

Kirkwall Urban Design Framework

Amendments made to Committee draft (26 September) for Full Council (9 October)

- 1) P8 – statement added to give assurance that the plans and proposals within KUDF are **illustrative only** as per wording offered by the Director.
- 2) P17 and 19 – reference to RET **removed**.
- 3) P18 – reference to sea wall amended to clarify that it **has been** built.
- 4) P39 – statement added to describe Council's approach to **residential parking** review.
- 5) P46 – reference to height of buildings beside Peedie sea amended to state that 4 storeys **may** be too high (and the Director's catch all statement at p8 clarifies the processes developers will be required to follow before any planning permission is granted).
- 6) P47 – reference to power station amended to clarify that it **may** become redundant.
- 7) P78 – reference added to education campus and **link to college** via signage and wayfinding.
- 8) P84 – reference to the **SSE proposals** for Scapa Corridor has been included.
- 9) Issues raised in relation to **Pickaquoy Road** are covered by the Director's catch all statement at p8.
- 10) Index – the contents page has been expanded in more detail **to aid navigation** of the document to cover this request.



Your Kirkwall 1012

Urban Design Framework

A Place Plan for Kirkwall
October 2018

Appendix 1.



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 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 the 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

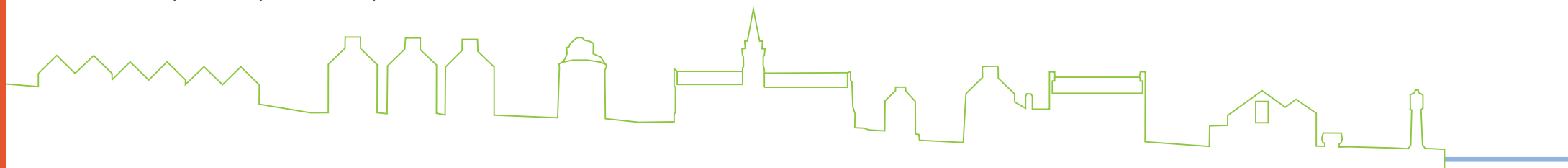
Should you wish to discuss any aspect of this Supplementary Guidance, an officer from Development Management will be available from 09:00 to 17:00, Monday to Friday to meet at the Orkney Islands Council customer services in Kirkwall or via telephone 01865 873 535.

**Prepared with assistance from PAS
(formerly known as Planning Aid Scotland)**

**Funded with kind assistance from the Scottish
Government's Smarter Choices Smarter
Places (SCSP) Fund**

www.orkney.gov.uk

Your Kirkwall
Urban Design Framework
A Place Plan for Kirkwall
July 2018.



Foreword

As Orkney's capital, Kirkwall is important not only to its own residents but to all people who live in Orkney and, indeed, those who visit. It is an important location for jobs, recreation, commerce and housing, and a hub for Orkney's economy and social activities. A successful Kirkwall contributes to a successful Orkney.

As a Kirkwallian, I have always recognised that the town is a very special place with its own unique character. Most people are charmed by Kirkwall – the narrow winding main street with its many lanes; some of the older houses gable end on to the street; the iconic buildings in the town centre; and the bustling harbour. Increasingly, residents appreciate the growing network of paths for walking and cycling.

The town faces many challenges – growing demand for housing, the changing demographic with more older residents, and an increasing number of tourists and visitors. It is very important that there is a plan for Kirkwall which guides its development in the short, medium and longer term so that we can protect what we value about it and help to shape how it evolves in a responsible, sustainable and locally distinctive way.

During 2017 and 2018, through the Your Kirkwall project, Orkney Islands Council facilitated a series of community conversations to help create

an inclusive plan that reflects the wishes and needs of the Orkney community. People were encouraged to come together to discuss and share ideas for the future of Kirkwall over the next 10-20 years – to help improve the town as a place to live, work, study and visit.

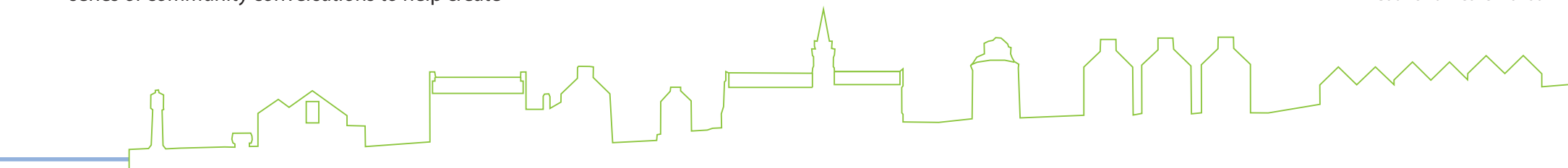
We went to the community with a blank sheet of paper, and what is included in this plan has emerged from a process of meaningful engagement with all stakeholders discussing issues that matter to them. This has been a very rewarding process, during which we have spoken to residents, community groups, local businesses and voluntary organisations. We have also made a particular effort to engage with young people through the schools and youth organisations, because they arguably have the biggest long-term stake in the future of the town.

This plan is ambitious, and it may not be possible for all of it to be achieved during the current Council term. At the current time of financial constraint, some of the more expensive options may not attract sufficient funding. However creating this blueprint for the town will help the Council and the community to work together to achieve as much as we can. As a 20-year vision for the town, I also hope that this plan will influence decision making long after the current Council has completed its term.

I welcome this document and value the way in which it captures the views of our residents. I look forward to seeing how it will influence Council plans and decisions over the coming years, and also to seeing many of the ideas and aspirations of the community come to fruition.



Councillor Leslie Manson

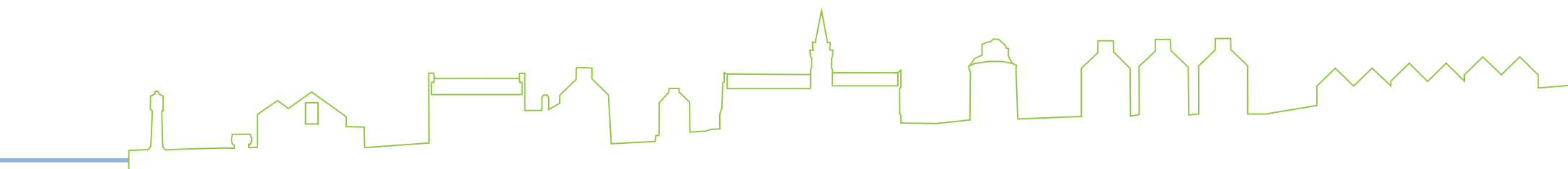




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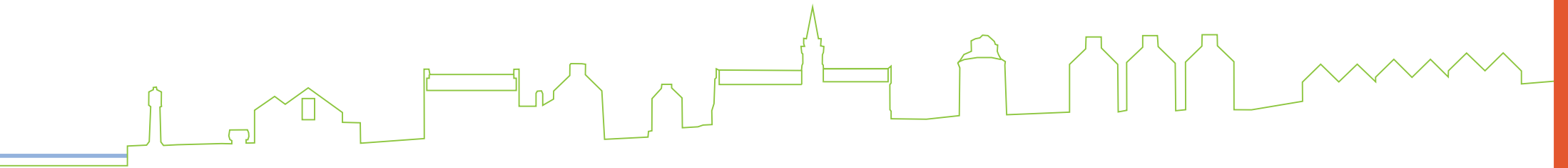
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1 Introduction



This document is the Kirkwall Urban Design Framework (KUDF). It is a strategic planning document which will guide development and change in the town over the next 20-year period.

The Council prepared this document with and for the Orkney community to create a plan which helps to coordinate ideas and investment which will improve Kirkwall as a place to live, work, study and visit.

This process was assisted by PAS (formerly Planning Aid for Scotland), a planning/educational charity and social enterprise with expertise in community engagement (www.pas.org.uk). The result is a Place Plan for Kirkwall which reflects the aspirations of the local community.

The ideas and priorities generated by local people during the 'Your Kirkwall' community conversations are outlined in section 2 and reiterated at key points throughout the document.

The KUDF is Supplementary Guidance and forms part of the Orkney Local Development Plan (OLDP) 2017. Its contents will also inform a review of the Kirkwall section of the Supplementary Guidance: Settlement Statements, which sets out the key information for each settlement to complement the policies of the OLDP.

For the avoidance of doubt, the plans and diagrams contained within this document are for

illustrative purposes only. It will be necessary for further detailed technical analysis and community consultation to be progressed through formal development brief and planning application processes to define the final form of development which will be permitted.

Beyond Planning, the document will also guide other Council and Community Planning Partner policies and activities such as Transportation, Roads, Housing, Education, Tourism and Economic Development.

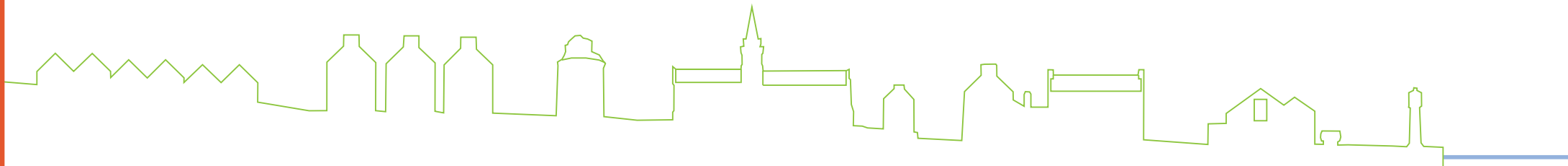
To help prepare the KUDF, Orkney Islands Council successfully secured grant funding from the Scottish Government's Smarter Choices, Smarter Places (SCSP) fund. SCSP supports initiatives to increase active and sustainable travel to improve people's health and the local environment.

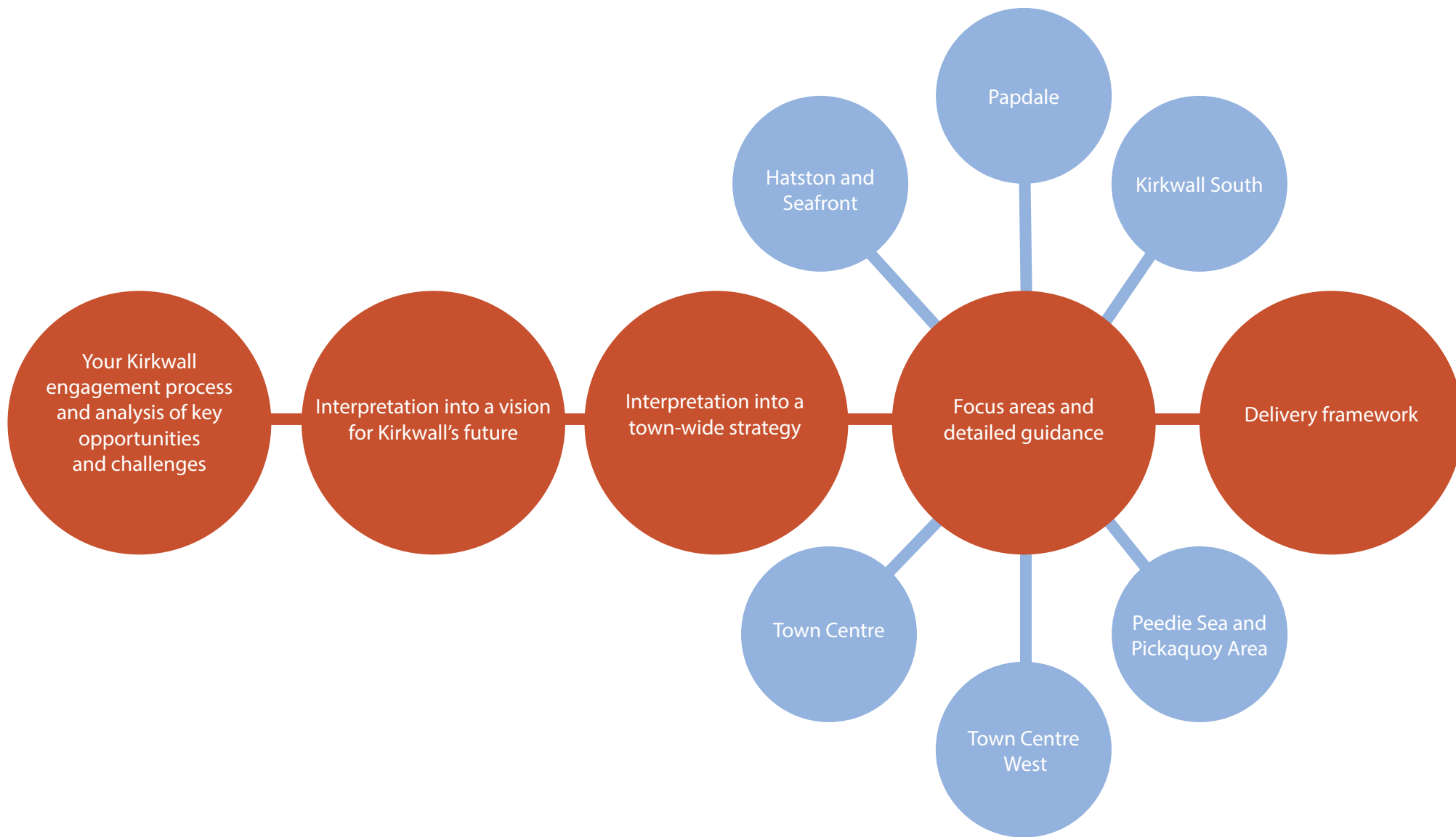
A review of the Kirkwall Active Travel Audit (KATA) was also carried out as part of this process and informs the Kirkwall strategy (section 5) and approaches to walking and cycling in the KUDF.

This KUDF contains:

- a vision for Kirkwall's future based on design principles generated by the community
- a strategy for planning, development and movement across the town as a whole
- six 'areas of focus' to guide development in the town; and
- a delivery framework.

The flow chart on the next page summarises the report's layout and approach.





Your Kirkwall engagement process and analysis of key opportunities and challenges

Interpretation into a vision for Kirkwall's future

Interpretation into a town-wide strategy

Focus areas and detailed guidance

Delivery framework

Hatston and Seafront

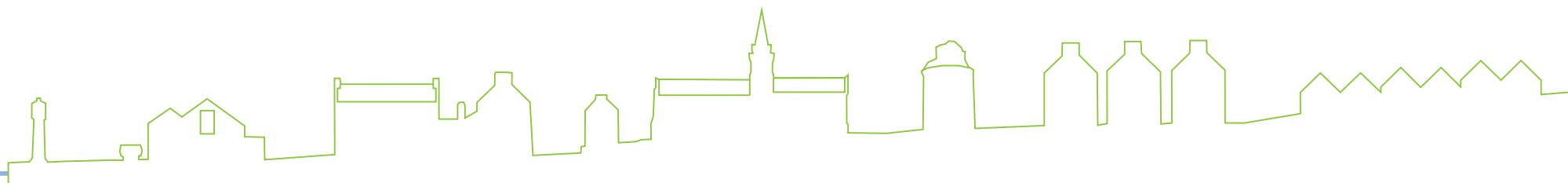
Papdale

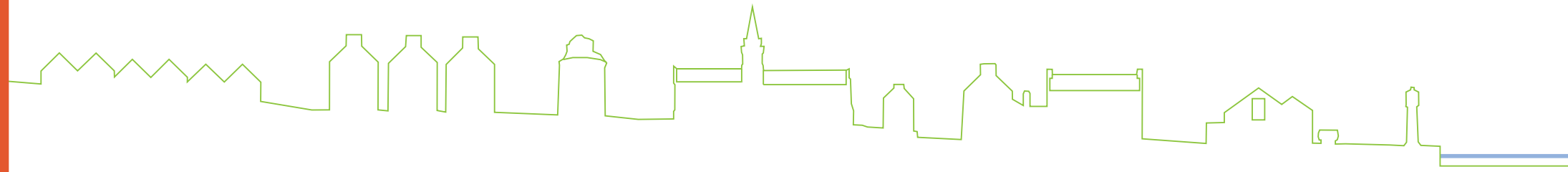
Kirkwall South

Town Centre

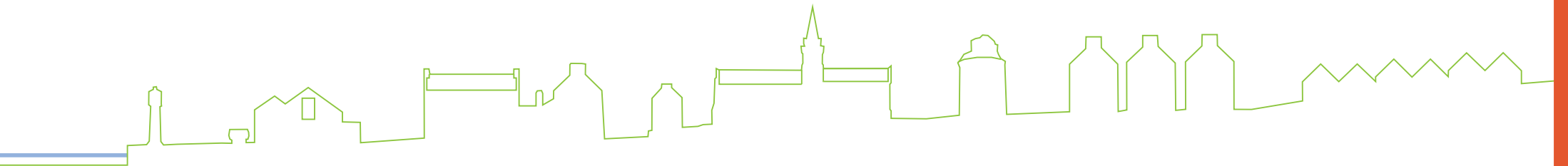
Peedie Sea and Pickaquoy Area

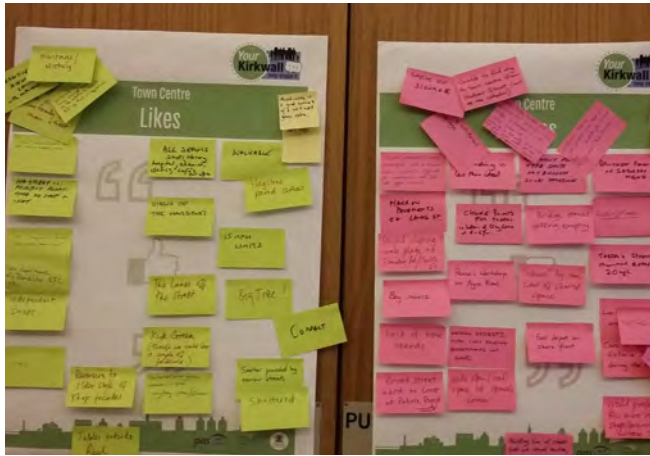
Town Centre West





2 Engagement Process





The process of community engagement which informed this plan took place over a number of months. PAS and the Council engaged with the citizens of Kirkwall and across Orkney by listening to and meeting with a variety of stakeholders – including residents, young people, community groups, local businesses and community planning partners to share ideas, set priorities and create a shared vision for Kirkwall.

Community engagement took place in two stages:

- **November 2017:** asking people to set the agenda for the future of the town by identifying issues, aspirations and priorities
- **January 2018:** testing the emerging framework of this plan to check it was heading in the right direction

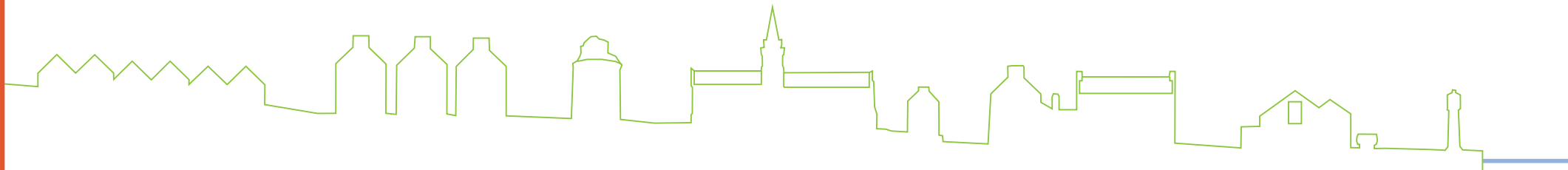
A number of engagement channels were used:

- youth engagement with local schools and youth organisations including a youth summit in late January 2018
- online engagement via Facebook, Twitter (@YourKirkwall) and www.yourkirkwall.com
- discussions with key community and business organisations and community planning partners
- use of the Scottish Government's Place Standard tool (<https://placestandard.scot/place-standard.pdf>)

- a public online community survey at www.yourkirkwall.com attracting over 300 responses
- community discussions in the town hall.

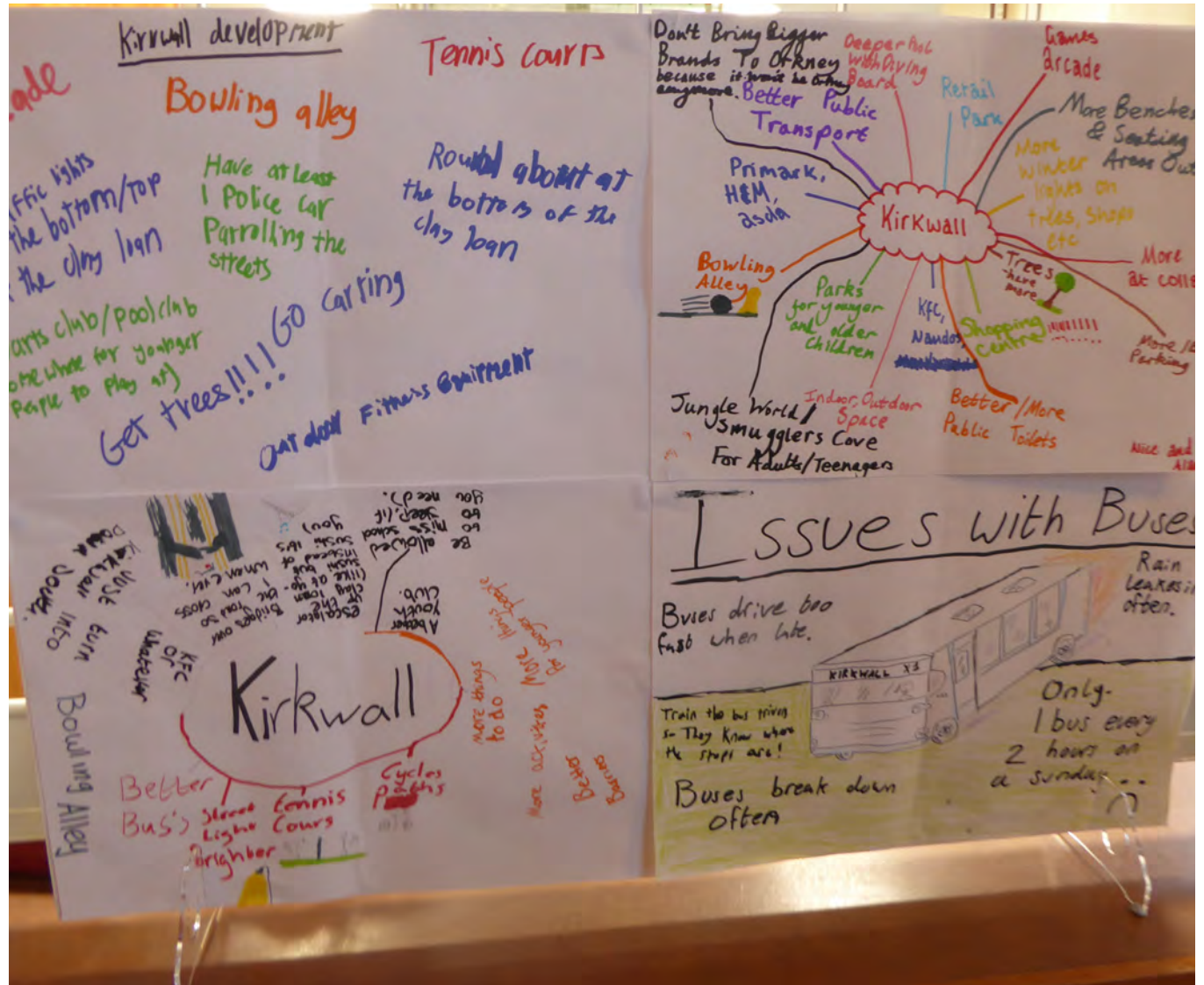
A full report of the outputs from all of these events can be found in the 'Interim Engagement Report: Update' which is available online at www.yourkirkwall.com

At the same time as the two stages of community engagement were happening, the team was also undertaking background research into population change, strategic policy aspirations and constraints (for example, Scottish Government national planning policy on the protection of natural environments) and technical



constraints and opportunities (for example, drainage and potential funding for future project implementation).

The table on the next page summarises community views and uses these to begin the process of forming community-led design principles and a vision for Kirkwall's future.





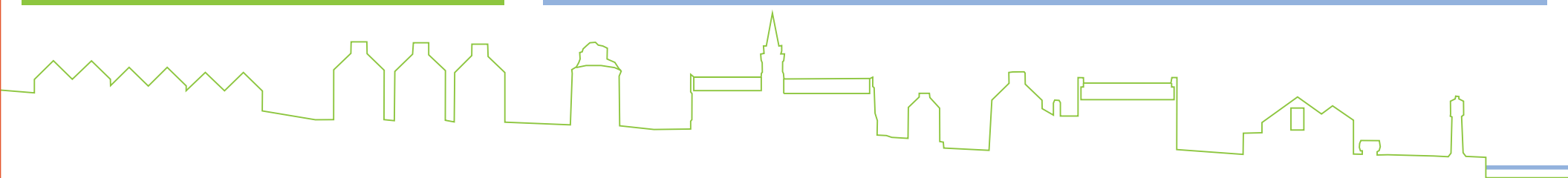
Young people's ideas

- More nature, greenery, flowers and trees
- More social spaces and clubs to meet
- More opportunities for recreation and play
- Make the Peedie Sea a destination
- Better parks
- Better buses from east and west mainland



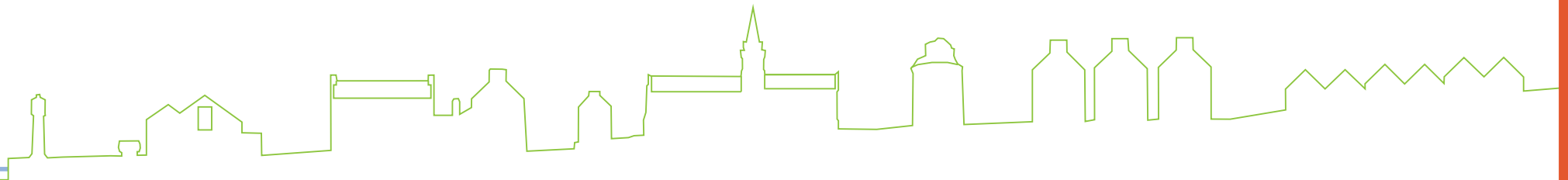
Wider community ideas

- More activity on Albert Street/Victoria Street
- Make it easier to move around by bike and foot
- Improve the quality of footpaths (e.g Muddisdale)
- Create more open and community space
- Retain historic features
- Control/enforce parking
- Tackle HGV traffic
- Celebrate the town's heritage
- Introduce more colour
- Use brownfield gap sites before growing town outwards onto greenfield sites



3 Kirkwall

Opportunities & Challenges



Island Context

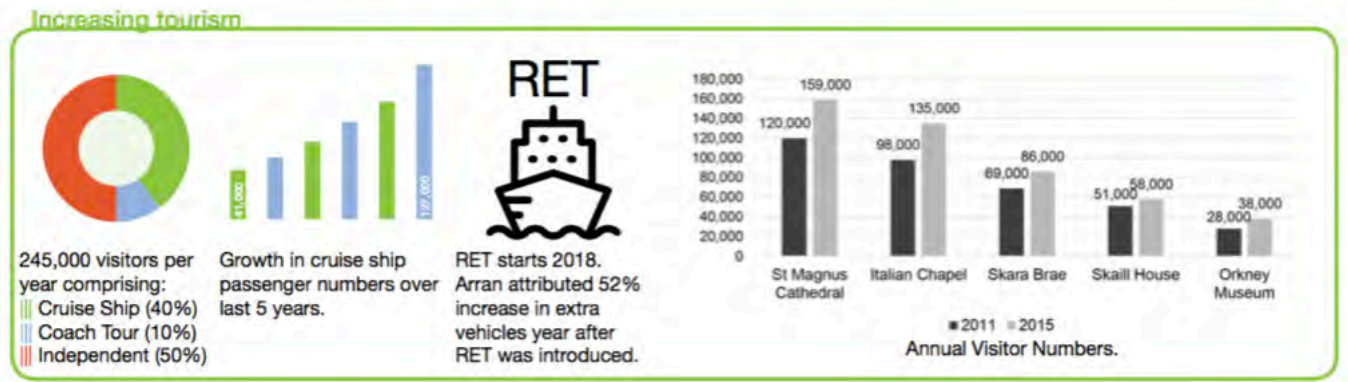
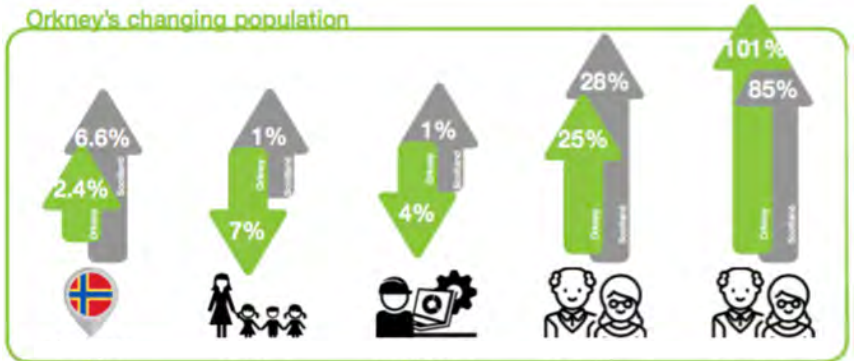
Kirkwall is Orkney's capital and is important not only to its own residents but to all people who live in, work in, study in, and visit Orkney.

The Pickaquoy Centre, Kirkwall Grammar School (KGS), Orkney College UHI, town centre businesses, supermarkets, Hatston Industrial Estate, the Council headquarters and the town's many other facilities serve people who live in and visit Kirkwall as well as those from the East and West Mainland, the linked isles and the outer isles of Orkney.

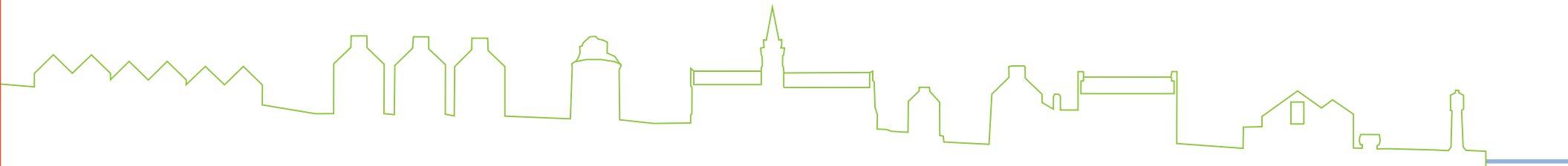
The town is an important economic, cultural, recreational, residential, commercial, tourist and transport hub for Orkney as a whole. It is clear that a successful Kirkwall contributes to a successful Orkney and that the town's ongoing development must be supported and coordinated for the islands as a whole to flourish.

Linked to this, Kirkwall's population is growing faster than any other part of Orkney. This situation has implications for the future growth of Kirkwall: where will this growing population live, especially the growing numbers of older people? It also has implications for travel: how will people get to and from Kirkwall, and how will they move around in Kirkwall?

- 9,293 people live in Kirkwall
- 87% of Kirkwall residents say their health is 'good' or 'very good'.
- Bus use in Kirkwall has risen 42% since 2010
- Orkney has the highest number of electric vehicles per capita in the UK



Category	Orkney	Scotland
Economically Active	89%	77%
Unemployment	2.5%	4.5%
Self Employment	14%	9%
Gross Weekly Earnings	£528	£548
Benefit Claimants	9%	13%
Public Sector & Education	17%	14%
Micro businesses	86%	81%





Key gateways for tourists and routes frequented by independent travellers



Centres of gravity for Orkney Mainland. Services in Kirkwall cover the whole of Orkney

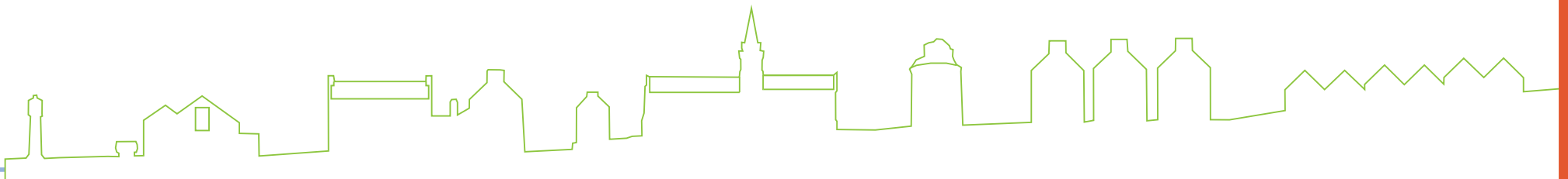
Orkney's popularity as a destination has continued to grow in recent times with both volume tourism and visits by independent travellers increasing year on year. It is anticipated that the number of individuals choosing Orkney as a holiday destination will continue to increase in future years. Whilst this increase in visitor numbers can pose a challenge to our infrastructure, it also represents an exciting economic opportunity for new and existing businesses. As Kirkwall is one of the UK's most popular cruise destinations, it has its own distinct pressures and opportunities.

Orkney has a strong track record in generating energy from renewables sources in innovative ways and has ambitious plans for the future, including generating hydrogen from locally-produced green energy and generating energy from waste. Initial investigations and feasibility works are underway regarding the creation of a private wire network to electrify public and civic buildings in order to reduce fuel costs. Furthermore, the OLDP provides an indicative heat network for Kirkwall, which would enable existing and new heat generators to provide heat to residential properties on allocated residential sites. The provision of low carbon transport infrastructure within developments is particularly encouraged, for example by providing community or commercial electric vehicle charge points.

The ability to get in and out of Kirkwall is critical. The transport network has to cater not only for local trips within the town, but also trips by businesses, residents and visitors from elsewhere in the county and arriving from further afield. Different kinds of travel demands need to be accommodated.

It is recognised that the nature of Orkney's dispersed rural settlement pattern is such that many residents and workers living outwith Kirkwall will inevitably arrive in town by car, meaning that they require somewhere to park. However, opportunities exist to promote walking and cycling for shorter journeys within the town to increase 'active travel' and all its benefits for health, wellbeing and the environment.

The management of water within the town is another key factor. The area around the Peedie Sea is reclaimed land and the shoreline has moved over time.



The key current issues in water management in Kirkwall are:

- **surface water:** run-off from rain and snow. This causes capacity issues and associated localised flooding. Significant flooding in 2006 was caused by surface water drainage; and
- **seawater:** flooding from the sea is a key concern. The 2005 flood was caused by seawater breaching the harbour defences.

Based on these issues, the following actions are being undertaken:

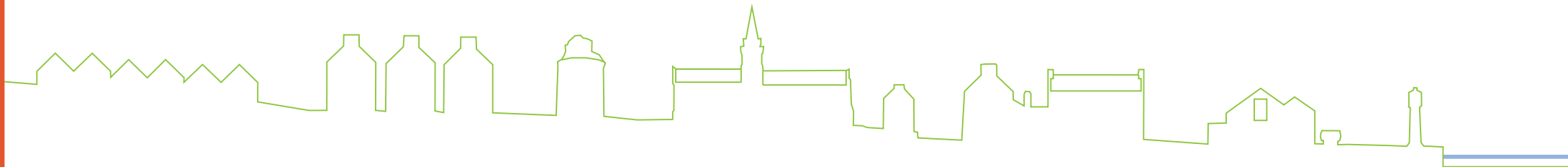
- new sea wall defences have been built at the harbour to reduce risk of seawater flooding
- Orkney Islands Council is preparing a surface water management plan to develop a strategy for reducing flooding from surface water. This will include sustainable urban drainage system (SUDS) for all new development and;
- Scottish Water is developing proposals for work to upgrade the drainage system, to increase surface water capacity and reduce flood risk.

Scottish Water has been working on a hydraulic model of the catchment area to understand the impact of sewer flooding on the population and

to enable development within the town. Kirkwall is a complex catchment with many hydraulic issues to address, including coastal and overland flow flooding.

Several strategic options have been modelled and discussed with Orkney Islands Council and developers earlier this year and opportunities to coordinate sewer upsizing at the same time as road works, such as the possible reorganisation of parking on Great Western Road proposed in this document, are already being explored. The next stage will be to agree on a final solution and set out the principles under which the strategy will be delivered and funded collaboratively between Scottish Water, Orkney Islands Council and developers. It is anticipated that this work will then be incorporated into the development of the Kirkwall Surface Water Management Plan.

It is acknowledged that a number of key gap and strategic sites in the town cannot be developed without managing surface water flooding and discussions are ongoing with Scottish Water, SEPA and Orkney Islands Council to try and find solutions to this. Surface water flooding is the key constraint to the redevelopment of the Town Centre West area.



Kirkwall Economy

A review of the local economy has been completed through stakeholder meetings with Highlands & Islands Enterprise (HIE) and local business representatives from a range of sectors, a desk review of latest economic statistics and discussions held at the community events.

A SWOT (strengths, weaknesses, opportunities and threats) analysis of the local economy has been developed in line with these discussions. This SWOT has helped to inform this KUDF.

Strengths

- Kirkwall the capital of 'Orkney the Brand' – agriculture, food and drink, craft/jewellery and tourism sectors
- Low unemployment (claimant count locally @ 1% compared to Scottish average at 2.5%)
- High levels of economic activity and self-employment
- Kirkwall the administrative and commercial centre for Orkney – notably for public services
- Hatston Industrial Estate
- Ferry terminal / cruise terminal – most visited cruise port in UK
- Active / well support BID (Business Improvement District)
- Visitor attractions and proximity to Kirkwall
- UHI / Orkney College research / further education programmes
- Proximity to airport
- Recreational facilities, Pickaquooy and Peedie Sea
- Growing population in Kirkwall & Orkney (+10% since 2001)
- Buoyant house market
- Transport & tourism-related trends continue to grow year on year

Weaknesses

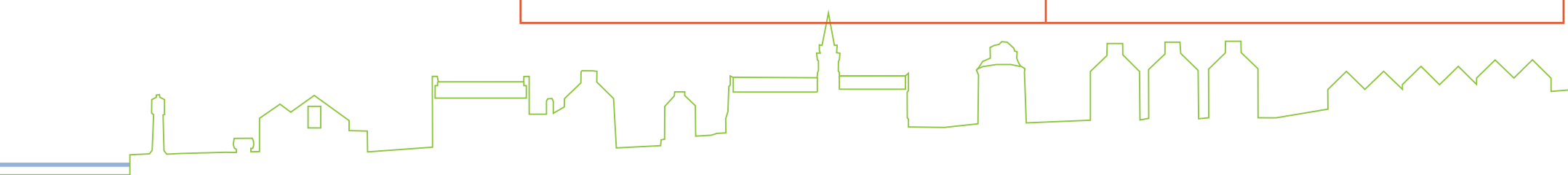
- High level of dependence on public sector jobs
- Narrow economic base, lower value sectors such as tourism and retail
- High seasonality in tourism / cruise related business
- Over-reliance on cruise business
- Housing affordability and pressure on social housing
- High demand on housing driving up property prices
- Pressure on community assets and congestion, especially in peak periods
- Hatston a poor 'front door' to Kirkwall – aesthetically poor
- Lack of appropriate tourism accommodation
- Economy and community not yet set up to maximise opportunities and benefits of volume tourism

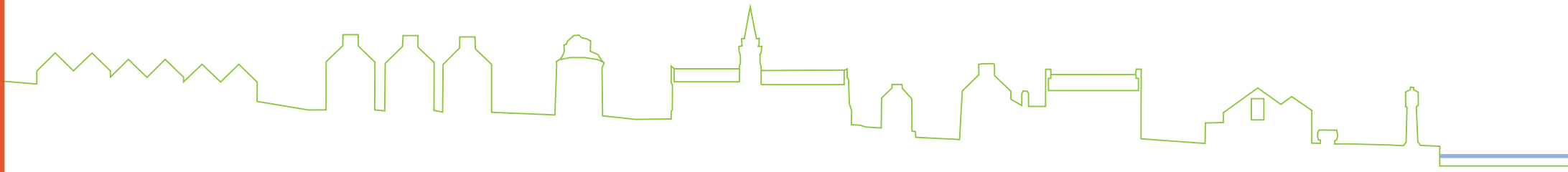
Opportunities

- International cruise growth
- Further promotion of 'Orkney the Brand', 'Orkney PLC', 'Orkney.com' and Kirkwall's 'capital credentials'
- Growing tourism patronage at key sites and attractions
- Orkney College / UHI
- Action plan for Hatston
- Converting short cruise stays into longer repeat and 'word of mouth' benefits
- Ensuring Kirkwall and Orkney retain their known uniqueness
- Changing organisational structure to support future tourism economy growth
- Changing energy generation/storage/management as an opportunity e.g. renewable energy as a generator of funds to help kickstart projects
- Sustainable tourism planning
- Islands Deal – significant employment opportunities
- Island Games 2023

Threats

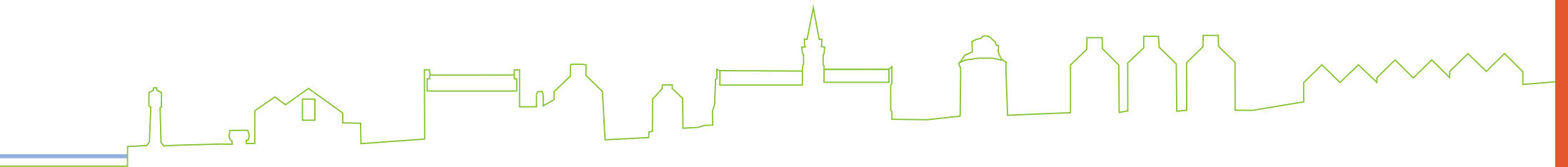
- Public sector cutbacks
- 'Over-tourism' in peak periods
- Tourism adversely affecting other business/community uses
- Ageing population and population growth putting pressure on all town assets
- Lack of affordable housing
- External factors affecting tourism, such as Brexit and exchange rates
- Brexit issues affecting farming and exports, notably around food and drink
- RET further putting pressure on Kirkwall and 'over-tourism' in peak periods
- Impact of traffic and parking on the economic performance of the town centre
- Surface water flooding
- Online shopping





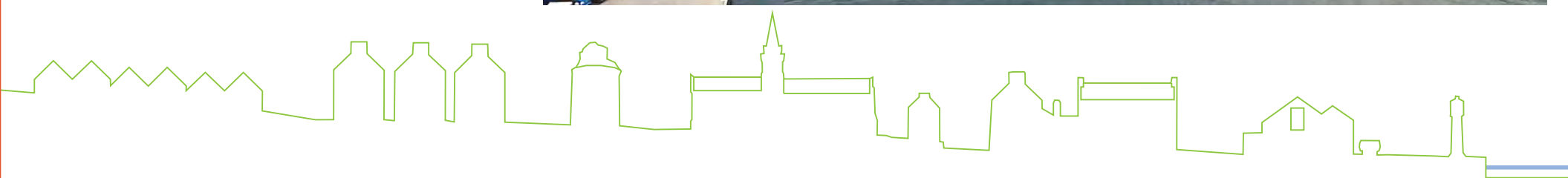
4 Kirkwall

Vision

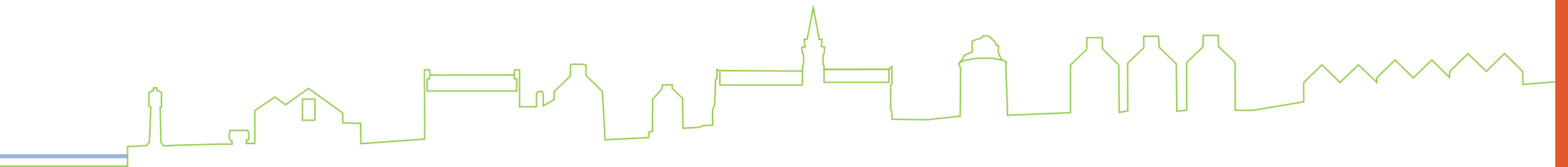


This future vision for Kirkwall comes directly from the community engagement themes (section 2), Kirkwall opportunities and challenges (section 3), and informs the Town-Wide Strategy (section 5):

- **movement:** a town where it is easier and more comfortable to get around by walking, cycling and public transport
- **colour:** a brighter and more colourful Kirkwall
- **greenspace:** a greater variety of parks and outdoor spaces
- **heritage:** a town which cherishes the historic 'Kirkwall' style and focuses on better streets in new development
- **economy:** Kirkwall as the commercial heart of Orkney with future development focused in and around the town centre on surplus land and buildings
- **inter-generational:** a town which provides opportunities for employment, suitable accommodation and social interaction for all ages
- **digital:** to improve signage and interpretation
- **green energy:** a town which harnesses natural resources through embracing innovation and opportunities for cleaner energy, making it a more sustainable place.



5 Kirkwall Strategy



The Kirkwall Strategy has six town-wide design principles which have been developed to deliver the vision outlined in section 4, and underpin the seven strategic town-wide objectives which follow. The town-wide delivery plan summaries key actions to deliver the vision and strategy – and more detail is provided in each of the six focus areas in section 6.

- 6 Design Principles
- 7 Strategic Town-Wide Objectives
- 1 Town-Wide Delivery Plan



Community Ideas Informing Approach

- Walking is key to moving around Kirkwall
- 20 minutes is the threshold for most people to walk to the town centre
- New developments should be walkable from the town centre
- Brighter street lighting
- Better links needed e.g. to the Peedie Sea
- Improve public transport

Design Principles

Six town-wide design principles are described, coming directly from community comments. Each design principle has an identifiable logo and where the design principles feature within each focus area (section 6), these are identified by logos in the top corner of each project sheet.



Enhance Greenspace

Open space should integrate with the green network to provide multifunctional spaces with access, play, biodiversity and landscape value.



Walkable Town

All streets should offer a pleasant and high quality walking experience for pedestrians of all ages and capabilities. Streets should be designed to be inclusive and encourage walking as much as possible.



Better Streets

Streets should be well lit, create a positive Orcadian sense of place, and offer shelter. Streets should have a strong relationship with the historic environment, enhancing and protecting the buildings and spaces around them.



Easier Movement

The hierarchy of movement around Kirkwall should be refocused to put pedestrians and cyclists first, public transport second and the needs of motorised vehicles last.



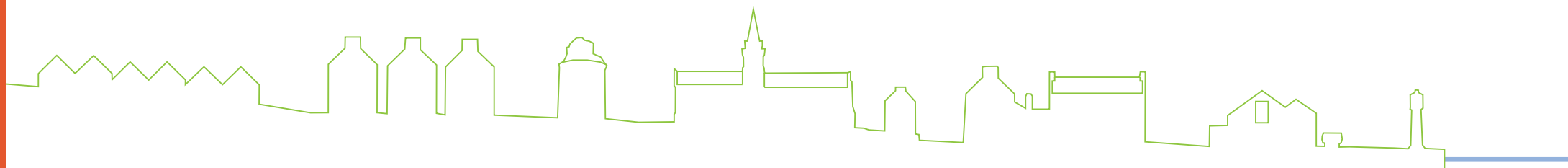
Better Neighbourhoods

Neighbourhood design should encourage social interaction and offer access to good quality greenspace, safe streets and places for children to play outdoors.



A Sustainable Place

Aim for zero carbon emissions for all development, eliminate waste, and maximise the use of both renewable materials and energy.



Strategic Town-Wide Objectives

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

Kirkwall is a growing town with an increasing population and housing numbers. Outward growth can be incremental or planned – both were discussed at length with residents and stakeholders. The workshops during the community engagement revealed that currently Kirkwall is almost all within a 20-minute walk of the town centre and this was repeatedly seen as an advantage. This prompted discussions around access, parking, and the distribution of amenities and services. The overwhelming desire was to retain this 20-minute walking character and to break up the 20-minute distance with rest spaces along key routes. The prevailing wind and topography will also be a factor in working out the 20-minute distance.

2. Take a responsible approach to the demand from some people for more car parking

Retain and re-distribute (don't expand) the existing level of parking in and around the town centre, enforce parking, and create new visitor parking between the Pickaquoy Centre



Option 1: continue to grow outwards along all edges (not taken forward)



Option 2: grow Kirkwall in a specific direction, with new facilities (not taken forward)



Option 3: grow within 20-minute walking area (chosen by community)

and Hatston (west of Pickaquoy Road). Encourage visitors to access the town centre on foot or by bike from Hatston Pier or edge-of-centre car parks to reduce the demand for bus, van and car visitor parking in the town centre.

3. Focus on traffic management to resolve Kirkwall's traffic issues in the next 5-10 years

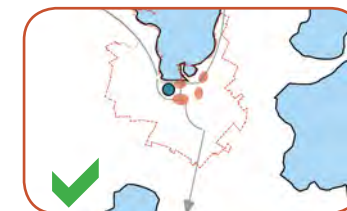
A number of localised traffic junction improvements and one-way streets are proposed to reduce current congestion. The key issue is heavy vehicles and other traffic crossing the town from Hatston to the east. Whilst a one-way system around the Peedie Sea does not show any significant improvements, the use of one-way systems around the Junction Road / Great Western Road area does show improved traffic flows in our models. Retain the option/aspiration for a southern bypass in the future at such a time as traffic models demonstrate it is necessary.

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

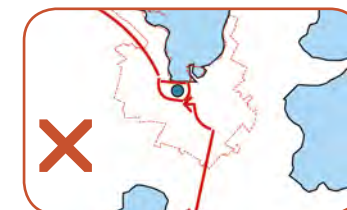
Encourage better walking and cycling opportunities within the town. This will be achieved through the development and



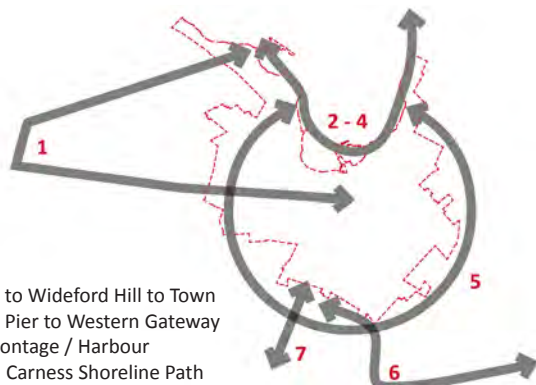
Option A: bypass option (not taken forward)



Option 2: improvements at specific junctions (chosen by the community)



Option 3: one-way system in Peedie Sea area (Not taken forward)



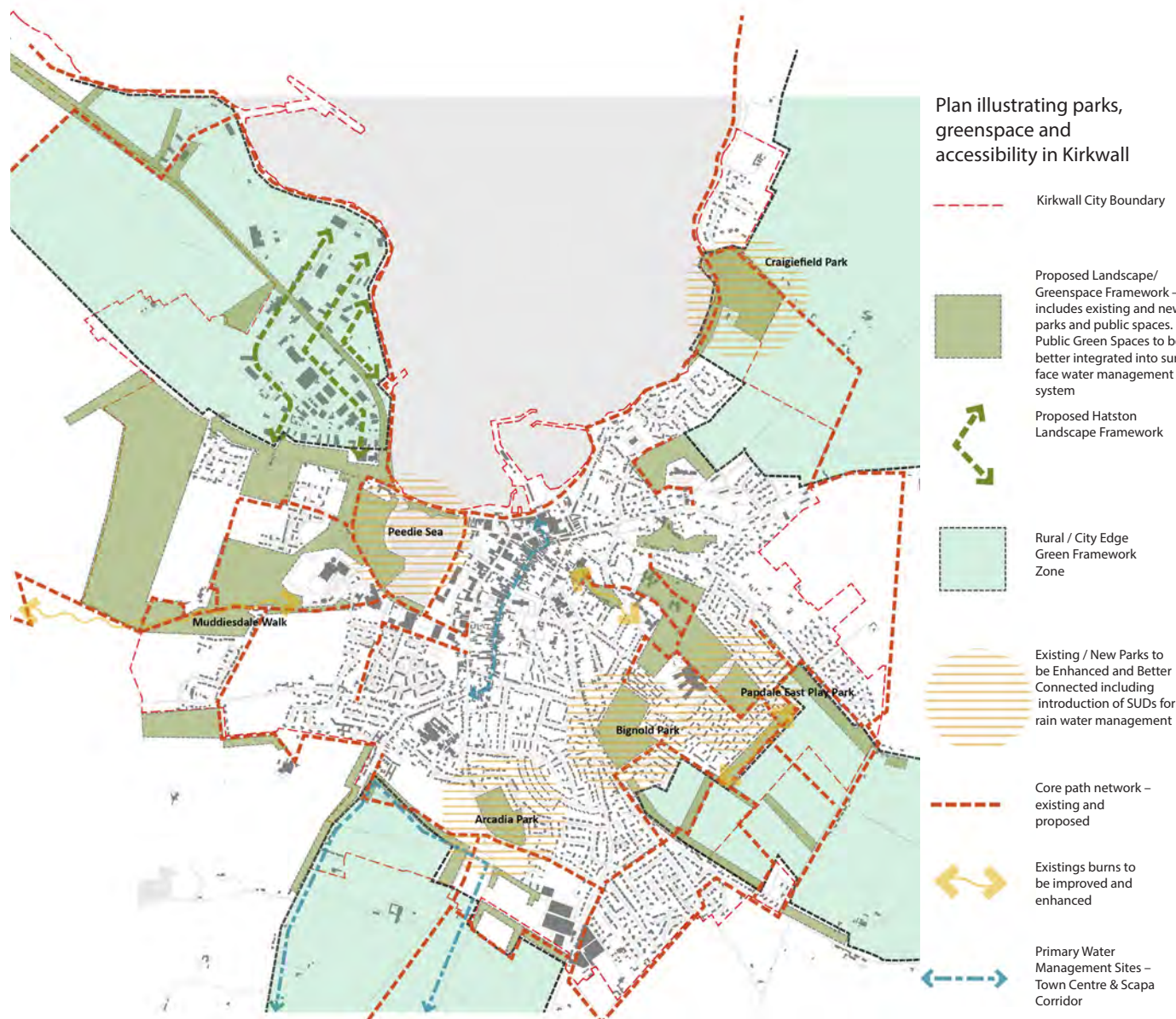
1. Hatston to Wideford Hill to Town
2. Hatston Pier to Western Gateway
3. Town Frontage / Harbour
4. Town to Carness Shoreline Path (including Craigiefield Walk / Parkland)
5. Kirkwall Circular Route
6. Town to Countryside Route – Inganess
7. Town to Countryside Route – Scapa

Above: Diagram shows the key footpaths

consolidation of a town-wide Active Travel Path Network (ATPN) which includes the following key strategic routes:

- Hatston to Wideford Hill to Town
- Hatston Pier to Western Gateway
- Town Frontage / Harbour
- Town to Carness Shoreline Path (including Craigiefield Walk/Parkland)
- Kirkwall Circular Route
- Town to Countryside Routes (Scapa and Inganess)

Sections of these routes already exist. A combination of improvement and upgrading works are required to encourage residents and visitors to access and move through the town and surrounding countryside on foot and by bike, and there may also be



Plan illustrating parks, greenspace and accessibility in Kirkwall

- Kirkwall City Boundary
- Proposed Landscape/Greenspace Framework – includes existing and new parks and public spaces. Public Green Spaces to be better integrated into surface water management system
- Proposed Hatston Landscape Framework
- Rural / City Edge Green Framework Zone
- Existing / New Parks to be Enhanced and Better Connected including introduction of SUDs for rain water management
- Core path network – existing and proposed
- Existings burns to be improved and enhanced
- Primary Water Management Sites – Town Centre & Scapa Corridor

opportunities to link up bridleways with the provision of new infrastructure. The design of any new infrastructure should be consistent with Cycling by Design, Designing Streets and the SCOTS National Roads Development Guide. Integral to the development of the ATPN is the provision of green infrastructure and a signage and wayfinding strategy of sensitive careful design which minimises clutter and enhances the distinctive historic environment. Shelter, cycling facilities, disabled access and dementia-friendly signage. Seating provision is also encouraged along key routes. Implementation of these proposals could include connecting the distilleries, green spaces and amenities up as part of a whisky trail to improve Kirkwall and the Crantit area as a destination. The consideration of reduced speed zones or limits in built up areas will also help to achieve this objective.

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

This is particularly important to enable the development of low-lying sites in the town centre and town centre west areas of Kirkwall. A Green Infrastructure Network, incorporating Green Networks, Open Space and Active Travel routes, should be used to assist with surface water management / drainage issues around Kirkwall as part of the surface water management plan process.

6. Provide better connected functional greenspace

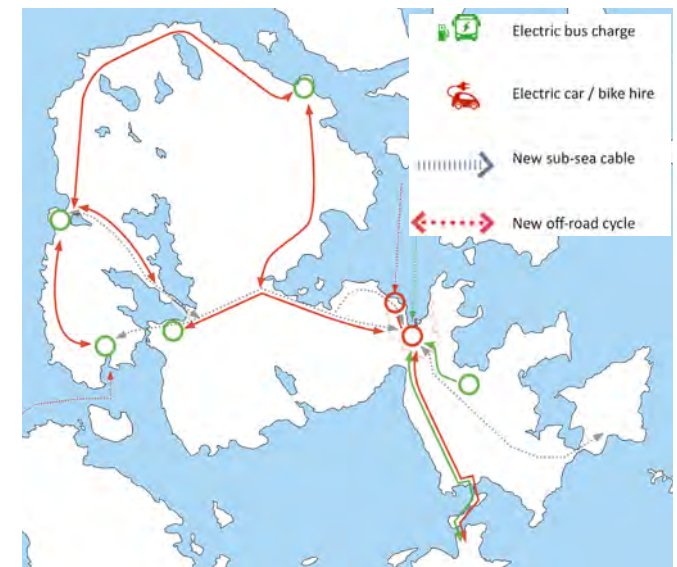
Kirkwall has many open spaces which aren't as well used as they could be. We are also aware that providing ongoing maintenance of these spaces is difficult for the Council in the current economic climate. We propose that a consolidated and better connected green network in Kirkwall should be established which integrates green infrastructure (paths, open spaces) with green networks / parks / ATPN. This green network will address issues raised in Your Kirkwall and align with Orkney Island Council's greenspace objectives and, in turn, the emerging Orkney Local Biodiversity Action Plan. Key to the success of this objective is likely to be community ownership of greenspace and we heard from a number of interested groups during the community workshops.

The Peedie Sea forms part of a network of major greenspaces and parks within Kirkwall town, along with:

- Bignold Park
- Papdale East Play Park
- Muddiesdale Walk / Footpath / Cycleway
- Arcadia Park at Scapa Crescent
- Crantit Park (currently under development)
- Tankerness House Gardens

As well as making more of the Peedie Sea, there should be a review of the greenspaces and play areas across Kirkwall as a whole, including support for community-led

greenspace improvements at Papdale East, Craigiefields/Carness, Scapa Crescent, Bignold Park and any others which emerge – and linking greenspaces through improved walking and cycling networks such as the proposed shoreline route from Hatston Pier around the Bay of Weyland to Carness (see Hatston section and strategic objective 4). The proposal of a new park at Craigiefield Road (Craigiefield Park), along with potentially a new linear coastal park along Carness Road, would significantly enhance and provide balance to parkland and greenspace across the town. Adding to the parkland provision is a network of play spaces that weaves in between the greenspaces. An Active Travel Path Network is key to the success of this objective (objective 4).



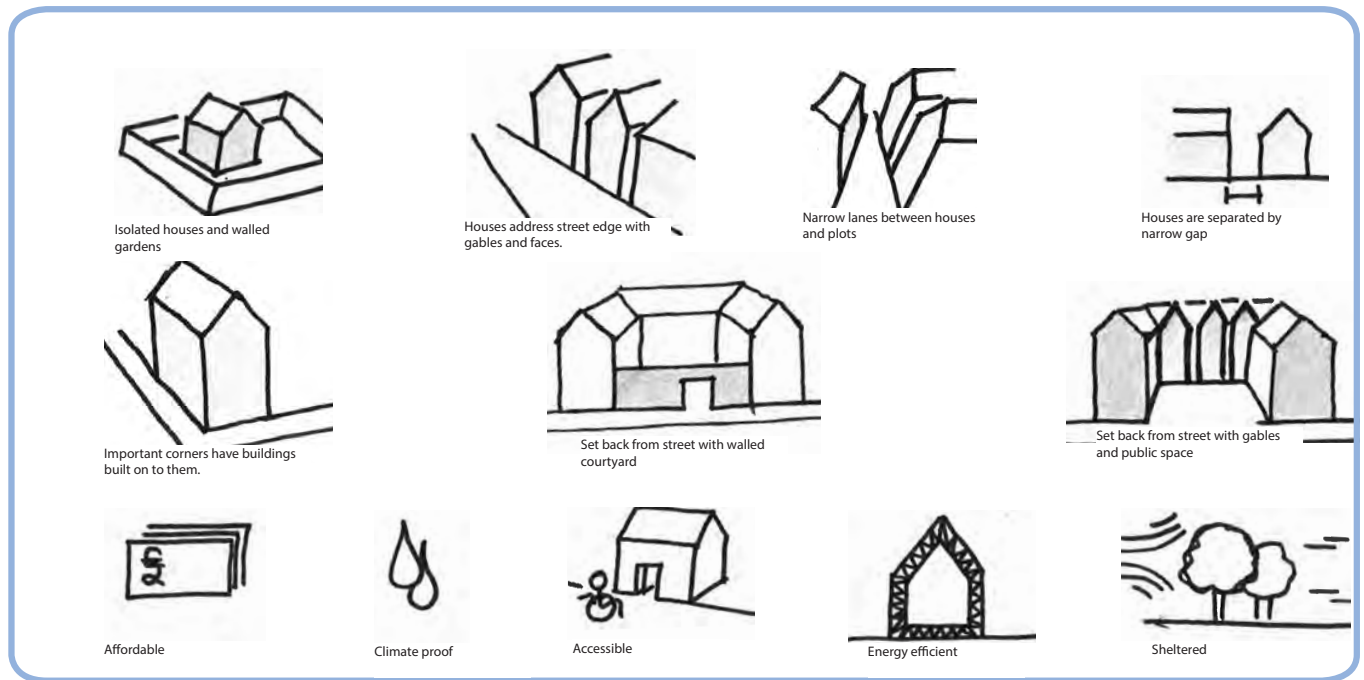
7. Make Kirkwall a better place to live

All the strategic town-wide objectives contribute to making Kirkwall a better place to live – they are all connected.

There is a need to develop better neighbourhoods built on well-designed streets and social spaces which protect and enhance the distinctive character of the historic environment, with buildings fronting onto the streets. Kirkwall streets are built on a distinctive combination of mixed materials, simple forms and carefully placed buildings. Affordable architecture should be created with an Orcadian character – with colour, planting and shelter, all sensitively designed and incorporated.

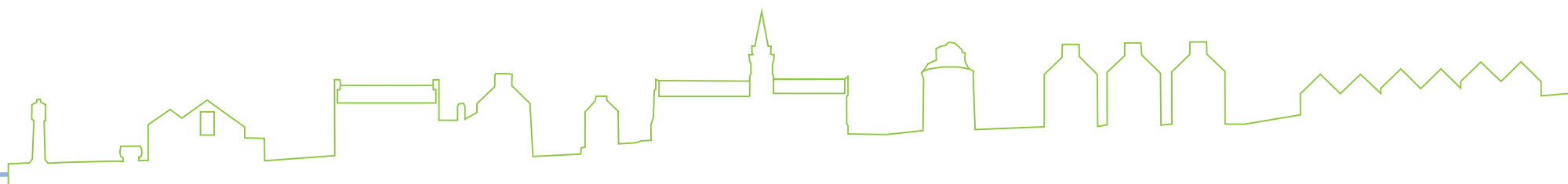
Streets should be designed to encourage a positive walking experience for all ages and capabilities (including the visually impaired) – including considering seat provision along key routes for ease of use.

OIC will work in partnership with key stakeholders to develop a range of renewable energy infrastructure projects including investigating options for a potential private wire network for Kirkwall, opportunities to develop an energy/heat from waste facility and an associated district heating network for the town, and a plan for electric vehicle (EV) charging points.

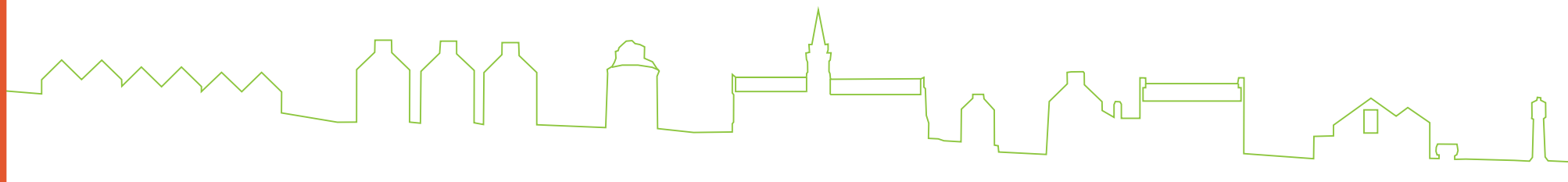


Town-Wide Delivery Plan

TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
Land Allocations: Orkney Islands Council (OIC) to review the Kirkwall section of Supplementary Guidance: Settlement Statements to prioritise immediate term housing allocations in the LDP within a 20-minute walking distance of the town centre.	✓	✓	✓	✓	✓	OIC	BUSINESS	✓	QUICK WIN!	S-M	LOW
Parking: OIC to review the car parking strategy for the town.		✓	✓	✓	✓	OIC	BUSINESS		QUICK WIN!	S-M	LOW
Parking: OIC to review Kirkwall section of Supplementary Guidance: Settlement Statements to provide guidance on flexible town centre parking standards for new development.	✓	✓	✓	✓	✓	OIC	BID, BUSINESS	✓	QUICK WIN!	S-M	LOW
Traffic Management: OIC to undertake feasibility/design studies to improve key junctions	✓	✓	✓	✓	✓	OIC		✓	QUICK WIN!	S-M	LOW
Active Travel Path Network (ATPN): OIC to develop a town-wide signage and wayfinding strategy (including shelter, seating, cycling facilities, disabled access and dementia friendly signage).	✓	✓	✓	✓	✓	OIC	SUSTRANS, LANDOWNERS	✓	0-2 YEARS	M	MEDIUM
Active Travel Path Network (ATPN): Identify missing sections of the ATPN and develop design proposals and construction projects.	✓	✓	✓	✓	✓	OIC	SUSTRANS, LANDOWNERS	✓	0-2 YEARS	M	MEDIUM
Active Travel Path Network (ATPN): Carry out feasibility/design work for Active Travel Path Network projects and green infrastructure.	✓	✓	✓	✓	✓	OIC	SUSTRANS, LANDOWNERS	✓	0-2 YEARS	M	MEDIUM
Surface Water: OIC Engineering to prepare a Surface Water Management Plan for the town which will identify a suite of projects to resolve surface water flooding in Kirkwall	✓	✓	✓	✓	✓	OIC	SCOTTISH WATER, SEPA, LANDOWNERS, DEVELOPERS		0-5 YEARS	L	MEDIUM
Surface Water: Consider whether some areas of greenspace could have a main purpose of public recreation and also function as natural flood water storage at times of flood events.	✓	✓	✓	✓	✓	OIC	SCOTTISH WATER, SEPA, LANDOWNERS, DEVELOPERS	✓	0-5 YEARS	L	MEDIUM



TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
Better Connected Greenspace: OIC to review the Kirkwall Section of Supplementary Guidance: Settlement Statements and include green networks to ensure they are delivered through planning applications to enhance greenspace and help empower communities	✓	✓	✓	✓	✓	OIC	DEVELOPERS, COMMUNITIES	✓	0-2 YEARS	S	LOW
Better Connected Greenspace: OIC to prepare a green infrastructure plan for Kirkwall which references the requirement for sustainable urban drainage systems (SUDS) throughout any development. Foul drainage should also be referenced, alongside working with Scottish Water to ensure there are no capacity issues (all development in the settlement and immediate vicinity should connect to the public foul sewer)	✓	✓	✓	✓	✓	OIC	DEVELOPERS, COMMUNITIES	✓	1-2 YEARS	S	LOW
Green Connected Greenspace: Review greenspaces and play areas across Kirkwall (this can then feed into the Peedie Sea Park project and others).	✓	✓	✓	✓	✓	OIC	COMMUNITY GROUPS	✓	QUICK WIN!	S-M	LOW
Easier Movement: Provide greater accessibility for public transport, cycles and electric bikes, and better shelter, signage, seating, and an island-wide hire / charging system should be integrated into this	✓	✓	✓	✓	✓	OIC	OREF, HIE, SUSTRANS, VISIT ORKNEY	✓	0-5 YEARS	M	MEDIUM
Better Place to Live: OIC to prepare site specific development briefs to provide guidance on interpretation of the Your Kirkwall design characteristics	✓	✓	✓	✓	✓	OIC	DEVELOPERS, LANDOWNERS	✓	0-2 YEARS	M	MEDIUM
Better Place to Live: Promote higher quality design and development	✓	✓	✓	✓	✓	OIC	DEVELOPERS, LANDOWNERS	✓	0-2 YEARS	S	LOW
Renewable Energy Infrastructure: Where a development will feature communal parking, there will be an expectation for EV charge points to be provided, including in new housing developments and in key locations. This will be specified within appropriate development briefs.	✓	✓	✓	✓	✓	OIC	OREF, HIE, SUSTRANS, VISIT ORKNEY		0-5 YEARS	L	MEDIUM



6 Focus Areas

Introduction

Introduction

Community aspirations for the future of the town are concentrated on six areas of the town. These six 'areas of focus' were tested with the community in early 2018 and form the structure of the focus area projects:

- Town Centre
- Town Centre West
- Peedie Sea and Pickaquooy
- Hatston and Seafront
- Papdale
- Kirkwall South

A number of projects are detailed within each focus area as listed below:

- Historic Spine Gap Sites
- Town Centre Waterfront
- Parking
- Heritage App
- Great Western Road
- Peedie Sea Town Park
- Pickaquooy Road Improvements
- Wideford Hill Path Network
- Hatston Industrial Estate Action Plan
- Seafront/Coastal Walkway
 - Hatston Pier to Western Gateway
 - Town Frontage / Harbour
 - Town to Carness Shoreline Path (including Craigiefield Walk / Parkland)
 - Kirkwall Circular Route

- Town to Countryside Routes (Scapa and Inganess)
 - Papdale East Park
 - Bignold Park
 - Crantit and Arcadia Greenspaces
 - Balfour Redevelopment
 - K10 Exemplar Housing Site

Where the six town-wide design principles feature, these are identified by the logos in the top corner of each project sheet.

There is a need for a coordinated approach across all focus area projects to look for opportunities to integrate green infrastructure alongside active travel and green/open space creation/improvements. This is a town-wide design principle which all projects must relate to.



Town Centre

Focus Area



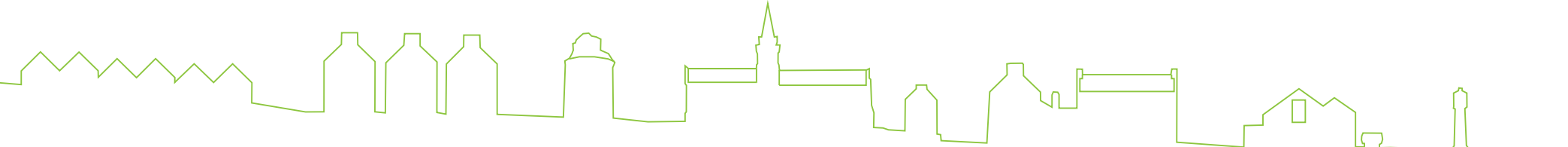
Approach

One message came across very clearly through the community engagement: Kirkwallians love their town centre! The intimate character, buildings, heritage, friendliness and feel are things which local folk cherish. So it is strategically important for the future of Kirkwall as a whole that the town centre is conserved.

Conserving the atmosphere and built heritage of the town centre needs careful planning and investment – it won't just happen. Buildings need to be maintained and sometimes renewed, events and activities need to be organised, infrastructure and technology needs to be renewed, and transport and access need to be managed.

The proposals described on the following pages aim to:

- prioritise redevelopment of key sites around Bridge Street and St Catherine's Place, with guidelines to ensure that their redevelopment contributes positively to the town centre, enabled through improved surface water management and reduced parking requirements
- resolve tensions between traffic and pedestrians along the historic spine to increase pedestrian safety and comfort, first and foremost through better enforcement of traffic and parking regulations, (accompanied by a review of the parking strategy for the



town centre and surrounding neighbourhoods (see Town Centre West section)

- make the historic spine a more attractive and enjoyable place to be by promoting events, building conservation, signage and wayfinding, disabled access, and other improvements such as lighting and seating
- create a free, accessible social space for young people seven days a week, such as extending the opening hours of youth facilities; and
- exemplify Orkney's distinctive ability to conserve its heritage whilst also nurturing the latest design and technological advances, such as smart digital infrastructure and lighting, digital visitor information, Wi-Fi, electric bike schemes and electric vehicle charging. The idea of a heritage app project is explored as a project within this focus area.



Community Ideas Informing Approach

- More seating and trees
- Brighter street lighting
- Better signage
- Improve parking enforcement
- Remove pedestrian/vehicle issues at School Place
- Maintain high architectural quality
- Better links e.g. to Peedie Sea
- Improve public transport
- Make better use of 'gap' brownfield sites e.g. oil storage depot site
- Improve existing greenspaces e.g. Tankerness House gardens



Make the most of the town centre architecture through maintenance, signage, lighting, more seating and careful traffic / parking management

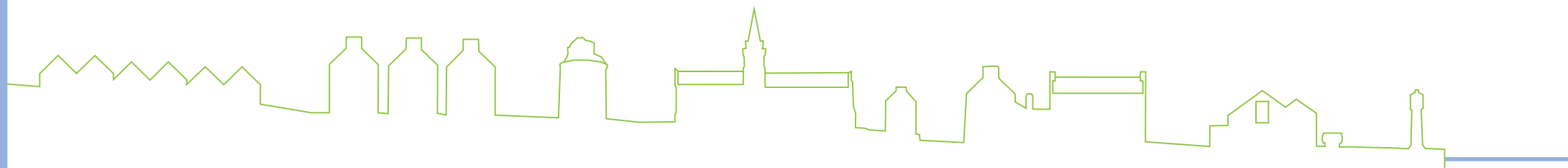


Free accessible social space for young people, such as potentially extending youth facilities (such as the former youth cafe) and opening hours. This needs to be joined up with better evening transport connections.

Design Principles

The design of new development in this focus area needs to strike a careful balance, respecting the historic building fabric and building materials while projecting a new face to the harbour. Our design guide for this area includes:

- buildings should sit on the heel of the pavement
- narrow gables should face onto the street, up to three storeys
- Shore Street should have a mix of gables and elevations with potential to go up to four storeys (on oil tanks site). Stone should feature on these elevations
- the ambulance site has the potential to go up to three storeys
- reduced parking should be provided in back court areas
- public car parking should be provided within the site
- pitched roofs are preferred
- use classes permitted should be 1/2/3/47/10/11 which covers residential (preferable upper floors) shops, offices, food & drink, leisure and business; and
- traffic management around this area, especially St Catherine's Place and Bridge Street, should be considered as part of the redevelopment of these sites.



Project: Historic Spine Gap Sites



A key gap site for the town is developing between Bridge Street, Shore Street and St Catherine's Place. This 'Orissor Trust' site is underused by parking and used as an infrequent indoor market.

The Scottish Fuels oil tanks site on Shore Street/ St Catherine's Place is likely to become vacant in the next five years as operations move to Hatston.

In addition, the Your Kirkwall community engagement process has developed interest from neighbouring owners and established that the Scottish Ambulance depot on Shore Street is due to move to the new hospital site.

There is an emerging opportunity to change the nature and fortunes of the Bridge Street / Shore Street area through the redevelopment of these gap sites. The consensus is that these sites can provide a mixed new area. Tourism and leisure uses could front onto the harbour, retail and office uses could be accommodated on Bridge Street, with new residential above and modest public parking provision.



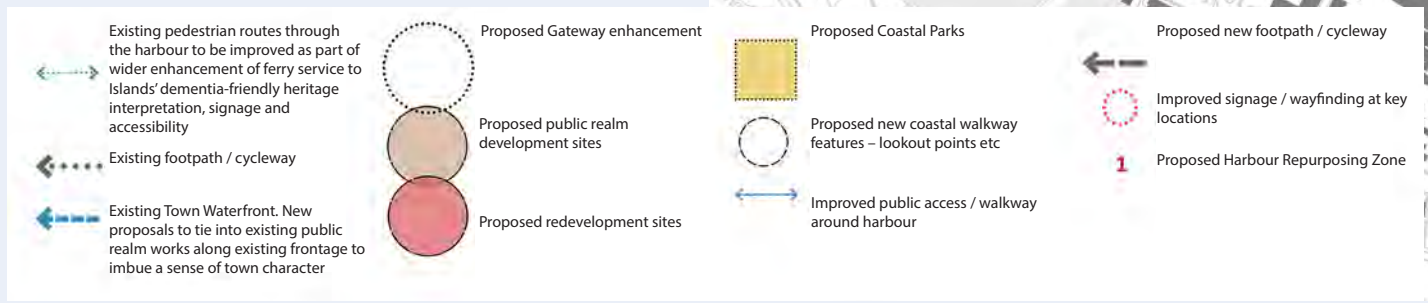
Project: Town Centre Waterfront



The waterfront is a key part of Kirkwall's character – it provides a fascinating destination for tourists and visitors; Kirkwallians clearly love being around the harbour too. There is a clear need to develop this asset for residents and visitors. The harbour is also a working place where many vehicles are moved daily and it is a connection to the islands and further afield.

Our strategy for this area draws a balance between the working nature of the harbour and the aspirations of locals and visitors. We propose:

- as part of the wider coastal route, to explore the extension of the path along the waterfront between Hatston and Craigiefield
- specific provision of a viewpoint and pedestrian route at the end of the eastern pier, incorporating associated signage and
- build on key points on the route and improve wayfinding and road crossings such as at Bridge Street (in progress), Peedie Sea, and at St Catherine's Place.



Project: Parking

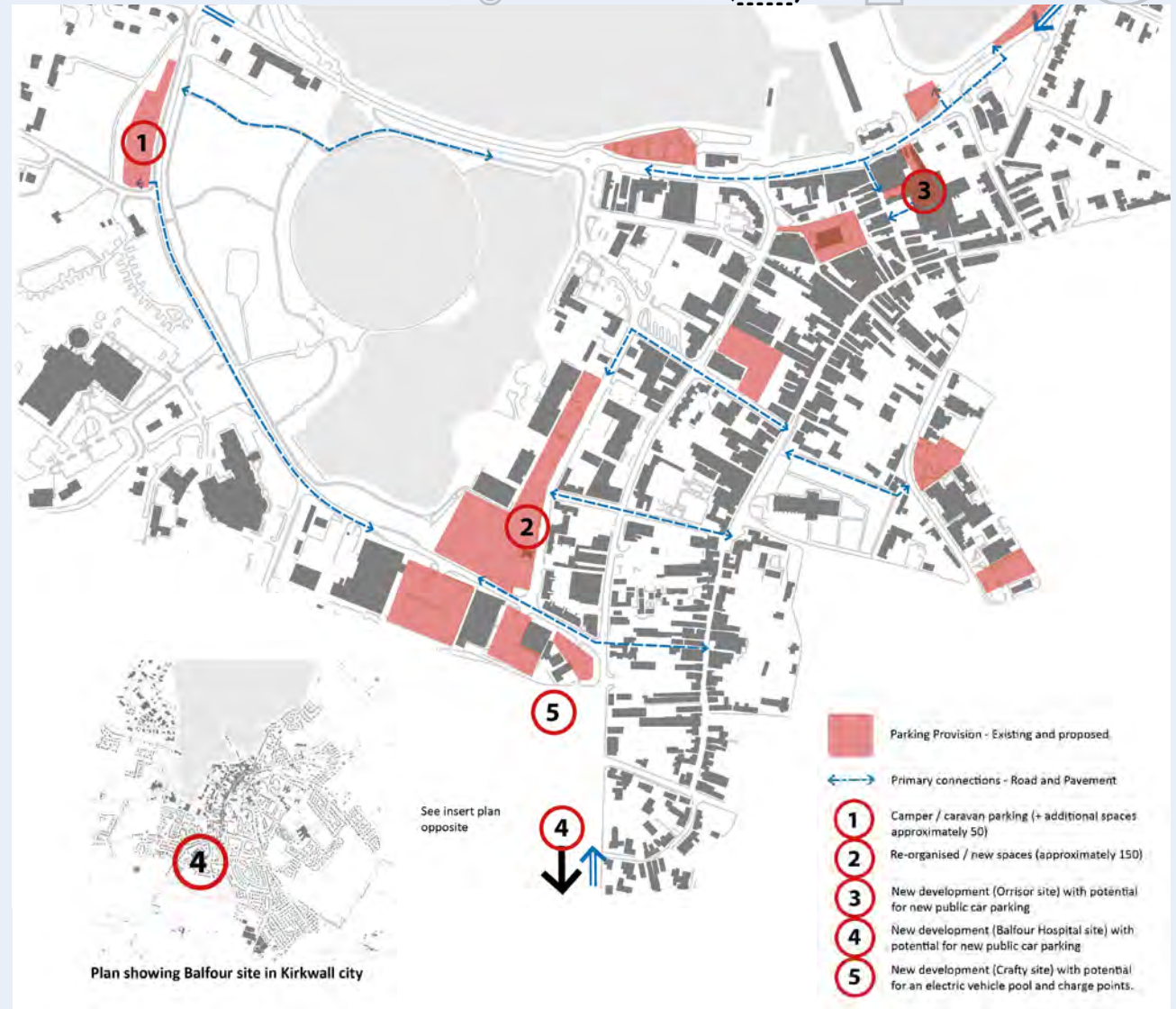
It is clear that perceptions of parking in and around the town centre are a significant concern. Kirkwall has 1,389 public parking spaces.

Having considered Orkney Islands Council's data on parking usage, distribution and type of parking, and discussions on typical use patterns with the community, the following issues are clear:

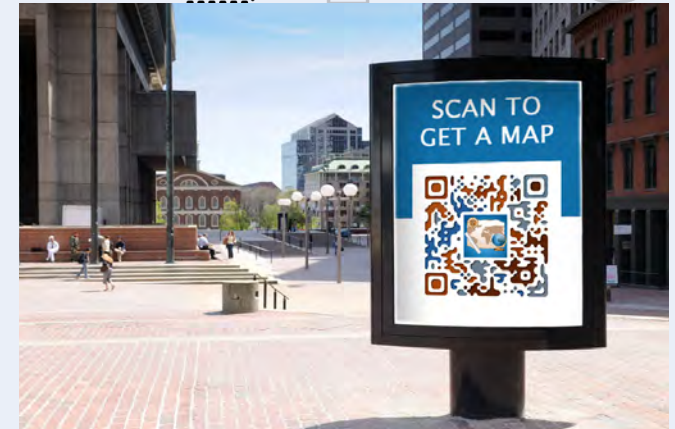
- enforcement of the existing parking regulation needs to be reintroduced, which will alleviate a significant problem with indiscriminate parking in the centre
- redistribution of the parking should be considered, for instance, by utilising parking along the whole of Great Western Road allowing people to park closer to the town centre than the former Powerbowl site
- consider new public parking at any redevelopment of the Orrisor site, Balfour Hospital and the Crafty site (adjacent to Junction Road); and
- consider specific parking for visitors, campervans and caravans. This could be located west of the Peedie Sea, which will allow easy access from the ferries, is close to wider roads and dissuades people from driving large vehicles through the historic core. This could be linked to the campsite facilities as an additional attraction for visitors and an additional income for the campsite.

Maintaining car parking numbers is important and the need to consider the accessibility and distribution of car parking spaces is important to reducing perceived issues with parking provision.

For parking in residential areas, the Council intends, subject to resources, to review all traffic regulation orders across Kirkwall in the next 3-5 year period. The review process will be the subject of public consultation and residents will have an opportunity to inform this review.



Project: Orkney Heritage App



Based on community conversations there is an opportunity to harness digital technology, and to consider developing an Orkney heritage app principally to engage and inform visitors to Orkney and give options and ideas for things to do.

This app could use creative means, such as augmented reality technology, to promote the heritage and tourism sectors in Orkney. By combining a unique blend of storytelling with digital innovation, users could be taken on a journey through time and have something new, fun and engaging to do during their stay in Orkney.

It is envisaged that the app could be purchased and downloaded by visitors prior to their arrival,

and it would contain real-time information on “what’s on” in Orkney, combined with details of historical walking and cycling tours.

Analytics could provide invaluable information on tourist movements, trends, bottlenecks and shopping habits.

The app could be owned, developed and managed by a not-for-profit social enterprise with the income derived from app sales reinvested in a variety of ways, such as:

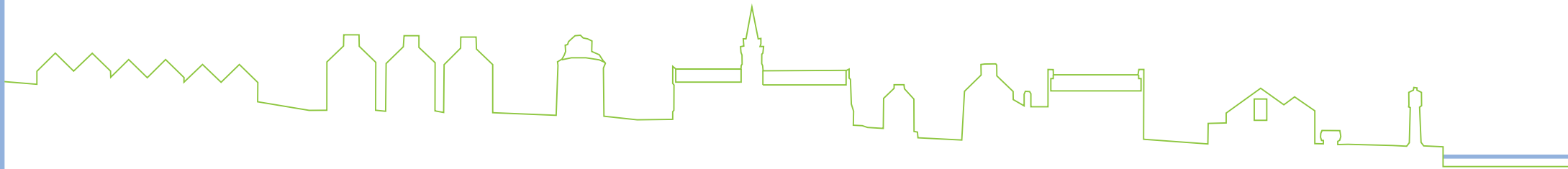
- the development of a high-tech interactive welcome centre and visitor experience at the ferry pier
- the provision of both traditional and digital signposting

- the installation of digital information points that visitors would scan with their mobile devices. This will identify their location and trigger the relevant heritage storyline on the app
- providing for ongoing investment in walking, cycling and horse riding routes; and
- the purchase of a fleet of e-bikes for hire.

The app could also link visitors to hospitality offers and create further opportunities for sponsorship and advertising for Orkney businesses. The possibility of the app content being prepared collaboratively between local heritage interests and the college could also be explored.

Action Plan

TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
1. TOWN CENTRE											
EVENTS AND ACTIVITIES	✓	✓	✓	✓	✓	BID	OIC, BUSINESS	✓	QUICK WIN!	S-M	LOW - MEDIUM
LIGHTING & PUBLIC REALM	✓	✓	✓	✓	✓	BID, THI, OIC	BUSINESS		QUICK WIN!	S-M	MEDIUM
HERITAGE CONSERVATION	✓	✓	✓	✓	✓	OIC, THI	BID	✓	QUICK WIN!	S-M	MEDIUM
BUSINESS SUPPORT	✓	✓	✓	✓	✓	BID, OIC	HIE		0-10 YEARS	S	MEDIUM
TRAFFIC & PARKING MANAGEMENT INCLUDING: - JUNCTION IMPROVEMENTS - DECRIMALISED PARKING ENFORCEMENT - REDISTRIBUTION OF PARKING CARAVAN / CAMPERVAN PARKING	✓	✓	✓	✓	✓	OIC		✓	0-2 YEARS	S-M	MEDIUM - HIGH
PREPARE & IMPLEMENT SIGNAGE & WAYFINDING STRATEGY	✓	✓	✓	✓	✓	OIC	CPP, THI, BID, DESTINATION ORKNEY		0-2 YEARS	M	MEDIUM
PUBLIC REALM ACCESSIBLTY IMPROVEMENTS	✓	✓	✓	✓	✓	OIC	CPP, BID, THI	✓	0-5 YEARS	M	MEDIUM
REDEVELOP SITES NORTH OF BRIDGE STREET	✓	✓	✓	✓	✓	LANDOWNERS	OIC, DEVELOPERS		0-5 YEARS	XL	HIGH
CONSIDER REDUCING LDP TOWN CENTRE BOUNDARY	✓	✓	✓	✓	✓	OIC	CPP		QUICK WIN!	S	LOW
ALL-WEEK OPENING FOR YOUTH CAFE OR ALTERNATIVE	✓					OIC, CPP	OIC / PICKAQUOY CENTRE	✓	QUICK WIN!	S	LOW
WATERFRONT PROJECTS	✓	✓	✓	✓	✓	OIC	LANDOWNERS	✓	0-5 YEARS	M	MEDIUM
ELECTRICITY INFRASTRUCTURE FOR CHARGING, GENERATION AND STORAGE		✓	✓	✓	✓	OIC	LANDOWNERS		0-5 YEARS	M	MEDIUM
HERITAGE APP					✓	OIC	CPP, CRUISE COMPANIES	✓	QUICK WIN!	M	LOW



Town Centre West

Focus Area



Approach

The growing population of Orkney means more homes will be needed. Where should they go?

This plan proposes that new housing should be concentrated within a reasonable walking distance (20 minutes) of the town centre in order to make best use of brownfield land and reduce demand for car use by residents of new development (section 4).

Within a 20-minute walk of the town centre, the area to the west – around Great Western Road – offers the most scope for redevelopment. It is ideally located for housing for older people and anybody else who wants to have a smaller property within walking distance of shops and other facilities. There are a number of sites which are either vacant or in use as car parks, as well as old workshops and business spaces, which are likely to become surplus to requirements over the next few years.

Given its handy location, the area might lend itself to other uses as well as new homes. For example the power station could, when no longer needed for electricity generating, be retained and converted for community, arts or heritage use. Redevelopment of this “Town Centre West” area will not happen overnight, but over a decade or more as sites become surplus to requirements. Land around the former Powerbowl (currently in use for another purpose) and next to the travel





Community Ideas Informing Approach

- Reduce peak hour congestion and disturbance from HGVs
- Improve parking
- Tackle traffic speeds
- Make better use of brownfield sites
- Improve links to the Peedie Sea

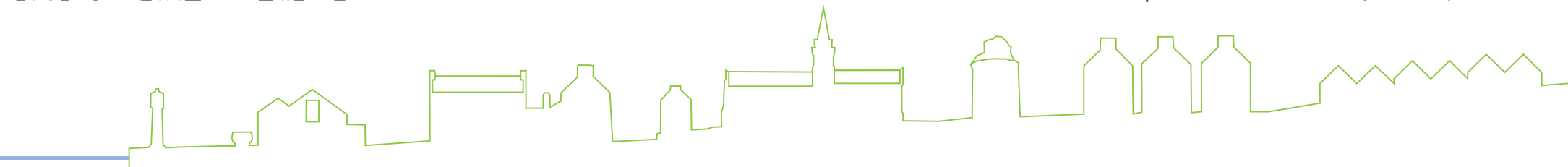


centre could be developed very soon, whereas sites like the power station may not become surplus for a number of years.

The Travel Centre is operating at capacity and there will be a need to consider extension. Any such extension will require land on the privately owned Jewson's Yard site. A development brief exists for this area and the Council will review and update this to assist with this process as necessary.

The way that new buildings are designed will be very important to ensure that the character of this area complements the historic town centre, creates attractive streets and spaces, and encourages pedestrian movement. As well as creating valuable new housing close to services and amenities, developing this area more densely will have another important benefit. Building up to the pavement and creating lanes between plots, as in the historic core of the town, makes walking a more attractive proposition on windy, wet days. By extending the comfortable, sheltered nature of the town centre towards the popular retail, leisure and residential areas along Pickaquoy Road, it will encourage people to make the short trip into the town centre on foot rather than by car – so helping to support town centre footfall and businesses, reduce parking demand in the centre, and stitch the town together.

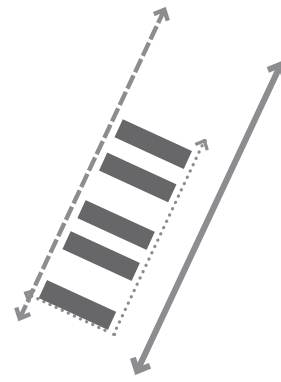
Surface water is currently a constraint on development in this focus area (Section 3).



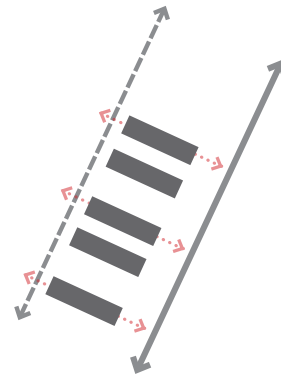
Design Principles

Redevelopment would take place within a design framework setting out:

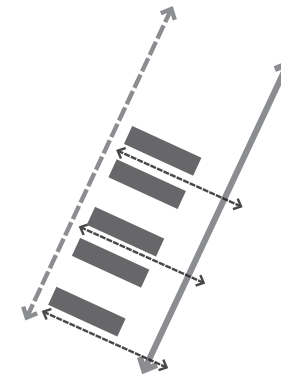
- buildings should sit on the heel of the pavement
- narrow gables should face onto Great Western Road and onto the Peedie Sea
- there may be potential to go up to four storeys if required
- parking should either be in the back court area or on the pavement line (along Great Western Road)
- public lanes should be provided between buildings to connect Great Western Road to the Peedie Sea walkway/boardwalk
- public car parking should be provided as end on parking along Great Western Road
- pitched roofs are preferred
- use classes permitted should be 1/2/3/4/7/10/11 which covers residential (preferable upper floors) shops, offices, food & drink, leisure and business
- traffic management should be considered around this area, especially Pickaquoy Road / Great Western Road Junction (see proposal for a one-way system); and
- any new development needs to overcome flooding constraints.



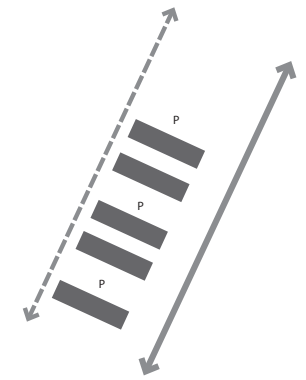
• Buildings should site on the heel of the pavement



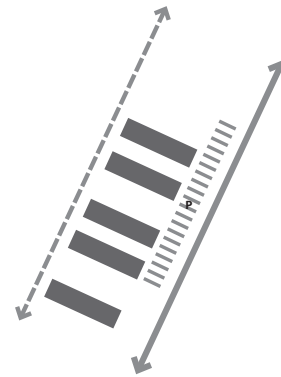
• Narrow gables presented onto Great Western Road and onto the Peedie Sea



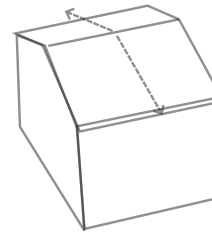
• Public lanes should be provided between buildings to connect Great Western Road to the Peedie Sea boardwalk



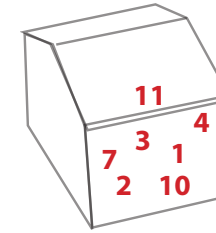
• Public lanes should be provided between buildings to connect Great Western Road to the Peedie Sea boardwalk



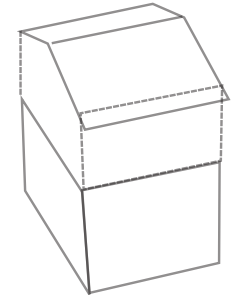
• Parking to be provided as end on parking along Great Western Road



• Pitched roofs are preferred



• Use classes permitted should be 1/2/3/4/7/10/11



• Potential to go up to four storeys if required

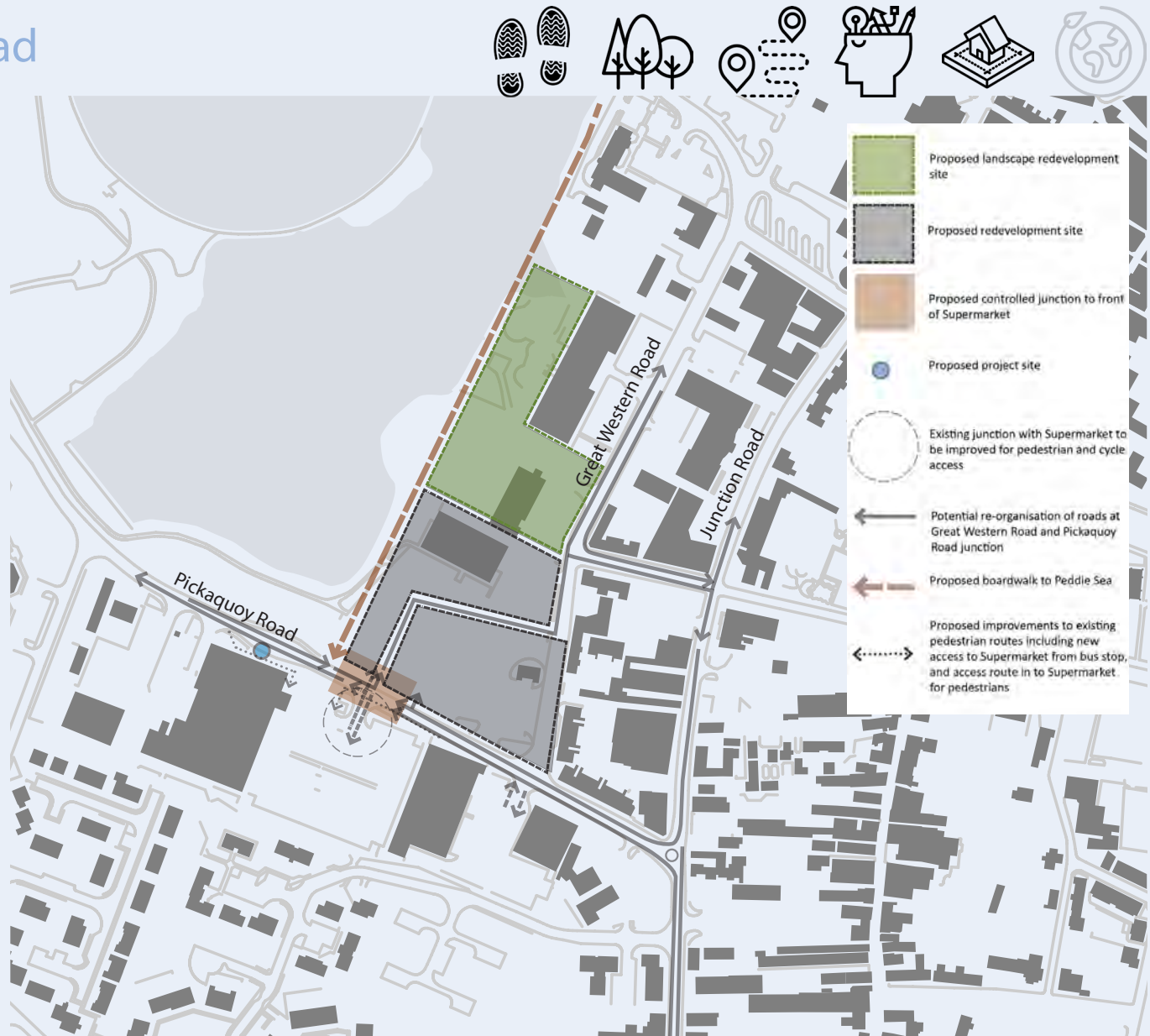
Project: Great Western Road

The eastern edge of the Peedie Sea offers a fantastic opportunity to create new businesses, new homes and a new face to arriving visitors.

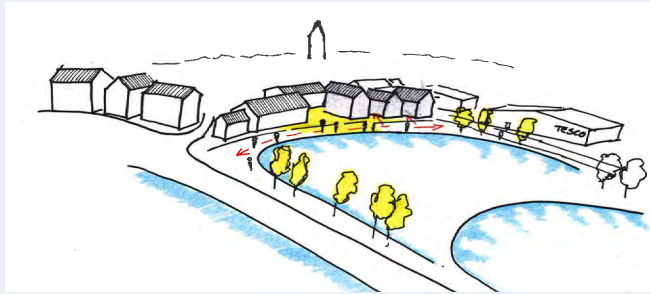
The starting point for this work is to open up the eastern edge of the Peedie Sea to form a walkway and boardwalk, which will form a key part of the Peedie Sea town park strategy and connect into the Hatston to Craigiefield walkway. We are aware there are ecological concerns on the eastern edge of the Peedie Sea and suggest an early ecology survey to establish a feasible proposal. Archeological investigations may also be required for this site.

The next stage would be to establish on-street parking along Great Western Road – there is capacity for around 100 vehicles in this configuration which is effectively the regular use of the former Powerbowl car park. A further small public car park could be formed on the site as part of the proposals. In addition, we believe that Great Western Road would be an ideal location for public electric vehicle (EV) charging and support OREF (Orkney Renewable Energy Forum) proposals for such infrastructure.

The power station may become mostly redundant once the additional subsea cable(s) are in place in a few years. The former Powerbowl site is currently used as parking and a council store. We envisage that the power station will become a community



Project: Great Western Road

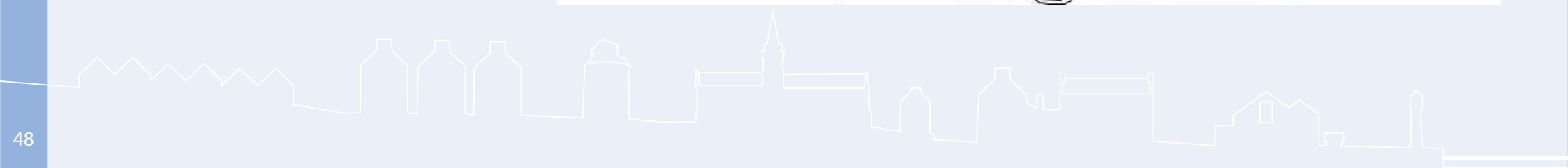


facility, possibly incorporating the Council store as tenant, which will release the former Powerbowl site for redevelopment. The former Powerbowl site could be redeveloped with a mixed development of commercial and flats, overlooking the Peedie Sea.

The Council should consider lighting, signposting and paving of the alleyways between this site and the historic spine to encourage pedestrian movement and higher footfall for the commercial businesses in this area.

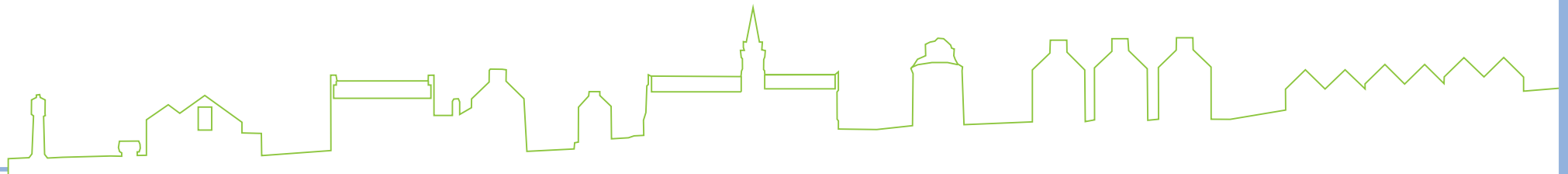
Image to the right shows an indicative layout for the Great Western Road site based on the design principles

The image above shows how redevelopment of this site will have a significant impact on arrival into Kirkwall and the area around the Peedie Sea



Action Plan

TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
2. TOWN CENTRE WEST											
DEVELOPMENT GUIDELINES	✓	✓	✓	✓	✓	OIC	LANDOWNERS, DEVELOPERS, AGENTS		QUICK WIN!	L	LOW
IMPLEMENT NEW DEVELOPMENT ALONG GREAT WESTERN ROAD	✓	✓	✓	✓	✓	LANDOWNERS, DEVELOPERS	OIC		ONGOING	XL	HIGH
REVIEW AND IMPLEMENT PARKING STRATEGY IN TOWN CENTRE / EDGE OF CENTRE	✓	✓	✓	✓	✓	OIC			0-2 YEARS	M	MEDIUM
PREPARE AND IMPLEMENT SURFACE WATER MANAGEMENT PLAN	✓	✓	✓	✓	✓	OIC	SCOTTISH WATER, LANDOWNERS		0-5 YEARS	L	MEDIUM - HIGH
DETAILED DEVELOPER CONTRIBUTIONS GUIDANCE ONCE SURFACE WATER MANAGEMENT MEASURES ARE IDENTIFIED THROUGH THE SCOTTISH WATER MANAGEMENT PLAN	✓	✓	✓	✓	✓	OIC	SCOTTISH WATER, LANDOWNERS		0-5 YEARS	S	MEDIUM
UPDATE KIRKWALL CENTRAL WEST DEVELOPMENT BRIEF	✓	✓	✓	✓	✓	OIC	LANDOWNERS, DEVELOPERS		0-5 YEARS	L	MEDIUM - HIGH





Peedie Sea & Pickaquoy Focus Area

1062







Approach

The Peedie Sea area is a significant space in Kirkwall and is a first impression of the town by visitors approaching the town centre from the west or Hatston Harbour. While views of the cathedral dominate the background, the overall visual impression is mixed with a foreground of three supermarkets on the south western edge. This is further compromised by a weak spatial structure and enclosure.

The area around the Peedie Sea has changed hugely over the last century, as marshlands and fish-drying areas have been replaced with mown grass and paths. With a little more investment the Peedie Sea and its surrounding greenspace could become a nature park with more planting, views of the cathedral, birdlife, artwork, water activities and a more extensive path network. In short, a more attractive and peaceful destination can be created which can be enjoyed whether you are a local resident walking your dog or a visitor arriving in Kirkwall for the first time.

Significantly, while the Peedie Sea is not subject to any ecological designation, it is recognised that a previous survey has identified use of the area by otters (a European protected species), and the area is host to other wildlife, principally birds. Any proposals will not impact on the existing flora and fauna and will seek to achieve a balance – improving and increasing the appeal of the area for community recreation and interest,

Right: plan showing landscape enhancements around Peedie Sea and Pickaquoy area

-  Existing vegetation retained
-  Proposed landscape planting to strengthen framework
-  Proposed landscape structure planting along estate road
-  Key views to landmarks to be retained and





Community Ideas Informing Approach

- Make it a destination
- Improve planting (trees and flowers)
- Safer paths
- Provide information boards
- Create shelter and seating
- More shelter from wind and rain
- Provide public art e.g. wind sculptures
- Develop facilities at the Pickaquoy Centre and the surrounding Peedie Sea

and enhancing biodiversity and habitats through appropriate planting, while avoiding or mitigating against impact on otters. Further focused survey work is proposed to clarify the exact situation of the otters and determine any species licencing requirement, to ensure that detailed proposals take this species fully into account. Opportunities will be sought to provide enhanced habitat for otters and other species. We recommend a further study of potential historical land contamination issues, and associated water quality considerations and impact on wildlife.

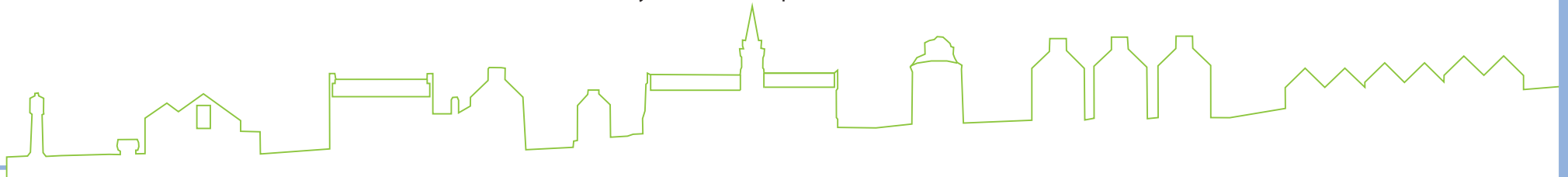
Local community sports groups have expressed an interest in developing the facilities on offer at the Pickaquoy Centre and surrounding the Peedie Sea area, and there is an aspiration to create new indoor and outdoor pitches for football, rugby and hockey as well as extra facilities for badminton, gymnastics, shooting, archery and bowling. Additional changing room space would also be required as part of these ideas. There is also a desire for cycling spinning classes, and the opportunity to connect the Pickaquoy playing fields to the Circular Route would provide safe and easy access to the network for young riders and open up the playing fields to pedestrians and cyclists to reduce short journeys by car. The popular Park Run has also expressed a desire for the whole 5k route to be contained within the Peedie Sea Park to avoid road safety issues and improve the overall

experience for runners. This could be achieved by developing the route on the east shore of the Peedie Sea. With the news that Orkney will host the 2023 Island Games, there are opportunities for the Council and community to source funding to improve infrastructure to prepare for this.

The Pickaquoy Road proposals aim to make this route and the surrounding area more attractive for active travel, with direct and indirect benefits to energy and transport, air quality, health and wellbeing.

There is a need to:

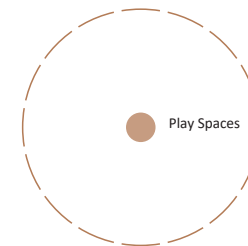
- develop further detailed design based on Your Kirkwall conversations and Youth Summit feedback. Design work is to include rationalisation of the path system, structural planting (trees, wildflowers, native shrubs) and landscape enhancement including views, shelter (earth mounding) and enhancement of lighting
- prepare an options appraisal / feasibility study into the future use and connectivity of the eastern edge of the Peedie Sea; and
- establish a baseline for the birdlife through breeding bird surveys (also applicable to the Wideford Hill Path Network project).



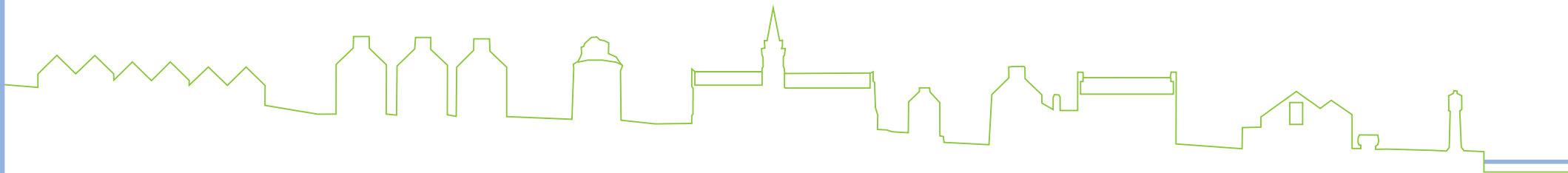


Existing public park

Proposed park



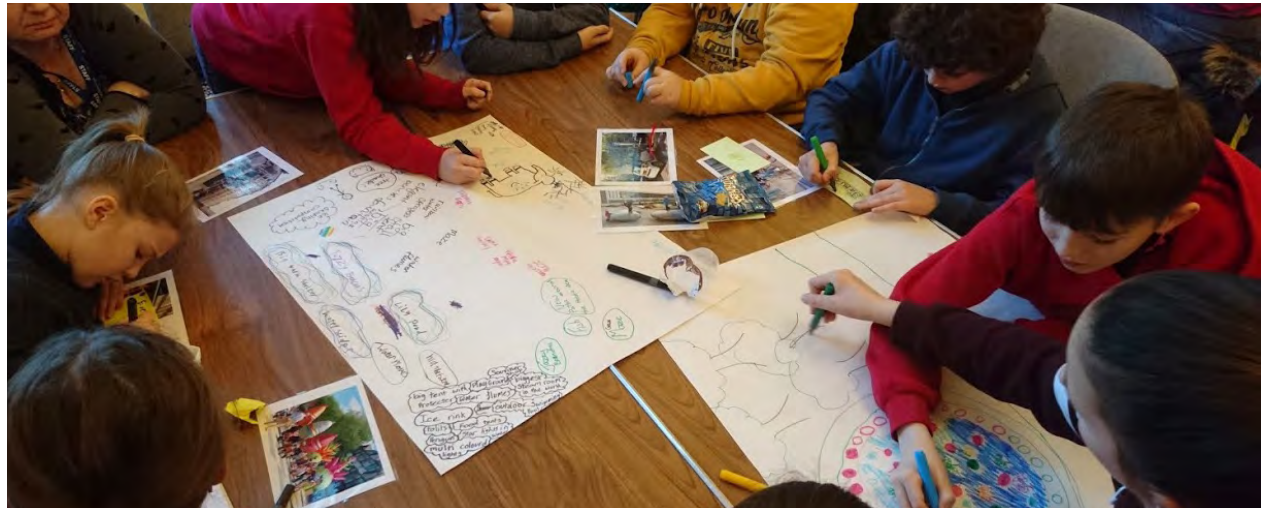
5 min walk - 400m radius



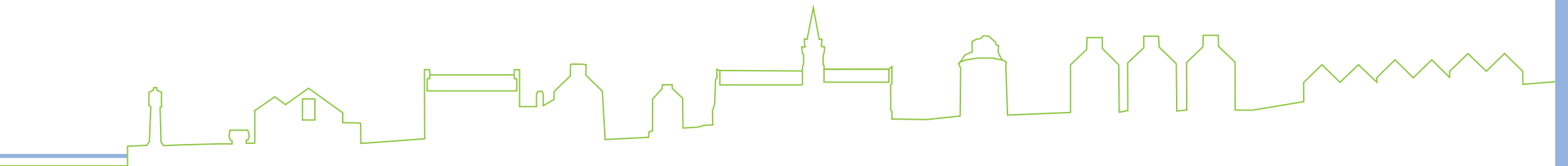
Design Principles

Redevelopment should take place within a design framework which:

- provides a coordinated masterplan for the Peedie Sea Town Park – co-developed with young people and the community, including improved shelter, seating, information, wayfinding and signage, and public art (none of these proposals are likely to have any significant impact on migratory birds)
- retains and emphasises views of St Magnus Cathedral from key locations around the park, including from the northern end of Pickaquoy Road / entrance into the park from 'Gateway' (Ayre Mills Roundabout)
- improves the 'screening' of supermarkets from the northern end of the park / town 'gateway' (Ayre Mills Roundabout)
- extends the footpath network within the park and improves the quality of the footpath surfacing and lighting
- provides more crossings along Pickaquoy Road to better serve surrounding community facilities, and to better align with the footpath network
- widens and improves the surface of the Peedie Sea 'circle' to provide safer, 24-hour use
- improves the soft landscaping around the Peedie Sea to increase habitat provision (including areas of long grass), tree planting and increased 'colour' through wildflower seeding etc. and
- implements proposals which are robust and low maintenance.

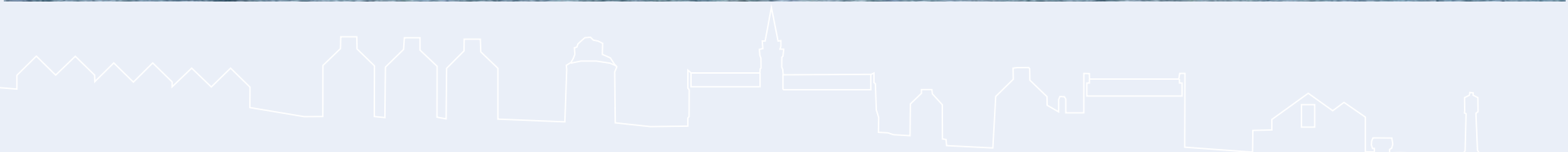


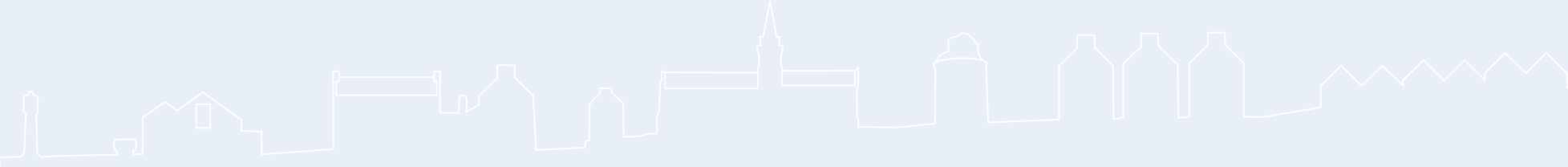
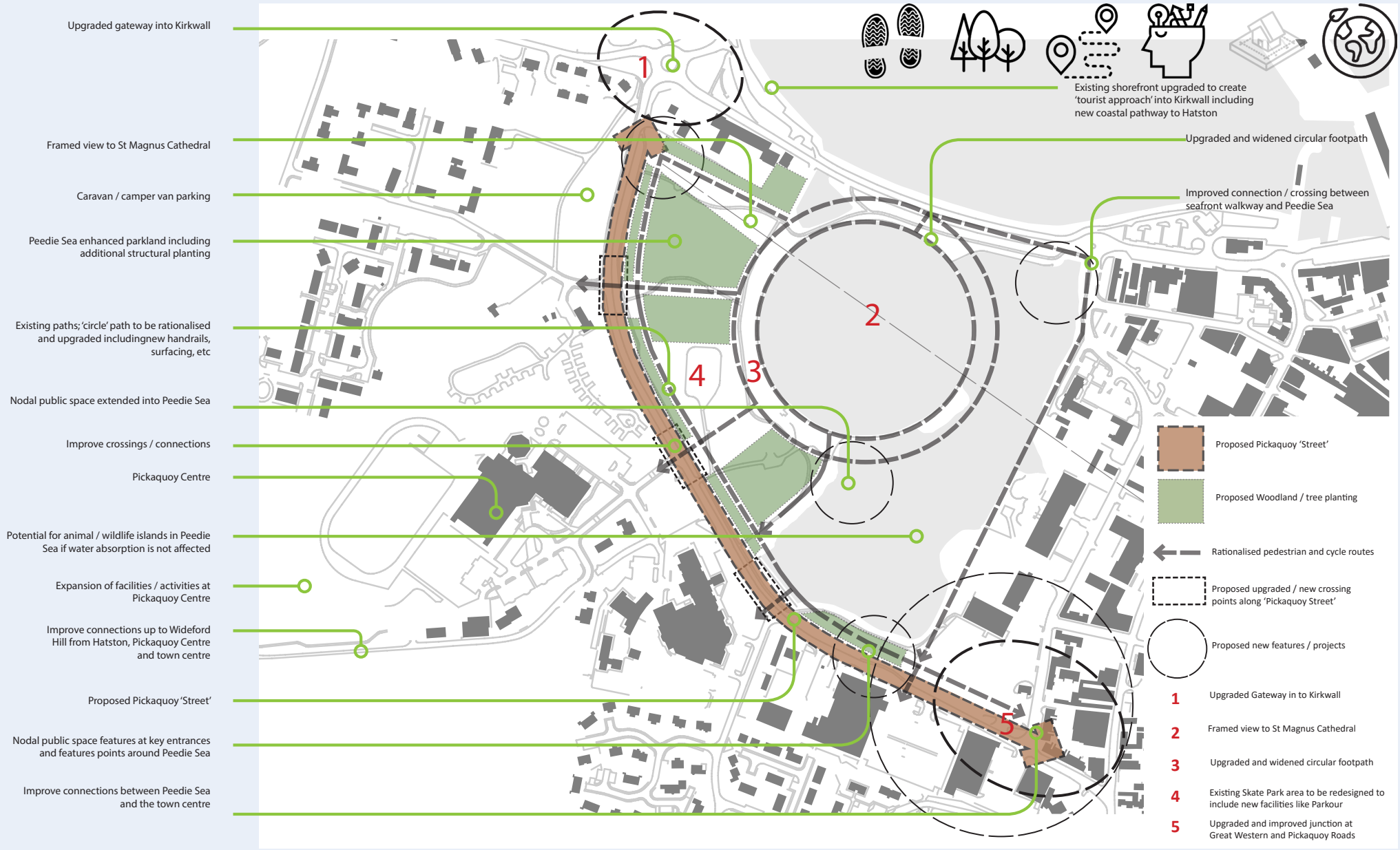
Images from youth summit, January 2018



Project: Peedie Sea Town Park

Many ideas were put forward by residents of all ages for the Peedie Sea Park – both through the public discussions and the Youth Summit. These included Kelpies-style sculptures, islands for birds, planting to frame views of the cathedral and a heritage installation relating to the infamous Spitfire crash during World War Two. This section illustrates a selection of those ideas. Equally importantly, all of the suggestions are available to inform the next phase of work for the Peedie Sea Park – a feasibility study to assess the likely design, cost and implementation process for the park. This should be undertaken by continuing engagement with the local community and the young people who attended the youth summit.





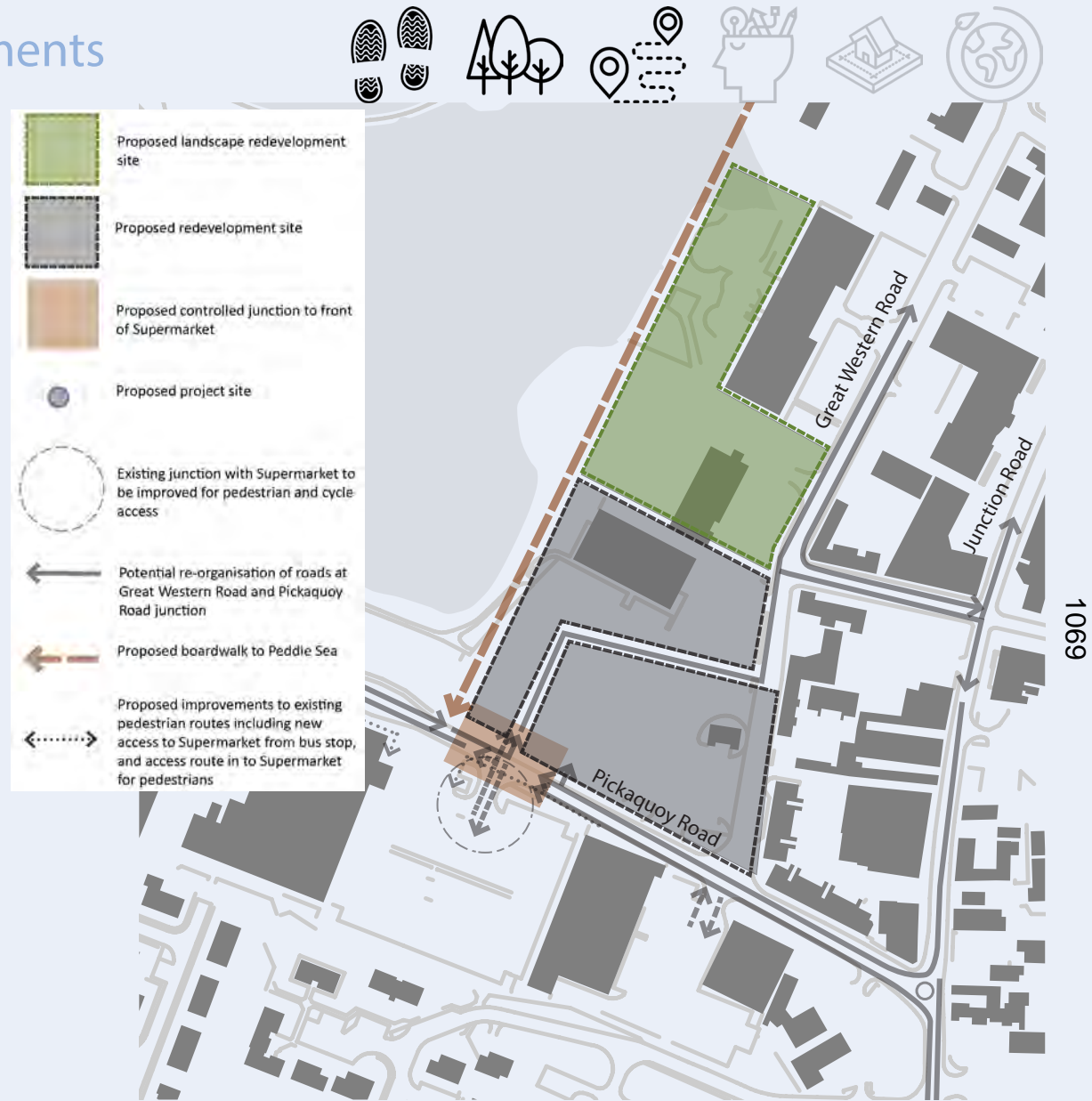
Project: Pickaquoy Road Improvements

The community told us that the layout and proximity of junctions along the Pickaquoy Road are not pedestrian or cycling-friendly. The close proximity of adjacent junctions can be intimidating for all users and the crossing widths leave pedestrians with limited places to stand. The number of turning movements into the three retail developments – Lidl, Tesco and Co-op – leads to confusion, congestion and frustration. This is particularly the case during busy peak periods.

Access to the bus stop at Tesco does not follow a natural desire line and the pedestrian crossing is in the wrong place. Further west along the Pickaquoy Road the footways are also poor.

Whilst detailed proposals need to be fully developed, one potential solution could be achieved by implementing changes to the road network when redeveloping the former Powerbowl and bus station sites. These measures could assist in alleviating peak time congestion in the Town Centre West area. This scheme could include changes to traffic movements at and around the supermarket junctions to reduce the conflicts identified in the engagement to allow safer movements for all, especially for pedestrians and cyclists.

Transport modelling showed that moving pedestrian crossings and introducing other roundabouts does not relieve the conflicts caused by the combination of very close junctions and traffic movements. It is suggested that Great Western Road remains as a road but is closed off at the southern end (Pickaquoy Road) to maintain access. Various options were 'tested' and the option shown achieved the optimal solution.



1069

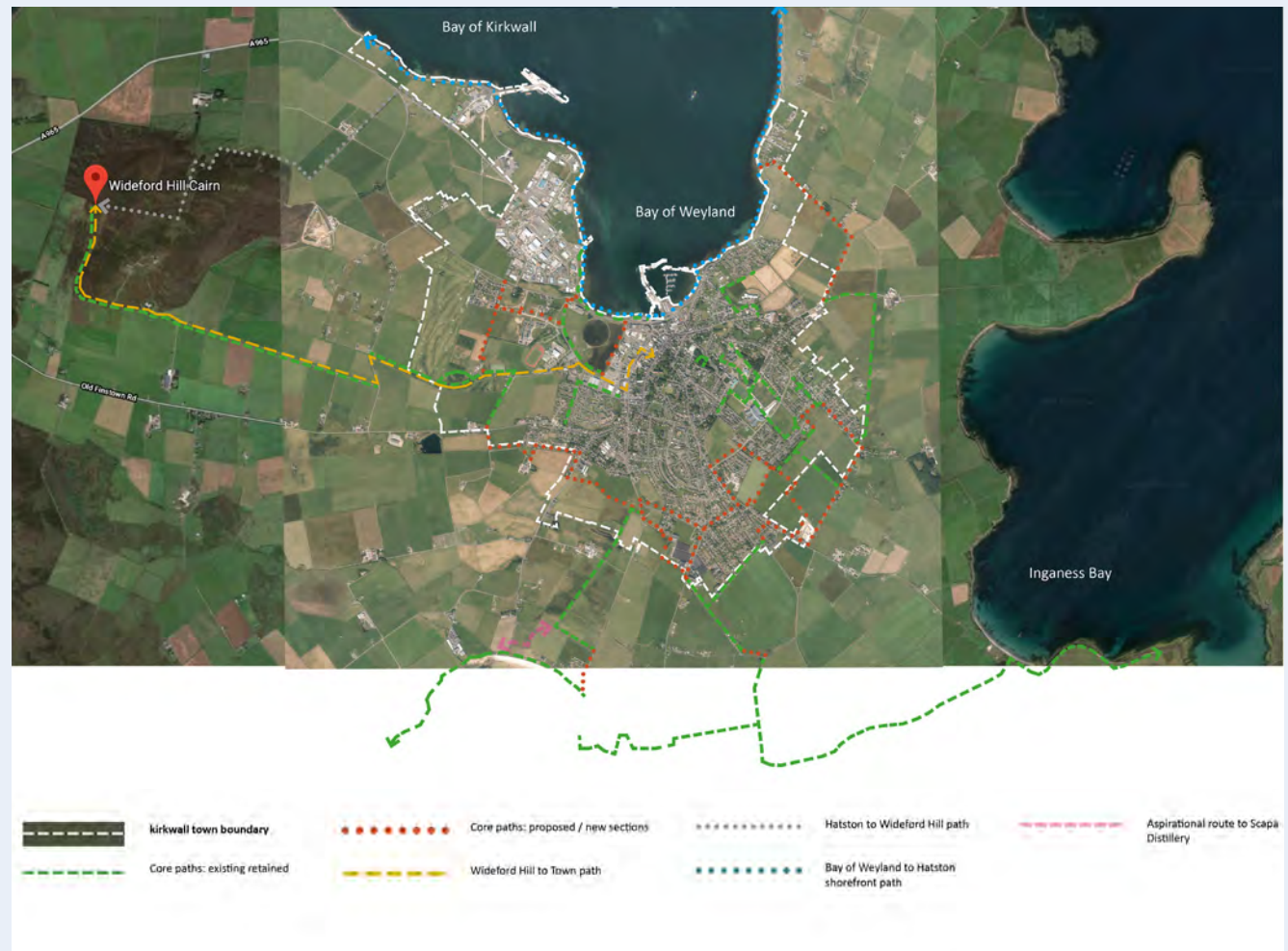
Project Wideford Hill Path Network



As part of the Active Travel Path Network (ATPN), the extension of the Wideford Hill pathway will connect the town and Hatston Harbour as part of a town wider circuit – ‘Sea to Hill to Town’ – and will provide walking and cycle routes. This proposed network would be based on existing path provision and will be supplemented and enhanced through a combination of improvement and upgrading works and new paths / cycleways / bridleways taking in local features like Wideford Hill Cairn (where there is a need to consult with Historic Environment Scotland (HES) at an early stage if any proposals are likely to affect the chambered cairn) and creating a mountain bike skills area at Muddisdale (which could include the creation of a bike skills area at Muddisdale – requested by young people).

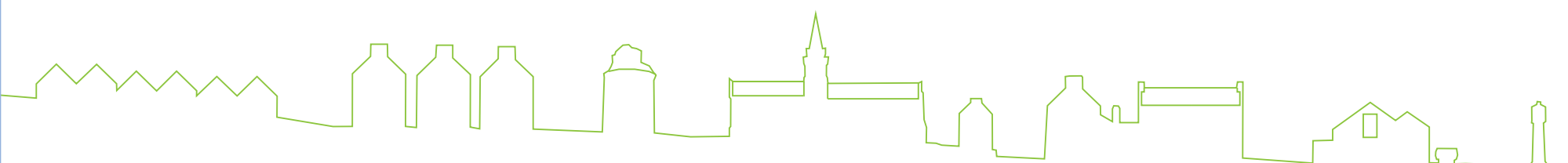
A new section of path from Hatston Pier to Wideford Hill, for bike and foot traffic, will need to be identified and delivered, with the exact routing to be assessed and agreed. Integral to the route will be signage and the provision of design elements, including shelter and cycling facilities, cycle parking and drying areas for shoes and clothes.

The Wideford Hill route will require a detailed assessment and appraisal process; there are a number of difficulties and complexities particularly in terms of ownership, accessibility and potential future designation. The primary environmental and ecological sensitivities of the route are set out in the Kirkwall Strategy (section 5).



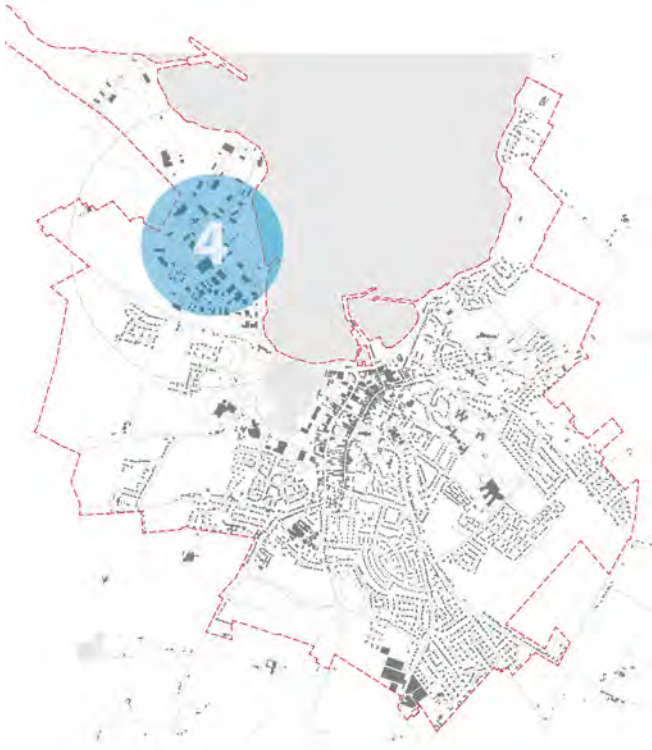
Action Plan

TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
3. PEEDIE SEA / PICKAQUOY											
FEASIBILITY STUDY FOR PEEDIE SEA PARK, BASED ON YOUTH SUMMIT IDEAS ETC.	✓	✓	✓	✓	✓	OIC	CPP	✓	QUICK WIN!	L	LOW
IMPLEMENT NEW PARK	✓	✓	✓	✓	✓	OIC	CPP	✓	1-5 YEARS	L-XL	MEDIUM - HIGH
TOWN-WIDE COMMUNITY GREENSPACE PROJECTS	✓	✓	✓	✓		RESIDENTS / COMMUNITY GROUPS	OIC, CPP	✓	0-5 YEARS	S-M	LOW - MEDIUM
PREPARE AND IMPLEMENT TOWN-WIDE GREENSPACE / PLAYPARK STRATEGY	✓	✓	✓	✓	✓	OIC	CPP	✓	1-5 YEARS	L	MEDIUM
REVIEW AND IMPLEMENT PICKAQUOY CENTRE YOUTH PROVISION	✓	✓		✓	✓	PICKAQUOY TRUST	CPP	✓	1-5 YEARS	S-L	?
WIDEFORD HILL PATH NETWORK	✓	✓	✓		✓	OIC	LANDOWNERS	✓	QUICK WIN!	L	LOW
PICKAQUOY ROAD IMPROVEMENTS		✓	✓	✓	✓	OIC	LANDOWNERS	✓	0-5 YEARS	L	LOW
DEVELOP FACILITIES OF OFFER AT THE PICKAQUOY CENTRE AND SURROUNDING PEEDIE SEA AREA, INCLUDING AMENDING SWIMMING TIMETABLE SO YOUNG PEOPLE CAN SWIM AFTER SCHOOL	✓	✓	✓	✓	✓	PICKAQUOY TRUST	OIC	✓	QUICK WIN!	S	LOW
2023 ORKNEY ISLAND GAMES - FUNDING NEEDED TO IMPROVE SPORT & INFRASTRUCTURE	✓	✓	✓	✓	✓	OIC	PICKAQUOY TRUST, SPORTS BODIES, COMMUNITY GROUPS	✓	QUICK WIN!	S	LOW



Hatston & Seafront

Focus Area



Approach

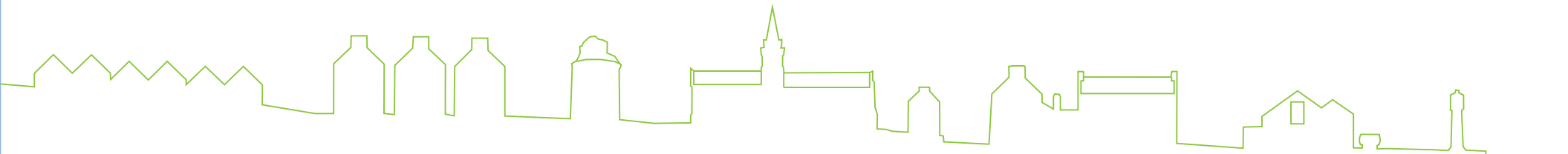
Hatston serves two important purposes for Kirkwall and Orkney as a whole:

- it is the main point of arrival to the town by road from Stromness and West Mainland and by the substantial numbers of cruise visitors arriving at Hatston pier to visit Kirkwall and Orkney; and
- Hatston Industrial Estate is the main industrial and out-of-town business centre for Orkney.

It is therefore important that Hatston looks and performs as a gateway to Kirkwall and Orkney, while also functioning as an attractive and functional industrial estate.

We propose the following actions:

- prepare an action plan to upgrade the industrial area
- create a gateway to Kirkwall from the west
- create a shoreline walking/cycling route around Weyland Bay (Hatston / town centre / Carness)
- consider a path network up from Hatston Pier up Wideford Hill and down to Muddisdale
- provide visitor “welcome” facilities at pier (signage, info, electric bike hire, facilities building)
- encourage energy from waste projects; and
- consider the approach and role of landscape design in relation to new development and communities.





The objective is to improve the experience for visitors arriving through Hatston, and to offer those disembarking from cruise liners the opportunity to walk or cycle along the shore into town or walk up Wideford Hill – choices which are either unavailable or unattractive at the moment. This links to the wider objective of reducing reliance on vehicles to access the town centre (which for cruise liners means buses, which in turn causes capacity issues at the travel centre in the town centre).

The proposal of a new park at Craigiefield Road (Craigiefield Park), along with potentially a new linear coastal park along Carness Road, would significantly enhance and provide balance to parkland and greenspace across the town. Adding to the parkland provision is a network of play spaces that weaves in between the greenspaces.

Creating a path network around the Bay of Weyland and up Wideford Hill won't just benefit visitors. Plenty of local residents have expressed this aspiration, including everyday folk wanting to walk along the coast, young people wanting to mountain bike on Wideford Hill, and horse-riders hoping to have more choice of routes.

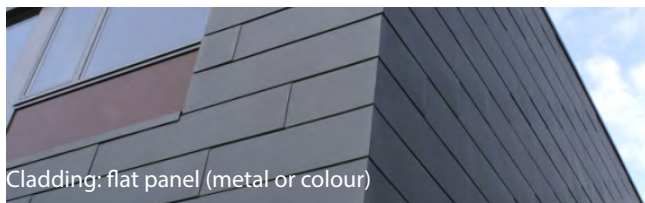


Community Ideas Informing Approach

- Improve access
- Provide more signage to improve wayfinding
- Improve the 'appearance' of the area
- Improve links with the town centre and the pier (e.g. new walking routes/boardwalks/better public transport)
- Introduce planting and colour
- Connect to the wider greenspace and path network
- Consider small community wind turbine and solar PV array

Design Principles

The Hatston area principles include bringing some uniformity to the industrial area whilst allowing the flexibility for all of the diverse range of uses. Plot layout is key, considering how the building can be positioned to give presence on the street. Careful selection of external materials, boundary treatment and roof materials will improve the overall impression of the place.



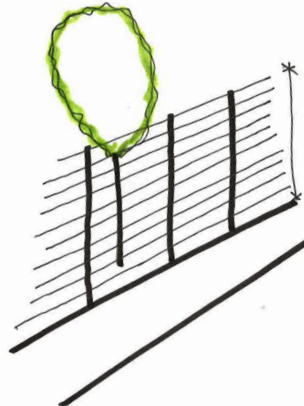
Cladding: flat panel (metal or colour)



Cladding: black / natural corrugated metal

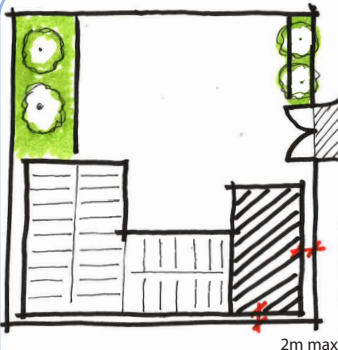


Cladding: wood



Boundary Treatments
2-2.5m

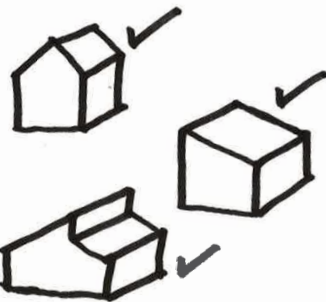
Boundary treatments should be formed from wire fencing (such as Orsogrill Palermo) or by planting trees or hedges to be as natural as possible.



Plot Layout

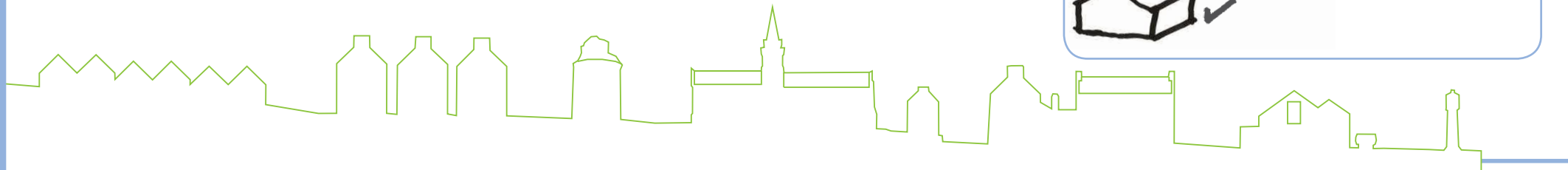
The preferred layout for plots is for a courtyards. This has the office office adjacent to road where possible with parking and open landscape behind the building.

2m max



Pitched Roofs

The form of the building should be of a traditional style with pitched roofs.



Project: Hatston Industrial Estate Action Plan

At present, Hatston Industrial Estate provides a major route into Kirkwall, particularly for visitors from the cruise ships. The estate is typical of many light industrial developments with an eclectic mix of building types and forms, untidy back yards and exposed internal site areas that create a poor impression on the approach to the town. The area also contributes to surface water issues due to the high levels of hard landscaping and roof run-off.

The feedback from the Your Kirkwall events was the need to improve and control the visual and physical form of Hatston and ultimately to improve its look and feel on the approach to Kirkwall. To achieve this, the KUDF is proposing to restore visual and physical control of the estate through the establishment of an architectural language for Hatston and a landscape framework.

A landscape framework should be established at the early stages of any estate extension. We are also proposing to retrofit landscape features into the existing fabric. The emphasis will be on road corridors, SLOAP (space left over after planning) and the associated development plot boundaries. The intention is not to screen the estate development but to visually contain and break up the yard areas and 'back of house' of the various plots. Grainshore Road will be a particular focus as this is the primary route that

visitors from the cruise ships will take, with the intention of maximising landscape space to try and establish a landscape corridor along the road and improve the experience along the footpath to Hatston Pier.

New development within the estate will have to incorporate a strong landscape structure to the site boundaries as well as provide enhanced walking and cycling provision.



Not only will the establishment of a landscape framework provide an improved approach into Kirkwall, but it will enhance the legibility of Hatston Estate making it easier to navigate and find businesses, while making the site more attractive to inward investors and developers.



Clydebank Workshop example



European Workshop example

Projects: Seafront / Coastal Walkway

The seafront / coastal walkway projects can be divided into three identifiable sections:

- Hatston Pier to Western Gateway
- Town Frontage / Harbour
- Town to Carness Shoreline Path (which includes Craigiefield Walk /Parkland)

The 'Kirkwall Circular Route' and 'Town to Countryside Routes (Scapa and Inganess)' have also been included in this section given their importance to the overall active travel network.

Project: Hatston Pier to Western Gateway

Part of the Hatston to Wideford Hill to Town segment of the network currently exists from the town to Wideford Hill. A new section of path from Hatston Pier to Wideford Hill, for bike and foot traffic, needs to be identified and delivered, with the exact routing to be assessed and agreed.

The section from Hatston Pier to Western Gateway (Junction of Grainshore Road and A965) will require the development of a new coastal timber walkway/boardwalk connecting Hatston Pier to the existing footpath / cycleway along Grainshore Road. The development of the coastal pathway and greenspace / park will need to be mindful of, and address, a number of existing and potential constraints in respect of ecological designations that apply to the Bay of Weyland / proposed coastal walkway area:

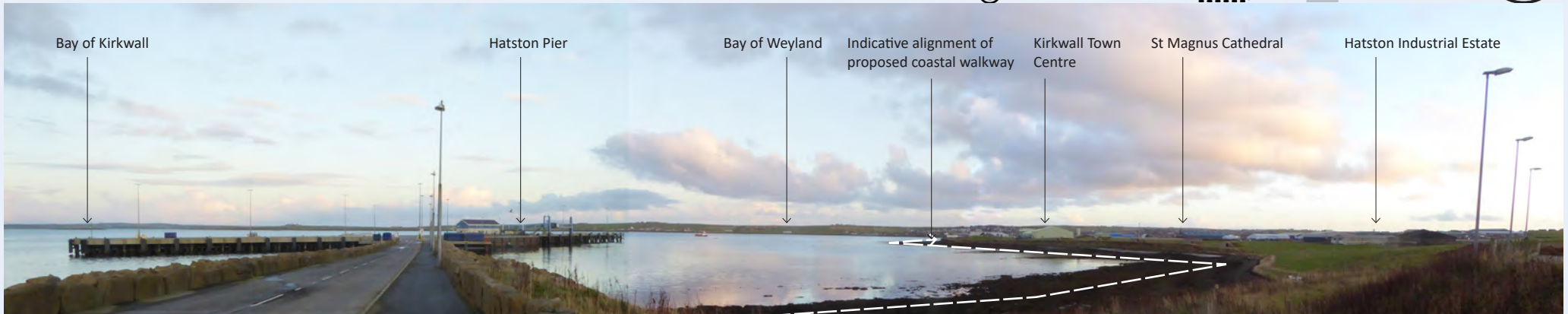
- North Orkney proposed marine Special Protection Area (SPA) – inshore wintering waterfowl and foraging areas for breeding red-throated diver; and
- North Mainland/Finstown Coast Local nature Conservation Site (LNCS) – inter-tidal mudflats, coastal saltmarsh and strandline, wintering waders and otters.

The Hatston Coastal Path will require the development of a new coastal walkway, a

proposal that was identified (and well received) through the Your Kirkwall workshops and exercises. The proposed coastal path will likely be a timber walkway/boardwalk across the rocks at the tidal (water / land) interface, although the exact routing and design of the walkway will need further assessment and testing to establish the alignment, materiality and any issues of ownership.

The walkway/boardwalk will need to be safe and secure for all users, incorporating low-level lighting, signage and information panels, shelter and safety barriers. The walkway will also need to accommodate ancillary facilities for tourists and locals alike, including information facilities, cycling (bike storage) and for a number of different travel modes including pedestrians and cyclists. In addition, seating, artworks and renewable energy devices will also be considered as part of the detailed stage.

The Active Travel Path Network (ATPN) will require a detailed assessment and appraisal process as there are a number of difficulties and complexities particularly in terms of ownership, accessibility and potential future designation. The primary environmental and ecological sensitivities of the three key segments/routes



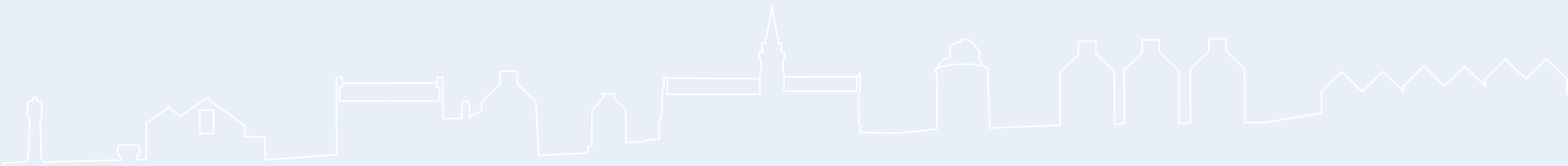
are acknowledged. Key designations are noted below:

- North Orkney proposed marine Special Protection Area (SPA) – while not currently a confirmed designation there is a proposed SPA (an international designation) for the Bay of Kirkwall and Bay of Weyland, for inshore wintering waterfowl and foraging areas for breeding red-throated diver. This SPA comprises the marine area immediately north of Kirkwall and surrounding area, including the shoreline extending west from the town and therefore relevant to the seafront/coastal walkway proposals;
- North Mainland/Finstown Coast Local Nature Conservation Site (LNCS), an extensive linear site extending along most of the coastal edge of the east mainland, relevant to the seafront/

- coastal walkway proposals. Special habitats are noted as inter-tidal mudflats, coastal saltmarsh and strandline. Special wildlife is noted as wintering waders and otters; and Wideford Hill LNCS covering most of the hill itself and therefore relevant to the proposed Hatston to Wideford Hill to Town Centre route. This is an extensive area of moorland, with special habitats including upland heath and blanket bog, and special wildlife including curlew, lapwing and other waders, as well as short-eared owl. Note: breeding bird surveys (most likely applicable to the Wideford Hill proposals) must be undertaken during the breeding season, generally taken as April to September. Implementation will be carefully managed to avoid detrimental impacts to sensitive habitats and species,

and where possible provide biodiversity enhancement.

The Kirkwall Bay coastal path will border the North Orkney pSPA, where qualifying interests include a range of bird species which over-winter in this area. Some of these are known to frequent shallower, inshore areas and there is potential for disturbance and displacement from traditional foraging areas. For this reason, any path construction should be timed outwith the wintering bird period for to avoid disturbance. When plans to construct the path are submitted, further information on the design and location of the path will be required, to inform a detailed site-specific Habitats Regulations Appraisal which must include cumulative assessment of the proposal with other plans, projects or strategies connected to the North Orkney pSPA.





In addition to the above existing and potential environmental constraints, there are issues with a number of practical aspects in designing and delivering the ATPN routes that require an investigative process that looks at logistics, routing and potential costs:

- coastal ownership along the proposed Hatston to Town route over the foreshore rocks
- access and security issues at the Hatston Pier to be discussed with the harbour master
- cost and financing consideration of the Hatston to Town section
- routing of new path / cycleway up to Wideford Hill from Hatston
- security and shelter of all routes and
- assessment and identification of existing paths for upgrading, along with the provision of new sections to complete the orbital route and connect internally into the heart of the town.

This will involve sensitive design of routes to use and upgrade existing paths where possible, minimise land take and disturbance, and include appropriate drainage design. Signage will be used to encourage users to stick to marked paths. Opportunities to maximise educational benefit, and improve understanding and appreciation of the biodiversity of these sites, include use of information boards and community participation events.



Project: Town Frontage / Harbour



The majority of improvements along Harbour Street – traffic management and public realm (including wayfinding at key nodal points), and the new flood wall defence barriers, are now complete. However, community conversations as part of ‘Your Kirkwall’ identified requirements to improve access and signage throughout the harbor to the town centre as part of a wider enhancement of ferry services to the Islands.

Potential improvements have been identified which build on the character and existing structure of inactive sections of the harbor which maximise use of the eastern sections. Further exploration has identified further improvements to signage and wayfinding. Refer to the separate signage and wayfinding strategy document.



Project: Town to Carness Shoreline Path



The seafront or coastal pathway could utilise the existing footpath provision along the main town seafront / harbour. A new timber walkway/ boardwalk could connect the town to Hatston Pier to the west, while the eastern segment could be realised through a new path alongside Carness Road up to Craigiefield Road and beyond.

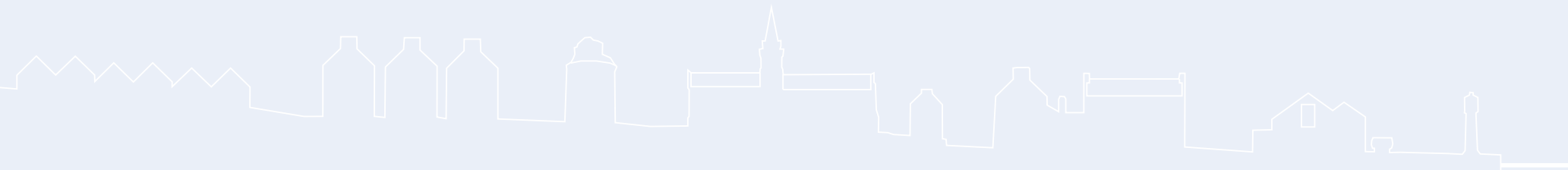
The shoreline path, from the eastern edge of town / main harbour (Shore Street / Cromwell Street) along Carness Road will use the existing footpaths and greenspace along the coastline between the road, the coast towards Carness, and potentially beyond. It seems that the best way to create this path would be in the greenspace between the road and the coast (designated as open space in the LDP). The greenspace could be developed into a 'pocket park' incorporating shelter, seasonal colour and

planting, and provision for seating and active play.

Detailed design and implementation of a walkway in this area should be carefully managed to avoid detrimental impacts to sensitive habitats and species, although all sections of the new walkway will need to be safe in terms of health and safety and incorporate appropriate forms of lighting and shelter. Where possible, the walkway should also provide biodiversity enhancement. Opportunities will be sought to maximise educational benefit and improve understanding and appreciation of the biodiversity of these sites, encouraging local people and visitors to use the walkway for recreation, enjoyment, and a useful active travel route.

Craigiefield / Parkland

A community parkland is proposed on council-owned fields at the north east-edge of Kirkwall, alongside Craigiefield Road. The proposal is being driven forward by a local community / action group. Parkland is to be designated and designed in two fields – lower field wetland / floodland and woodland incorporating native trees, shrubs and groundcover.





Work to be done includes:

- upgrading the core path network through a transition from Craigiefield Road to the inside of the existing boundary wall (a measure which can address conflict between vehicles and pedestrians on this narrow section of road as well as alleviating surface water flooding issues as part of the design)
- extend the new path from the end of the pavement at Work Road, alongside Craigiefield Road to the end of Carness Road. Path detailing will accommodate the change in ground conditions through a change in surfacing – stone path to walkway/ boardwalk
- extend the proposed parkland along the coast to tie in with the coastal pathway and enhance access to, and interface with, the Bay of Weyland and
- consider the potential for a small community wind turbine and ground mounted community solar PV array.



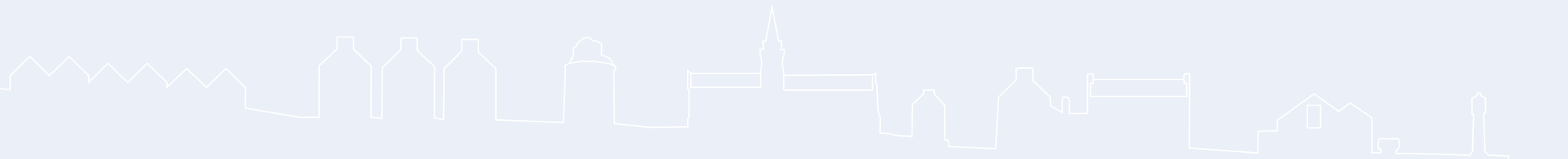


Project: Kirkwall Circular Route

There currently exists the majority of a circular route around the edge of town where it meets the countryside. Whilst the majority of the paths are suitable for walking, there is little provision for cycling, signage or shelter. Sections of the route require upgrading and others, in particular at Papdale East and across the Pickaquoy Centre playing fields, which do not exist, require to be constructed to complete the circular route and connect it internally back to the heart of the town.

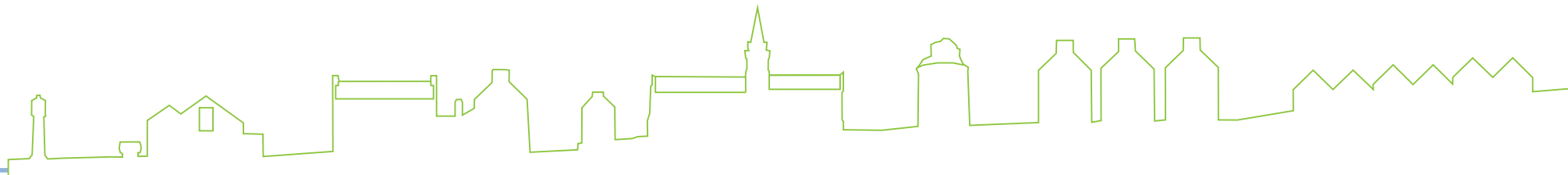
Project: Town to countryside routes (Scapa and Inganess)

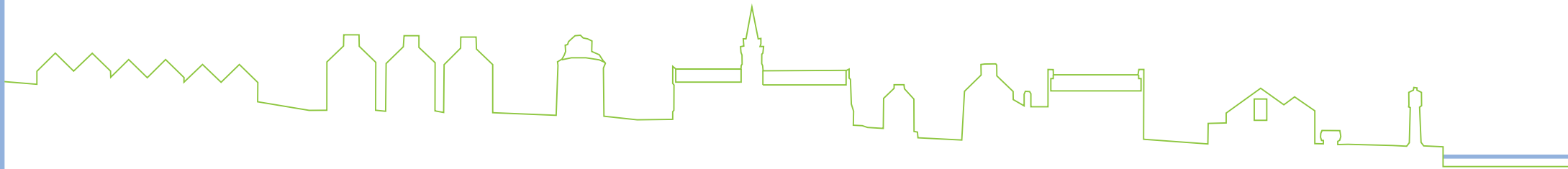
The Kirkwall Circular route provides opportunities for connections to existing routes out towards Scapa and Inganess. These routes could be improved to provide access out of the town for residents and visitors alike. As well as being suitable for recreational purposes, a route towards Scapa could form part of a whisky trail incorporating the two distilleries and connecting to the new Crantit Park.



Action Plan

TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
4. HATSTON & SEAFRONT											
VISITOR FACILITY AT HATSTON PIER	✓	✓	✓	✓	✓	OIC	CPP, BID, DESTINATION ORKNEY		0-2 YEARS	M	MEDIUM
BAY OF WEYLAND PATH FROM HATSTON TO CARNES	✓	✓	✓	✓	✓	OIC	CPP, BID, DESTINATION ORKNEY	✓	0-5 YEARS	M	MEDIUM
VIEWPOINT ON EASTERN HARBOUR BREAKWATER	✓	✓	✓	✓	✓	OIC			QUICK WIN!	S	MEDIUM
PREPARE & IMPLEMENT SIGNAGE & WAYFINDING STRATEGY	✓	✓	✓	✓	✓	OIC	CPP, THI, BID, DESTINATION ORKNEY	✓	0-2 YEARS	M	MEDIUM
PREPARE AND DELIVER ACTION PLAN FOR INDUSTRIAL ESTATE					✓	OIC / CPP, PROPRIETORS			1-5 YEARS	L	HIGH
ENERGY-FROM-WASTE PROJECT	✓	✓	✓	✓	✓	OIC	CPP		2-10 YEARS	L	HIGH
CRAGIEFIELD COMMUNITY PARK	✓	✓	✓	✓	✓	OIC	LANDOWNERS, CPP	✓	0-5 YEARS	M	MEDIUM
SEAFRONT / COASTAL WALKWAY: HATSON PIER TO WESTERN GATEWAY	✓	✓	✓	✓	✓	OIC	LANDOWNERS, CPP	✓	0-5 YEARS	M	MEDIUM
SEAFRONT / COASTAL WALKWAY: TOWN FRONTAGE / HARBOUR	✓	✓	✓	✓	✓	OIC	LANDOWNERS, CPP	✓	0-5 YEARS	M	MEDIUM
SEAFRONT / COASTAL WALKWAY: TOWN TO CARNES SHORELINE PATH (WHICH INCLUDES CRAGIEFIELD WALK / PARKLAND)	✓	✓	✓	✓	✓	OIC	LANDOWNERS, CPP	✓	0-5 YEARS	M	MEDIUM
PREPARE LANDSCAPE FRAMEWORK	✓	✓	✓	✓	✓	OIC	LANDOWNERS, CPP		0-2 YEARS	S	LOW





Papdale

Focus Area

1086



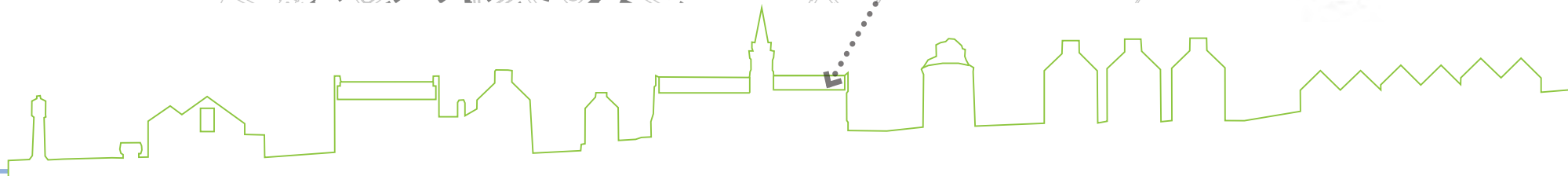
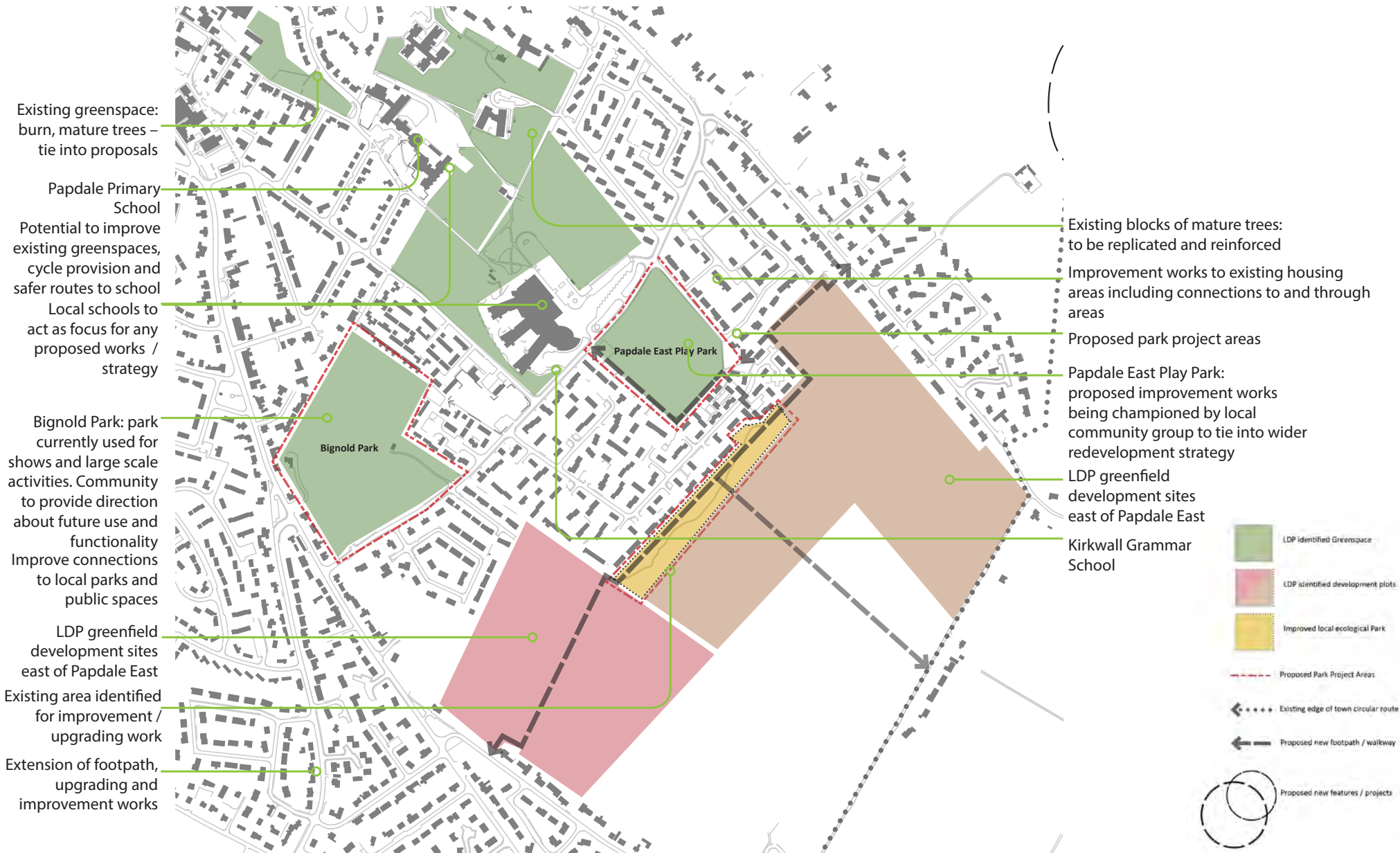
Approach

Papdale is an established and identifiable neighbourhood, mixed in use and function and unique in character within Kirkwall. The reason for focusing on it in this document is because there are a number of changes anticipated in the area over the coming years due to a combination of current proposals and future opportunities:

- community-led proposals to improve Papdale East Playpark and greenspace
- improvements to the path network on the eastern edge of Papdale
- new uses or redevelopment of the former halls of residence (note: this site is allocated in the LDP for re-development)
- new uses for Papdale House and grounds, which may not be required for their current use in the long term
- land to the east of Papdale (note: this site is allocated in the LDP for new housing); and
- the future development strategy in this plan means that, subject to the outcome of the aforementioned study, more central sites, within 20 minutes' walk of the town centre, will be prioritised over these more peripheral sites.

A framework strategy, incorporating core paths, cycleways, bridleways and structural landscape corridors, is being prepared to provide physical structure to the area (and address wider town





green network strategies) to bring all the initiatives together. This is called the Papdale Path Network Study.

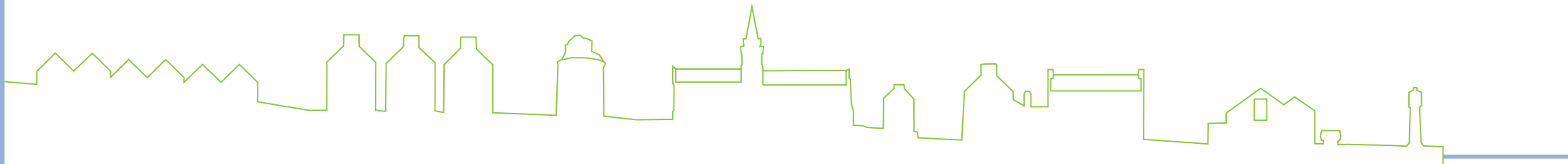
There are no ecological designations applicable to the Papdale East area. Any proposals will look to recognise the opportunity to enhance biodiversity and to create and strengthen green networks between and including the park and open space areas. An area-wide planting strategy is proposed involving native and biodiversity-friendly plants, trees and hedges in and between park areas. It is recommended that areas and corridors are established where landscape management (e.g. mowing) is restricted in summer months in order to encourage nectivorous invertebrates (e.g. butterflies, moths and bumblebees) and to provide shelter and food for larvae, adult insects and flying insects which, in turn, may encourage small mammals and birds.

There are also opportunities to improve legibility and connections to the Orkney College UHI to create a more coherent educational campus. This would be taken forward through the townwide wayfinding and signage project identified earlier in this document.



Community Ideas Informing Approach

- Create more facilities and 'multi-use' areas in residential areas
- Provide better lighting
- Improve the play parks
- Provide better house design
- Make the roads safer
- Create sheltered communal spaces to encourage social interaction
- Provide more planting and colour
- Tackle road safety and traffic management at Papdale Primary School



Design Principles

The area contains a diverse range of land uses - Kirkwall Grammar School, Papdale Primary School, Papdale House and grounds, and LDP allocated development sites. There is also a range of interlinked public greenspaces: Berstane Loan, Bignold Park, and Papdale East Playpark. While these elements sit in close proximity to each other they do not fit within any identifiable framework. Therefore design principles for this area include:

- create more facilities and 'multi-use' areas in residential areas
- provide better lighting
- improve the play parks
- make the roads safer
- create sheltered communal spaces to encourage social interaction
- tackle road safety and traffic management around Papdale Primary School to improve local roads for residents
- improve safer routes to school, cycle routes and existing bicycle facilities at school; and
- provide more planting and colour.

This section also links to the Active Travel Path Network (ATPN) / Green Network – linking Papdale East through Kirkwall Grammar School grounds and down towards the Willows (see section 5, strategic objectives 4 and 6)



Project: Papdale East Park

Papdale East Play Park is a large open greenspace that lies south east of Kirkwall Grammar School (KGS) and forms a fundamental part of the green network that lies at the heart of the Papdale neighbourhood. The play park is enclosed on three sides by housing but is ultimately an open and exposed grassland, with low undulating earth mounds, rough and mown grassland, and scattered play structures. An area for parking is located at its western edge.

The play park is currently being developed by a local community group, Papdale East Play Park Association (PEPPA). The group is actively seeking funding sources to redevelop the park. Funding is currently being sourced through crowd funding. PEPPA is looking to transform the play park with additional planting, shelter and free play elements to make the area safe and enjoyable and suitable for all ages and abilities.

In this area there is a need to encourage:

- collaboration between OIC and the local community group; and
- links to and enhancement of the green network.

Project: Bignold Park

Bignold Park is a large open space in the heart of Kirkwall, considered by some locals to be the town park. The park is not used greatly by residents at the moment – due to a lack of drainage – but it is used for festivals and shows. The community would like to use it more frequently and to give it more of a purpose.

Proposals expressed would be to add hard paving to the park area so that this recreational area can be used all year round by residents and visitors. The paving will connect existing housing areas and provide a safe route to schools away from busy traffic – connecting directly with the traffic warden and paths onwards to Kirkwall Grammar School and Papdale Primary School (the two largest schools in the county), where there are also opportunities enhance the space outside Papdale Primary where it meets the entry to KGS cycle way. The space could be improved to create seating, shelter, signage, and improved materials. Tree planting, colour and greenery in this space could also, along with a tree planting along the KGS cycleway, improve the green network connecting Papdale East towards the Willows. If the paths included solar stud lighting then they could also be used in the evenings during winter, encouraging year round use of the park and for people to be more active.



Bignold Park



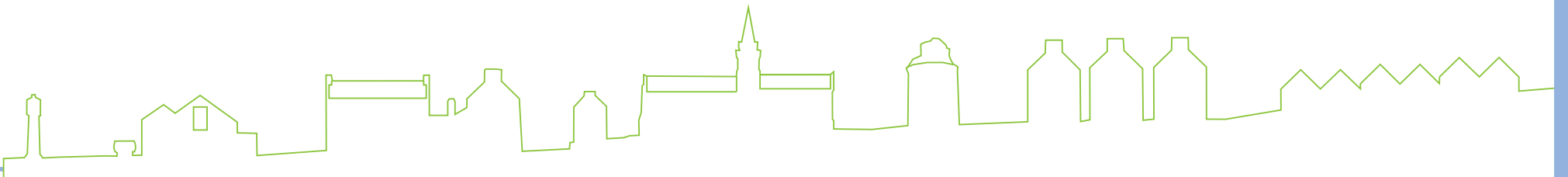
Papdale East Park

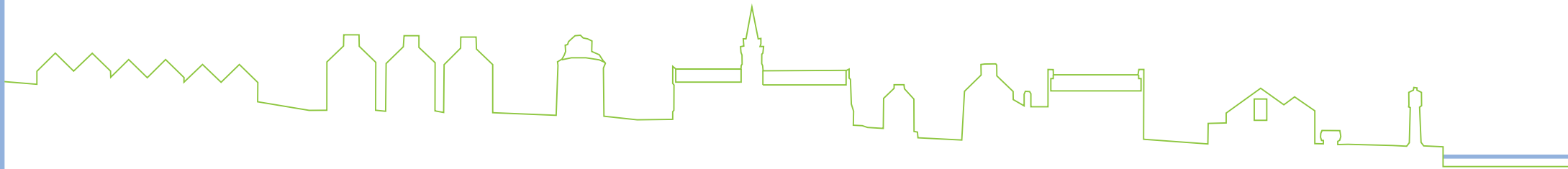


Willow Road Park

Action Plan

TASKS	WHO BENEFITS?				WHO IS RESPONSIBLE?				DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
5. PAPDALE											
IMPROVE COMMUNITY GREENSPACES	✓	✓	✓	✓		PEPPA, OIC, OTHER COMMUNITY GROUPS	CPP	✓	QUICK WIN!	M	MEDIUM
IMPROVE PATHS EAST OF PAPDALE	✓	✓	✓	✓	✓	OIC	CPP	✓	QUICK WIN!	S	LOW
IMPROVED MAINTENANCE OF HOMES AND GARDENS (E.G. BEST KEPT GARDEN/NEIGHBOURHOOD, BIG SPRING CLEAN)	✓	✓	✓	✓		RESIDENTS, PROPRIETORS, OHAL	OIC, CPP	✓	QUICK WIN!	S	MEDIUM
SCHOOL TRAVEL PLANNING PROJECT FOR PAPDALE PRIMARY SCHOOL	✓	✓		✓		RESIDENTS, PROPRIETORS, OHAL	OIC, CPP	✓	QUICK WIN!	S	MEDIUM





Kirkwall South

Focus Area



Approach

“Kirkwall South” refers to the area along New Scapa Road including the Balfour Hospital, the new hospital and the low-lying countryside beyond leading to Scapa. There are a number of changes anticipated in this area over the coming years, due to a combination of current proposals and future opportunities. These include:

- redevelopment of the Balfour Hospital site once the hospital has moved to its new site
- redevelopment of land south of the new hospital, identified in the LDP for new housing
- the low-lying area beyond, extending south towards Scapa, offers opportunities for publicly accessible greenspace, sustainable surface water management / drainage infrastructure and nature conservation; and
- the potential for improved path connections to and through the area to encourage walking and cycling.
- the potential for the Finstown to St Mary’s section of the Orkney Transmission Connection and Infrastructure Project to run across the Crantit Valley.

Principal issues and opportunities include:

- enhancement of Kirkwall’s public park provision through the Arcadia Park project
- redevelopment and improved connections to and from the Balfour Hospital site
- the integration of footpaths and cycle routes within a proposed landscape framework



- and drainage strategy for development land allocated in the LDP; and
- improved connection and movement for pedestrians and cyclists through improved path connections between Arcadia Park, the designed landscape corridor south of the new hospital, and the wider core path network including the Crantit Trail down to Scapa.

In this area there is a need to encourage:

- collaboration between OIC and Orkney Alcohol Counselling and Advisory Service / local community group to secure funding and possible services for the Arcadia Park development
- the assessment and identification of a landscape framework and path system based on existing landscape patterns and core path provision
- the identification and establishment of woodland belts early in the development of the

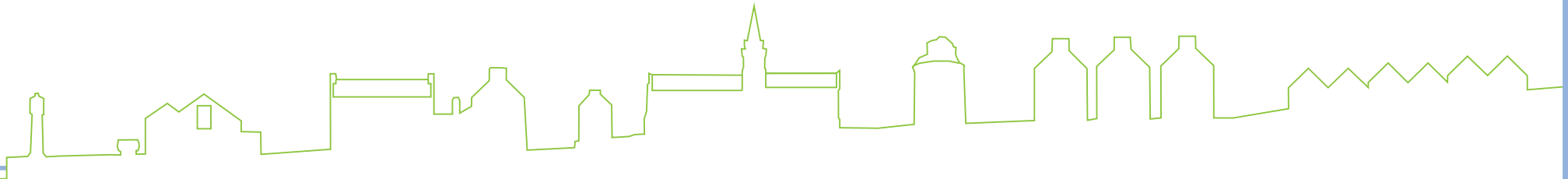
framework to ensure effective establishment of the framework

- the securing of town boundaries to allow development proposals to respond to these boundaries appropriately
- woodland belts to incorporate new pathways and core paths
- links to and enhancement of the green network; and



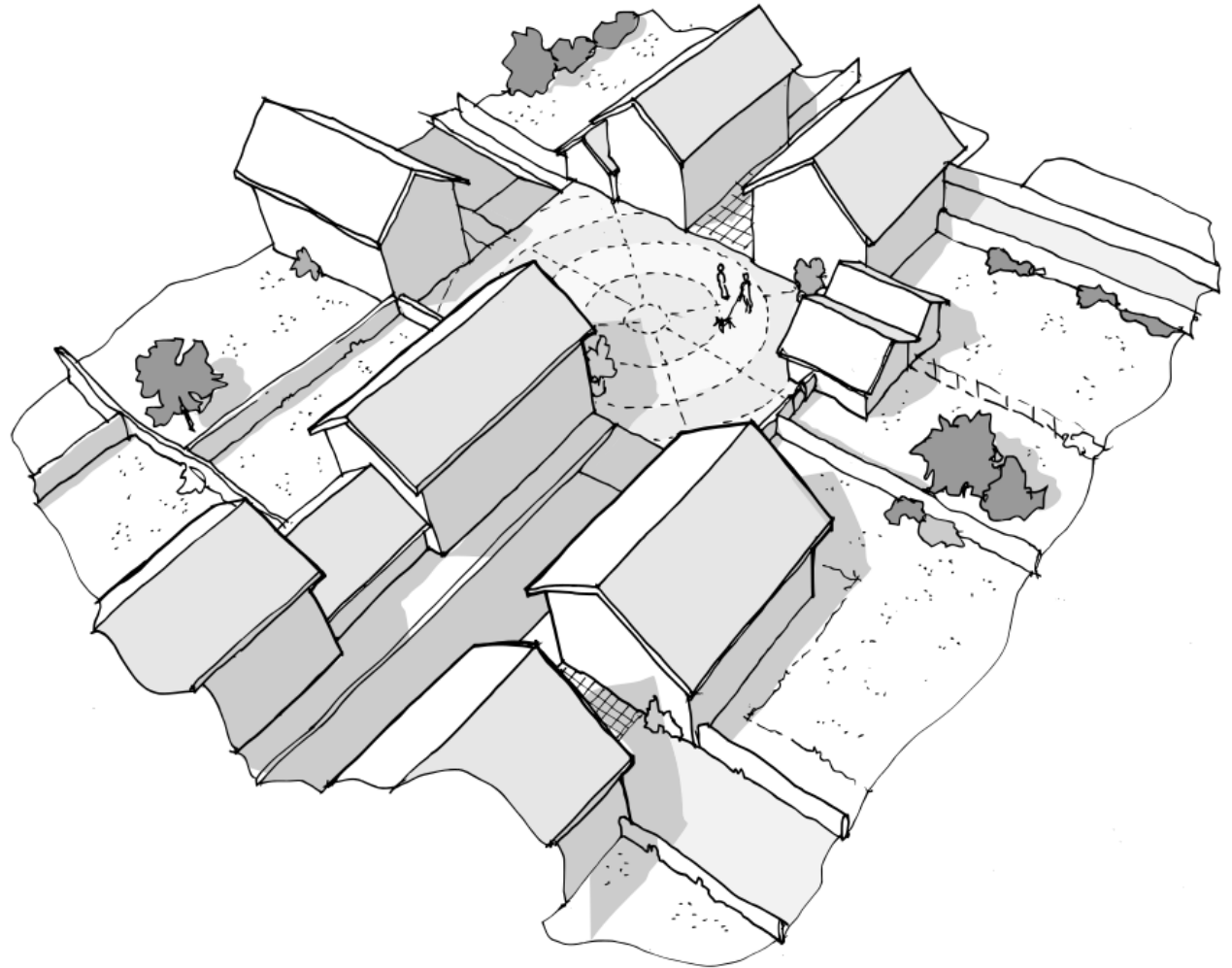
Community Ideas Informing Approach

- Make better use of brownfield sites
- Conserve the area's historic and natural character
- Encourage walking and cycling
- Improve character of new housing

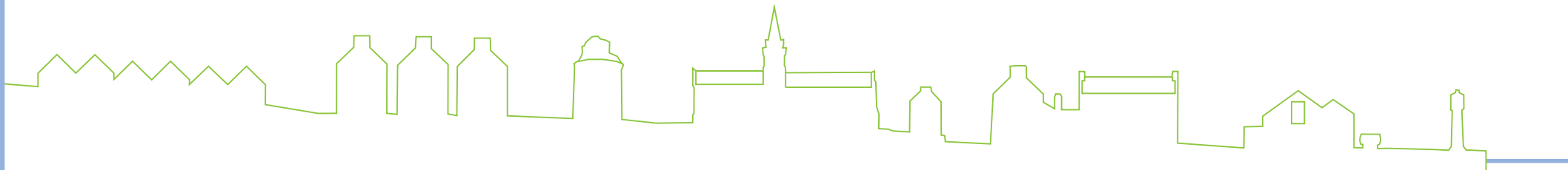


Design Principles

To bring a sense of place to the edge of Kirkwall, an urban design code is proposed, diversifying the housing layouts and bringing some of the character of the town centre to the suburban areas. One of the LDP development sites under consideration is the K10 project. The K10 site is used in this focus area as an exemplar of the proposed coding and design approach that can be adopted on other LDP allocated housing sites.



The design and layout of new housing should be carefully considered to create places that belong to Kirkwall, creating interest, shelter and variety. This can be achieved whilst meeting modern space standards and amenities.



Project: Crantit and Arcadia green spaces

The Arcadia Park project is based on a piece of council-owned land at the southern edge of Kirkwall, immediately opposite the new hospital currently being built along New Scapa Road. The project is being run by Orkney Alcohol Counselling and Advisory Service (OACAS) as a social and community project to transform a piece of wet, unused land into a community park.

The project promotes gardening as a therapy to improve physical and mental health, provide social interaction, and a sanctuary from day-to-day problems. Currently, OACAS is receiving small donations from sources such as the community council and Bags for Help Tesco, but it is looking to secure larger grants to improve the land, provide training and fund the project.

The organisation has a six-year lease on the land which Orkney Islands Council is happy to extend. Through the Your Kirkwall consultation process, NHS Orkney has also expressed a desire to enhance opportunities for public health improvement which could connect well into ideas for enhancing this space.

Projects identified for Arcadia Park include:

- the repair of the existing 850m network of gravel footpaths for walking and running, promoting a healthier lifestyle
- the planting of 550 trees/ shrubs from The Woodland Trust to assist in the drainage of

boggy areas and to provide screening and a reduction in noise pollution from vehicles

- creating a wild flower meadow that can sustain butterflies, bees and other insects
- making a vegetable patch, with the produce grown being donated to the local food bank
- a grassed area with scented pollinator-friendly flowers, seating and a children's maze
- committed programme of maintenance; and
- the sponsoring of individuals to attend Orkney College UHI and gain qualifications in horticulture.

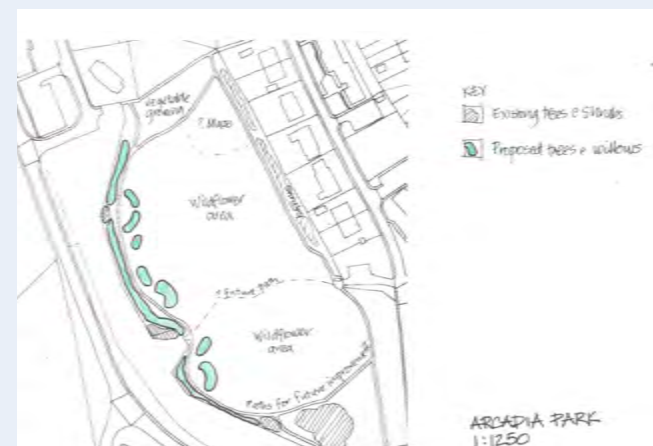
As well as improving connections to the town fringe to the wider rural setting, there is opportunity to integrate the park into the wider green network, improving the landscape through:

- planting within the Scapa Crescent greenspace area to improve biodiversity
- extending planting along the Crantit Canal/ core path to help to establish a green corridor from the coast at Scapa Flow to the fringes of Kirkwall at Scapa Crescent and beyond
- adding interest and shelter through enhanced biodiversity which may encourage the use of the core path for recreation and enjoyment, as well as a useful active travel route

The form and typology of the landscape would be the basis for any framework for new housing and allocated development land.



There are no ecological designations applicable to Scapa Crescent or the Crantit Trail area, however any planting and infrastructure work will be carefully designed and implemented to be sensitive to existing wildlife and habitats, aiming for enhancement wherever possible.



The drawing above has been prepared by a local landscape architect for Arcadia Park Trust

Project: Balfour Redevelopment

Balfour Hospital sits on New Scapa Road, within five minutes' walk of the high street and close to the new hospital. It is likely that this will be redeveloped for housing in the long term. We encourage mixed-tenure and mixed-use (compatible with housing).

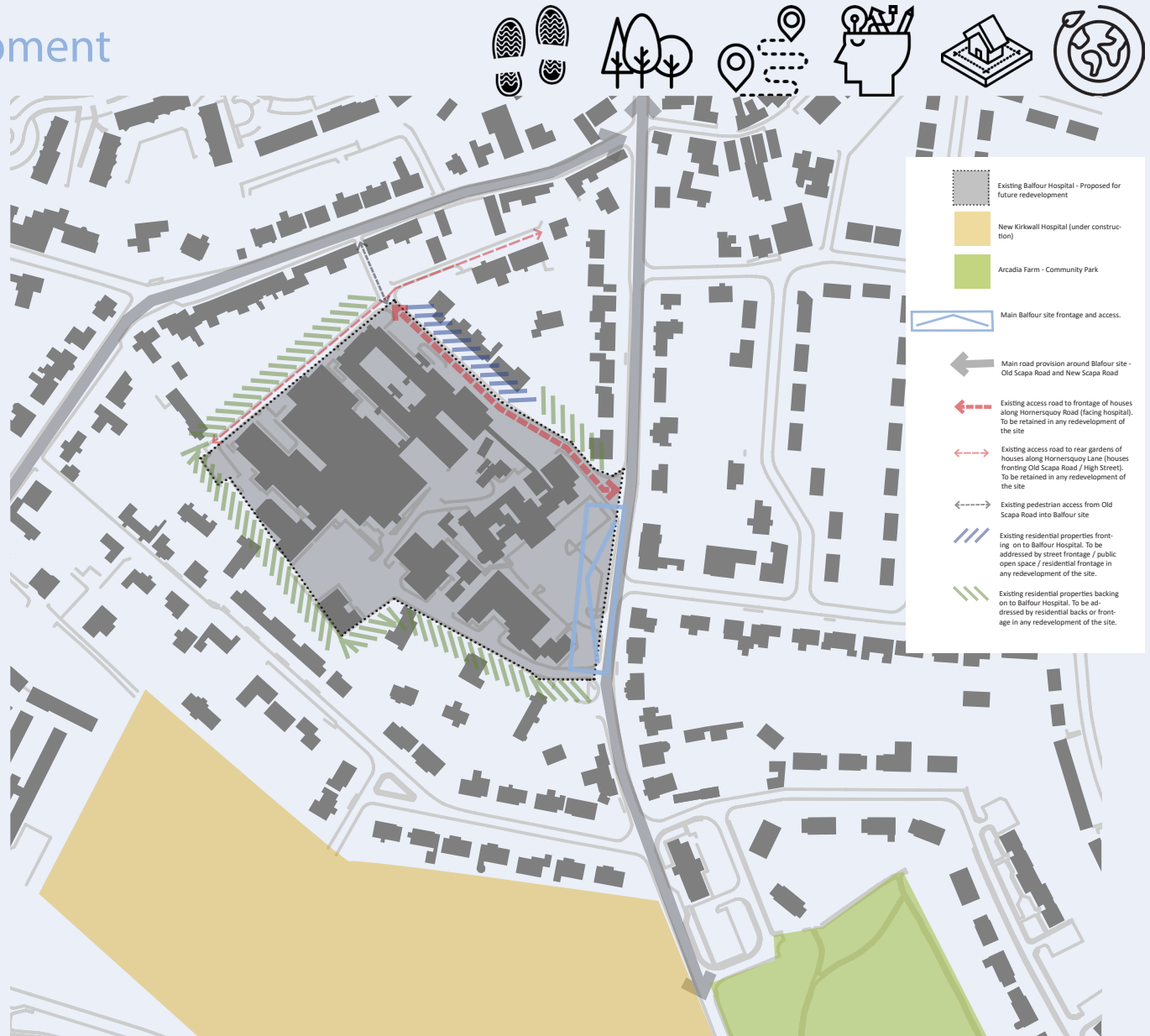
Proposals should address the following site features:

- create an entrance
- create streets
- use lanes
- create a focus for the site
- connect to surrounding sites

There are strong connections to the surrounding housing areas and these links should be prominent. Creating a focal public space in this development is desirable, along with appropriate landscape treatment and greenspace.

A strong edge along New Scapa Road is highly desirable, with frontage and windows overlooking the street.

Seating is needed on pedestrian routes into the hospital to allow ease of use.



Project: K10 Exemplar Site

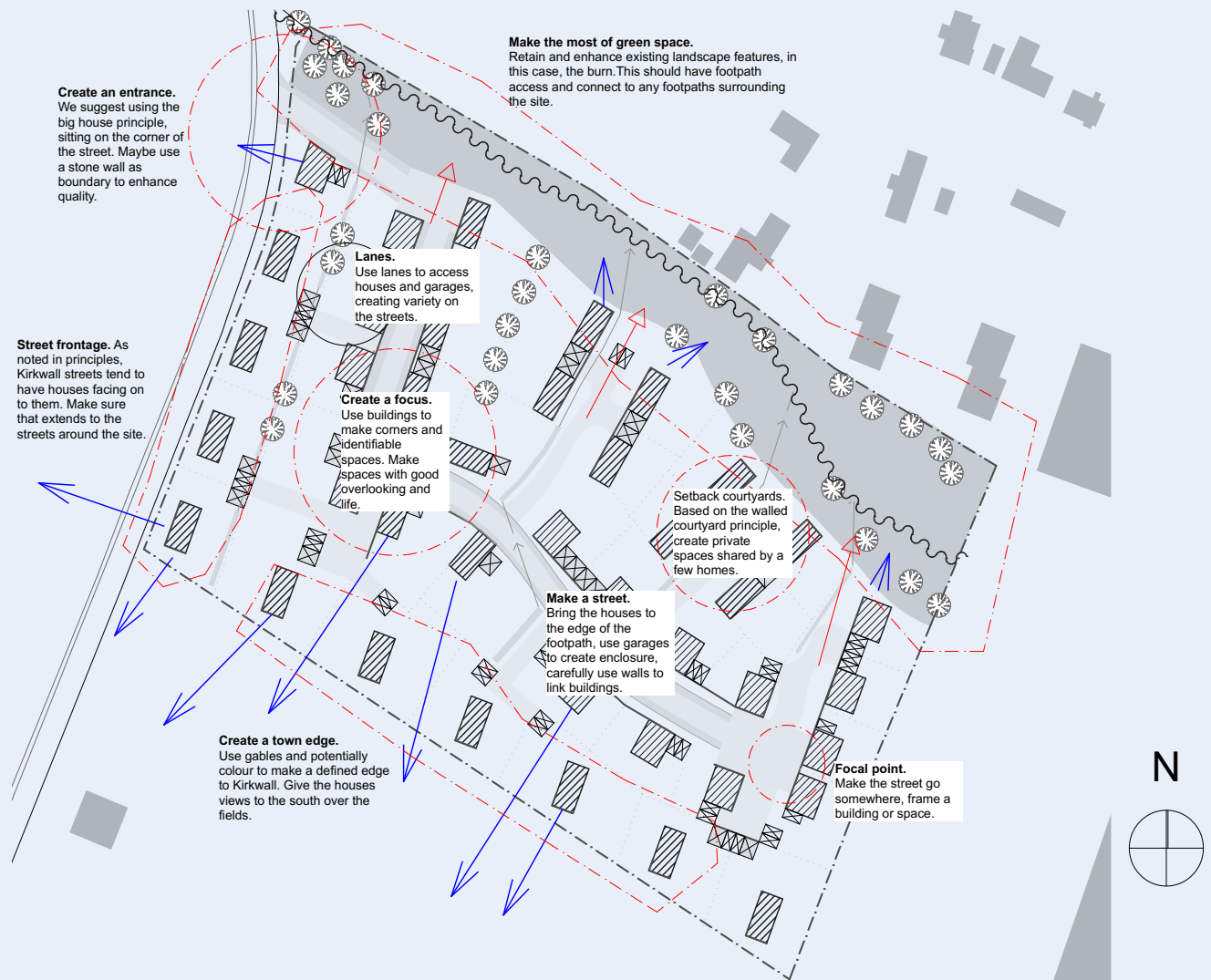
The K10 site is on the southern edge of Kirkwall. It has an open aspect to the south, a small stream running down the north side and potential connections to Highland Park, housing to the north and the Crantit Trail. The site has expansive views to the south and west. Indicative proposals address the following site features:

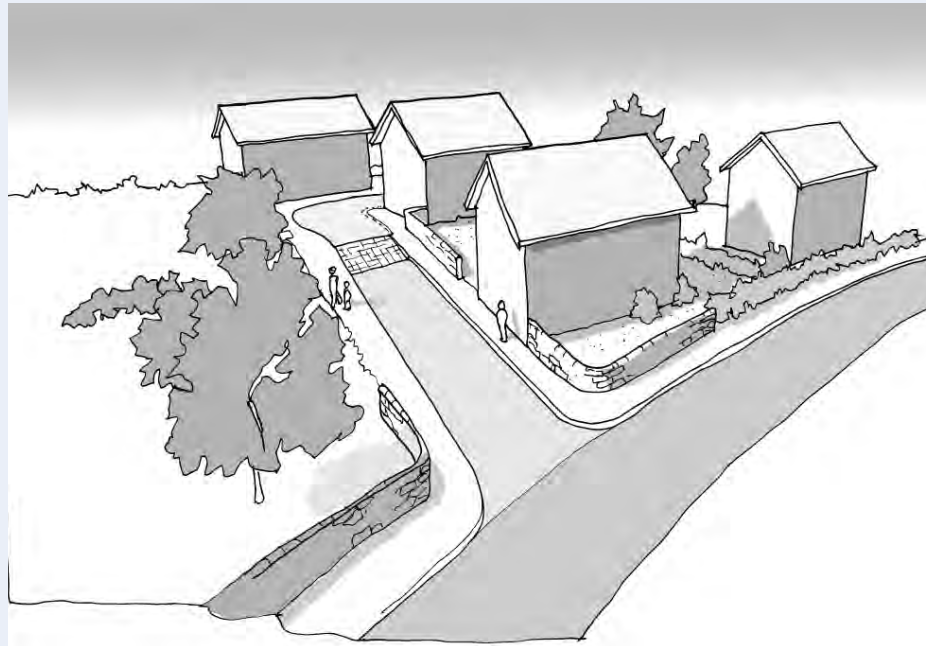
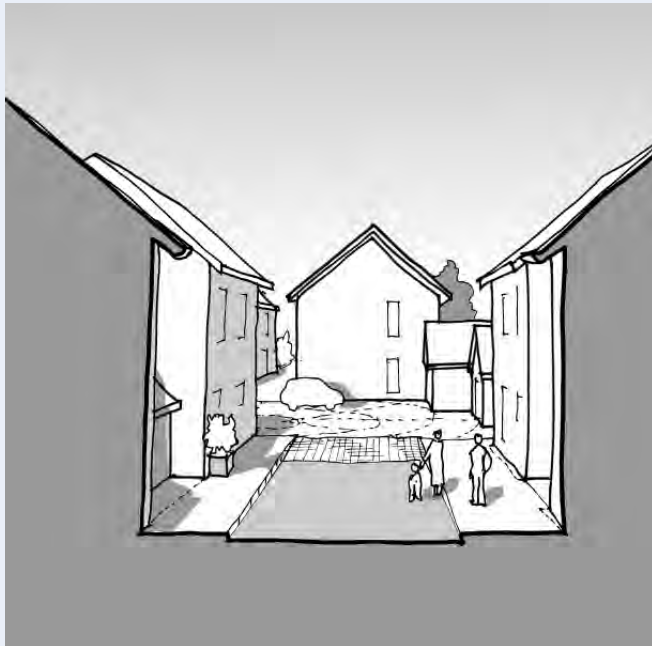
- create an entrance
- create streets
- use lanes
- create a focus for the site
- connect to surrounding sites
- create a distinctive edge

The images on the following page illustrate these principles. The proposals are based on creating a serviced site with a number of self-build houses. Consideration has been given to offering a range of plot types to cater for a wide range of tastes and ideas.

These proposals maximise the number of houses that have a view. The stream becomes a landscaped area other houses look into. A path along the stream could connect the site to the LDP K11 site and Highland Park distillery.

An example of how the KUDF principles can be applied to a development brief can be found at appendix 1. The document also exemplifies how a proposal can respond to an existing brief (Kirkwall South) whilst adhering to the design principles of the KUDF.

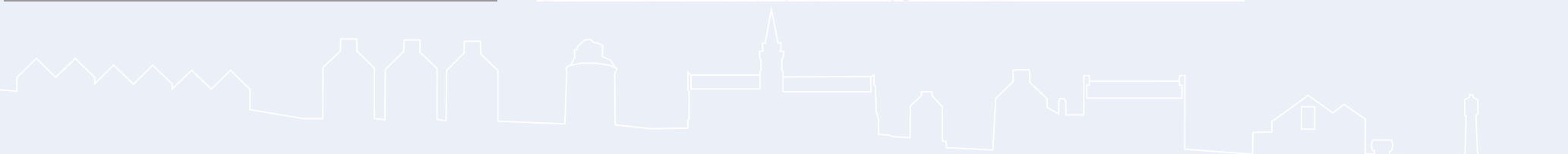




Top: careful design of the new homes, with gables facing south means that Kirkwall gets a new, interesting and potentially colourful new edge. The houses will have rooms with spectacular views over Scapa Flow.

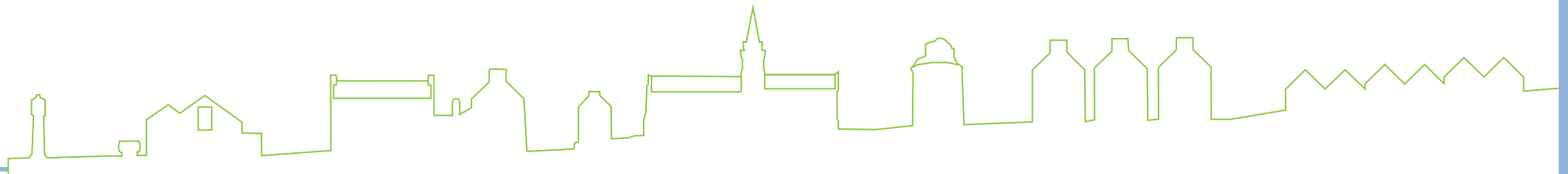
Far left: considering the design of the streets gives a more pedestrian friendly space and more character to the development. These houses have larger rear gardens offering privacy. parking is provided in garages and between the homes.

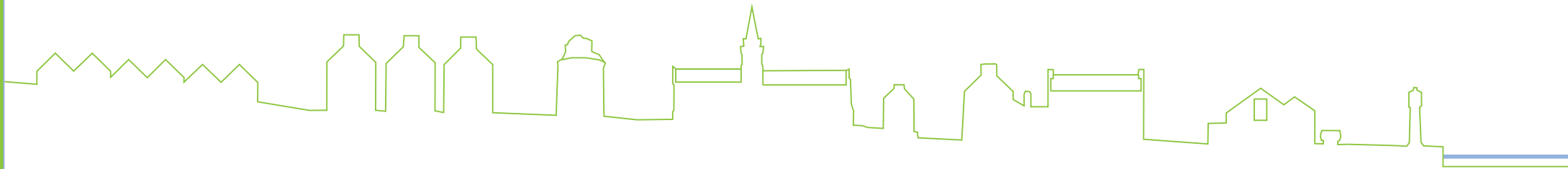
Left: careful design of the entrance and the landscaping offers a more distinctive development. Houses facing onto the surrounding streets offers safety and shelter throughout the year.



Action Plan

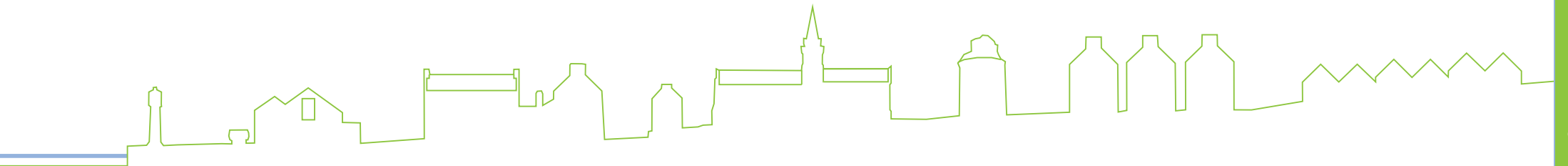
TASKS	WHO BENEFITS?					WHO IS RESPONSIBLE?			DELIVERY?		
	YOUNG PEOPLE	FAMILIES	ELDERLY PEOPLE	DISABLED PEOPLE	VISITORS	LEAD PLAYERS	SUPPORT PLAYERS	COMMUNITY INVOLVEMENT	TIMESCALE	SCALE (S/M/L)	COMPLEXITY (L/M/H)
6. Kirkwall South											
REDEVELOP BALFOUR HOSPITAL SITE	✓	✓	✓	✓		NHS	OIC, CPP	✓	1-2 YEARS	L	HIGH
CRANTIT GREEN SPACE	✓	✓	✓	✓	✓	LANDOWNER	OIC, CPP	✓	0-5 YEARS	M	MEDIUM
ARCADIA GREEN SPACE	✓	✓	✓	✓	✓	OACAS	OIC, CPP	✓	0-5 YEARS	M	MEDIUM





7 Making It Happen

Framework Delivery



Collaboration

For this plan to be a success everyone needs to be involved in making it happen: community groups, local businesses and the public sector.

The council hopes this plan will continue discussions about community priorities that began through 'Your Kirkwall'.

Although the ambition and intent of Orkney Islands Council to lead delivery of this Place Plan is clear, it is vital that the package of proposals outlined in this plan are taken forward collaboratively rather than led by a single organisation. There is too much for one organisation to take on alone, and some proposals lend themselves to being delivered by particular sectors – such as community parks, private housing developments, or public paths and cycle routes.

Effective collaboration needs to take place within and between sectors. For example, amongst community planning partners, to best utilise their surplus land and buildings in pursuit of the aims of this plan, and between the public sector and the community sector to deliver community-led greenspace projects.

Everything in this plan is important for the future of Kirkwall, from quick wins to big long-term projects. The timeline shows when the bigger projects outlined in this plan could take place, with sufficient support and resources. With constrained council budgets, communities should seize this opportunity, with council support, to progress projects.

For many of these projects, there will be a need for ownership and responsibility to be shared by the community. This will require localised leaders from the neighbourhoods and organisations that want to see improvements made, and people of a variety of age groups could become involved.

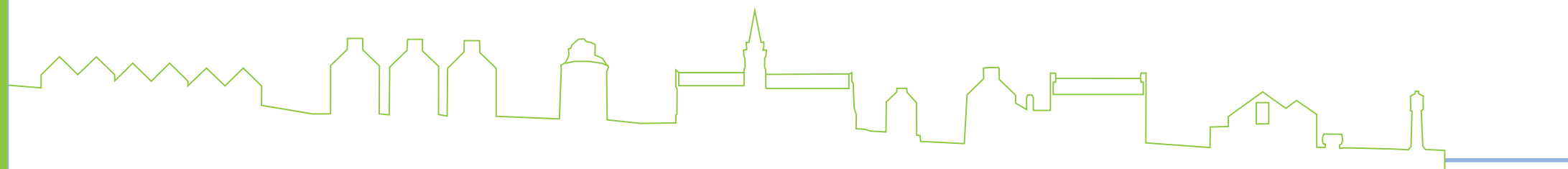
There is potential for community renewable energy being a generator of funds to help kick start projects. Larger projects include the proposed new park around the Peedie Sea or a town-wide wayfinding strategy. Smaller projects include community projects led by people who have ideas they would like to put into practice, like improvements to local greenspaces.

This plan will help everybody secure money for projects, initiatives and infrastructure over the

next 10-20 years. Simply mentioning a project in this plan can help secure funding and support.

There are many sources of funding available to help deliver the type of projects outlined in this plan, from organisations like the Lottery, the Scottish Government and other charitable donors. A number of the funds currently available are outlined on the project website:

www.yourkirkwall.com



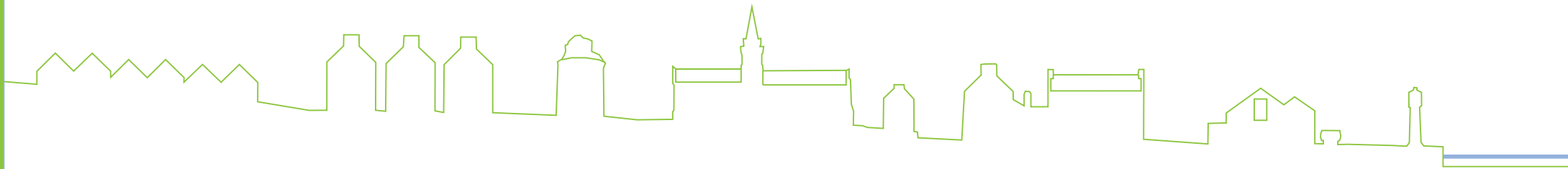
IMPLEMENTATION TIMELINE FOR LARGER PROJECTS

	QUICK WIN	WITHIN 2 YEARS	WITHIN 5 YEARS	WITHIN 10 YEARS	LONGER TERM
TOWN CENTRE	✓		✓		
SPINE SITES REDEVELOPMENT			✓		
SIGNAGE & WAYFINDING		✓			
TOWN CENTRE WEST	✓				
IMPLEMENT NEW DEVELOPMENT	✓	✓	✓	✓	✓
DEVELOPMENT GUIDELINES	✓				
IMPLEMENT SURFACE WATER MANAGEMENT STRATEGY			✓		
PEEDIE SEA AND PICKAQUOY AREA	✓	✓	✓		
IMPLEMENT NEW PARK			✓		
HATSTON & SEAFRONT	✓	✓			
VISITOR FACILITY AT HATSON PIER		✓			
PATH FROM HATSTON TO CARNES		✓			
INDUSTRIAL ESTATE ACTION PLAN			✓	✓	
ENERGY FROM WASTE PROJECT			✓		
PAPDALE	✓				
KIRKWALL SOUTH		✓	✓		
REDEVELOP BALFOUR HOSPITAL SITE		✓			

Sustaining Momentum

In addition to the proposals identified in this plan, a number of other things need to happen if the objectives of this plan are to be delivered and sustained. These include:

- getting long-term buy-in from local stakeholders and delivery partners
- creating a mechanism to drive forward collaborative delivery, such as a steering group drawn from the private, public and third sectors
- building and coordinating local capacity with support
- securing funding
- keeping young people interested and involved
- demonstrating progress to the wider community and
- sustaining momentum.





KUDF - Appendix 1

Housing Allocation K10 Development Brief

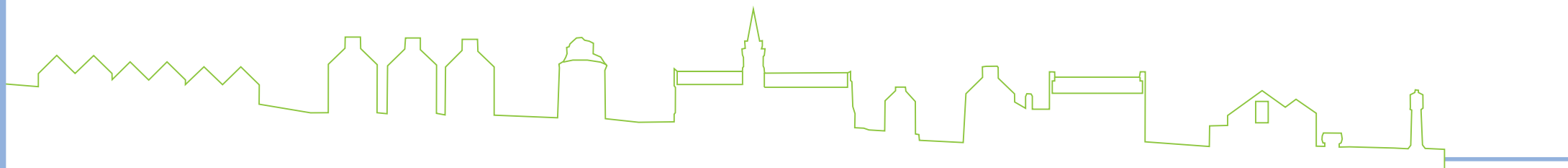
1108



Exemplar Housing Allocation K10 Development
Brief Copyright Orkney Islands Council

Prepared with assistance from PAS (formerly known as Planning Aid Scotland) and John Gilbert Architects.

Funded with kind assistance from Smarter Choices, Smarter Places (SCSP) Fund.

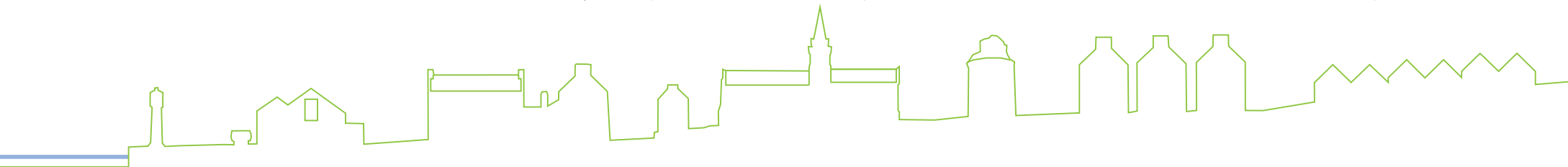


Introduction

The K10 site has been identified for housing in the Orkney Local Development Plan adopted 2017. It is also identified within the Kirkwall Urban Design Framework 2018.

This development brief shows how the exemplar design principles generated during the Your Kirkwall community engagement can be interpreted applied to a site. It should be read in conjunction with the Kirkwall South Development Brief 2016 which was prepared for allocations K8,9,10 and 11.

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



Kirkwall South Area

“Kirkwall South” refers to the area along New Scapa Road including the Balfour Hospital, the new hospital and the low-lying countryside beyond leading to Scapa. There are a number of changes anticipated in this area over the coming years, due to a combination of current proposals and future opportunities. These include:

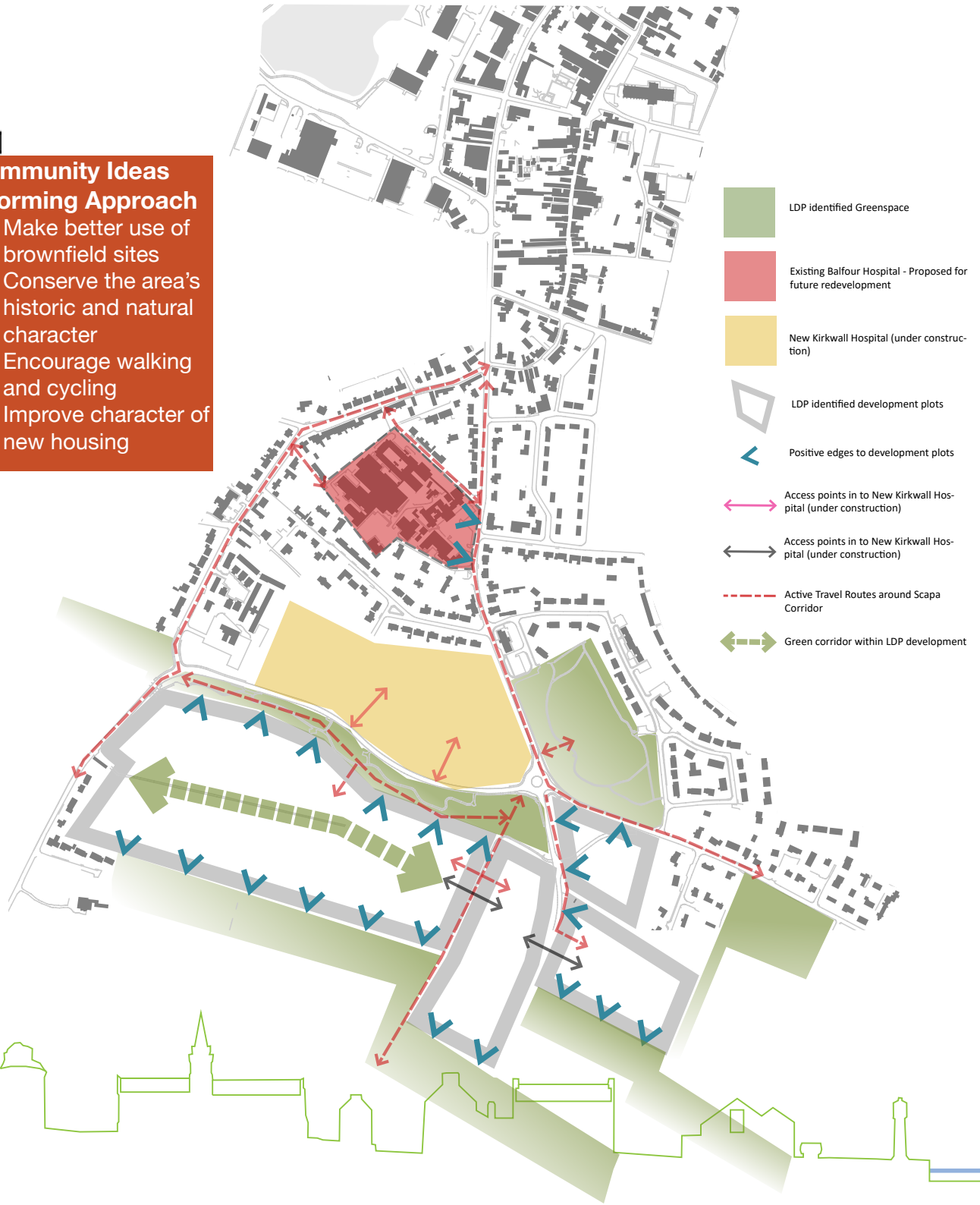
- redevelopment of the Balfour Hospital site once the hospital has moved to its new site
- conserving the historic character of the existing street
- land south of the new hospital, identified in the local development plan for new homes, should be appropriately planned and designed
- the low-lying area beyond, extending south towards Scapa, offers opportunities for publicly accessible greenspace, sustainable surface water management / drainage infrastructure and nature conservation
- improved path connections to and through the area to encourage walking and cycling.

To bring a sense of place to the edge of Kirkwall an urban design code is proposed, diversifying the housing layouts and bringing some of the character of the town centre to the suburban areas. One of the LDP development sites under consideration is the K10 site. The K10 site is used in this focus area as an exemplar of the proposed coding and design approach that can be adopted on other allocated housing sites.



Community Ideas Informing Approach

- Make better use of brownfield sites
- Conserve the area’s historic and natural character
- Encourage walking and cycling
- Improve character of new housing



Kirkwall Housing Design Principles

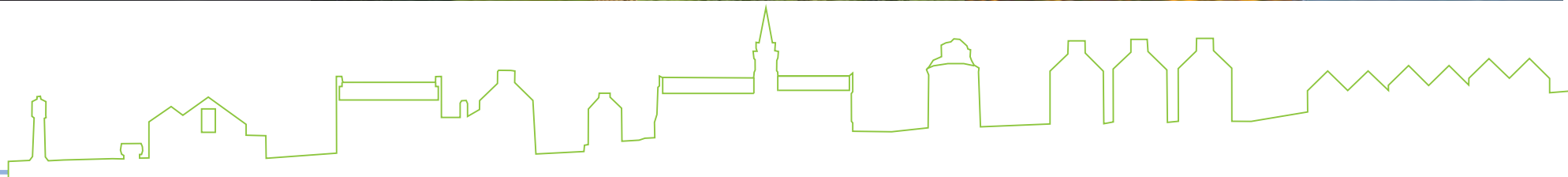
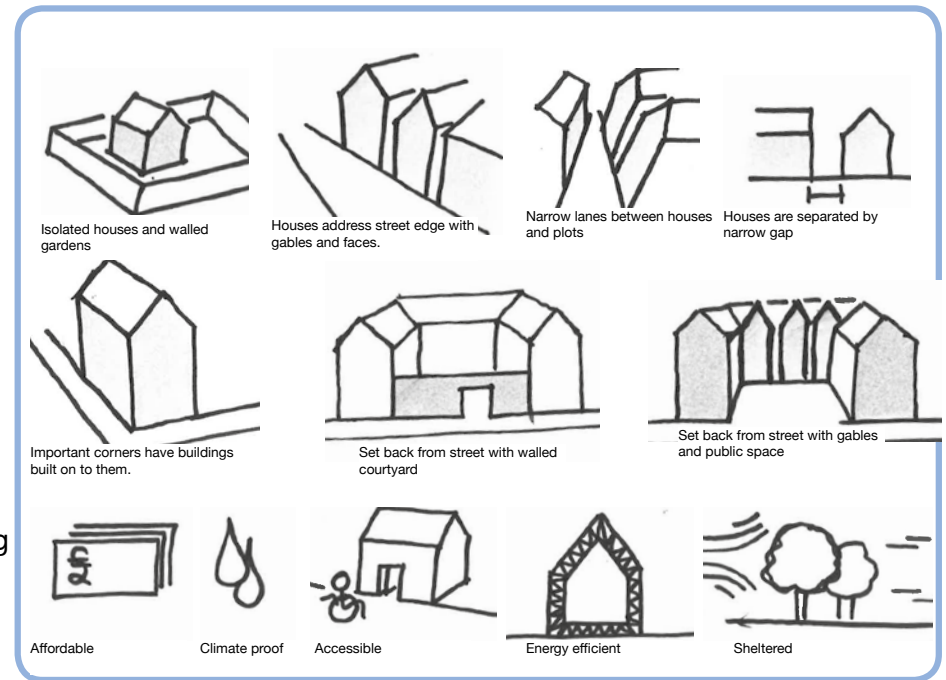
The framework for new housing in Kirkwall focuses on learning from the town core, creating distinctive new homes, great streets and social spaces. Kirkwall streets are built on a distinctive combination of mixed materials, simple forms and carefully placed buildings. The diagrams on this page illustrate key urban design features of Kirkwall.

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

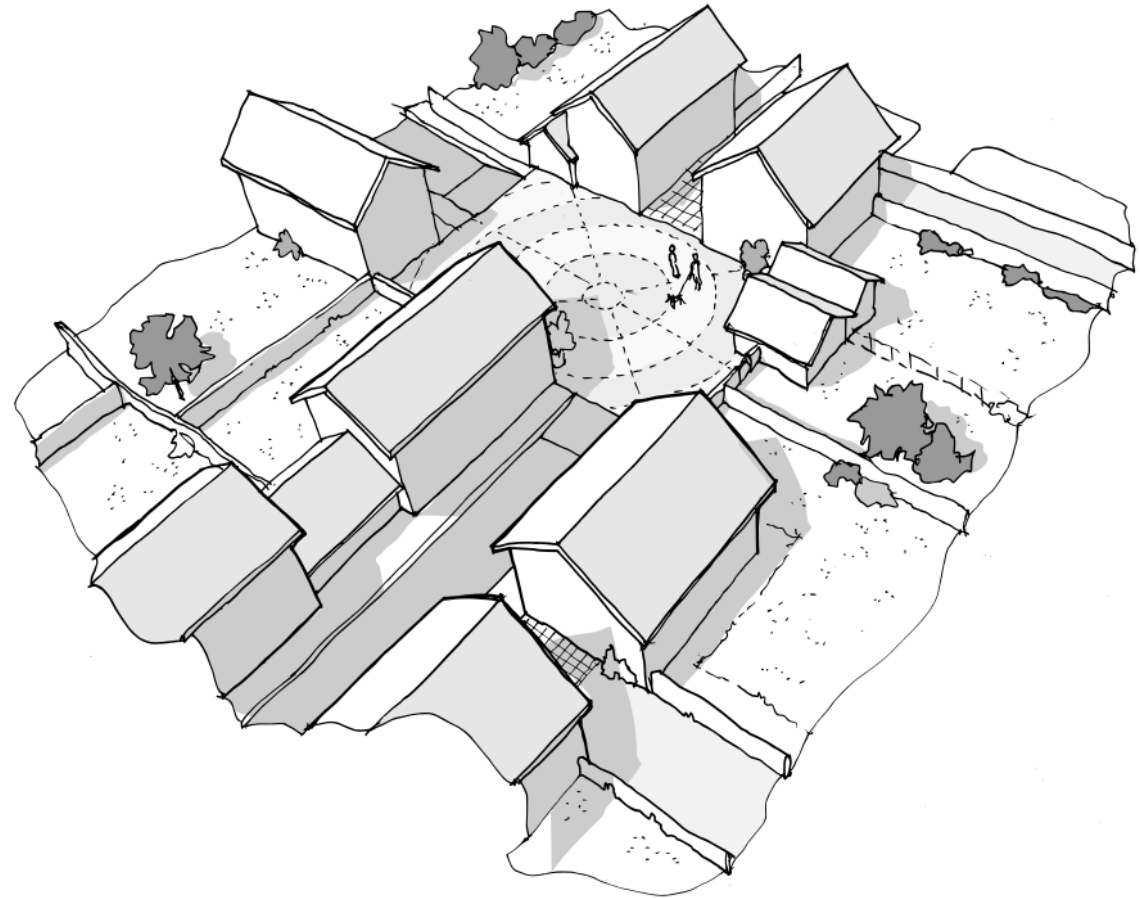
- **Make an entrance:** consider the character and experience of entering the site as a pedestrian, cyclist and in vehicles. Bring bigger housing onto the entrance corner, use walls and hedges to define the entrance space and ensure housing overlooks the area.
- **Create streets and spaces:** define the street space, consider the street width, creating shelter and definition. Use ancillary elements

such as garages, walls and hedges to help create enclosure.

- **Consider sensitive parking:** parking at the side of houses frees up the front garden and allows the house to address the street. Consider courtyard parking and parking within the street.
- **Considerate edges:** consider the edges of the development and make the most of them, housing should front the surrounding streets and make the most of the views. In Scapa, new housing site will be making an new edge to the town, consider how to make this



- edge visibly appealing and ensure housing faces this edge.
- **Make most of natural resources:** consider the physical features of the site and how to use them to best effect, integrating landscape and green space is important, orientating towards the sun and toward views will add value to houses and integrating water sensitively will reduce long term cost. Ensure you integrate shelter into the design, through use of buildings, trees and hedges.
- **Create a focus:** give the streets a hierarchy, important streets and public spaces linking to more private streets. Use the houses to make identifiable space, potentially with uses such as home working, neighbourhood facilities or small shops.
- **Connect to the surrounding:** ensure that every opportunity is taken to connect new housing to the surroundings. Leave space for future connections to adjacent housing sites and consider how to tie into the existing surrounding uses.
- **Use colour:** consider the careful use of colour within a development, to lift the spirits and create distinctive places.



The examples below show how these principles can be used on modest housing to create places valued by their residents. The worked example below shows some of these principles and how they will be manifested in a new housing site in Kirkwall.

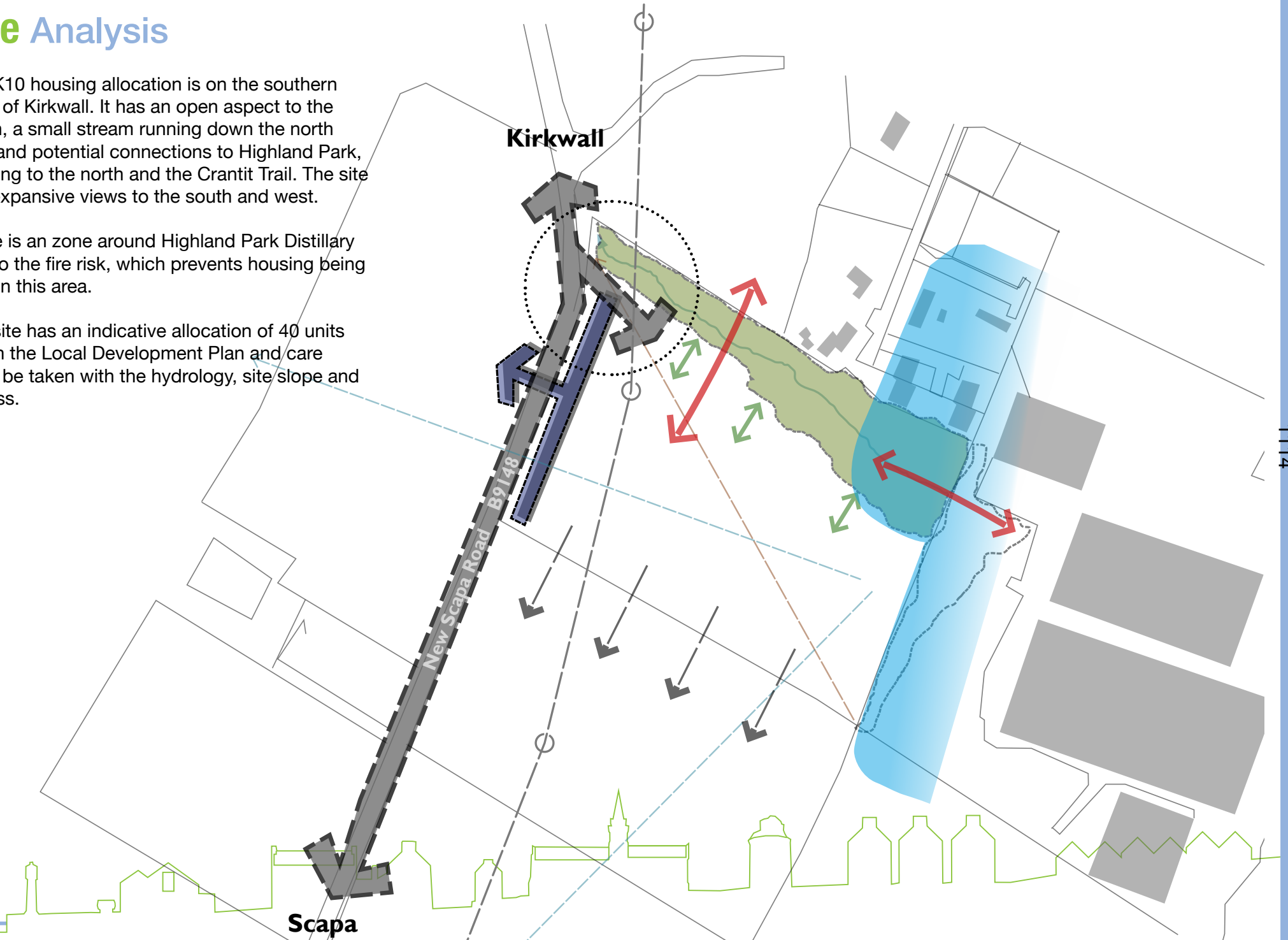
The design and layout of new housing should be carefully considered to create places that belong to Kirkwall, creating interest, shelter and variety. This can be achieved whilst meeting modern space standards and amenities.

Site Analysis

The K10 housing allocation is on the southern edge of Kirkwall. It has an open aspect to the south, a small stream running down the north side and potential connections to Highland Park, housing to the north and the Crantit Trail. The site has expansive views to the south and west.

There is an zone around Highland Park Distillery due to the fire risk, which prevents housing being built in this area.

The site has an indicative allocation of 40 units within the Local Development Plan and care must be taken with the hydrology, site slope and access.



Development Brief Principles

Based on the housing design principles, we have created indicative proposals which address the following site features:

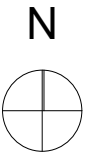
- creating an entrance
- creating streets
- using lanes
- creating a focus for the site
- connecting to surrounding sites
- creating an distinctive edge

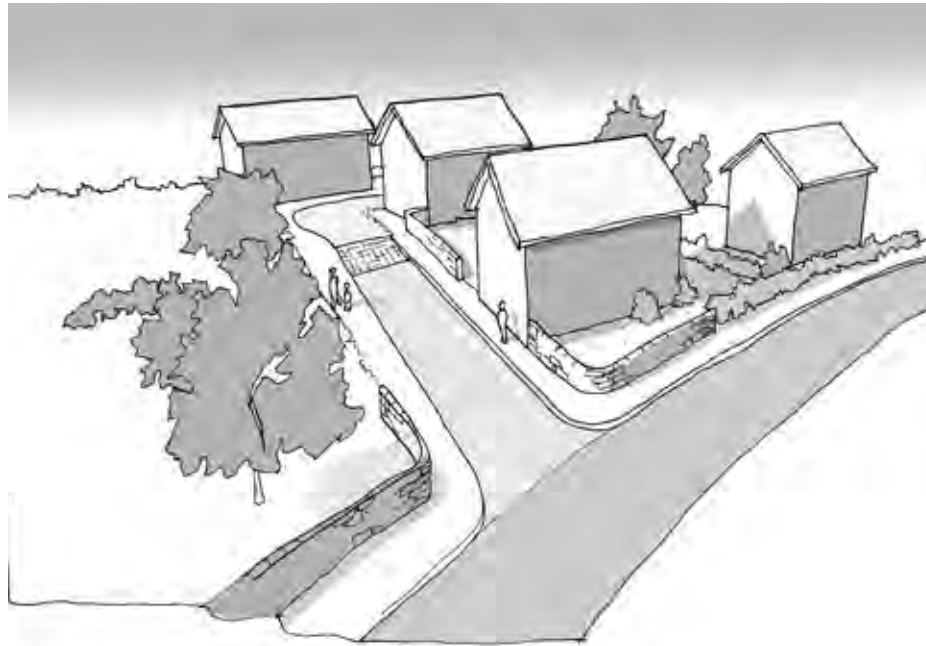
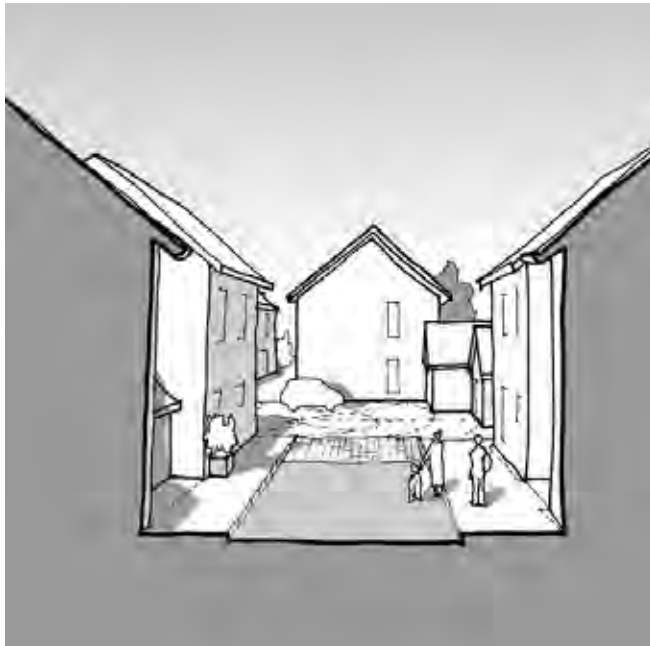
The images on the following page illustrate these principles. The proposals are based on creating a serviced site with a number of self-build houses. We've considered offering a range of plot types to cater for a wide range of tastes and ideas.

These proposals maximise the number of houses that have a view, the stream becomes a landscaped area other houses look into. A path along the stream would connect the site to K11 site and Highland Park distillery.



1115





Top: careful design of the new homes, with gables facing south means that Kirkwall gets a new, interesting and potentially colourful new edge. The houses will have rooms with spectacular views over Scapa Flow.

Far left: considering the design of the streets gives a more pedestrian friendly space and more character to the development. These houses have larger rear gardens offering privacy, parking is provided in garages and between the homes.

Left: careful design of the entrance and the landscaping offers a more distinctive development. Houses facing onto the surrounding streets offers safety and shelter throughout the year.

The site plan (right) illustrates how the principles can be adopted on site. It illustrates 40 units (as indicated in Orkney Local Development Plan).

The blue hatch indicates build zones, all at least 75m², allowing houses up to 150m² (over two storeys). Solid red line indicates frontage which must be filled across 75% of the build zone areas.

2x parking spaces are indicatively shown for every unit. Parking requirement depends on house size, liaise with OIC roads on level required

SUDS to be accommodated in landscape area, in swales running across the site or in subterranean pipes out falling to burn (with throttle).

Orientation of houses allows maximum daylight into rooms and gardens. The design with the slope minimises excavation and retaining walls. 250m length of road means average gradient better than 1:15 along road.

Key house design criteria:

- Eaves height restricted to 5m above ground level
- Ridge height restricted to 9m above ground level
- Garage eaves height should be no more than 3m and ridge height no more than 6m
- Houses to have roofs running along long axis
- Feature windows on gables and corners are encouraged.



1117

Development Requirements

01 Environmental Management

- Crantit is a critical factor in the continued operation of Highland Park Distillery, with its main water supply being taken from the Crantit Burn and Crantit Lagoons, and potential developers must set out their proposals to deal with any potential contamination of or disturbance to the water supplies as part of their planning application.
- SEPA Guidance Note 31 entitled 'Guidance on Assessing the Impacts of Development Proposals on Groundwater Abstractions and Groundwater Dependent Terrestrial Ecosystems' contains relevant advice. <http://www.sepa.org.uk/media/144266/lups-gu31-guidance-on-assessing-the-impacts-of-development-proposals-on-groundwater-abstractions-and-groundwater-dependent-terrestrial-ecosystems.pdf>. Section 2.6 details the requirements for assessing groundwater abstractions within the vicinity of development. It also contains information at Appendix 3 about the minimum information that should be provided within a risk assessment.
- Applicants for relevant sites must therefore design and carry out a

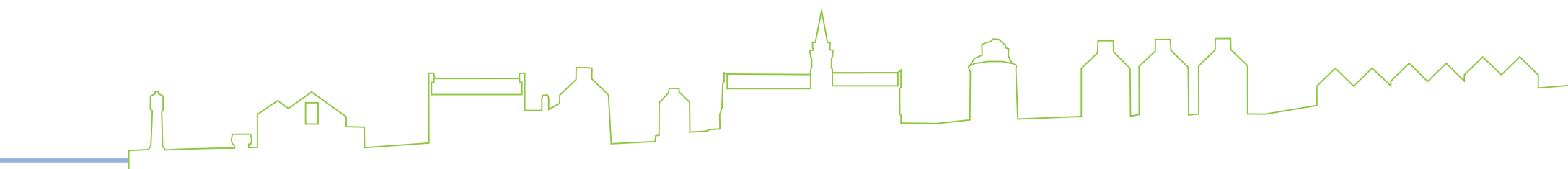
Hydrological Study which will include a site and receptor specific detailed risk assessment and site investigation. This should identify sensitive receptors both within, and a buffer outwith the site boundary, and in the case of private water supplies, should identify the source as well as the property it supplies. SEPA can advise where such a study should be undertaken.

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

in support of planning applications. This should include proposals for the sustainable disposal of surplus topsoil.

08 Developer contributions

- Development in this area is likely to increase demands on infrastructure in the surrounding area. The footpath and cycle infrastructure surrounding the area is fragmented and the scale of development in this area necessitates improvements to be made.
- The Orkney Open Space Audit illustrates a requirement for improvements to be made to the Scapa Crescent Open Space which will serve this development.
- A commuted sum payment must be made towards; Improvements to the footpath/cycle network within the Scapa Crescent Open Space and the Strategic Active Travel Connections which will connect it to the development brief housing allocations. These improvements will take the form of tarmac footways which provide Strategic Active Travel access, and less formal porous pave footpaths within Scapa Crescent Open Space itself.
- The financial contribution required from housing allocation K10 (3.0Ha) is £10,800



- For more information on this requirement refer to the Kirkwall South Development Brief.

03 Ecology

- Otter surveys will require to be undertaken to support planning applications. Species protection plans and other mitigation measures may be necessary, dependent upon the findings of these surveys.
- Landscaping and planting along the edges of allocations K9 and K10 will create a consistent character to the edge of the town in order to help reduce the visual impact of development.
- Landscaping should be designed and managed to incorporate benefit for wildlife, for example through the planting of trees, as well as areas of wildflower meadow and wetlands. Where possible, species of local provenance should be used and planting schemes should be agreed in advance with the planning authority to avoid the introduction of non-native and/or invasive species.
- Suitable plant species include red clover, kidney vetch, tufted vetch, bird's foot trefoil, red campion, ox-eye daisy, knapweed, selfheal, meadowsweet, devil's bit scabious, yellow flag iris, water avens, lady's smock, primrose

and cowslip. Advice on appropriate tree species is provided in 'A Woodland Guide: Selecting and establishing trees for woodland projects in Orkney'

- Developers should liaise with OIC Roads and the Environmental Policy Officer in developing proposals to improve biodiversity and amenity values.

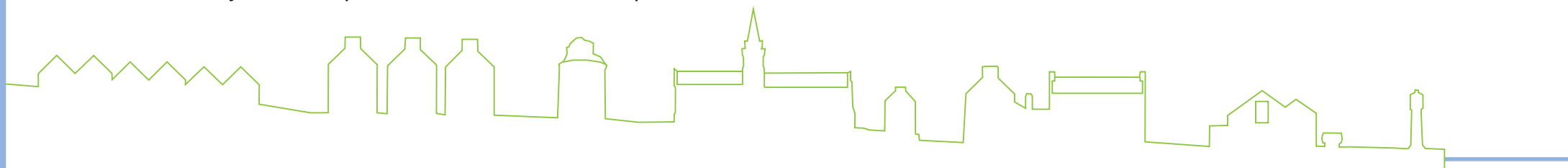
04 Services

- The existing overhead power lines may present a constraint to development. Developers should contact SSE when planning any development.
- New water and drainage connections will be required.
- All new development should connect to the Public Sewer.
- A new pumping station will be required to serve any development of the K8, K9, K10 and K11 allocations. This will be the responsibility of developers, and will be subject to Scottish Water's standards and specifications. Information guidance on standards and specifications is available on Scottish Water's Sewers for Scotland 3rd edition (SfS3) publication, which is available as a free download from the Scottish Water website at - (<https://www.Scottishwater.Co.Uk/business/connections>) under the 'planning your development' section.

- Scottish Water recommends that Developers submit a pre-development enquiry form as early as possible. This allows Developers to engage with Scottish Water very early in the development process and helps to identify any infrastructure upgrades/growth that is required, allowing Scottish Water and the Developer to plan achievable build out rates together.
- Development proposals should be designed with provision for connecting to the District Heating scheme. For further information see Supplementary Guidance: Energy.
- Provision of high-speed broadband, or the future capability of such network would be expected as part of any development.

05 Water Management

- Flood Risk Assessments undertaken in accordance with SEPA technical guidance will be required for allocations K-8, K-9, K-10 and K-11. Actual flood risk areas will be determined through this process.
- Development should avoid areas at significant risk of flooding. These areas should be retained as open space/wetland areas and designed as part of



the SUDS and landscape strategy for the area as a whole.

- Any risk of surface water flooding within a site should be appropriately mitigated through the design of the development, in accordance with Policy 13 (Flood Risk, SuDS and Waste Water Drainage) of the OLDP 2017, and other relevant guidance including CIRIA's The SUDS Manual C753.
- SuDS assessments require to be provided by the developer. The assessment should cover the entire K10 allocation.
- Communal SuDS areas should be the focus of open space and recreational areas with footpath and cycleway connections, in this case beside the burn.
- An appropriate development-free buffer zone should be established alongside any watercourses in the area. To be determined by a site-specific flood risk.

06 Affordable housing

- The emerging Housing Need and Demand Assessment (HNDA) demonstrates significant demand for affordable housing within Kirkwall. However, it is anticipated that a considerable proportion will be public-sector delivered. Therefore only a residual level of 7.5% (rounded-up) of all housing units delivered across each allocation should be affordable housing.

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

07 Architecture

- Development should be good quality, sustainable design. Innovative, contemporary design, relating to its location, is encouraged.
- Variety and richness of size and shape of houses and material use is required, ensuring that building shapes reflect the principles and proportions of traditional housing in the area. Alternating building heights are acceptable from 1 to 2 storeys.
- New development should not simply copy older buildings in the area. Existing form, building lines and massing should be considered and influence the proposed design.
- Natural materials such as stone, render and timber with slate or metal roofing finishes are preferred, but are not exclusive and should not preclude innovative design. Material choices should be clearly explained in a design statement.
- Existing stone dykes should be repaired and retained. Good boundary treatments consisting predominantly of stone dykes,

with hedge planting or limited areas of timber fencing should be used on the site edges and internal boundaries.

08 Access, movement and public realm

- The approach to Access, Movement and Public Realm should be underpinned by the principles of Designing Streets.
- K10 will be served by a single vehicular access point from New Scapa Road.
- All route networks should support Active Travel. Pedestrian and cycle permeability should be prioritised, with development laid out for ease of way finding
- The use of culs-de-sac and turning heads should be minimised, and where required, designed as part of a multi-purpose public space.
- Coherently-designed building frontages should be used to enhance the quality of streets and open space.
- Gardens, open space and housing should be of higher visual prominence than roads and car parking.
- Shared external spaces or other landmarks act as markers in the development, providing orientation, social space and enhanced relationships to adjacent housing.
- Developers are required to provide Traffic Impact Assessments and the anticipated



effect on the existing road network. The Assessment will also need to consider the implications of the adjacent sites.

- Developers are required to provide a management and maintenance plan for any areas of open space.

Submitting a Planning Application

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

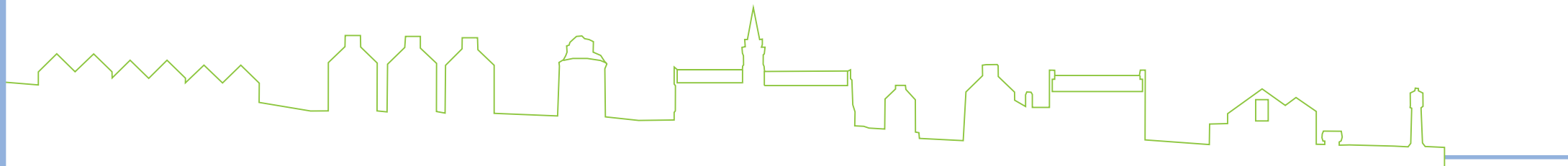
A design statement should be submitted alongside appropriate drawings. A suggested check list for the design statement is as follows:

- Design principles
- Street design proposals including materials palette
- House design proposals including materials palette
- Landscape plan
- Management and Maintenance plan
- Services information including SUDS proposal and Scottish Water correspondence
- Flood risk information
- Transport statement including TIA and parking provision proposed
- Ecology and ground water statement
- Archeology statement
- Affordable housing statement

- Construction method statement and phasing plan

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

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



Further Information

Designing Streets: A Policy Statement for Scotland.

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

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

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

Designing Streets Toolkit.

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

Cycling by Design

- http://www.transport.gov.scot/system/files/documents/reports/Cycling_by_Design_2010__Rev_1__June_2011_.pdf

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

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

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

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

