>

		as early as possible to discuss how this will impact on how the site can be developed. A Pressure Reducing Valve will be required if the development is to connect directly to the trunk main.
<b>SB-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.7 ha.</li> <li>• Capacity for 4 houses.</li> </ul>	There is an 8" AC water main which appears to be inside the site boundary, running alongside the road. The developer should contact Scottish Water as early as possible to discuss whether this asset could have an impact on the development of this site.
<b>SB-4</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	There is a 300mm trunk water main which appears to be inside the site boundary, running alongside the road. It is unlikely that this will be able to be diverted. The developer should contact Scottish Water as early as possible to discuss how this will impact on how the site can be developed. A Pressure Reducing Valve will be required if the development is to connect directly to the trunk main.
<b>SB-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	There is an 8" AC water main which appears to be inside the site boundary, running alongside the road. The developer should contact Scottish Water as early as possible to discuss whether this asset could have an impact on the development of this site. There is also a private service pipe crossing this site, connecting the property to the south east to the water main in the road. Any diversion to private service pipes would need the approval of the property owners.





## Scorradale

### GENERAL DESCRIPTION

- 135 Scorradale is a rural settlement in Orphir. This area developed during the nineteenth and twentieth centuries as low density scattered housing, sited along the Scorradale Road and Petticoat Lane. The historic focal point of the settlement was the area around the school and the inn; development is now concentrated around the junction of the A964.
- 136 Scorradale is located just off the A964 main road between Kirkwall and Stromness (via Houton) and has a regular bus service to Houton and Kirkwall.

### FLOODING/WATER DRAINAGE

- 137 There are numerous drainage ditches within the settlement.
- 138 There is a small waste water treatment works on Petticoat Lane.

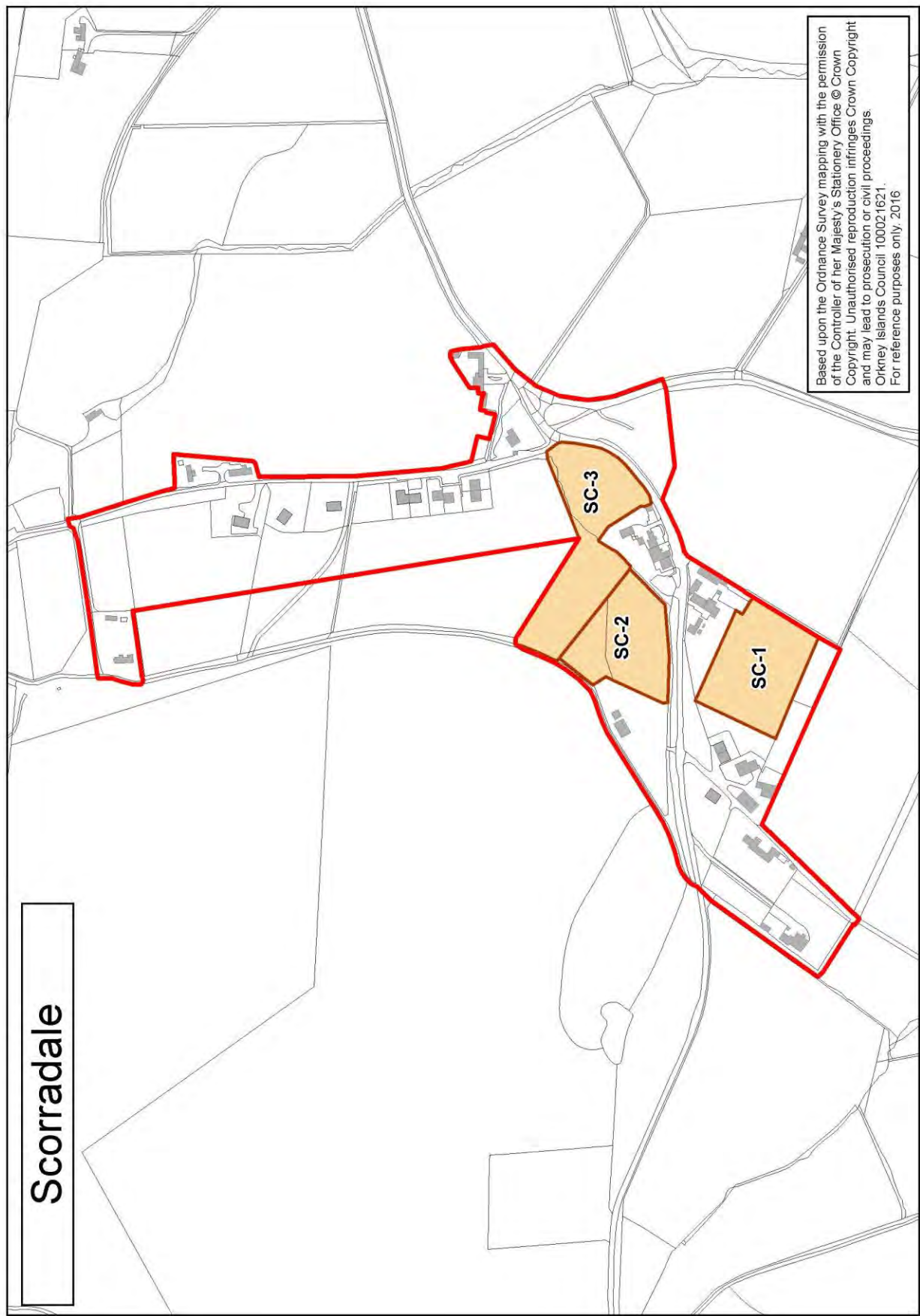
### DESIGN GUIDANCE

- 139 Development in Scorradale should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties
  - Avoiding urban and suburban types of development
  - Repairing and retaining historic and landscape features such as stone boundary dykes
  - Providing pedestrian access to local footpaths, public transport and services

### HOUSING ALLOCATIONS

<b>SC-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.7 hectares.</li> <li>• Capacity for 10 houses.</li> </ul>	A development brief would be required for this allocation There is a water course adjacent to the site, but due to the topography of the site, this water course is unlikely to pose a risk to the site.
<b>SC-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.6 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	Petticoat Lane Sewage Treatment is a small works which is located approximately 200m from this site. The developer should contact Scottish Water as early as possible to discuss whether a connection to the public sewer network is economically feasible. There is a water course going through this site and a Flood Risk Assessment may be required to establish and assess the flood risk and the effect on development layout and design.
<b>SC-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> </ul>	There is a water course going through this site and a Flood Risk Assessment may be required to establish and assess the flood

	<ul style="list-style-type: none"> <li>Capacity for 3 houses; note that due to the topography the upper part of this allocation is unlikely to be suitable for development.</li> </ul>	<p>risk and the effect on development layout and design. Petticoat Lane Sewage Treatment is a small works which is located approximately 200m from this site. The developer should contact Scottish Water as early as possible to discuss whether a connection to the public sewer network is economically feasible. This allocation is semi-improved grassland and is likely to support a wider range of flowering species, as well as small mammals such as the Orkney vole.</p>
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## St Margaret's Hope

### GENERAL DESCRIPTION

- 140 St Margaret's Hope is a village in South Ronaldsay, and is one of the largest settlements in Orkney. The area has been inhabited since the Norse period; the present core of the village, based around Front Road, Back Road and Cromarty Square, developed in the nineteenth and early twentieth centuries as a centre for herring fishery. Modern development has mainly consisted of housing developments around this core, including to the west of Cromarty Square, at the east end of Marengo Road, and around St Margaret's Road, which was built to the south of the village core in 2009 to provide better access for through traffic to the pier.
- 141 St Margaret's Hope is the largest settlement in South Ronaldsay, and as such acts as a local service centre, providing goods and services to the immediate area. It is also a key transport hub for freight and passengers travelling between Caithness and Orkney. The village is situated adjacent to the A961, which links it to Burray and Mainland Orkney via the Churchill Barriers. It is well served by regular direct bus links to Kirkwall and Stromness. The village pier is the terminus for a roll-on, roll-off vehicle ferry to Gill's Bay, Caithness, which is one of the primary access routes to the county from mainland Scotland.
- 142 Facilities and amenities include a primary school, a church, a bowling green, a play area, a doctors' surgery, a care home, various shops, a café, a post office, a restaurant and hotels.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 143 The centre of St Margaret's Hope is a conservation area. The remains of a medieval chapel are believed to lie on the north side of School Road, in an area now largely redeveloped; there is the possibility that human remains may be found in this vicinity.
- 144 There are a number of listed buildings along Front Road, and along the pier road at Smiddybanks.

### NATURAL HERITAGE

- 145 Bats may be present in the village and there is potential for the animals to establish roosts in buildings or mature trees.
- 146 There is a Tree Preservation Order in place in St Margaret's Hope covering a large number of trees throughout the settlement.

### FLOODING/WATER DRAINAGE

- 147 St Margaret's Hope is subject to coastal flooding along the shoreline throughout the settlement, including Front Road. A canalised burn runs through the north-east corner of the village. A burn runs from the south-east of the settlement across the golf course, and then flows through a culvert under Cromarty Square into the sea.
- 148 Public sewerage is available in St Margaret's Hope; a Waste Water Treatment Works is located at the far north-east of the settlement.

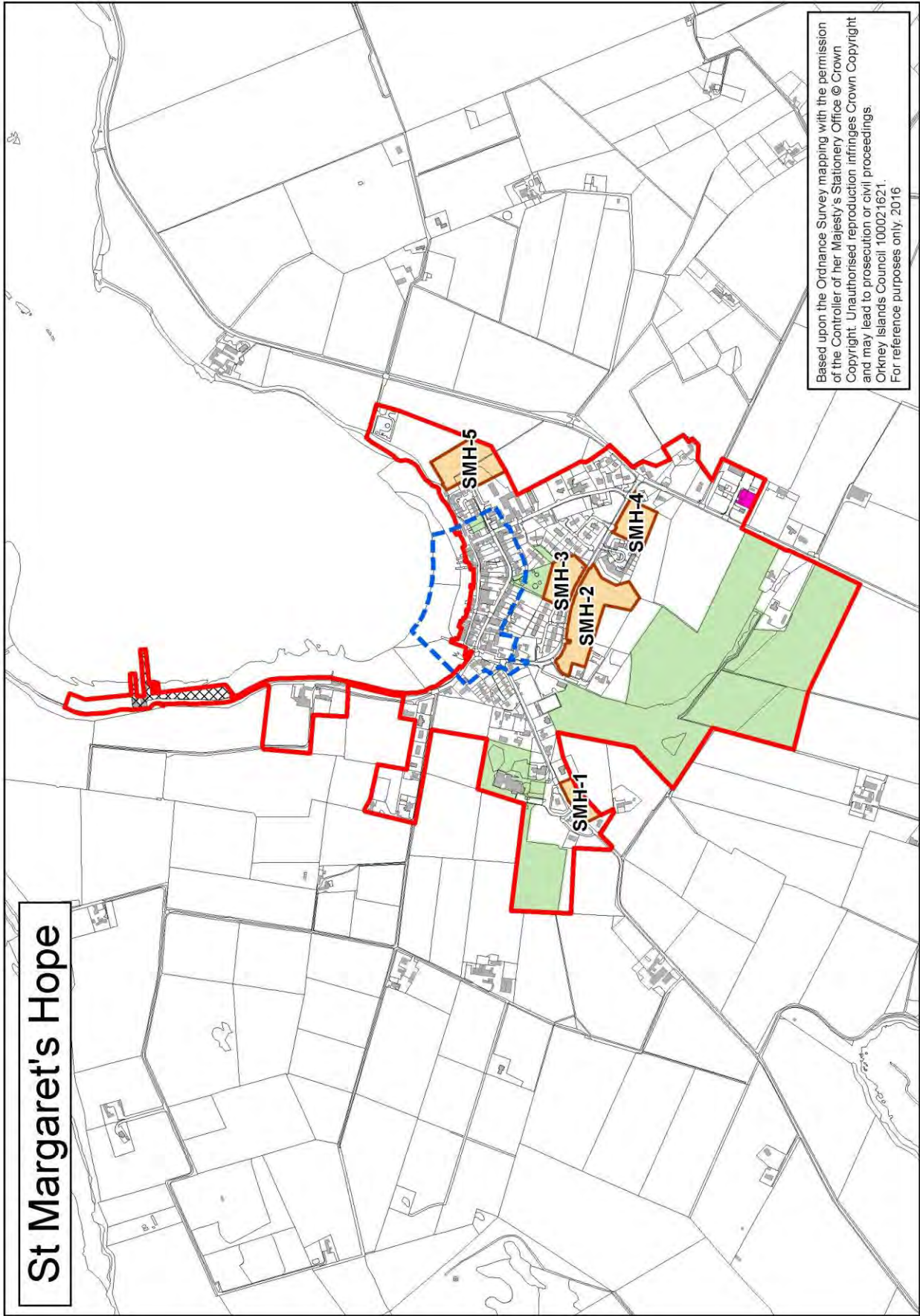
## DESIGN GUIDANCE

- 149 A Masterplan for St Margaret’s Hope has been produced and was adopted in 2016; it will be reviewed and updated throughout the lifetime of this Plan. The most up-to-date version is a material consideration for planning applications.
- 150 The urban design strategy for St Margaret’s Hope set out in the Masterplan is summarised below:
- Development should enhance the quality and character of public spaces by:
    - Ensuring streets are well designed, with building frontages defining high-quality places, particularly along St Margaret’s Road.
    - Providing extensive pedestrian and cycle access and introducing measures to improve traffic flows.
  - Development should support the village centre, particularly by promoting good management of the conservation area.

## HOUSING ALLOCATIONS

<b>SMH-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	
<b>SMH-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.6 ha.</li> <li>• Capacity for 28 houses.</li> </ul>	There is a water feature within, adjacent or on the boundary of this site. An appropriate development-free buffer may be required to allow for any flood risk.
<b>SMH-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.6 ha.</li> <li>• Capacity for 12 houses.</li> </ul>	
<b>SMH-4</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 9 houses.</li> </ul>	
<b>SMH-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• This allocation includes part of an industrial/commercial yard area, part of an agricultural field, and part of the Marengo Road housing development.</li> <li>• 1 ha.</li> <li>• Capacity for 12 houses.</li> </ul>	A development brief would be required for this allocation. Note that a public sewer crosses this site from Marengo Road to the Waste Water Treatment Works to the north-east. There is a coastal flooding risk on the adjacent land. The lower coastal part of the site should be free from development to allow for this potential risk. There is a water course going through the site that maybe partly culverted. An appropriate development-free buffer zone will be required around

		<p>this water course to allow for a potential flood risk. Access should be taken from Marengo Road, either directly or via the yard in the south-west corner of the allocation. Any development should include access provision through the site to the north-east to allow for future expansion.</p>
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## St Mary's

### GENERAL DESCRIPTION

- 151 St Mary's is a village in Holm. It developed as a fishing village in the nineteenth and early twentieth centuries, primarily in the herring trade. After the sealing of Holm Sound during the First and Second World Wars this industry declined sharply, although the construction of the Churchill Barriers did temporarily expand the settlement during the early 1940s to provide accommodation and logistics facilities. During the second half of the twentieth and the early twenty-first centuries the village expanded significantly through the redevelopment of former military sites, a growth in housing and some commercial development.
- 152 St Mary's is a residential and service centre for the local area. Facilities include a post office, a shop, a community hall, a play park, a restaurant, a football pitch and a pier. It is located along the A961 main road between Kirkwall and St Margaret's Hope, and has a regular bus service to St Margaret's Hope, Kirkwall and Stromness.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 153 Listed buildings in St Mary's are the Corn Store on the shore, the pier, the former temperance hall and Elrose.

### NATURAL HERITAGE

- 154 The Loch of Ayre is a Local Nature Conservation Site.

### FLOODING/WATER DRAINAGE

- 155 Parts of the village may be at risk from coastal, drainage and surface water flooding. A culverted burn runs through the settlement, meeting the sea east of the pier.
- 156 Public sewerage is available.

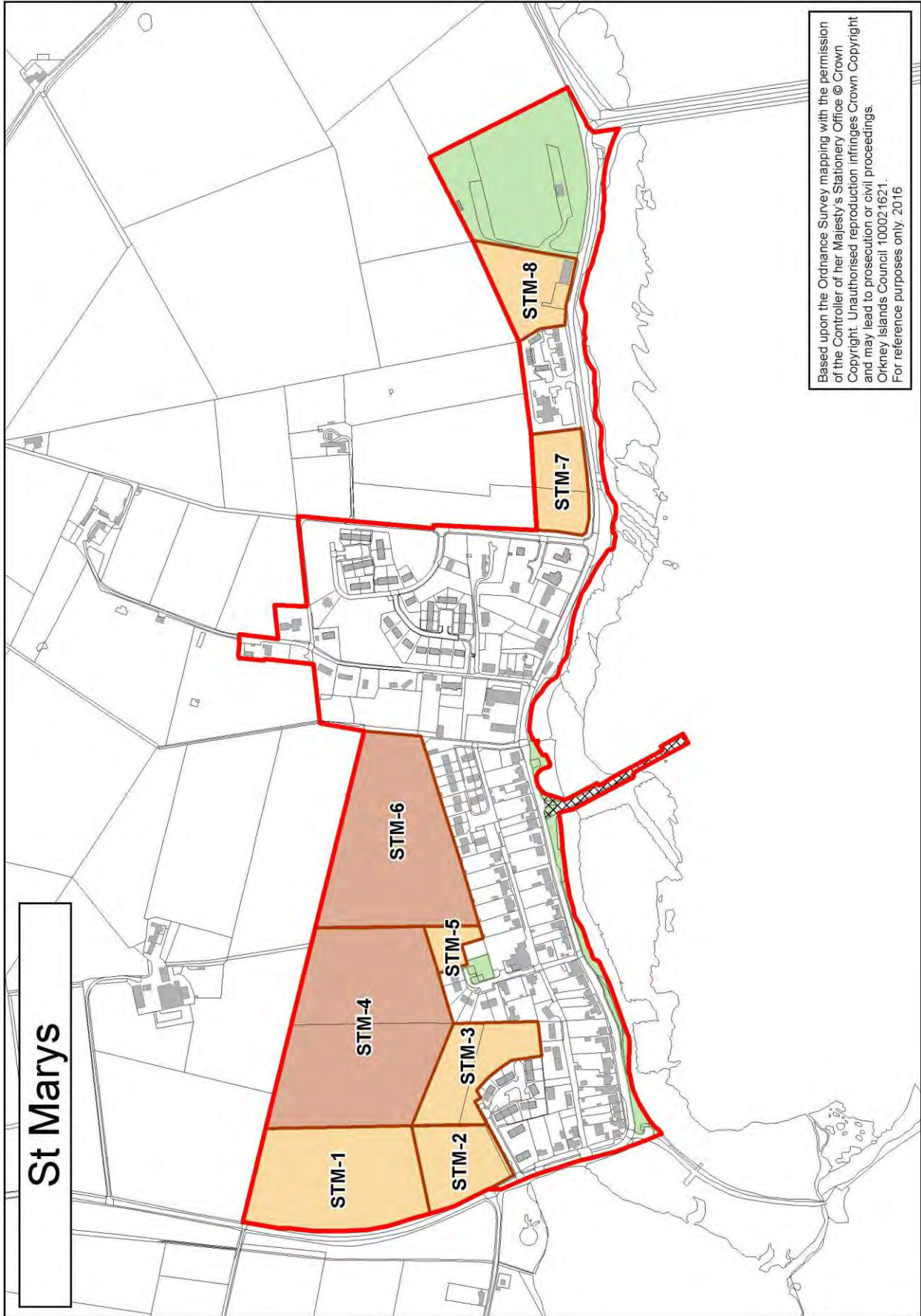
### DESIGN GUIDANCE

- 157 Development in St Mary's should ensure that the settlement retains its distinctive rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.
  - Preserving and extending the settlement's grid pattern.
- 158 Over a ten year period a Masterplan may be produced for St Mary's due to the large capacity of housing allocations relative to the size of the existing settlement.

## HOUSING ALLOCATIONS

<p><b>STM-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.5 ha.</li> <li>• Capacity for 40 houses.</li> </ul>	<p>A development brief would be required for this allocation. A new access road from the A961 would be required for sites STM-1, STM-4 and STM-6. This would include an extension to the existing footway network. Vehicular access should be provided from allocations STM-2 and STM-4. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>STM-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 15 houses.</li> </ul>	<p>A development brief would be required for this allocation. Development of this allocation should not have an adverse impact on the setting of the Loch of Ayre broch, a scheduled monument. Vehicular access should be provided from the A961 or Park of Ayre, and allocations STM-1 and STM-3. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>STM-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.1 ha.</li> <li>• Capacity for 18 houses.</li> </ul>	<p>A development brief would be required for this allocation. Vehicular access should be provided from Park of Ayre, and allocations STM-2 and STM-4. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>STM-4</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 4.3 ha.</li> <li>• Capacity for 70 houses.</li> </ul>	<p>A development brief would be required for this allocation. A new access road from the A961 would be required for sites STM-1, STM-4 and STM-6. This would include an extension to the existing footway network. Vehicular access should be provided from allocations STM-1, STM-3, STM-5 and STM-6. All necessary infrastructure connectivity for neighbouring allocations must be provided.</p>
<p><b>STM-5</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> </ul>	<p>Vehicular access should be provided from Graeme Park and allocations STM-4 and STM-6. All necessary infrastructure</p>

	<ul style="list-style-type: none"> <li>• Capacity for 3 houses.</li> </ul>	connectivity for neighbouring allocations must be provided.
<b>STM-6</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 3.2 ha.</li> <li>• Capacity for 50 houses.</li> </ul>	A development brief would be required for this allocation. A new access road from the A961 would be required for sites STM-1, STM-4 and STM-6. This would include an extension to the existing footway network. Vehicular access should be provided from Station Square and allocations STM-4 and STM-5. There is a water feature on the boundary of the site with a potential flood risk. Development on the site could increase flood risks elsewhere. There should be an appropriate development-free buffer around this water feature; otherwise development on the low lying part of the site near to this water course should be supported by a Flood Risk Assessment.
<b>STM-7</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.8 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	Vehicular access must be provided from Breckan Brae or the A961.
<b>STM-8</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> <li>• 0.9 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	An 8" AC water main crosses this site. The developer should contact Scottish Water as early as possible to discuss whether a diversion would be permitted, if required. A new access road from the A961 would be required. This would include an extension to the existing footway network. There is an identified coastal flooding risk adjacent to the site; development of low-lying parts of the site near the coast should be avoided.



## Stenness Village

### GENERAL DESCRIPTION

- 159 Stenness Village is the main settlement in Stenness parish. It originated in the nineteenth century as a focal point for services in the parish, with a school and church near the junction of the Ireland Road and the main Kirkwall-Stromness road. During the twentieth century this role developed, with a new school, care facility and commercial premises being constructed, along with housing.
- 160 Stenness Village has a primary school, shop, ice cream parlour and garage. The village is located on the A965 main road between Kirkwall and Stromness, and has a regular bus service to Kirkwall and Stromness.
- 161 The village lies within the Hoy and West Mainland National Scenic Area and the Inner Sensitive Zone of the Heart of Neolithic Orkney World Heritage Site.
- 162 Stenness Village has a strategic location for tourism-related development, and there is potential for visitor centres, parking and other commercial or infrastructure development connected to tourism within the settlement.

### NATURAL HERITAGE

- 163 Loch of Stenness is a Special Area of Conservation (SAC) and is vulnerable to the effects of nutrient enrichment. The Stenness reedbed will require investment to improve the quality of discharged water, in order to allow further development to connect to the Waste Water Treatment Works.

### FLOODING/WATER DRAINAGE

- 164 Parts of the settlement may be at risk of drainage flooding. The Little Burn passes through the settlement, along with several drainage ditches.
- 165 Limited public sewerage is available.

### ROADS

- 166 No new individual accesses will be permitted onto the A965.

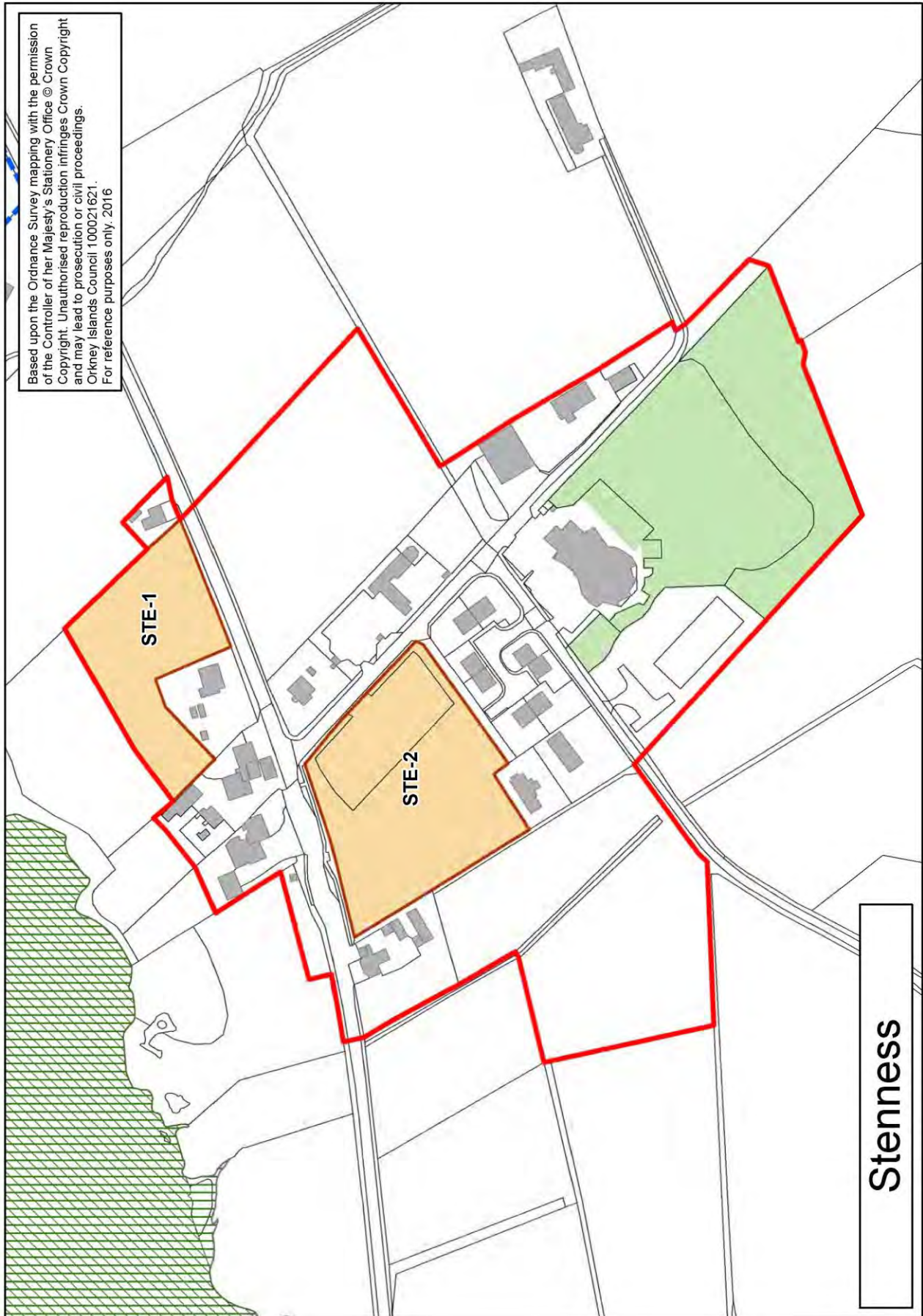
### DESIGN GUIDANCE

- 167 Development in Stenness Village should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development on greenfield sites.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

HOUSING ALLOCATIONS

<p><b>STE-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	
<p><b>STE-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing surfacing would not be required.</li> <li>• 0.9 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required for this allocation. There is an area of species-rich grassland within this allocation that should be incorporated into any future development. There is a 180mm HPPE water main within the site boundary, running alongside the road to the east boundary of site. The developer should contact Scottish Water as early as possible to discuss whether this development will have an impact on existing infrastructure. This site has an identified surface water flood risk.</p>





## Stromness

### GENERAL DESCRIPTION

- 168 Stromness is a town in the parish of the same name, and is the largest settlement in the West Mainland.
- 169 The modern settlement of Stromness began as a trading port established on the west shore of Hamnavoe, which rapidly expanded along the coast during the eighteenth and nineteenth centuries. During the twentieth and early twenty-first centuries the town expanded in area as industry, services and housing sought open sites outwith the dense historic core. The land uphill from the town centre has been extensively used for housing, and services and residential development have extended along the A965 to the north of Hamnavoe. In addition, the north and east shores of Hamnavoe have been developed for housing, services, and increasingly for industry, including the new pier at Copland's Dock.
- 170 Stromness is the main residential and service centre for the West Mainland, and is a major transport hub for Orkney. It is situated at one end of the A965 main road to Kirkwall, and has regular bus services to Kirkwall, St Margaret's Hope, Houton and Dounby. It is also the terminus for the vehicle ferry to Scrabster, and the passenger ferry to Hoy and Graemsay.
- 171 Facilities in Stromness include a wide range of shops and services, including an art gallery, museum, library, police station, several hotels, primary and secondary schools and a supermarket.
- 172 Stromness is located within the Hoy and West Mainland National Scenic Area, and a sensitive ridgeline for the Heart of Neolithic Orkney World Heritage Site falls within the settlement boundary.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 173 Central Stromness is a conservation area. Ness Battery and its associated gun emplacements, at the south end of the settlement, are scheduled monuments. There are over 150 listed buildings in Stromness, most of them in the town centre along the main streets.

### NATURAL HERITAGE

- 174 Bats may be present in Stromness and there is potential for the animals to establish roosts in buildings or mature trees.

### FLOODING/WATER DRAINAGE

- 175 Parts of Stromness may be at risk from fluvial and coastal flooding. The Mill Burn flows through the settlement to meet the sea at the head of Hamnavoe; the May Burn flows through the south end of the settlement. There are numerous drainage ditches and wells within the settlement.
- 176 Public sewerage is available.

## CONSULTATION ZONES

177 There is a Health and Safety Executive consultation zone around the North Pier.

## DESIGN GUIDANCE

178 An Urban Design Framework for Stromness has been produced and was adopted in 2009; it will be reviewed and updated throughout the lifetime of this Plan. The most up-to-date version is a material consideration for planning applications.

179 The urban design strategy for Stromness set out in the Urban Design Framework is summarised below:

- Development should enhance Stromness’s distinctive identity and sustainability as a settlement by:
  - Promoting good management of the conservation area
  - Ensuring new buildings fit in with the existing pattern of development
  - Providing a range of building uses and types in all areas of the town, and ensuring that buildings are flexible and adaptable to future uses
  - Repairing and retaining historic and landscape features such as stone boundary dykes
  - Preserving the rural character of the settlement’s periphery
- Development should respond to and take advantage of Stromness’s topography, whilst ensuring that it sits sympathetically in the landscape.
- Development should maximise opportunities for pedestrian and cycle connections to the town centre, particularly from the higher ground above the town and from the east side of Hamnavoe.

## HOUSING ALLOCATIONS

<p><b>STR-1</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.6 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>This site is included in the Hillside Road, Stromness development brief. Primary vehicular access should be provided from Hillside Park; the use of multiple connected accesses will be strongly encouraged. The Hillside Road Burn (partly culverted) runs along the southern boundary of the site. There is a requirement for an appropriate buffer around this water course that will remain free from development and allow for potential flood risk. Note that no construction would be allowed over culverts. A Flood Risk Assessment may be required for this site.</p>
<p><b>STR-2</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Part of this site has been developed; buildings to be retained are noted.</li> </ul>	<p>A development brief would be required for this allocation. Development of this site is likely to require the provision of a</p>

	<ul style="list-style-type: none"> <li>• 4.9 ha.</li> <li>• Capacity for 40 houses.</li> </ul>	<p>new access from Hillside Road, which would connect to Wardhill Road and/or Downies Lane. Sunnybank (17-18 Hillside Road) is a listed building; the building, its curtilage and its setting must be taken into account by any development on the site.</p>
<b>STR-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.2 ha.</li> <li>• Capacity for 25 houses.</li> </ul>	<p>A development brief would be required for this allocation. There are several combined sewers located within the site boundary. The developer should contact Scottish Water as early as possible to find out whether a diversion is required or if these assets will affect the layout of the development. The Hillside Road Burn runs through the site (partly culverted). There is a requirement for an appropriate buffer around this water course that will remain free from development and allow for potential flood risk. Note that no construction would be allowed over culverts. A Flood Risk Assessment may be required for this site. Provision should be made for vehicular access from North End Road which has the capacity to be connected to Cairston Road through allocation STR-5. The south edge of this site occupies a prominent location adjacent to the Market Green sports fields, which should be addressed appropriately by development proposals.</p>
<b>STR-4</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	
<b>STR-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	<p>Development of this allocation should include provision of vehicular access to allocation STR-3.</p>
<b>STR-6</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; the retention of existing structures would not be required.</li> </ul>	<p>A development brief would be required for this allocation. The Mill Burn runs through the site. There is a requirement</p>

	<ul style="list-style-type: none"> <li>• 0.7 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	<p>for an appropriate buffer around this water course that will remain free from development. A Flood Risk Assessment will be required for this site and areas at high risk of flooding should be avoided. Pedestrian access to the established open space to the west and south of the site should be provided.</p>
<b>STR-7</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 13 houses.</li> </ul>	<p>A development brief would be required for this allocation. The Mill Burn runs on the eastern boundary of the site. There are requirements to provide an appropriate buffer around this water course that will remain free from development and to allow for flooding. A Flood Risk Assessment may be required for this site where areas at high risk of flooding are not avoided.</p>
<b>STR-8</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.6 ha.</li> <li>• Capacity for a residential care facility and housing; assuming the care facility occupies 0.6ha capacity would be 30 houses.</li> </ul>	<p>This site is included in the Copland’s Dock development brief. Development of this allocation should not have an adverse impact on the setting of Garson House, a listed building.</p>
<b>STR-9</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Part of this site has been developed; buildings to be retained are noted below.</li> <li>• 2 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	<p>This site is included in the North End, Stromness development brief. There is a stone-built covered well on the site which should be retained within any development. This is also a groundwater feature that may have a flood risk.</p> <p>Proposals for this allocation should provide multiple vehicular and pedestrian access opportunities to North End Road and Back Road. Note that the steep gradient of the site is likely to be a significant factor in the design of proposals. Development of this allocation should not have an adverse impact on the setting of 22 North End Road, a listed building.</p>
<b>STR-10</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> </ul>	<p>This allocation is located on a sensitive</p>

	<ul style="list-style-type: none"><li>• Part of this site has been developed; the retention of existing structures would not be required.</li><li>• 1.3 ha.</li><li>• Capacity for 6 houses.</li></ul>	ridgeline for the Heart of Neolithic Orkney World Heritage Site. A 3" PVC water main runs alongside the road which runs through this site. The developer should contact Scottish Water as early as possible to discuss how this asset could impact on the development of this site.
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## LOW DENSITY HOUSING ALLOCATIONS

<b>STR-11</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Part of this site has been developed; buildings to be retained are noted here.</li> <li>• 1 ha.</li> <li>• Capacity for 7 houses.</li> </ul>	<p>There are a number of stone-built, traditional structures on the site which have historic and architectural merit. Their retention within a final proposal should be considered. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. Improvements to the road and the provision of pedestrian access to the town centre are a prerequisite of development on this allocation.</p>
<b>STR-12</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.6 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>Provision should be made for direct vehicular access to allocation STR-13, and for pedestrian access to the adjacent Marwick Playing Field. Improvements to the road and the provision of pedestrian access to the town centre are a prerequisite of development on this allocation. There is a stone-built covered well on the site which should be retained within any development. This is also a groundwater feature that may have a flood risk. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. Part of this site is currently a Community Garden; this use is temporary.</p>
<b>STR-13</b>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Greenfield.</li> <li>• 1 ha.</li> <li>• Capacity for 9 houses.</li> </ul>	<p>Provision should be made for direct vehicular access to allocation STR-12, and for pedestrian access to the adjacent Marwick Playing Field. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. Improvements to the road and the</p>

		<p>provision of pedestrian access to the town centre are a prerequisite of development on this allocation. A burn runs on the north-eastern boundary of the site. A Flood Risk Assessment may be required for the site to assess the site's flood risk and how development of this site will not have a negative effect on the flood risk further downstream where this burn is culverted.</p>
<b>STR-14</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area.</p> <p>Development of this allocation should not have an adverse impact on the setting of Ogalby, a listed building.</p>
<b>STR-15</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 1 house.</li> </ul>	<p>A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area.</p>
<b>STR-16</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.7 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required for this allocation. Flood risk information may be required to establish the potential for the development of this site to contribute to flooding elsewhere. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. Quildon Cottage and Quildon House (Back Road) are listed buildings; the buildings, their curtilages and their settings must be taken into account by any development on the site.</p>
<b>STR-17</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 4.8 ha.</li> <li>• Capacity for 10 houses.</li> </ul>	<p>A development brief would be required for this allocation. There may be private service pipes between existing properties within this site boundary and the public water main. Any diversion to private</p>

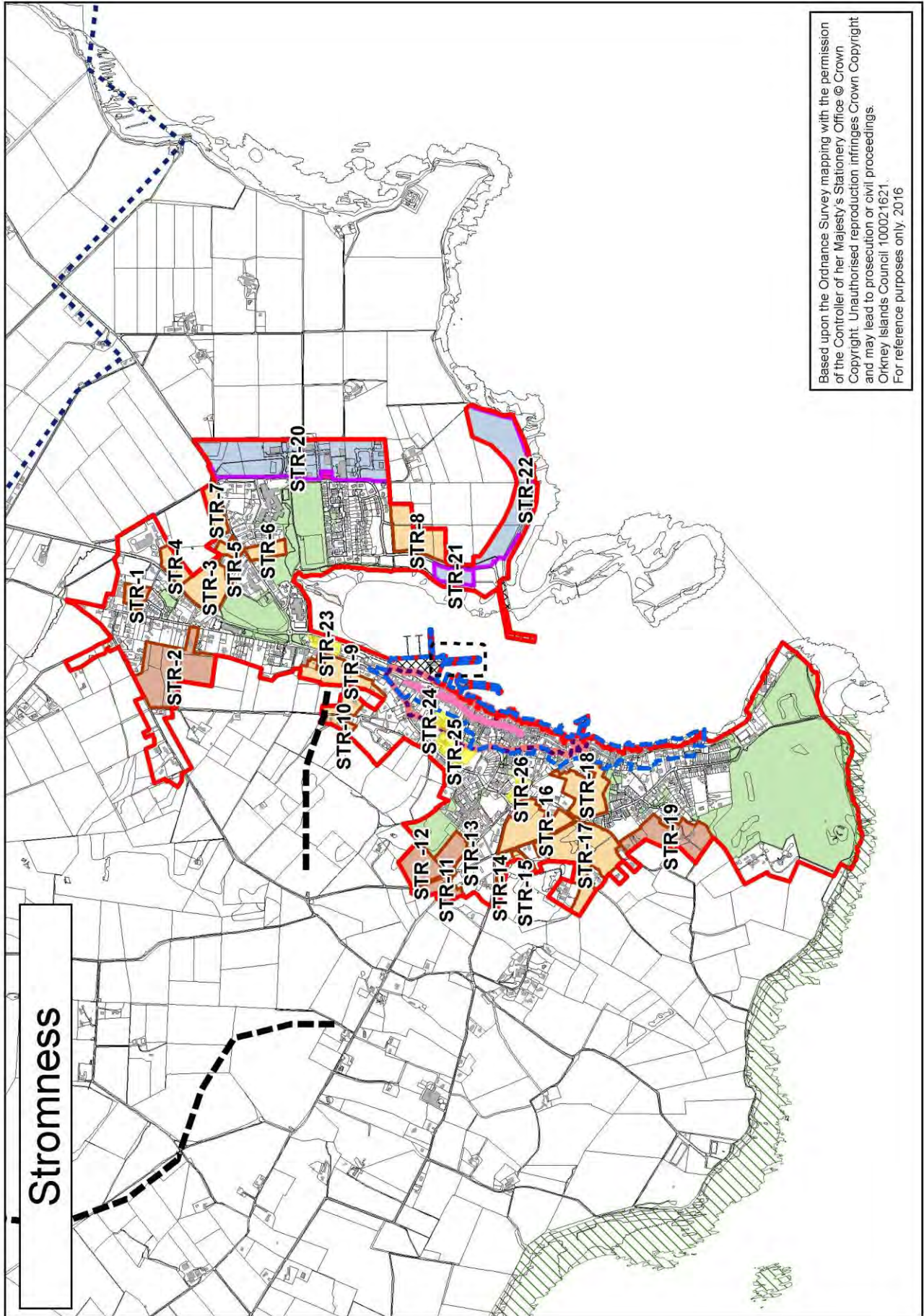
		<p>service pipes would need the approval of the property owners. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. There are a number of water courses including 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.</p>
<p><b>STR-18</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 2.4 ha.</li> <li>• Capacity for 12 houses.</li> </ul>	<p>A development brief would be required for this allocation. A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops and wetlands throughout this area. White House (Whitehouse Lane) is a listed building; the building, its curtilage and its setting must be taken into account by any development on the site. 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.</p>
<p><b>STR-19</b></p>	<ul style="list-style-type: none"> <li>• Long Term Allocation.</li> <li>• Part of this site has been developed for housing; buildings to be retained are noted below.</li> </ul>	<p>A low density is considered appropriate owing to the context of the site in the Hoy and West Mainland National Scenic Area, and the prevalence of granite outcrops</p>

	<ul style="list-style-type: none"> <li>• 3 ha.</li> <li>• Capacity for 10 houses, including Citadel farmhouse.</li> </ul>	<p>and wetlands throughout this area.</p> <p>Citadel Farmhouse is a listed building; the building, its curtilage and its setting must be taken into account by any development on the site. Improvements to the road and the provision of pedestrian access to the town centre are a prerequisite of development on this allocation. The existing access to the site from the Nethertown Road would need to be widened. There may be a private service pipe between Citadel Cottage and the public water main to the north of the site. Any diversion to private service pipes would need the approval of the property owners. Development of this allocation should not have an adverse impact on the setting of the Ness Battery scheduled monument.</p>
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#### OTHER ALLOCATIONS

<p><b>STR-20</b> <b>Garson Industrial Estate</b></p>	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• This site has already been significantly developed; capacity remains at the north and south ends of the allocation.</li> <li>• 9.5 ha.</li> </ul>	<p>Part of the Garson Industrial Estate has a fluvial flood risk with the Mill Burn (partly culverted) running through the site. Depending on the location of development in proximity to the Mill Burn, a Flood Risk Assessment will be required. Note that an appropriate development-free buffer will be required around the burn.</p>
<p><b>STR-21</b> <b>Copland's Dock North</b></p>	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• Greenfield.</li> <li>• 0.7 ha.</li> </ul>	<p>This site is included in the Copland's Dock development brief. Development of this allocation should not have an adverse impact on the setting of Garson House, a listed building. The completion of the roads infrastructure for Copland's Dock is a prerequisite for development on this site. A Flood Risk Assessment would be required to establish the potential for development on this site to be affected by, or exacerbate, coastal flooding.</p>
<p><b>STR-22</b> <b>Copland's</b></p>	<ul style="list-style-type: none"> <li>• Business and Industrial.</li> <li>• Greenfield.</li> </ul>	<p>This site is included in the Copland's Dock development brief. Development of this</p>

<p><b>Dock South</b></p>	<ul style="list-style-type: none"> <li>• 4.6 ha.</li> </ul>	<p>allocation should not have an adverse impact on the setting of Garson House, a listed building. The completion of the roads infrastructure for Copland’s Dock is a prerequisite for development on this site. A Flood Risk Assessment would be required to establish the potential for development on this site to be affected by, or exacerbate, coastal flooding.</p>
<p><b>STR-23 Former West Mainland Auction Mart</b></p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• This former Auction Mart site comprises various light industrial units and a large area of hard standing. The majority of this site has been redeveloped; redevelopment capacity remains at the north, west and south ends of the allocation.</li> <li>• 0.4 ha.</li> </ul>	<p>This site is included in the North End, Stromness development brief. This site has an identified risk of coastal flooding. A Flood Risk Assessment will be required to establish the potential for coastal flooding on this site. In order to mitigate this risk land raising could be considered, which would allow the site to be considered for a wider range of uses.</p>
<p><b>STR-24 Former Stromness Primary School</b></p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• The site comprises the former Stromness Primary School, its playground and an adjacent undeveloped plot.</li> <li>• 0.4 ha.</li> </ul>	<p>This site is included in the Orkney Research Campus, Stromness development brief. Development of this allocation should not have an adverse impact on the settings of the Stromness Hotel, 1-3 Victoria Street, 5 Victoria Street, or 11 Victoria Street, which are listed buildings.</p>
<p><b>STR-25 Old Academy</b></p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• The site comprises the existing EMEC/Heriot Watt campus (formerly Stromness Academy), the adjacent public car park, and the former glebe field to the south of the former academy.</li> <li>• 0.9 ha.</li> </ul>	<p>This site is included in the Orkney Research Campus, Stromness development brief. There may be culverted watercourses running through the site. Development of this allocation should not have an adverse impact on the setting of the Old North Manse (Back Road), a listed building.</p>
<p><b>STR-26 St Peter’s Care Home</b></p>	<ul style="list-style-type: none"> <li>• Redevelopment Site.</li> <li>• The site is currently used as a residential care facility; it is anticipated that this facility will relocate in the future.</li> <li>• 0.5 ha.</li> </ul>	<p>A development brief would be required for this allocation. There may be culverted watercourses running through the site. The site includes a former manse, associated outbuildings and a walled garden; these should be retained in any redevelopment.</p>





## The Palace

### GENERAL DESCRIPTION

- 180 The Palace is a village in Birsay.
- 181 There is a long history of settlement in this area: the capital of Orkney prior to the twelfth century was located north of the Burn of Boardhouse, adjacent to the coast. It is believed that the first cathedral in Orkney was located on the site of St Magnus Church by the shore. The modern settlement is centred in this area, adjacent to the remains of the sixteenth-century Earl's palace, and also includes twentieth century extensions to the north and south.
- 182 Facilities in the Palace include a general store and off-licence, a café, a phone box and a public toilet. The village is at one end of the A966 coastal road from Finstown to Birsay, and has regular bus services to Finstown, Dounby and Kirkwall.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 183 The settlement is built around the ruins of the Earl's Palace, which is a scheduled monument.
- 184 Listed buildings in The Palace are St Magnus' Kirk, Birsay Bridge and the Old Manse.

### FLOODING/WATER DRAINAGE

- 185 Parts of the settlement may be at risk from fluvial and coastal flooding. The Burn of Boardhouse flows through the centre of the village.
- 186 Public sewerage is not available.

### ROADS

- 187 No new individual accesses will be permitted onto the A966.

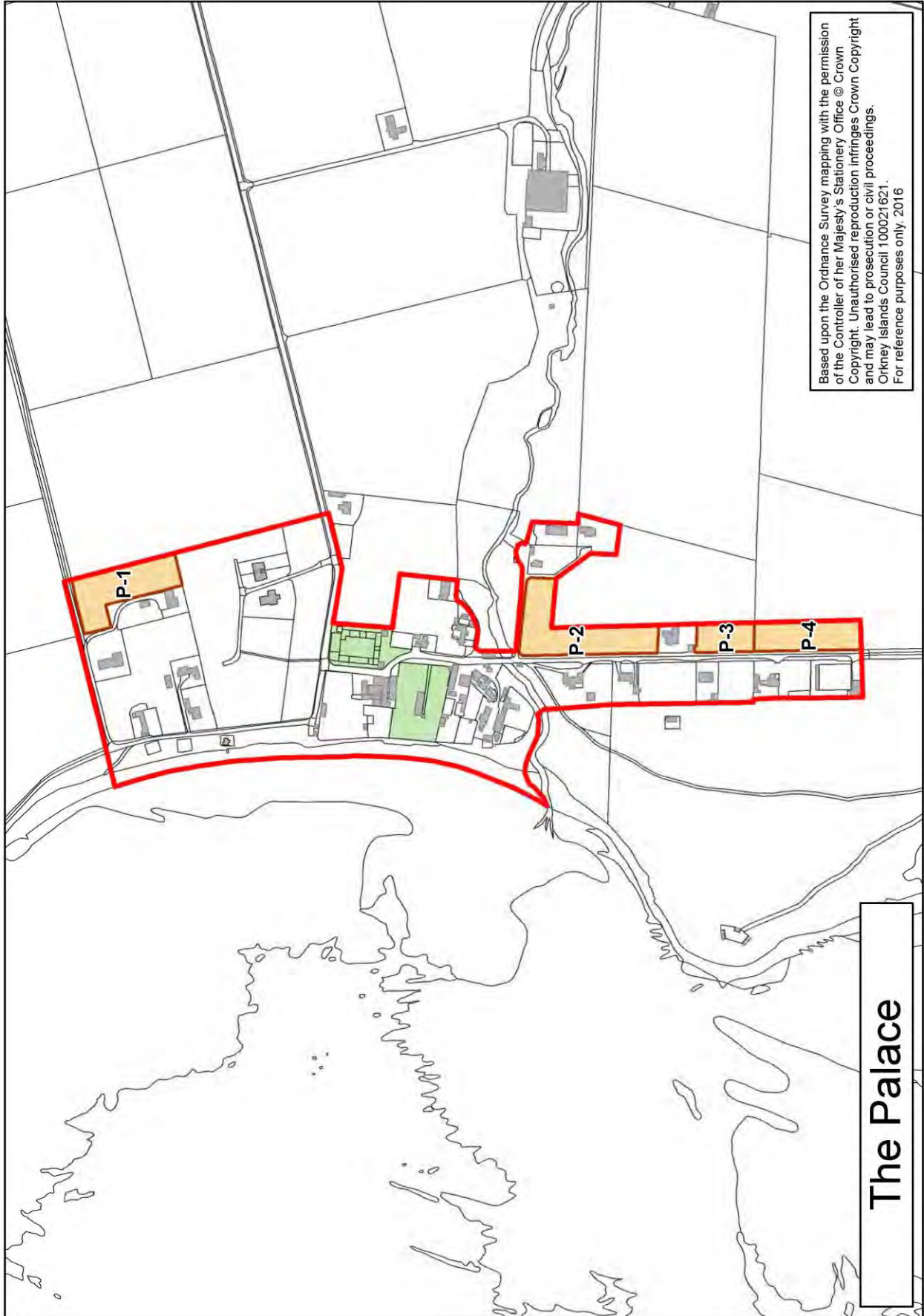
### DESIGN GUIDANCE

- 188 Development in The Palace should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>P-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.4 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	There is no direct connection to the public road network and infrastructure improvements to facilitate development may be required.
<b>P-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> </ul>	There is a 3" AC water main within the

	<ul style="list-style-type: none"> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	<p>north boundary of the site. The developer should contact Scottish Water as early as possible to discuss whether this will have an impact on the development of this site.</p> <p>Road improvements would be required which would involve new footways, road widening or the construction of passing places. The extent of the work will depend on the density of the housing proposed.</p>
<p><b>P-3</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.2 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	<p>Road improvements would be required which would involve new footways, road widening or the construction of passing places. The extent of the work will depend on the density of the housing proposed.</p>
<p><b>P-4</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.3 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	<p>Road improvements would be required which would involve new footways, road widening or the construction of passing places. The extent of the work will depend on the density of the housing proposed.</p>



## Tingwall

### GENERAL DESCRIPTION

- 189 Tingwall is a rural settlement in Rendall. Prior to the twentieth century it consisted of a few scattered farmsteads, built around the broch and former Norse assembly site at Thing-voll; development since then has included a pier facility and a small amount of housing.
- 190 Tingwall has a ferry terminal with public toilets. It is located close to the A966 coastal road from Finstown to Birsay, and has a regular bus service to Finstown and Kirkwall. A regular ro-ro ferry service connects Tingwall to Rousay, Egilsay and Wyre.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 191 The Tingwall broch is a scheduled monument.

### NATURAL HERITAGE

- 192 The shoreline forms part of the North Mainland Evie - Finstown Coast Local Nature Conservation Site.

### FLOODING/WATER DRAINAGE

- 193 Parts of the settlement may be at risk from drainage and coastal flooding. A small burn passes through the centre and east of the settlement.
- 194 Public sewerage is not available.

### CONSULTATION ZONES

- 195 There is a Health and Safety Executive consultation zone around the pier.

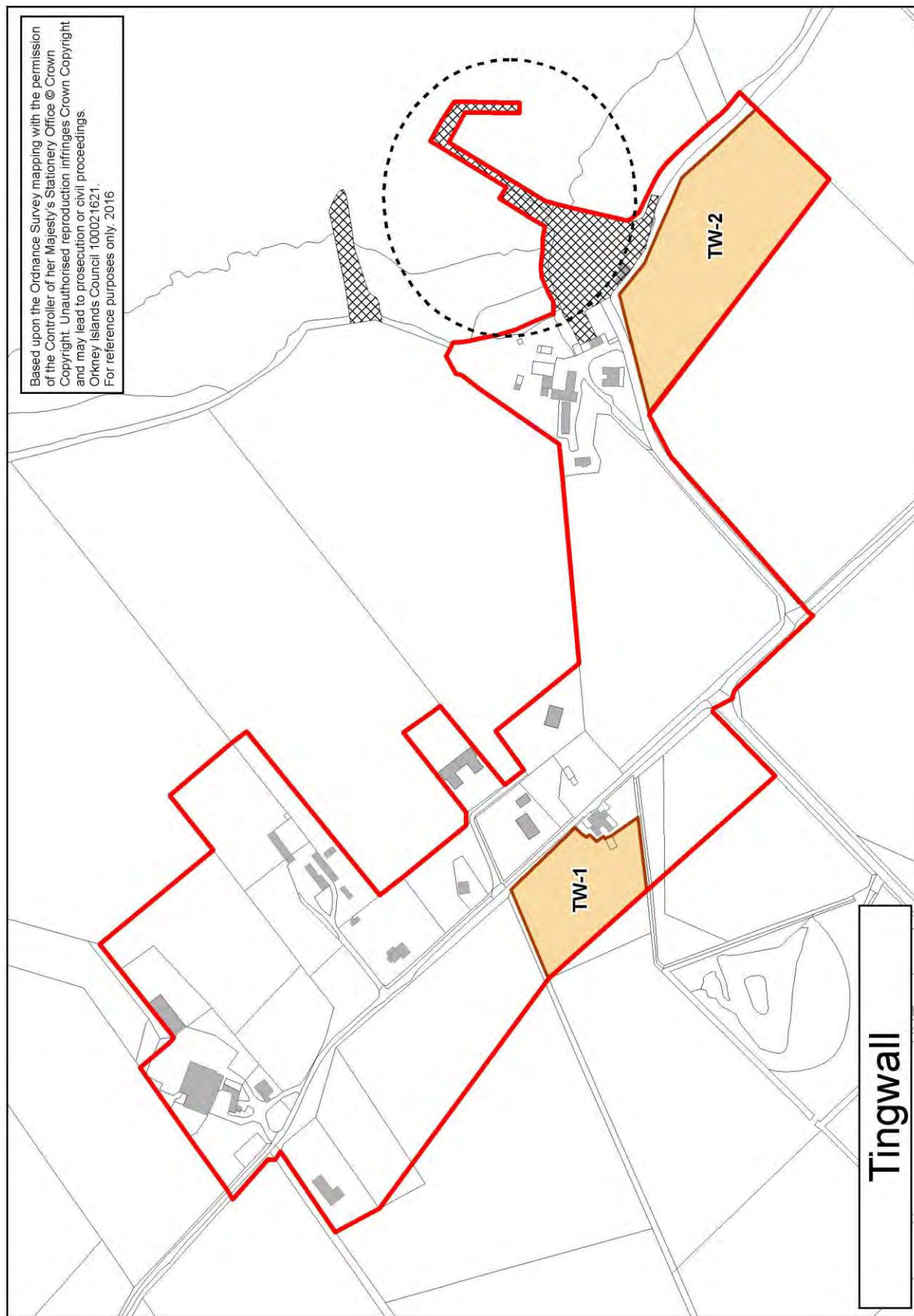
### DESIGN GUIDANCE

- 196 Development in Tingwall should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<b>TW-1</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 6 houses.</li> </ul>	<p>There is a small burn on the boundary of this allocation that may flood and increase flood risks for neighbouring land. An appropriate development free buffer zone may be required around this water course to allow for flooding.</p>
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<p><b>TW-2</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.1 ha.</li> <li>• Capacity for 14 houses.</li> </ul>	<p>Development of this allocation should not have an adverse impact on the setting of the Tingwall broch scheduled monument.</p> <p>The seaward edge of the site is below the 5m contour and may be at risk from wave action. Further information would be required if development is proposed on this seaward edge.</p>
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## Toab

### GENERAL DESCRIPTION

- 197 Toab is a village in the parish of St Andrew’s. It is a modern settlement: the only buildings which existed before 1900 are at the former school. Development has mainly occurred since the mid-twentieth century between the old school and the new school at the junction of the A960 and the B9052, taking three forms: single dwellings; the new school; and housing developments built around access roads.
- 198 Toab is a residential and service centre for the local area, with a primary school, post office, shop, and playing field. It is built along the A960 main road between Kirkwall and Deerness, and has a regular bus service to Kirkwall.

### FLOODING/WATER DRAINAGE

- 199 Parts of the settlement may be at risk of coastal flooding. The Burn of Voy, a sea trout spawning burn, meets the sea adjacent to the eastern end of the settlement. There is a drainage ditch next to St Andrew’s School.
- 200 Limited public sewerage is available. Early discussions with Scottish Water are recommended.

### ROADS

- 201 No new individual accesses will be permitted onto the A960.

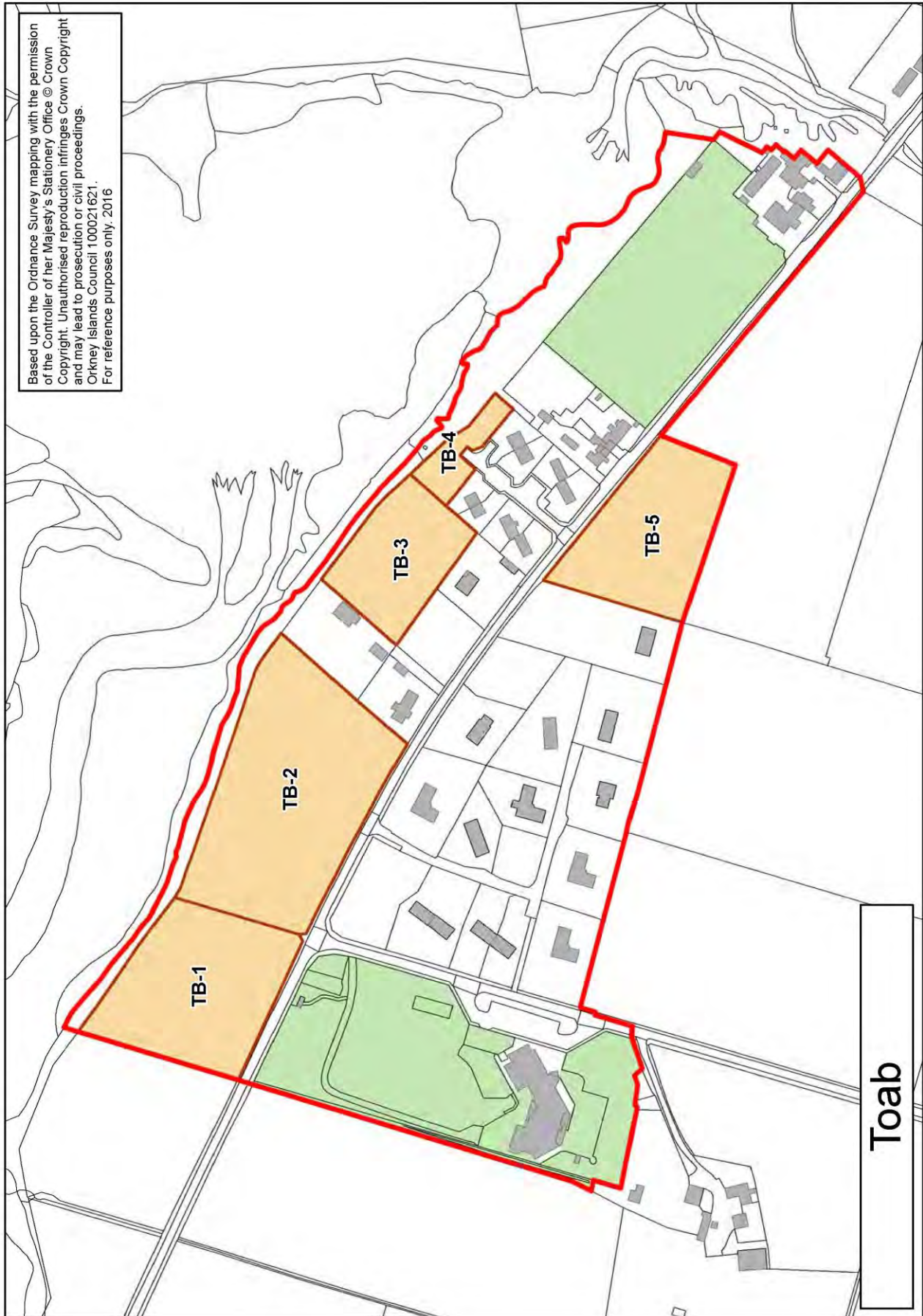
### DESIGN GUIDANCE

- 202 Development in Toab should ensure that the settlement retains its rural character by:
- Having plot layouts and scales consistent with neighbouring properties.
  - Avoiding urban and suburban types of development.
  - Repairing and retaining historic and landscape features such as stone boundary dykes.
  - Providing pedestrian access to local footpaths, public transport and services.

### HOUSING ALLOCATIONS

<p><b>TB-1</b></p>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.9 ha.</li> <li>• Capacity for 5 houses.</li> </ul>	<p>Greentoft Waste Water Treatment Works is a very small works and the public network is located over 300m away from this site, so it may not be economically feasible for development on this site to connect to the public sewerage network. There is an identified coastal flood risk adjacent to this site and a possible culverted watercourse running through the allocation. These potential issues will need to be investigated as to their effect</p>
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		on the developable area of the site, potentially through a Flood Risk Assessment.
<b>TB-2</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 1.4 ha.</li> <li>• Capacity for 8 houses.</li> </ul>	There is an identified coastal flood risk adjacent to this site. A Flood Risk Assessment or topographic information would be required to establish the potential for coastal flooding; the development of low-lying parts of the site should be avoided.
<b>TB-3</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.5 ha.</li> <li>• Capacity for 3 houses.</li> </ul>	There is an identified coastal flood risk adjacent to this site. A Flood Risk Assessment or topographic information would be required to establish the potential for coastal flooding; the development of low-lying parts of the site should be avoided.
<b>TB-4</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.1 ha.</li> <li>• Capacity for 2 houses.</li> </ul>	Greentoft Waste Water Treatment Works is located in the centre of this site. The developer should contact Scottish Water as soon as possible to discuss the development of this site and to ensure it will not impact on the operation of this works. There is an identified coastal flood risk adjacent to this site. A Flood Risk Assessment or topographic information would be required to establish the potential for coastal flooding; the development of low-lying parts of the site should be avoided.
<b>TB-5</b>	<ul style="list-style-type: none"> <li>• Short Term Allocation.</li> <li>• Greenfield.</li> <li>• 0.7 ha.</li> <li>• Capacity for 11 houses.</li> </ul>	



## Eday

### RURAL SETTLEMENT – HAMAR

#### SUMMARY

203 Eday is one of the smaller North Isles. At Cauldale on the west of the island the European Marine Energy Centre (EMEC) has a tidal energy testing facility.

#### TRANSPORT LINKS

204 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Backaland Pier, an OIC facility, located in the south-east of the island.

205 **Air Service:** Service for passengers and smaller cargo to Eday Airport, an OIC facility, located centrally at the Bay of London.

206 **Bus Service:** There is a one day a week service covering the whole island.

#### EDUCATION FACILITY

207 Eday Community School is located at the south end of Eday and provides nursery and primary school education. There is a community hall at the school.

#### OTHER FACILITIES

208 Eday Heritage Centre, Health Surgery, Post Office.

#### NATURAL HERITAGE

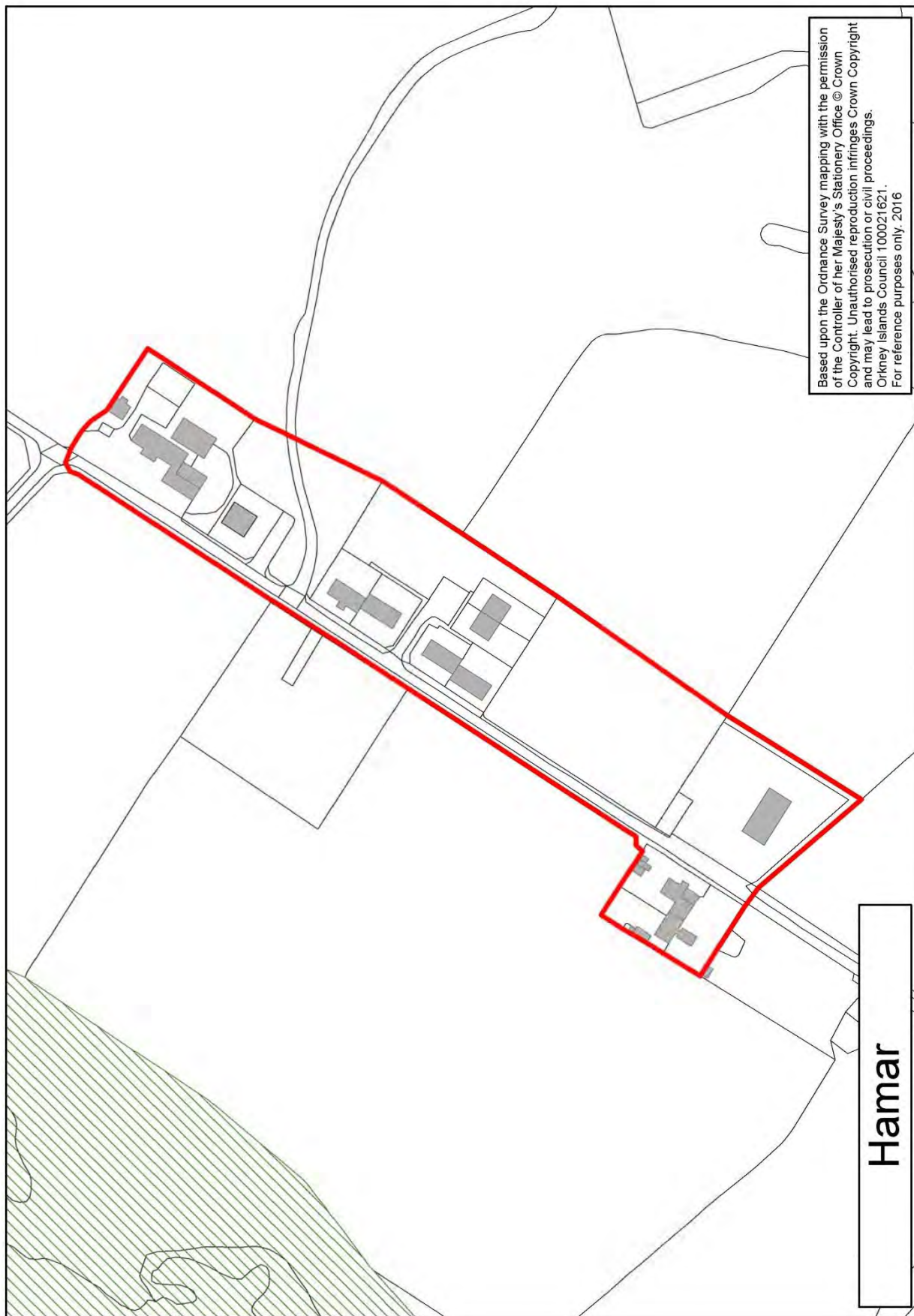
209 Doomy and Whitemaw Hill SSSI provides breeding habitats for Arctic Skuas and Whimbrels, and the Mill Loch SSSI supports breeding populations of red-throated divers. Greenan Nev Coast and South Fersness Bay are Geological Conservation Review (GCR) sites. There are a number of locally important natural heritage sites.

### HAMAR – RURAL SETTLEMENT

210 The settlement is located at the north end of the island along the B9063 and primarily consists of social housing and the Eday Community Enterprises Shop.

#### FLOODING/WATER DRAINAGE (Hamar)

211 Public sewerage is available in Hamar.



## Egilsay

### SUMMARY

212 Egilsay is located to the east of Rousay.

### TRANSPORT LINKS

213 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Egilsay Pier, an OIC facility, located in the west of the island.

### EDUCATION FACILITY

214 Nursery and primary school facilities are provided on Rousay.

### OTHER FACILITIES

215 Post Office.

### NATURAL HERITAGE

216 There are a number of locally important natural heritage sites.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

217 St Magnus Church, which commemorates the martyrdom of St Magnus on the island, is a scheduled monument, as is the Onziebust Chambered Cairn. Howan House is a listed building.



## Flotta

### RURAL SETTLEMENT – BURNSIDE

#### SUMMARY

- 218 Flotta is one of the South Isles, and is located to the east of Hoy and South Walls. The island is home to the Flotta Oil Terminal that processes oil and gas from the North Sea.

#### TRANSPORT LINKS

- 219 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Gibraltar Pier, an OIC facility, located in the north-west of the island.

#### EDUCATION FACILITY

- 220 Flotta Community School is not currently in use.

#### OTHER FACILITIES

- 221 Shop, post office and health surgery.

#### NATURAL HERITAGE

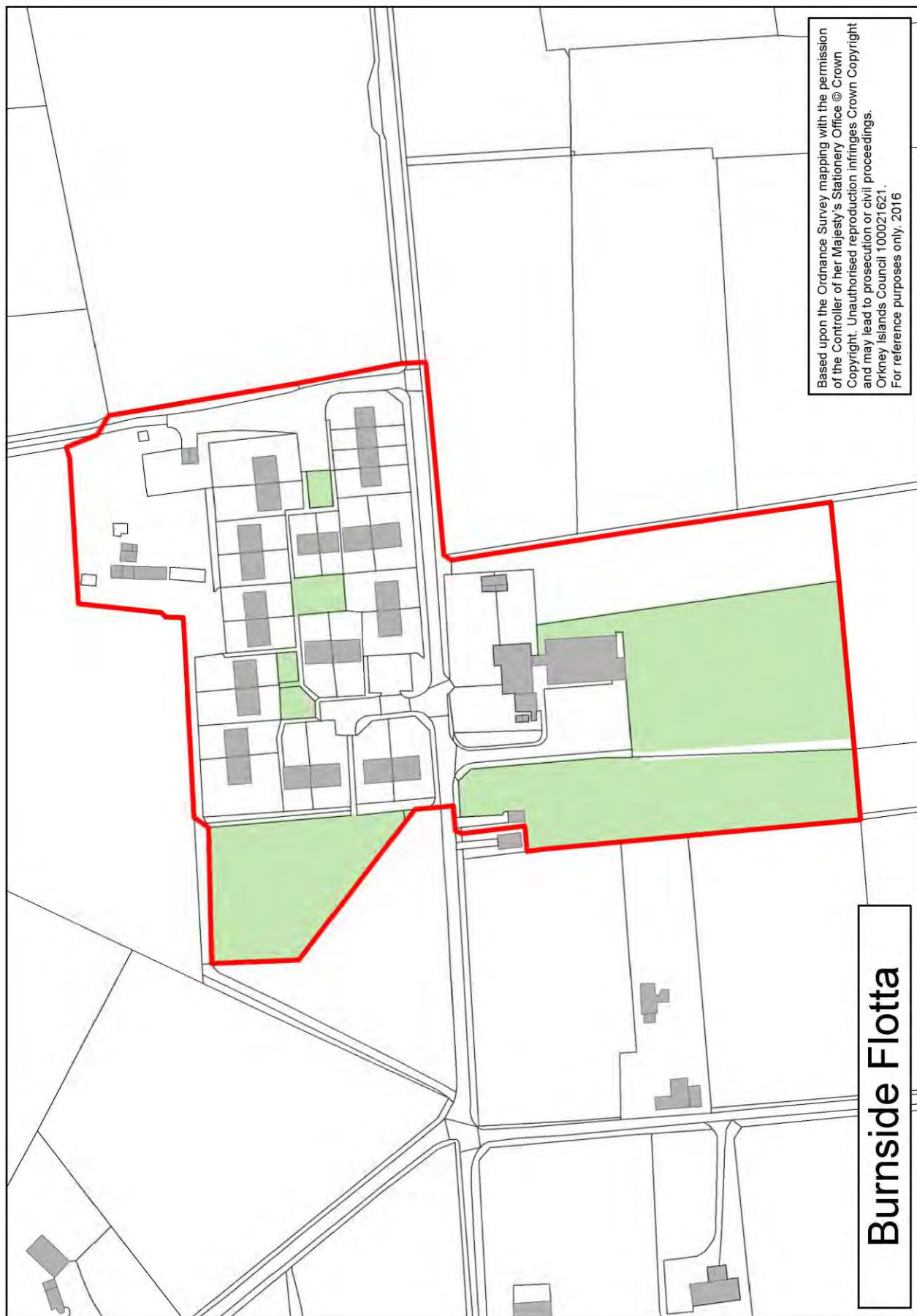
- 222 There are a number of locally important natural heritage sites that sustain a range of breeding bird species.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 223 Flotta has three listed buildings, including the Church and war memorial. It has six scheduled monuments, all are military heritage sites from the First and Second World Wars. These include the last remaining example of a 'Z' Anti-aircraft Battery.

### BURNSIDE – RURAL SETTLEMENT

- 224 Burnside is located on the B9046 to the south of the Oil Terminal. Within Burnside there is housing and the Flotta Community School. Presently the school is not in use; the hall is available for community use.



## Graemsay

### SUMMARY

225 Graemsay is one of Orkney's smaller isles and is located to the south of Stromness.

### TRANSPORT LINKS

226 **Ferry Service:** Load-on-load-off service for cars, passengers and cargo to Graemsay Pier, an OIC facility, located in the north-east of the island.

### EDUCATION FACILITY

227 Nursery and primary school education are provided in Stromness.

### OTHER FACILITIES

228 Post Office.

### NATURAL HERITAGE

229 There are a number of locally important natural heritage sites.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

230 There are eight listed buildings on Graemsay, including the Hoy High and Hoy Low lighthouses.

## Hoy and South Walls

### RURAL SETTLEMENTS – LONGHOPE, LYNESS AND MOANESS

#### SUMMARY

- 231 Hoy is the largest of Orkney's South Isles with a buoyant economy based on farming, fishing and tourism. It is linked to South Walls via a causeway at the Ayre.

#### TRANSPORT LINKS

- 232 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Lyness Pier, an OIC facility, located in Lyness. Load-on-load-off service for cars, passengers and cargo to Moaness Pier, an OIC facility located in Moaness.
- 233 **Bus Service:** There is a regular bus service between Lyness and Longhope; other destinations are also served.

#### EDUCATION FACILITY

- 234 South Walls Junior High School offers facilities from nursery to 4<sup>th</sup> Year High School.

#### NATURAL HERITAGE

- 235 The Hoy SSSI, SPA and SAC are designated for geological features and upland and moorland habitats which supports a wide range of birds. The SPA extends into the surrounding sea. The Muckle Head and Selwick SSSI is located on the north coast and includes examples of raised beach deposits. Part of Hoy is identified as an area of wild land. There are a number of locally important natural heritage sites, and bats have been recorded in various locations in Hoy.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 236 There are numerous cultural heritage assets on Hoy of national or international significance. Listed buildings include Melsetter (which also occurs on the Inventory of Gardens and Designed Landscapes), Rysa Lodge, the former Longhope Lifeboat Station, and many military structures from the First and Second World Wars. Other military sites are protected as scheduled monuments, including two Martello Towers, in addition to scheduled brochs and the rock-cut Neolithic tomb at the Dwarfie Stane. There are also several aircraft crash sites protected by the Protection of Military Remains Act on higher ground. There is a cemetery near the Bu on Hoy.

### LONGHOPE – RURAL SETTLEMENT

- 237 Longhope is located in South Walls. The settlement and pier developed here as North Bay was used as a harbour during the eighteenth and nineteenth centuries. At the settlement there is housing, the pier, a shop, a hotel and a post office.

## HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 238 There are a number of listed buildings in Longhope including South Ness House, the Old Custom House, the Royal Hotel, St Columba's Church, South Ness War Memorial and the former South Walls Manse.

## FLOODING/WATER DRAINAGE

- 239 Public sewerage is available in Longhope with approximate capacity for an additional 10 dwellings.

## LYNESS – RURAL SETTLEMENT

- 240 Lyness is located on the east coast of Hoy west of Fara, and is situated on the main road (B9047). Facilities include the Scapa Flow Visitor Centre and Museum, a hotel, Lyness Pier and housing.

## HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 241 Lyness was a military base during the First and Second World Wars, and numerous historic buildings and structures survive, including the Pier, Pumphouse (now used as the Scapa Flow Visitor Centre and Museum), the former Paravane Shed and the Royal Naval cemetery, which are all listed buildings.

## FLOODING/WATER DRAINAGE

- 242 Public sewerage is available in Lyness; although this is limited in the harbour area.

## MOANESS – RURAL SETTLEMENT

## HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 243 The farmstead of East Linksness is a listed building. There may be human remains in the vicinity of Leekhouse, which is believed to be an ancient burial ground.

## FLOODING/WATER DRAINAGE

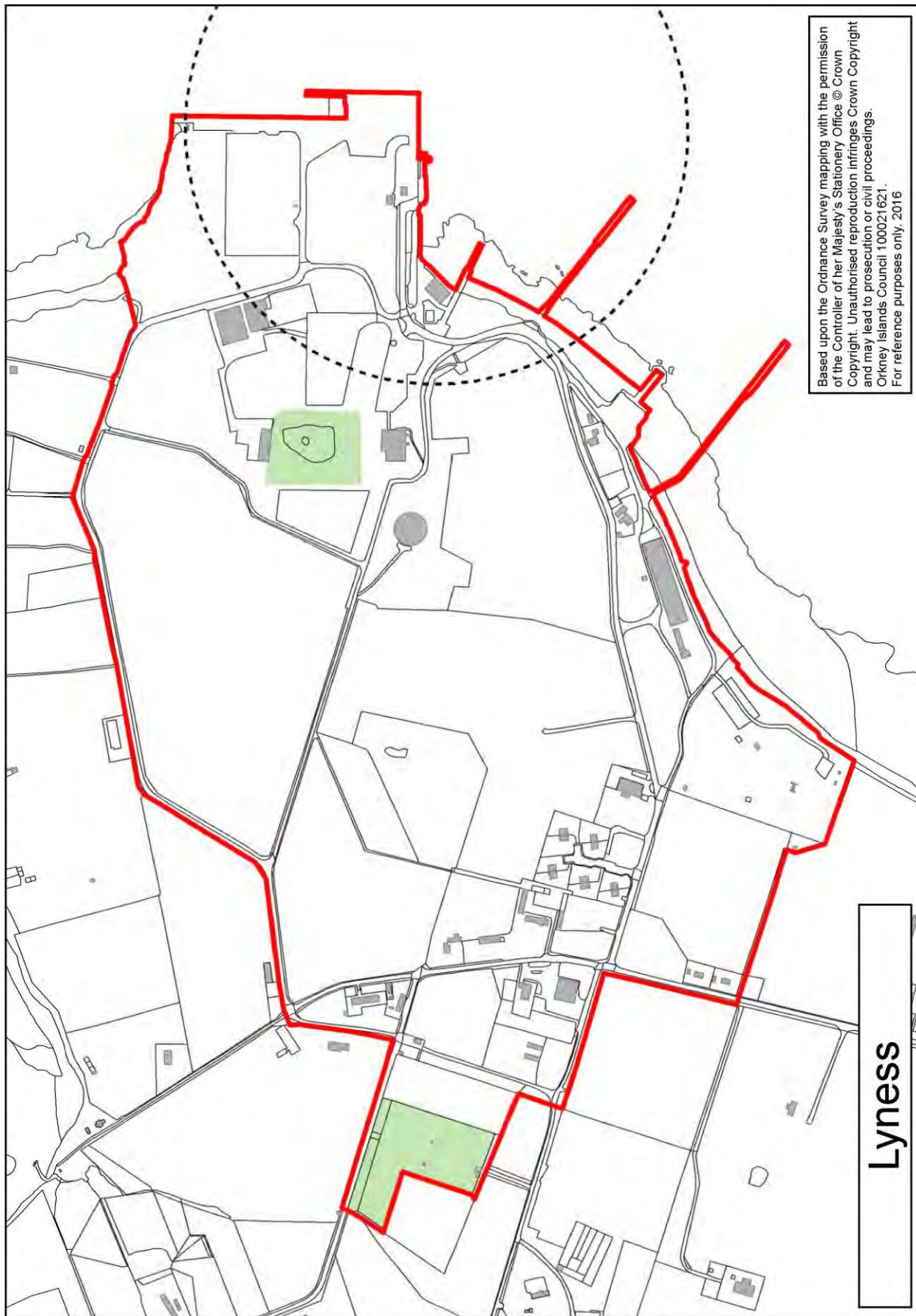
- 244 Public sewerage is not available in Moaness.



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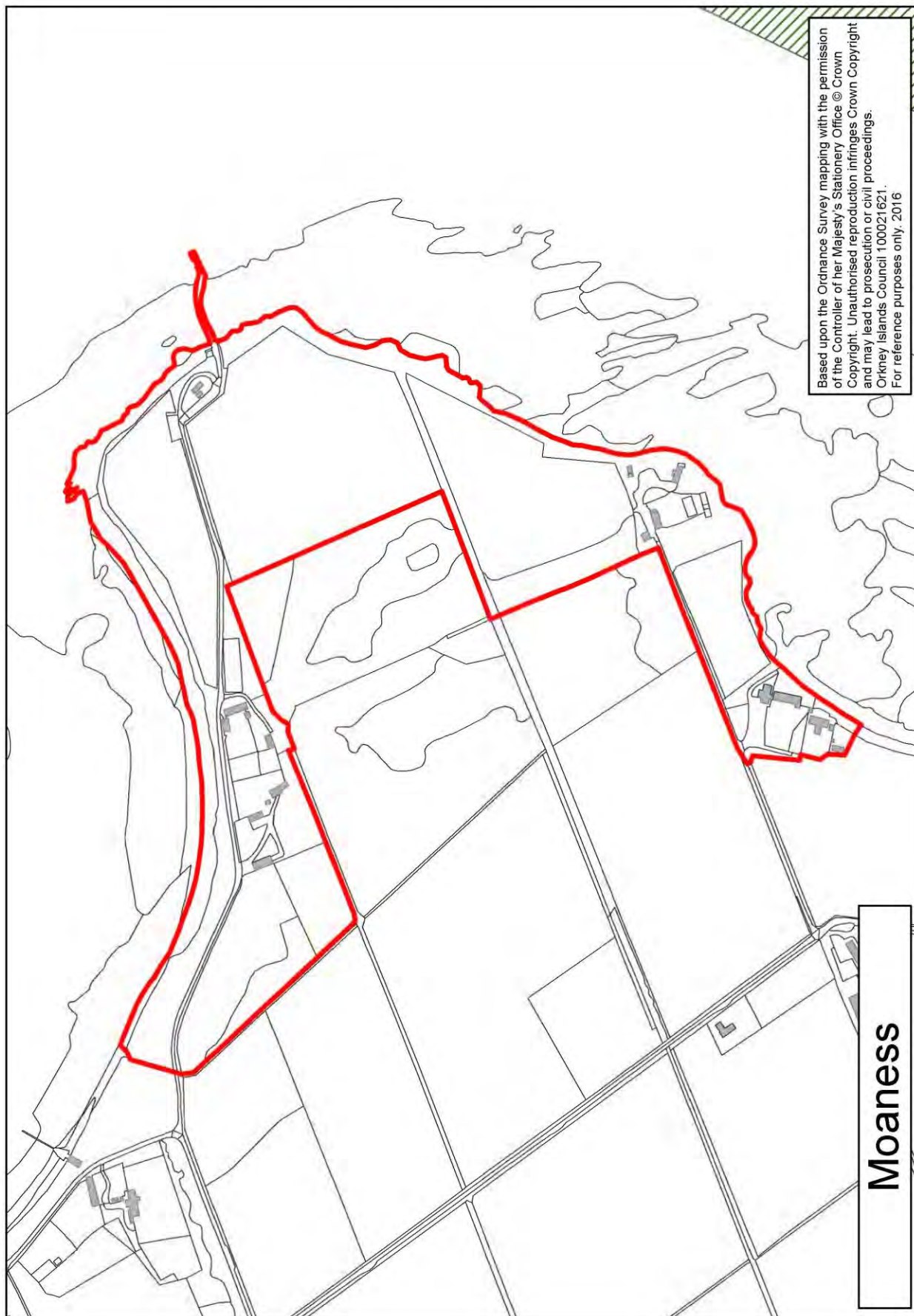
Longhope





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Lyness



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**Moaness**

## North Ronaldsay

### SUMMARY

245 North Ronaldsay is Orkney's most northern isle, lying to the north of Sanday. The island is well-known for its endemic breed of sheep and the sheep dyke which confines them to the foreshore.

### TRANSPORT LINKS

246 **Ferry Service:** Load-on-load-off service for cars, passengers and cargo to Nouster Pier, an OIC facility, located in the south.

247 **Air Service:** Service for passengers and smaller cargo to North Ronaldsay Airport, an OIC facility, located on the west side of the island.

### EDUCATION FACILITY

248 Nursery and primary school education is provided at the North Ronaldsay School, which also includes community facilities. The school is located in the southern end of the isle, close to the airport.

### OTHER FACILITIES

249 Post office, shop, North Ronaldsay Bird Observatory (guest accommodation).

### NATURAL HERITAGE

250 There are a number of locally important natural heritage sites.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

251 There are several listed buildings, including the Sheep Dyke which encircles the island and the Lighthouse. Scheduled monuments include the Old Beacon at Dennis Ness and the Muckle Gairsty earthworks which run across the south of the island.

## Papa Westray

### SUMMARY

- 252 Papa Westray (known as Papay) is located off the northeast coast of Westray and is one of Orkney's most northern isles.

### TRANSPORT LINKS

- 253 **Ferry Service:** Load-on-load-off service for cars, passengers and cargo to Moclett Pier, an OIC facility, located at the south end of the island.
- 254 **Air Service:** There is a daily service for passengers and small cargo to Papa Westray Airport, an OIC facility located centrally.

### EDUCATION FACILITY

- 255 Nursery and primary school education is provided for at Papa Westray Community School.

### OTHER FACILITIES

- 256 Community Shop.

### NATURAL HERITAGE

- 257 North Hill and the Holm of Papa Westray are designated as SSSIs and together both form the Papa Westray SPA. These areas are important for breeding Arctic skuas and Arctic terns. The island is surrounded by a Nature Conservation Marine Protected Area (NC MPA). There are a number of locally important natural heritage.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

- 258 Listed buildings include St Boniface Kirk and the house and steadings at Holland. Scheduled monuments include St Tredwell's Chapel and the Knap of Howar, which is the oldest structure in north-west Europe.

## Rousay

### RURAL SETTLEMENT – BRINYAN

#### SUMMARY

259 Rousay is one of the smaller North Isles and is located off the north-east coast of the West Mainland.

#### TRANSPORT LINKS

260 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Trumland Pier, an OIC facility, located in Brinyan.

#### EDUCATION FACILITY

261 Rousay Community School provides nursery and primary school education at Sourin, on the east coast of the island.

#### OTHER FACILITIES

262 Healthy Living Centre at the Community School.

#### NATURAL HERITAGE

263 Rousay SSSI covers a large part of the island is important for bird and plant life. The coastal areas and surrounding waters are also designated as a SPA. Wyre and Rousay Sounds is a Nature Conservation Marine Protected Area. Bat activity has been recorded on the island and there are a number of locally important natural heritage sites.

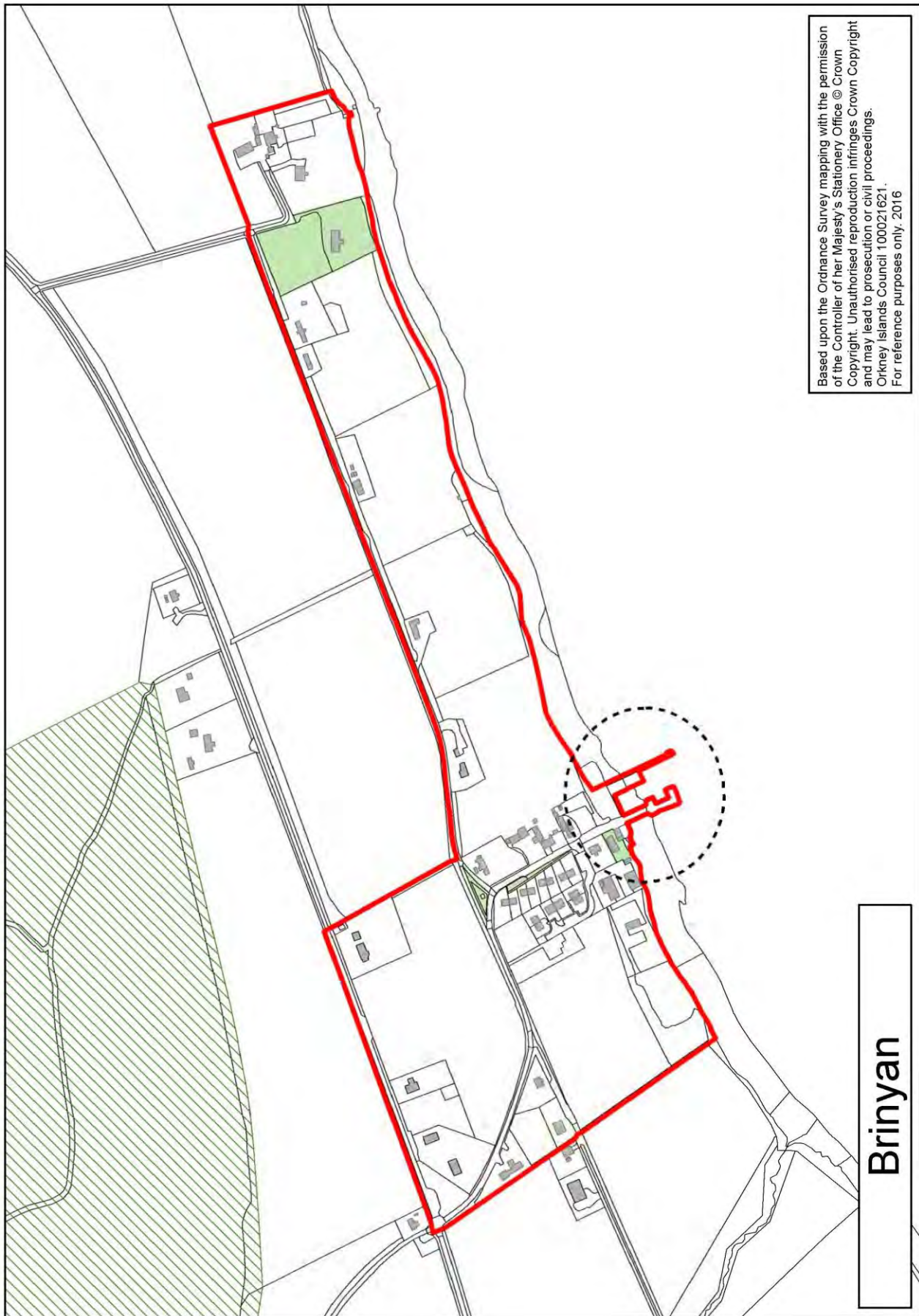
#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

264 Rousay has an extensive collection of prehistoric archaeological sites. Scheduled monuments include several brochs, chambered cairns (including Midhowe), the medieval ecclesiastical building at the Wirk, the house of Tafts within the clearance landscape at Quendal, and a nineteenth-century artillery battery at the Point of Avelshay. Listed buildings include Viera Lodge and Trumland House. There is also a graveyard at Brinian.

### BRINYAN – RURAL SETTLEMENT

265 This settlement is located on the south coast of the island. The pier provides ferry connections to the Mainland and neighbouring islands of Egilsay and Wyre. Other facilities include a restaurant, shops, ferry waiting room and public toilets. Brinyan has a significant proportion of the island's housing.





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**Brinyan**



## Sanday

### RURAL SETTLEMENTS – KETTLETOFT AND LADY

#### SUMMARY

266 Sanday is one of Orkney's larger North Isles with a buoyant agricultural economy.

#### TRANSPORT LINKS

- 267 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Loth Pier, an OIC facility, located in the south-west corner of the island.
- 268 **Air Service:** Service for passengers and smaller cargo to Sanday Airport, an OIC facility, located centrally on the island close to Lady.
- 269 **Bus Service:** There is a scheduled service in the summer and a request service through the winter.

#### EDUCATION FACILITY

270 Sanday Junior High School offers facilities from nursery to 4<sup>th</sup> Year High School. It is located centrally on the island near to the airport. At the school there is also a swimming pool, gym and community hall. Adjacent to the School is the Heilsa Fjold Youth and Community Centre.

#### OTHER FACILITIES

271 Golf Course.

#### NATURAL HERITAGE

272 East Sanday Coast SSSI, SPA and Ramsar site overlap along the east coast of the island. The same area and the surrounding sea is also designated as a SAC. These areas are important for wintering waders and harbour seals. Central Sanday SSSI covers an area of coastline in the centre of the island which is important for its blown sand, shingle landforms, machair, saltmarsh and sand dune habitats. Northwall SSSI consists of four separate areas around North Loch, Loch of Rummie, Loch of Brue, Loch of Langamay and Westayre Loch, which make up a large area of machair. There are a number of locally important natural heritage sites.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

273 Sanday has an extensive agricultural heritage, and has many listed buildings which are either the steadings of large farms (such as at Stove) or the main houses of large estates (such as Scar and Saville). It also has many scheduled archaeological sites, including Quoyness chambered cairn and the burial landscapes of Elsness and Tofts Ness.

## **KETTLETOFT – RURAL SETTLEMENT**

- 274 Kettletoft has developed around the bay at the southern edge of Sanday. This is an important centre for services with a number of facilities, including a bank, two hotels and post office.

### **NATURAL HERITAGE**

- 275 Kettletoft is adjacent to the East Sanday Coast SPA and Ramsar Site and the Sanday SAC as noted above.

### **HISTORIC ENVIRONMENT AND CULTURAL HERITAGE**

- 276 Kettletoft pier and slipway are listed structures.

### **FLOODING/WATER DRAINAGE**

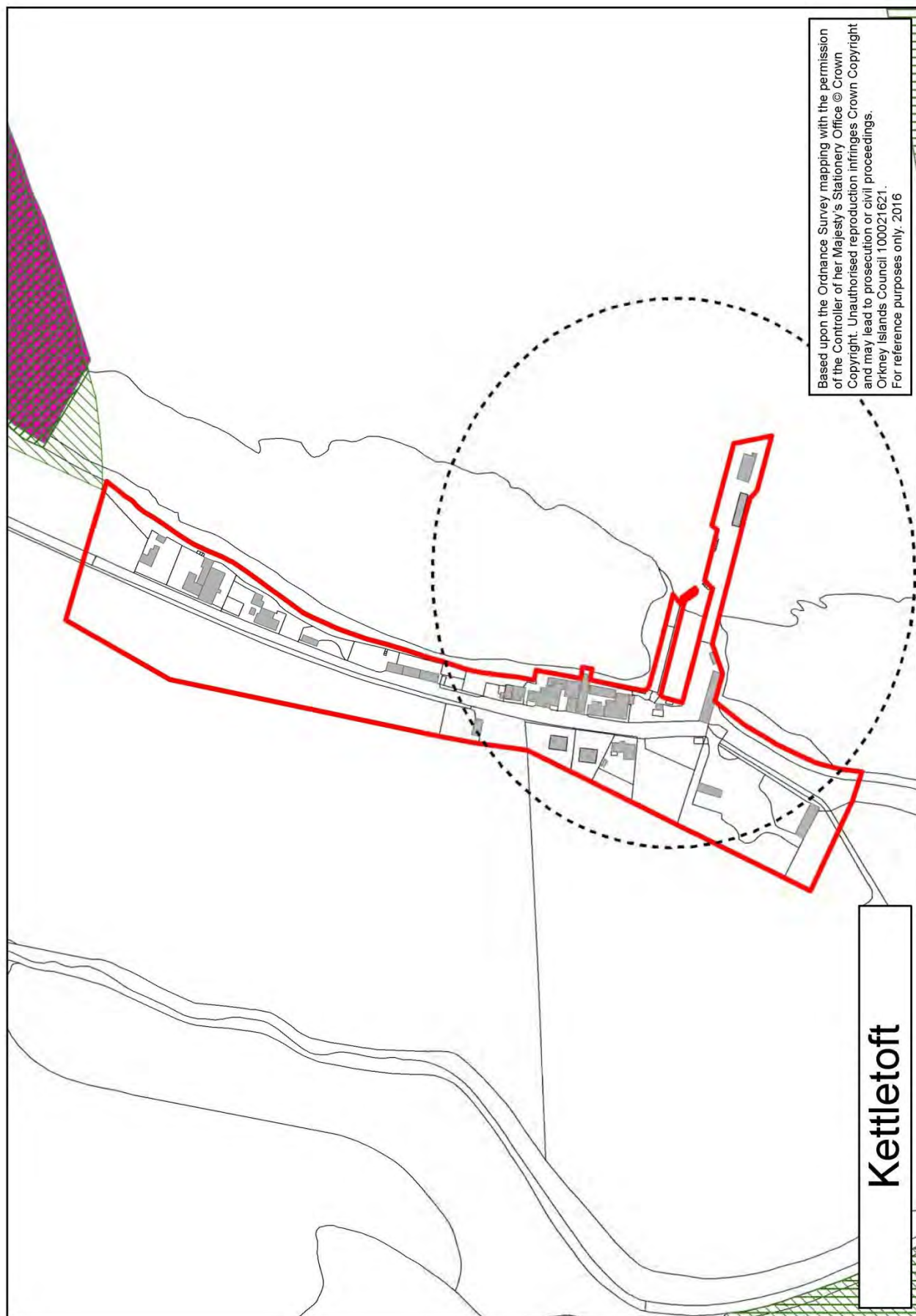
- 277 Public sewerage is available in Kettletoft.  
278 A small area at the pier is at risk of coastal flooding.

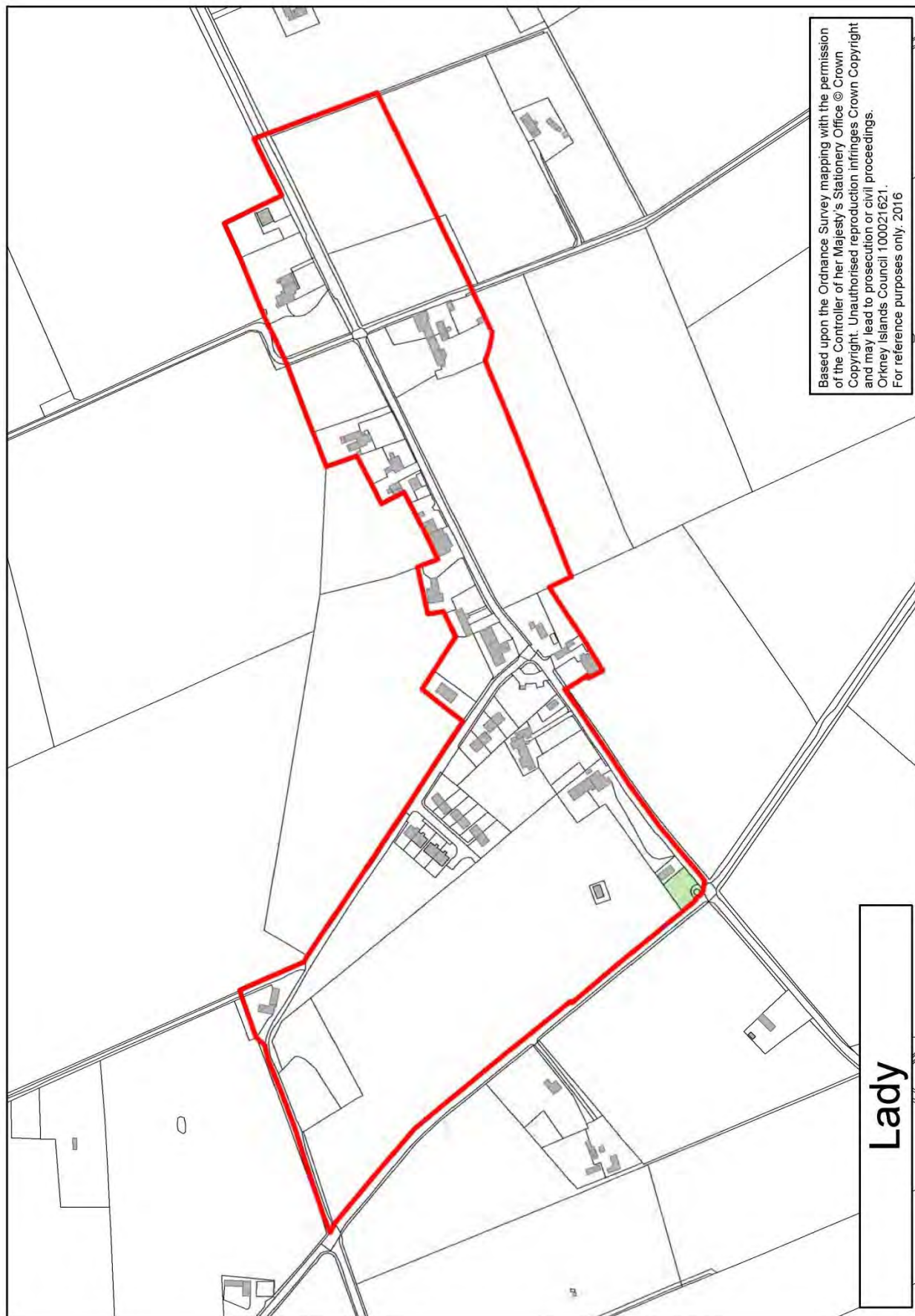
## **LADY – RURAL SETTLEMENT**

- 279 Lady is located at the centre of the island and is the main settlement. There are a number of facilities including the doctors' surgery, the heritage centre and croft, a reuse centre, shop and filling station.

### **FLOODING/WATER DRAINAGE**

- 280 Public sewerage is available in Lady.





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Lady

## Shapinsay

### VILLAGE – BALFOUR

#### SUMMARY

281 Shapinsay is located to the north east of Kirkwall. Its good transport links to Kirkwall allow easy commuting to work and access services in the town.

#### TRANSPORT LINKS

282 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Balfour Pier, an OIC facility located within Balfour Village.

#### EDUCATION FACILITY

283 Balfour Community School offers facilities for nursery and primary school education.

#### OTHER FACILITIES

284 Medical Centre.

#### NATURAL HERITAGE

285 There are a number of locally important natural heritage sites, and bat activity has been recorded along the southern coast of the island.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

286 Listed buildings include Balfour Castle (also on the Inventory of Gardens and Designed Landscapes), most of the buildings in Balfour Village, Helliar Holm lighthouse, and the South Kirk. There is a conservation area in Balfour Village. There are several scheduled monuments on the island, including Burroughston broch, the Mor Stein standing stone and Castle Bloody chambered cairn.

### BALFOUR – VILLAGE

287 This is a historically important village associated with the nearby Castle and grounds. Facilities include the heritage centre, café, shop, pier, office, school and community hall. Balfour Village has a significant proportion of the island's housing.

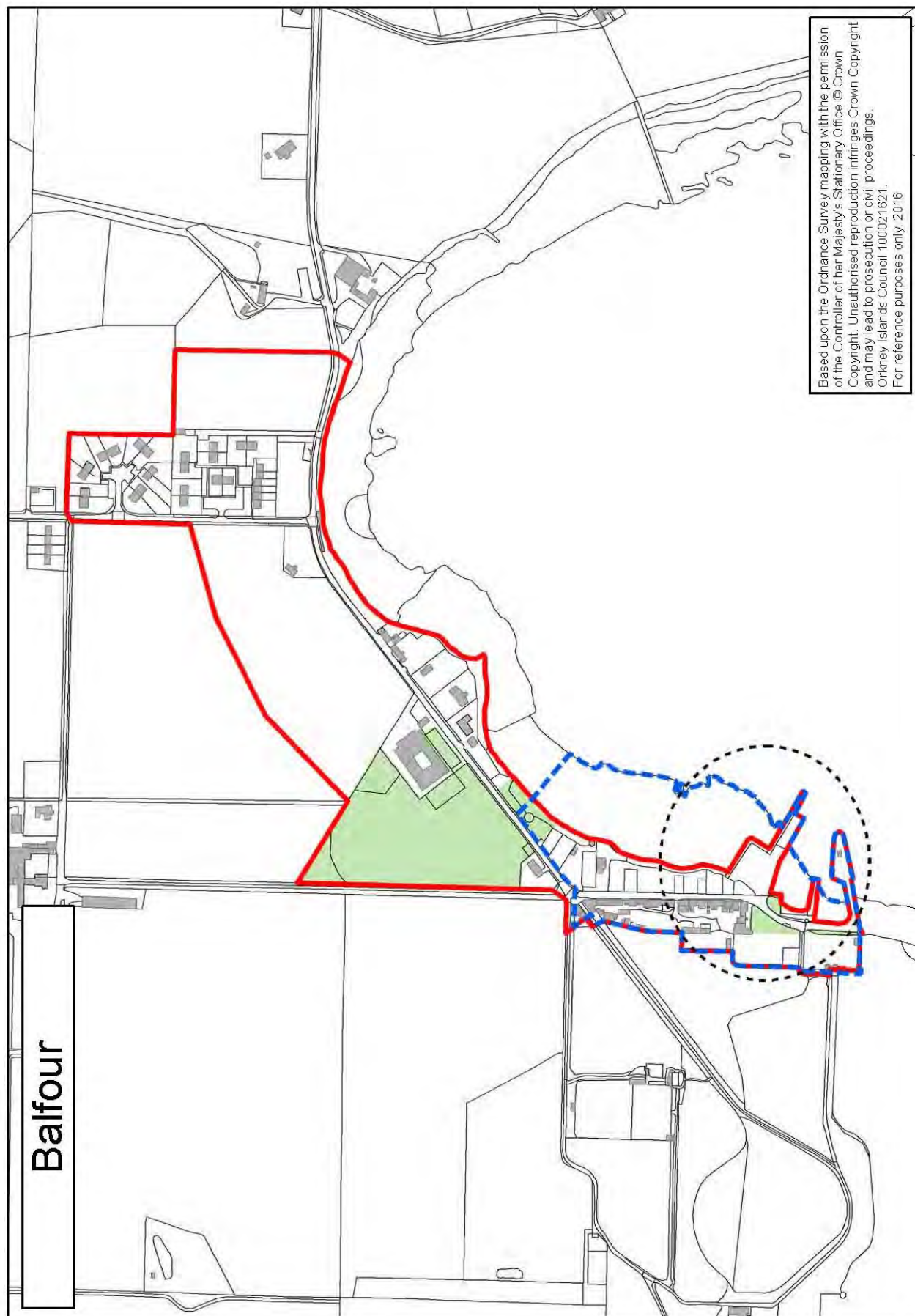
#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

288 The majority of the village lies within the conservation area and the Garden and Designed Landscape; in addition, most buildings are listed.

## FLOODING/WATER DRAINAGE

- 289 Part of the settlement is at risk of coastal flooding.
- 290 Limited public sewerage is available in Balfour Village. Early discussions with Scottish Water are recommended.







## Stronsay

### VILLAGE – WHITEHALL

#### SUMMARY

291 Stronsay is one of Orkney's North Isles with a buoyant agricultural and fishing economy.

#### TRANSPORT LINKS

292 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Whitehall Pier, an OIC facility, located in Whitehall

293 **Air Service:** Service for passengers and smaller cargo to Stronsay Airport, an OIC facility, located at the north end of the island.

#### EDUCATION FACILITY

294 Stronsay Junior High School offers facilities from nursery to 4<sup>th</sup> Year High School. The school is located in the centre of the isle. At the School there is also a swimming pool, gym and community hall.

#### NATURAL HERITAGE

295 The Mill Bay SSSI is located on the east coast and is an important example of shelly till. There are number of locally important natural heritage sites.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

296 There are a range of heritage assets on Stronsay, including the Moncur Memorial Church and Huip Farmhouse which are listed buildings, and the Lambs Head broch and Holm of Huip cairn, which are scheduled monuments.

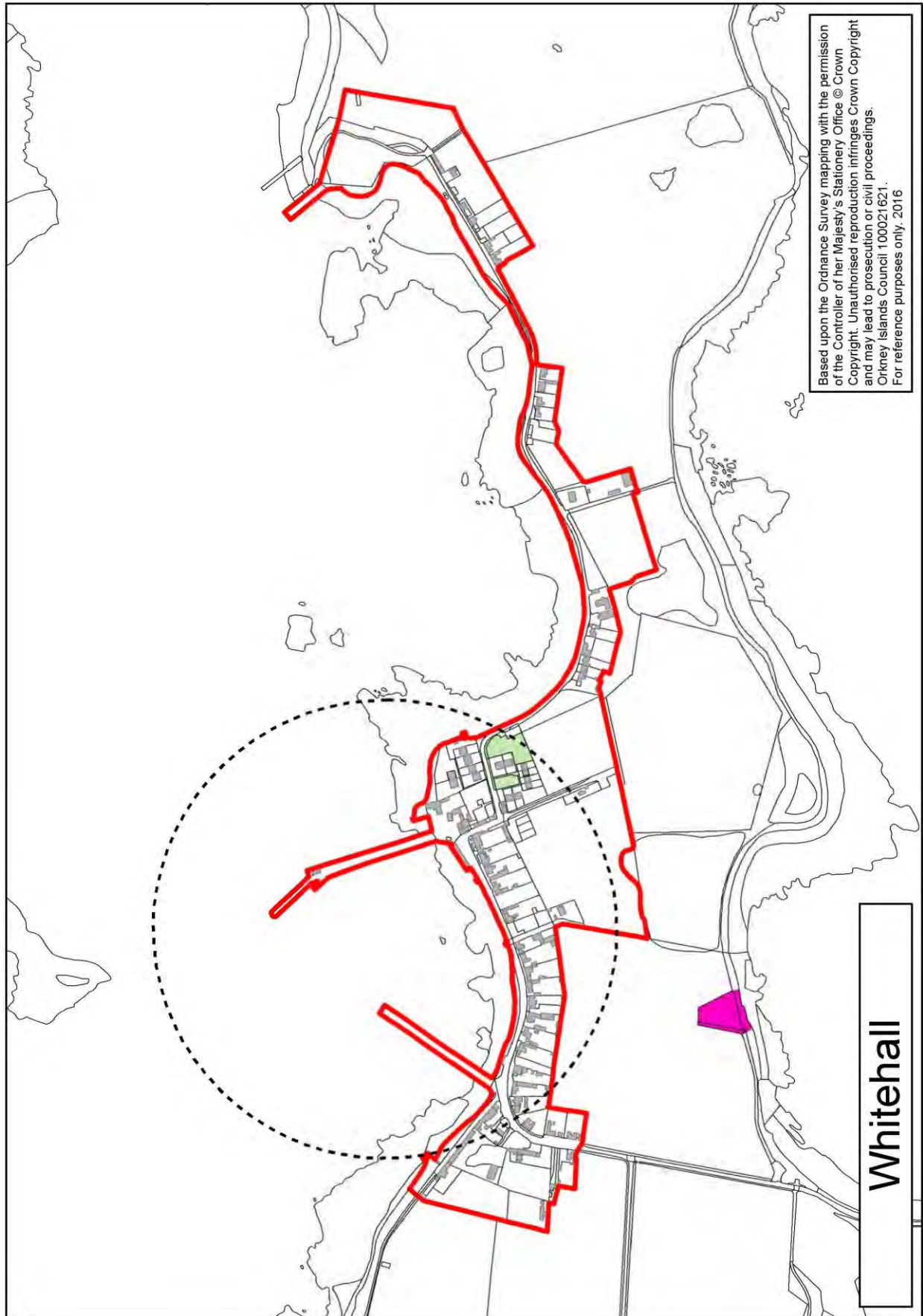
### WHITEHALL – VILLAGE

297 Whitehall is located in the north east of the island and developed in the nineteenth and twentieth centuries as a base for the herring industry. This is the main centre of population and has a number of key facilities including a hotel, hostel and café, craft shop, post office, shop, playground, heritage centre and bank.

#### FLOODING/WATER DRAINAGE

298 Much of the coastline of the village is at risk of coastal flooding. A planned action from the Orkney Flood Management Plan for 2017/2018 is to complete a flood protection survey for Whitehall in conjunction with SEPA.

- 299 Limited public sewerage is Limited public sewerage is available in Whitehall; the social housing located close to the pier has a waste water treatment works. Early discussions with Scottish Water are recommended.



## Westray

### VILLAGE – PIEROWALL

#### SUMMARY

300 Westray is one of Orkney's larger North Isles with a buoyant economy based on farming, fishing, tourism and industry.

#### TRANSPORT LINKS

301 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Rapness Pier, an OIC Facility, located at the south end of the island.

302 **Air Service:** Service for passengers and smaller cargo to Westray Airport, an OIC facility, located at the north-east end of the island.

303 **Bus Service:** There is a scheduled service in the summer and a request service in the winter.

#### EDUCATION FACILITY

304 Westray Junior High School offers facilities from nursery to 4<sup>th</sup> Year High School.

#### OTHER FACILITIES

305 Golf Course.

#### NATURAL HERITAGE

306 West Westray SSSI and SPA is an 8 km stretch of coastline which supports breeding seabirds. The SSSI includes an area of maritime grassland and heath and the SPA extends into the sea. There are a number of locally important natural heritage sites.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

307 There are extensive heritage assets on Westray, many of which are of international or national significance. Noltland Castle and the Links of Noltland are among the island's scheduled monuments, whilst listed buildings include Noup Head lighthouse, Westray Parish Church and Baptist Church, and several farmsteads.

### PIEROWALL – VILLAGE

308 Pierowall is the largest settlement on Westray and is situated around the Bay of Pierowall in the north-east of the island. In the village there are a large number of facilities and services that are used by the residents and visitors. There is a hotel, shops including a post office, a heritage centre, a bank, art gallery, play area, doctor's surgery and care home. Westray Junior High School is located in the village along with a public swimming pool, healthy living centre and community hall. At the far end of the village is Gills Pier where there are

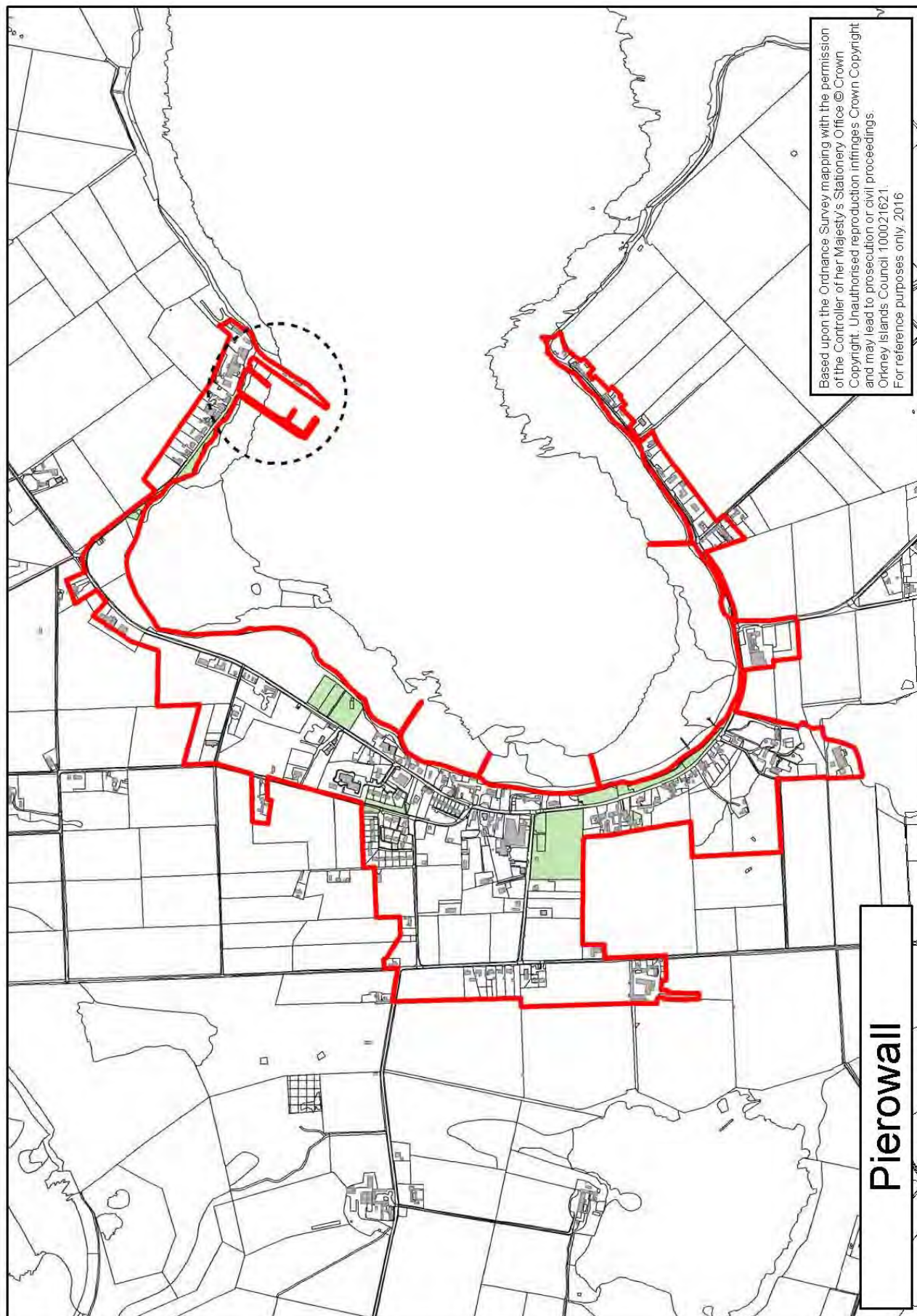
commercial interests such as fishing, fish processing and a bakery. There is also a marina in this part of the Village.

#### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

309 There are a number of listed buildings within the boundary of the village which include Gill pier and storehouse, Trenabie Mill and lade, the Baptist Kirk, War memorial and St Clair cottage. Lady Kirk is a scheduled ancient monument.

#### FLOODING/WATER DRAINAGE

310 Public sewerage is not available in Pierowall.



## Wyre

### SUMMARY

311 Wyre is located off the south coast of Rousay.

### TRANSPORT LINKS

312 **Ferry Service:** Roll-on-roll-off service for cars, passengers and cargo to Wyre Pier, an OIC facility located in the northwest of the island.

### EDUCATION FACILITY

313 Nursery and primary school facilities are provided on Rousay.

### NATURAL HERITAGE







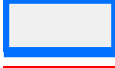




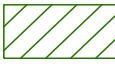



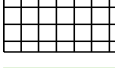




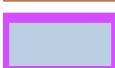


314 There are a number of locally important natural heritage sites.

### HISTORIC ENVIRONMENT AND CULTURAL HERITAGE

315 There are three scheduled monuments: Cobbie Row's Castle, St Mary's Chapel and Skirmie Clett enclosures.



# Key to Settlement Maps

-  New Hospital
-  World Heritage Sensitive Ridgelines (Policy 8)
-  Prime Retail Frontage (Policy 3)
-  HSE Consultation Zone (Policy 1)
-  Conservation Area (Policy 8)
-  World Heritage Inner Sensitive Zone (Policy 8)
-  National Scenic Area (Policy 9)
-  Settlement Boundary (Policy 3)
-  Town Centre (Policy 3)
-  Mixed Use Site (Policy 5)
-  Redevelopment Site (Policy 4)
-  SSSI (Policy 9)
-  SPA (Policy 9)
-  SAC (Policy 9)
-  Ramsar (Policy 9)
-  Safeguarded Areas for Minerals (Policy 5)
-  Strategic Open Space (Policy 10)
-  Waste Management Facility (Policy 5)
-  Short-term (Policy 4)
-  Long-term (Policy 4)
-  Business and Industrial Land (Policy 5)
-  Piers and Harbours (Indicative) (Policy 12)
-  Marine Expansion