Stromness South End

Development Brief

July 2024

ORKNEY ISLANDS COUNCIL
Development & Marine Planning

ORKNEY ISLANDS COUNCIL

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

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

1.0 Introduction

1.1 Production

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

1.2 Purpose

The purpose of this Development Brief is:

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

1.3 Status

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

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

1.4 Structure

The structure of the brief is as follows:

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

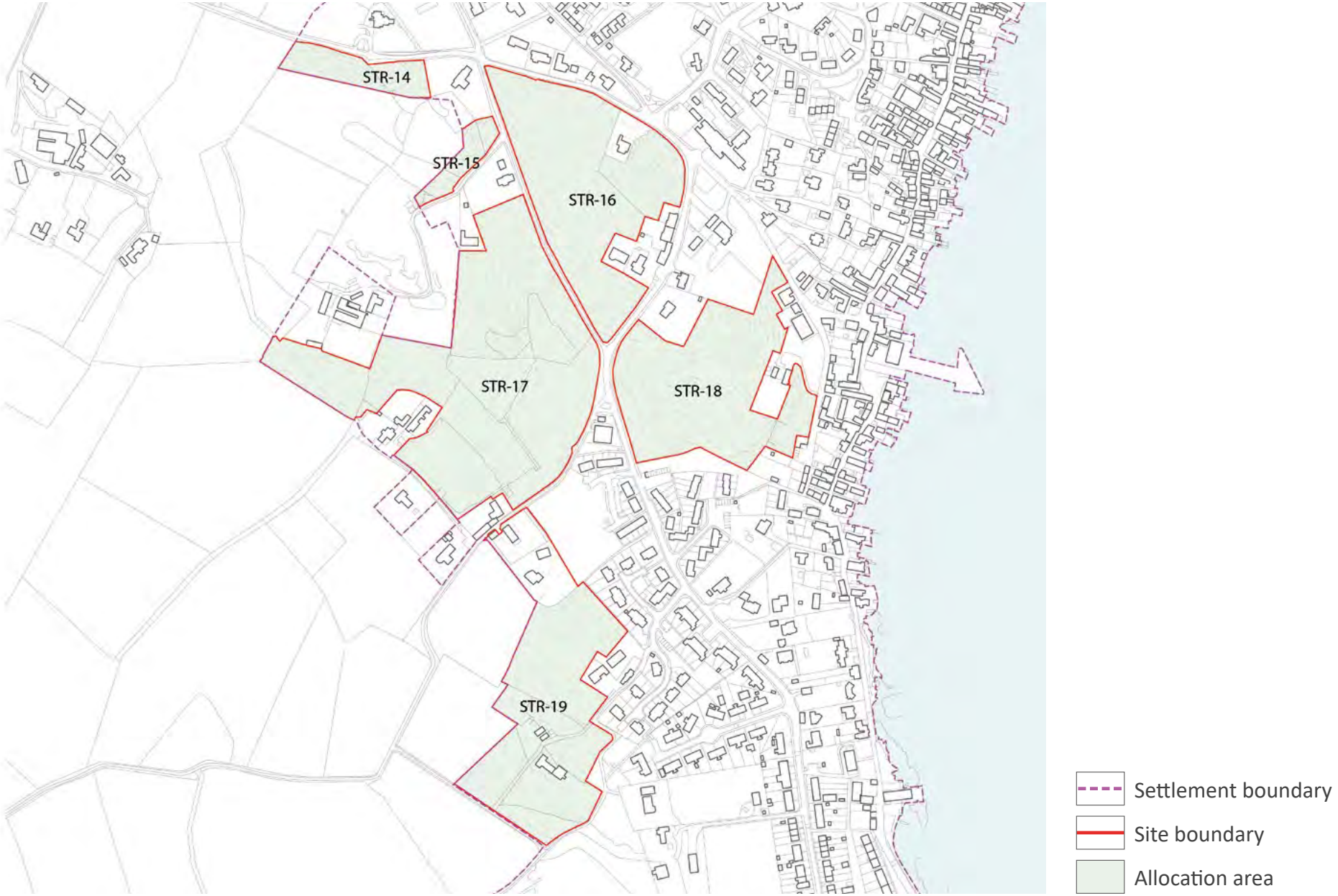

Figure 2: Allocation Plan

1.5 Planning Background

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

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

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

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

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

LDP and Supplementary Guidance

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

Stromness Place Plan

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

Stromness South End

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

1.6 Engagement and Consultation

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

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

Public Exhibition

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

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

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

Figure 3: Photograph of Consultation Event

Feedback and responses

In total 17 written responses were made, including:

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

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

Themes

Common themes that were raised include:

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

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

1.7 Further Information and Development

The Council's position

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

Further Technical Information

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

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

Figure 4: Photograph of display boards at event

2.0 Context

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

2.1 Location

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

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

2.2 Topography and Geology

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

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

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

Figure 5: View of Stromness from harbour

Figure 6: View South-east towards Hoy

2.3 National Scenic Area

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

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

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

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

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

A landscape of contrasting curves and lines

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

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

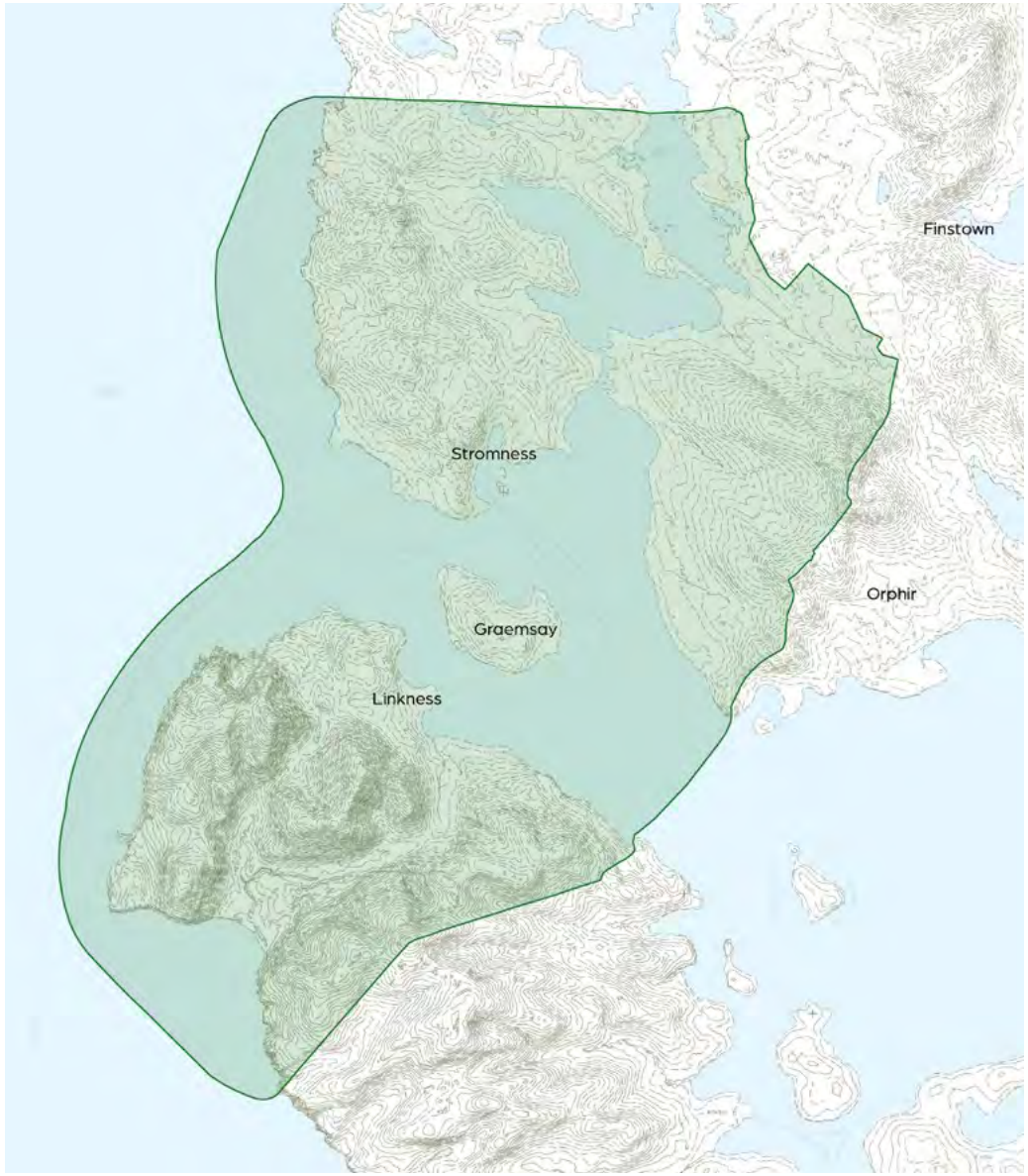

Figure 7: Hoy and West Mainland National Scenic Area (NSA)

2.4 Trees and Woodland

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

2.5 Blue Infrastructure and Flooding

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

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

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

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

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

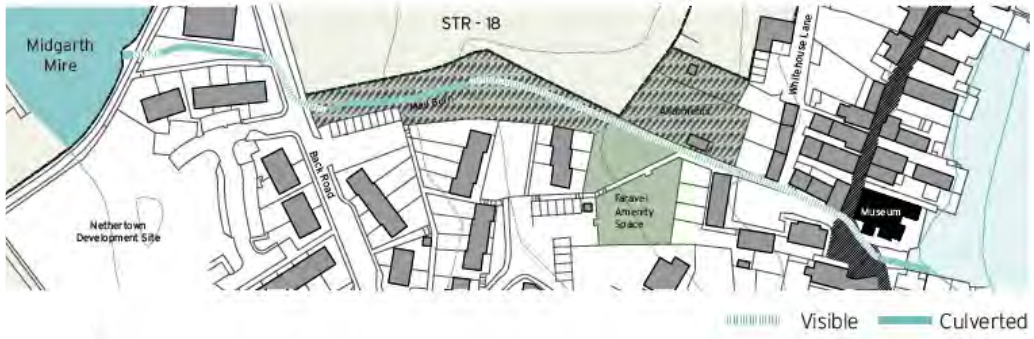

Figure 9: Mayburn Culvert Plan

2.6 Archaeology

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

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

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

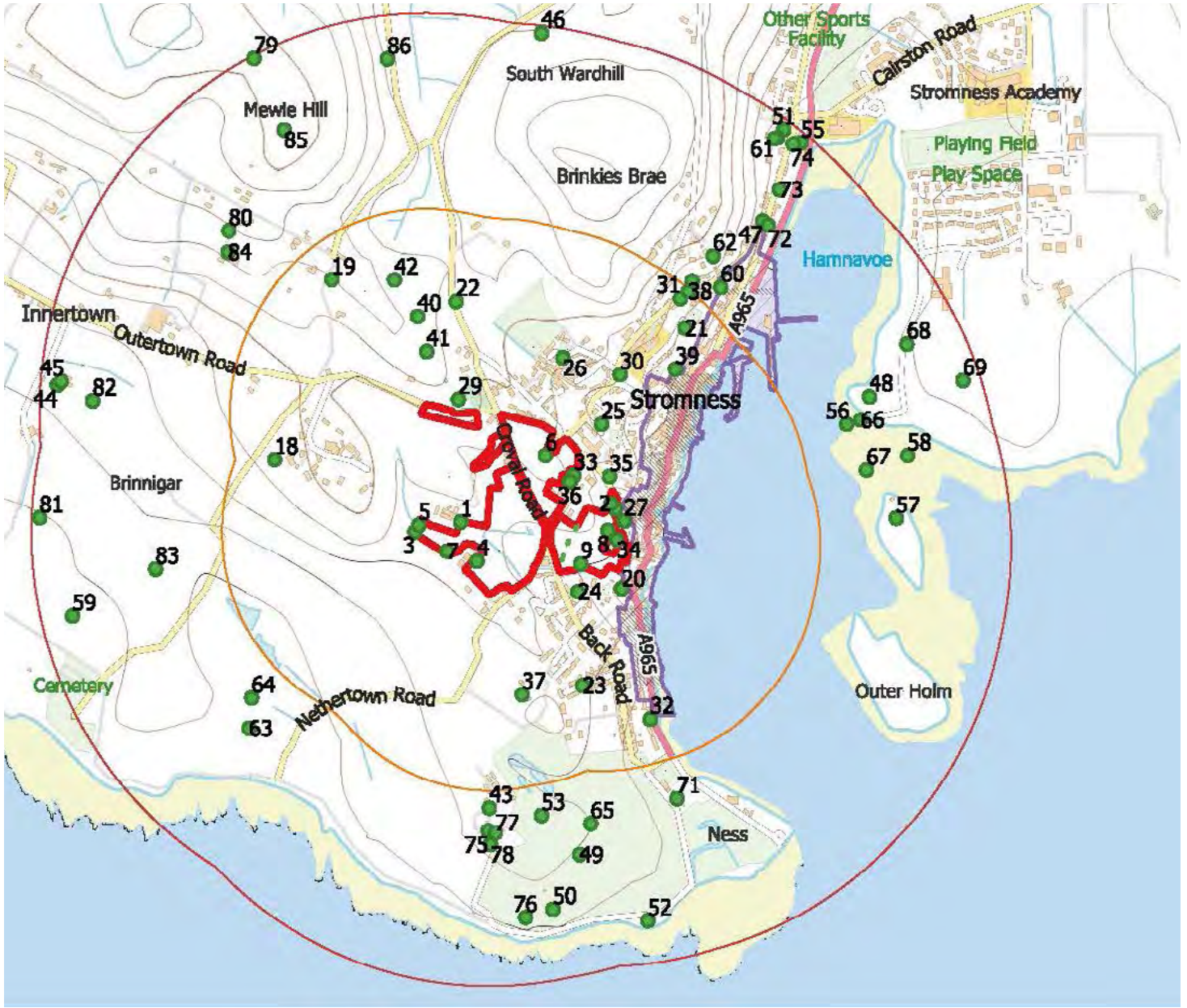

Figure 10: Known Archaeological sites in the surrounding area

2.7 Heritage, Stone Dykes and Character

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

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

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

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

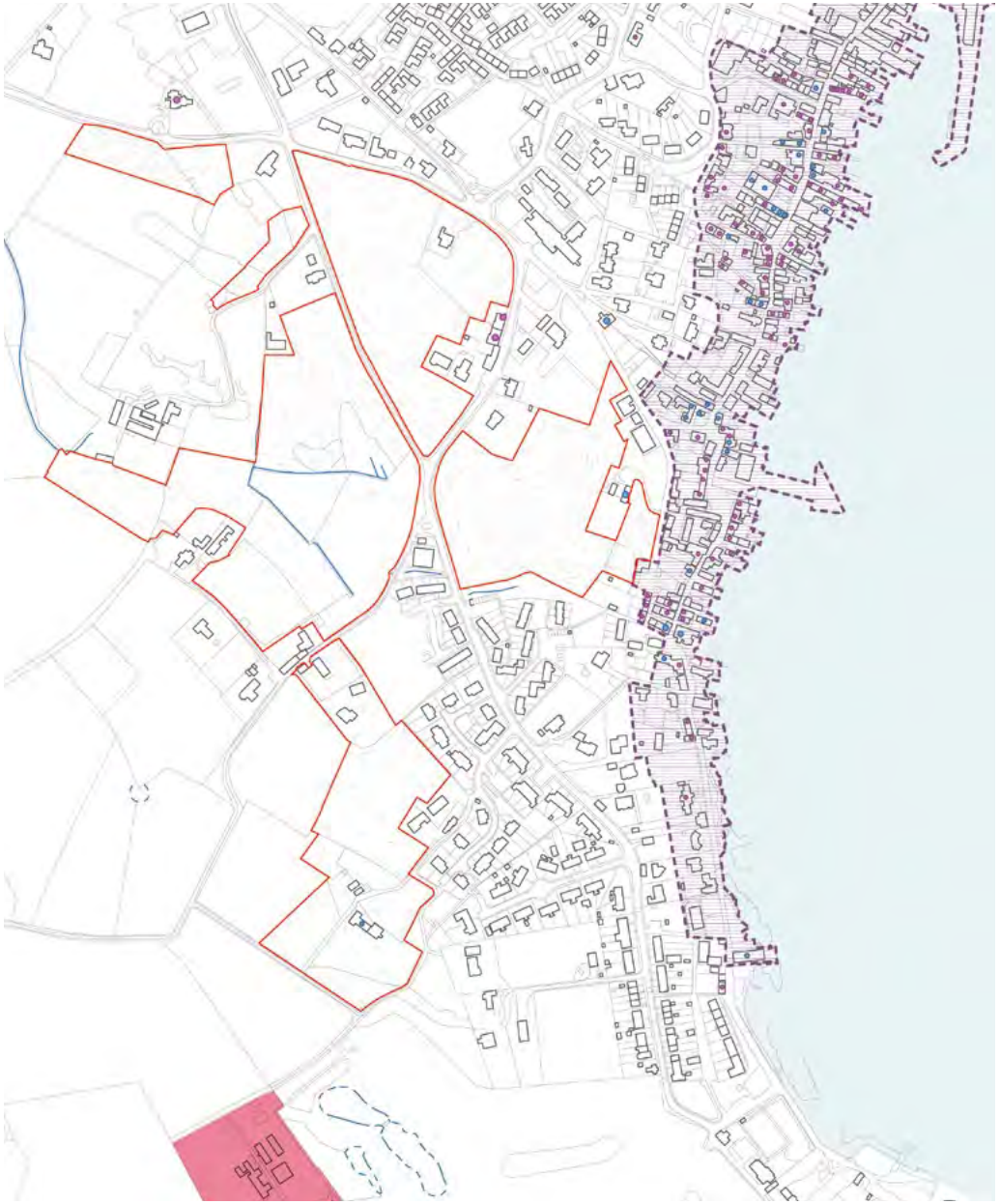

Figure 11: Stromness Conservation Area and Listed Buildings

2.8 Facilities and Services

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

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

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

Education

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

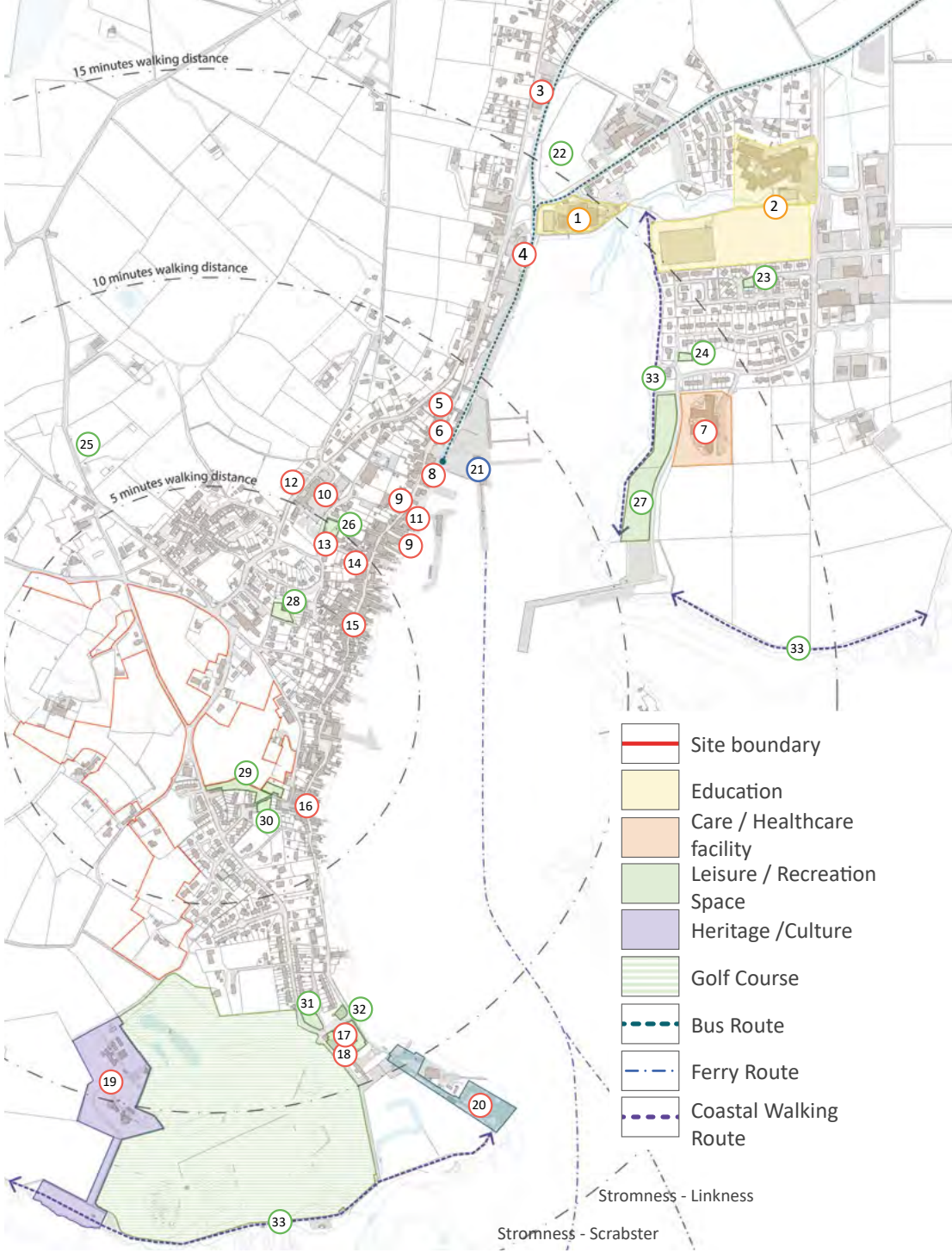

Figure 12: Facilities Plan

2.9 Connectivity

Linkages

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

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

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

Public Transport

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

Roads Access

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

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

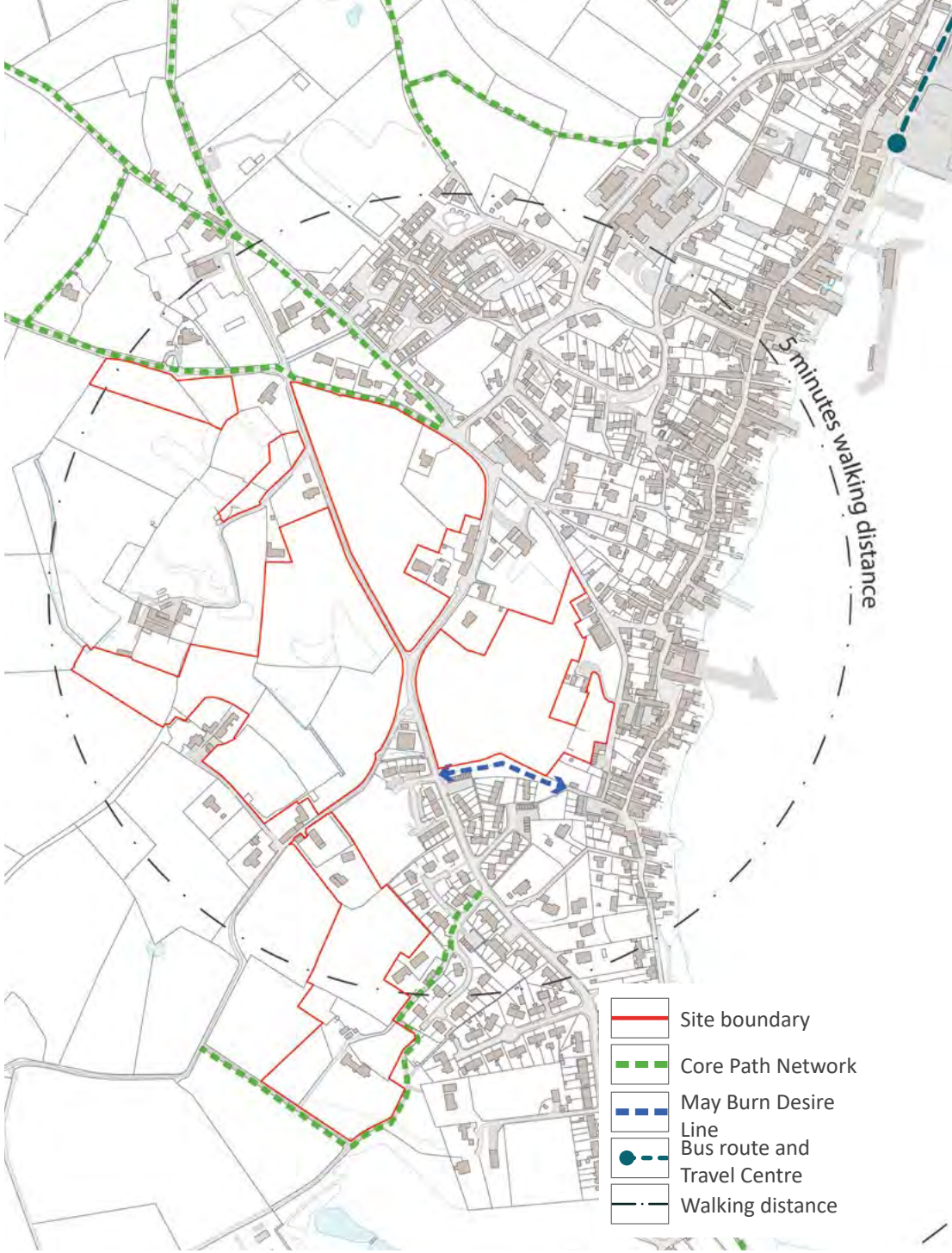

Figure 13: Connections Plan

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

2.10 Opportunities

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

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

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

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

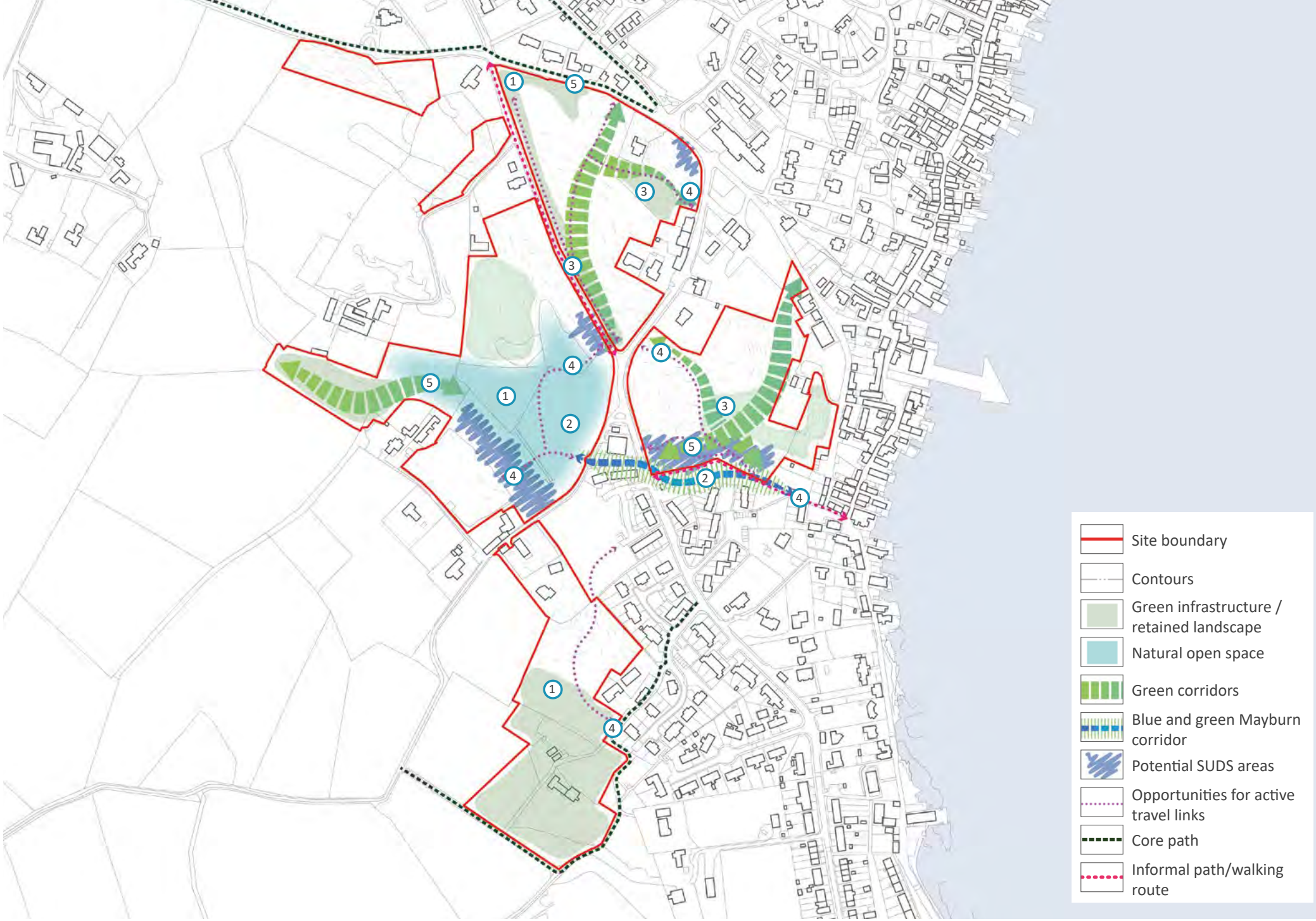

Figure 15: Opportunities Plan

3.0 Vision and Design Principles

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

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

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

3.1 Design Principles

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

Building with the slope

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

Key principles

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

Streets and community courts

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

Key Principles

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

Active Frontage

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

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

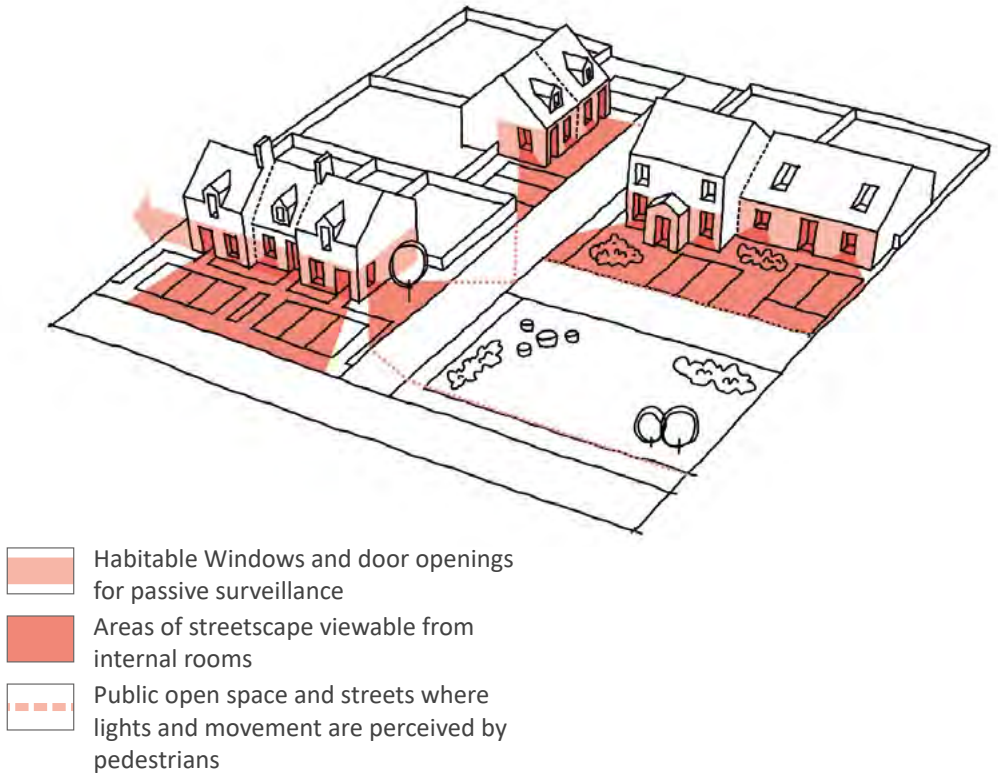

Figure 16: Active frontage and passive surveillance diagram

In-keeping and characterful

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

Key Principles

- High quality, well designed development with a considered approach taken to densities, form and layout including green spaces is expected of all future planning applications.
- Development within Stromness South End will need to draw on the character and setting of Stromness, reflecting the historic approach to building with the sloping topography of the area.
- Variety and richness of the size, shape, and material used for houses is required for all allocations, whilst ensuring that buildings are proportionate and appropriate to their landscape setting and their scale carefully considered in relation to existing neighbouring properties.
- Buildings will be designed sustainably to promote the use of natural light and cross-ventilation, when detailing building depths.
- A standardised suburban character with a meandering street layout will not be accepted. Applications will need to demonstrate how they have drawn on the character of Stromness and the vision laid out in Section 3.0 of this document.
- Heights of properties within allocations are expected to respond to the topography and surrounding built development. It will be expected that within a single allocation building heights/storeys will vary depending on the immediate setting.
- Roof pitches will be 40 to 45 degrees and simple in design.
- Natural materials such as stone, render and timber with slate or metal roofing finishes are preferred, but are not exclusive and should not preclude innovative design. Material choices will be clearly explained within a design statement at application stage.
- Some buildings within the development will be more visible than others. In these instances materials and colour choices provide opportunities to assist with wayfinding and create distinctive, high quality places.
- Existing stone dykes will be retained and repaired, where appropriate. Boundary treatments consisting of stone dykes, with hedge planting are to be used on the site edges and internal boundaries, with limited use of timber fencing.
- The use of locally recognised architectural features such as ground floor rendered or painted finishes, window and door reveal rendering and/or painting, and chamfered corners is encouraged.

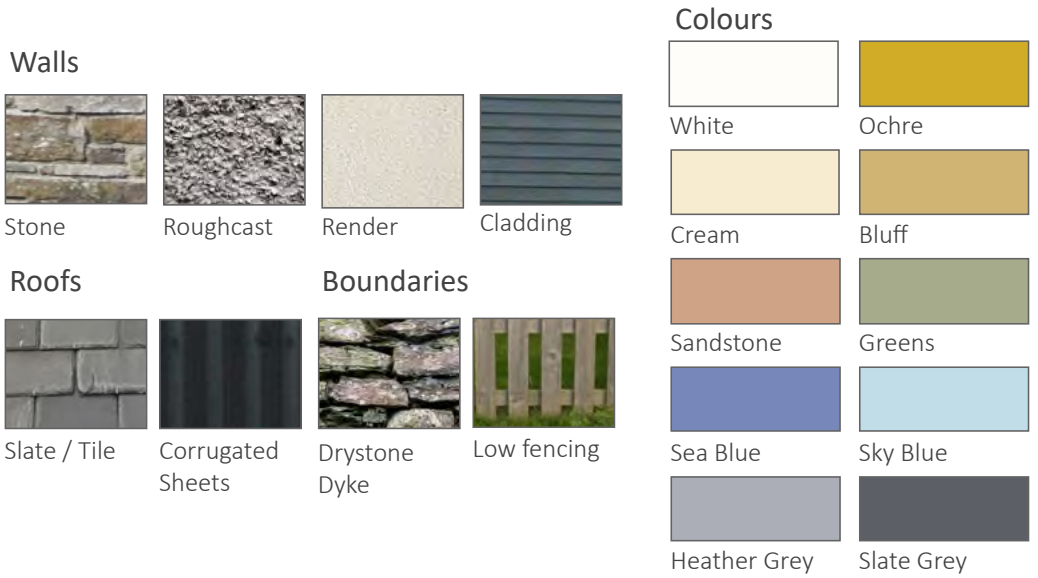

Figure 17: Materials and Colours Palette

Movement and Active Travel

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

Key Principles

- All proposed road networks will be designed to support Active Travel. Pedestrian and cycle permeability will be prioritised, with development layouts designed with wayfinding in mind.
- Overly engineered turning heads within layouts will not be supported, instead they should be thoughtfully designed as part of a multi-purpose public space to improve the visual amenity of the area.
- Coherently-designed building frontages will be used to enhance the quality of streets and open spaces.
- Gardens, open space and housing will be of higher visual prominence than roads and car parking.
- Shared external spaces, courtyards or other landmarks will assist with orientation, social space and improve the relationship to adjacent housing.
- Developers are required to provide Traffic Impact Assessments for the sites and their anticipated effect on the existing road network. Each assessment needs to consider the implications of the adjacent sites. Infrastructure upgrades will be required on each site in line with the recommendations of the Traffic Impact Assessment. These TIAs will need to include how active and sustainable travel options are promoted within the design to support NPF4 Policy 13.
- The design approach to Access, Movement and Public Realm, and in turn, how buildings relate to these, should be underpinned by the principles of Designing Streets and accord with the National Roads Development Guide.
- The design of access and movement will be required to take into account the need for refuse collection, including vehicle movement. A waste and recycling bin collection area must be provided for any unadopted roads.

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

Figure 18: Example of active travel routes through open space

Green Infrastructure Networks (GIN) and Landscape

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

Key Principles

- Creation of a series of connected open spaces, including areas for informal and formal accessible open space alongside natural areas for biodiversity and habitat enhancement.
- New Green Infrastructure networks and areas will need to incorporate and enhance existing landscape features, such as the Midgarth Mire, as part of a GIN Strategy, to allow access for recreation and pedestrian connectivity.
- Individual allocations will need to consider their location within the Stromness South End Area to support green links between sites, allowing for habitat creation and wildlife corridors.
- Informal play opportunities within the GIN will be required across open space types to provide a variety of environments for the community to engage with.
- Integration of Sustainable Drainage Systems (SUDS) and wetlands into the GIN as part of a multi-functional approach to open space management is required across the allocation sites.
- The choice of vegetated components within the landscape design will consider the biodiversity benefits with a view to supporting and promoting appropriate habitat and species using a mix of species native to Orkney.
- Landscaped and planted open space should be set out along roadsides and edge boundaries to help reduce the visual impact of development, provide enhanced biodiversity benefits and preserve the rural character of the area, helping to connect the town visually with the countryside beyond.
- Developers are required to provide a Planting and Landscaping Plan that will detail the design, specification and onward management and maintenance for all areas of open space, planting and landscaping.
- Applications will be expected to demonstrate accordance with NPF4's aims with regard to Biodiversity, particularly Policy 3.

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

Blue Infrastructure

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

Key Principles

- SUDS are to be designed and integrated into the streets and green infrastructure network, creating multi-purpose environments.
- Open/natural drainage systems including ponds, swales and rain gardens will be expected. The use of pipes and other underground storage solutions will not be acceptable.
- Run-off will be required to be managed at source (close to where it falls), with each allocation providing for the storage and treatment of surface water run-off within the site boundary to minimise adverse impacts on the surround catchment.
- SUDS are to be designed in line with recommendations from the CIRIA SUDS Manual (C753). Interception of the first 5mm of rainfall to prevent runoff from 80% of summer and 50% of winter rainfall events should be provided within individual property curtilages. This may be achieved in a variety of ways including the use of water butts and infiltration.
- The Midgarth Mire is an existing wetland area which the allocation sites will be required to preserve and enhance as part of detailed Landscape and Green Infrastructure Strategies. Proposals will need to consider ways of creating areas of wildlife habitat, informal play and improving biodiversity within the Mire.
- Although not within the demise of the allocations, The May Burn, forms an important landscape and blue infrastructure feature within the area. Allocations must not adversely affect the Midgarth Mire or May Burn in terms of Water quality and discharges from development sites must not exceed that 1 in 2 year greenfield discharge rate for design storm events up to and including the 1 in 200 year pus climate change event. Designs will be expected to acknowledge the relationship between the site(s) and the Mayburn Open space / Project Area identified within figure 13, which form part of the 'What's Next for Stromness?' Place Plan Proposals for Faravel.
- A plan detailing how construction phase SUDS will be provided to prevent an increase in flood risk and to protect existing water bodies will be required during application stages.

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

Figure 20: Examples of Blue infrastructure as amenity space

Sustainable and Resilient

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

Key Principles

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

Housing types and Tenures

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

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

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

Responsive development and density

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

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

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

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

4.0 Individual Allocations

4.0 Infrastructure First / Post Consultation Amendments

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

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

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

Group 1: Less constrained sites

Group 2: Complex sites

4.1 STR-14

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

Considerations

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

Access

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

Frontage / orientation

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

Scale and Massing

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

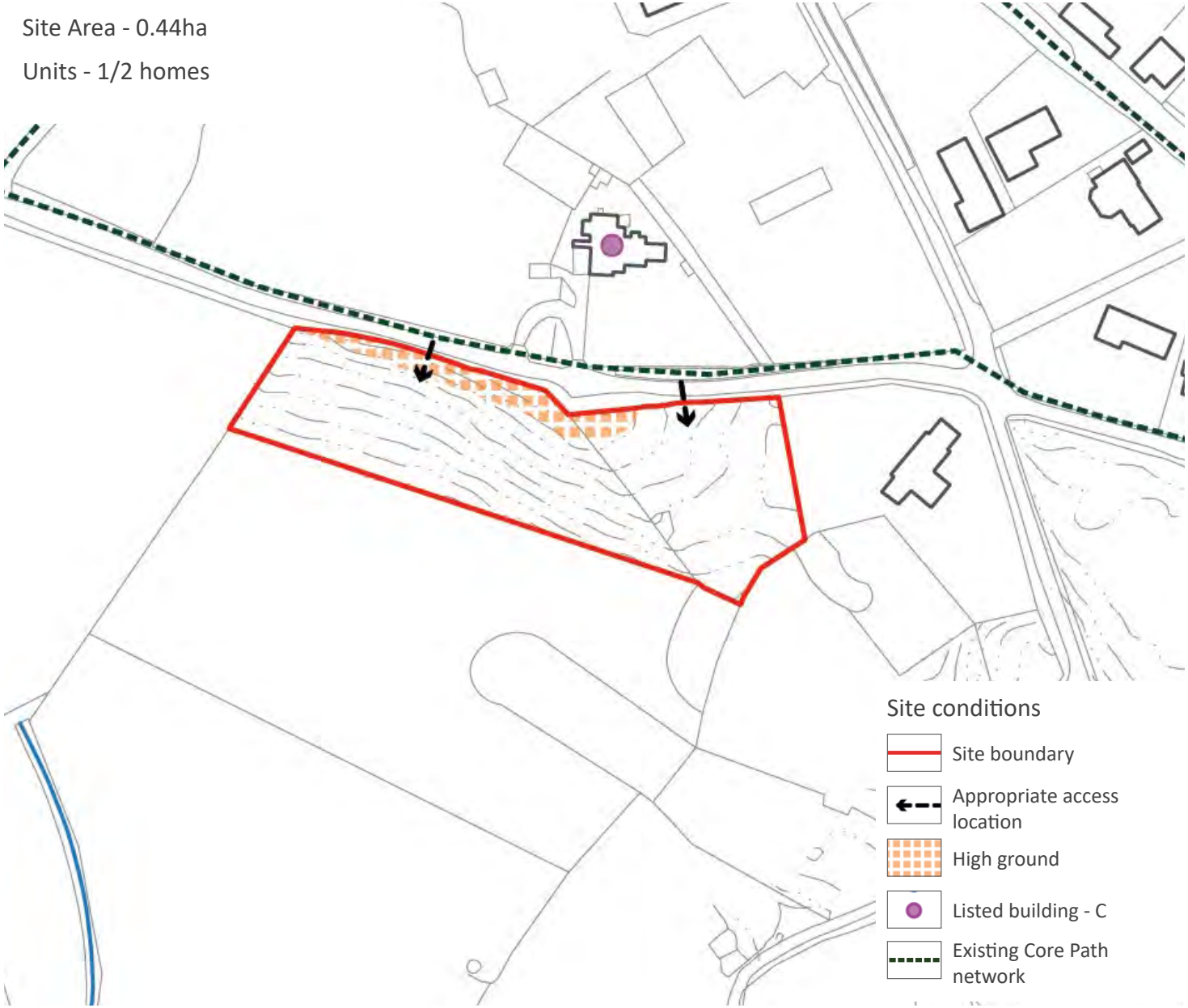

Figure 22: STR-14 Framework Plan

4.2 STR-15

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

Considerations

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

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

Access

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

Frontage / orientation

Primary Frontage will face onto Croval Farm Track.

Scale and Massing

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

Figure 23: STR-15 Framework Plan

4.3 STR-19

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

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

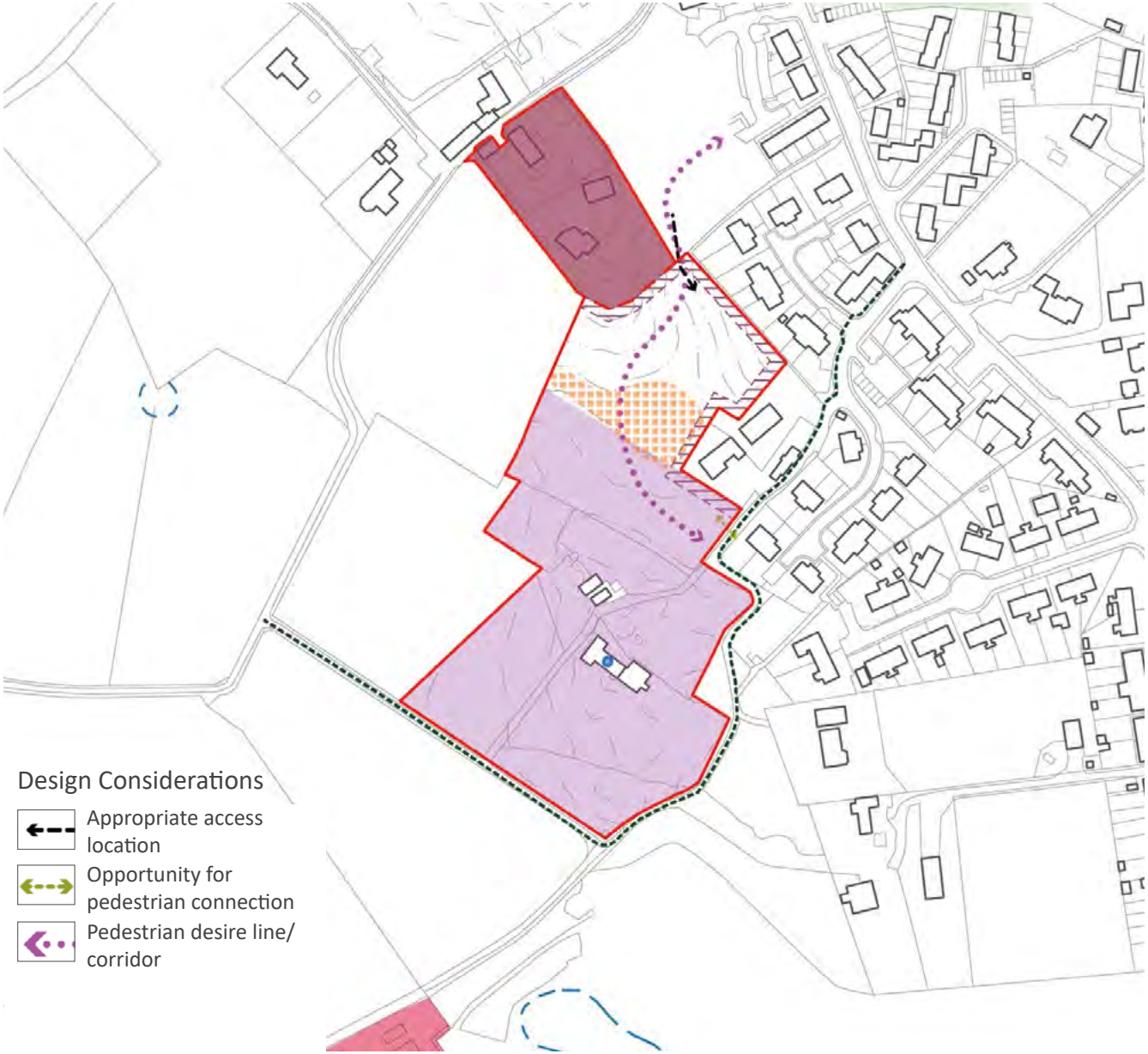

Figure 24: STR-15 Constraints and Opportunities Plan

Key Considerations

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

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

Density and Buildings Heights

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

Frontage, orientation and character

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

Access

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

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

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

Drainage and infrastructure

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

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

Site areas and Breakdown

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

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

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

4.4 STR-16

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

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

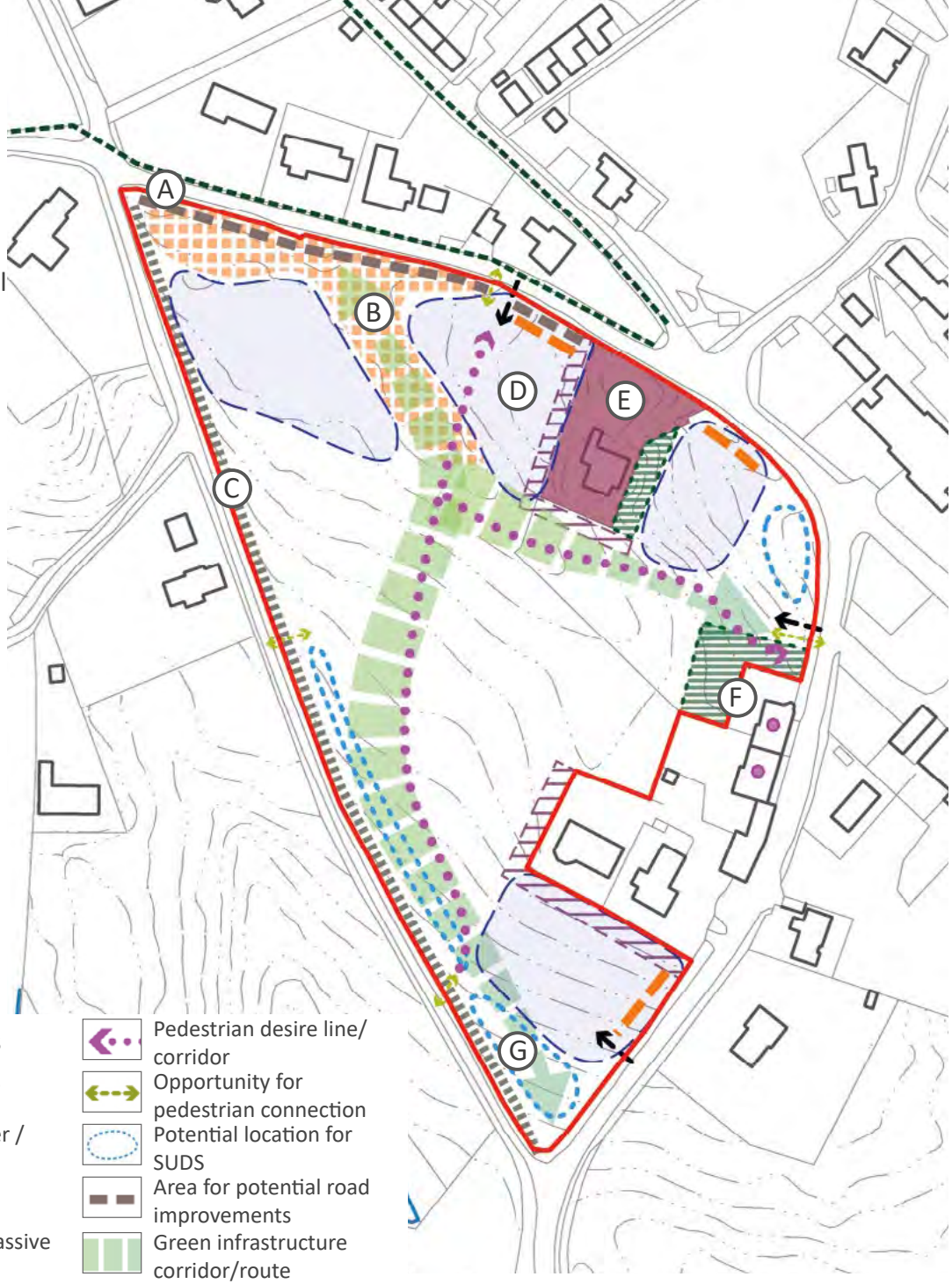

Figure 27: STR-16 Constraints and Opportunities Plan

Site Description

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

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

Site Conditions

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

Design Considerations

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

Buildings Heights and Massing

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

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

Housing Density and Mix

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

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

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

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

Frontage, orientation and character

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

Access and movement

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

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

Open space and landscape

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

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

Site areas and Breakdown

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

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

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

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

4.4 STR-17

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

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

e 32: STR-17 Constraints and Opportunities Plan

Site Description

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

Site Considerations

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

Design Considerations

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

Density and Buildings Heights

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

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

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

Frontage, orientation and character

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

Access and movement

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

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

Open space and landscape

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

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

Site areas and Breakdown

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

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

Figure 35: View along Netherton Road towards southern parcel

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

4.5 STR-18

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

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

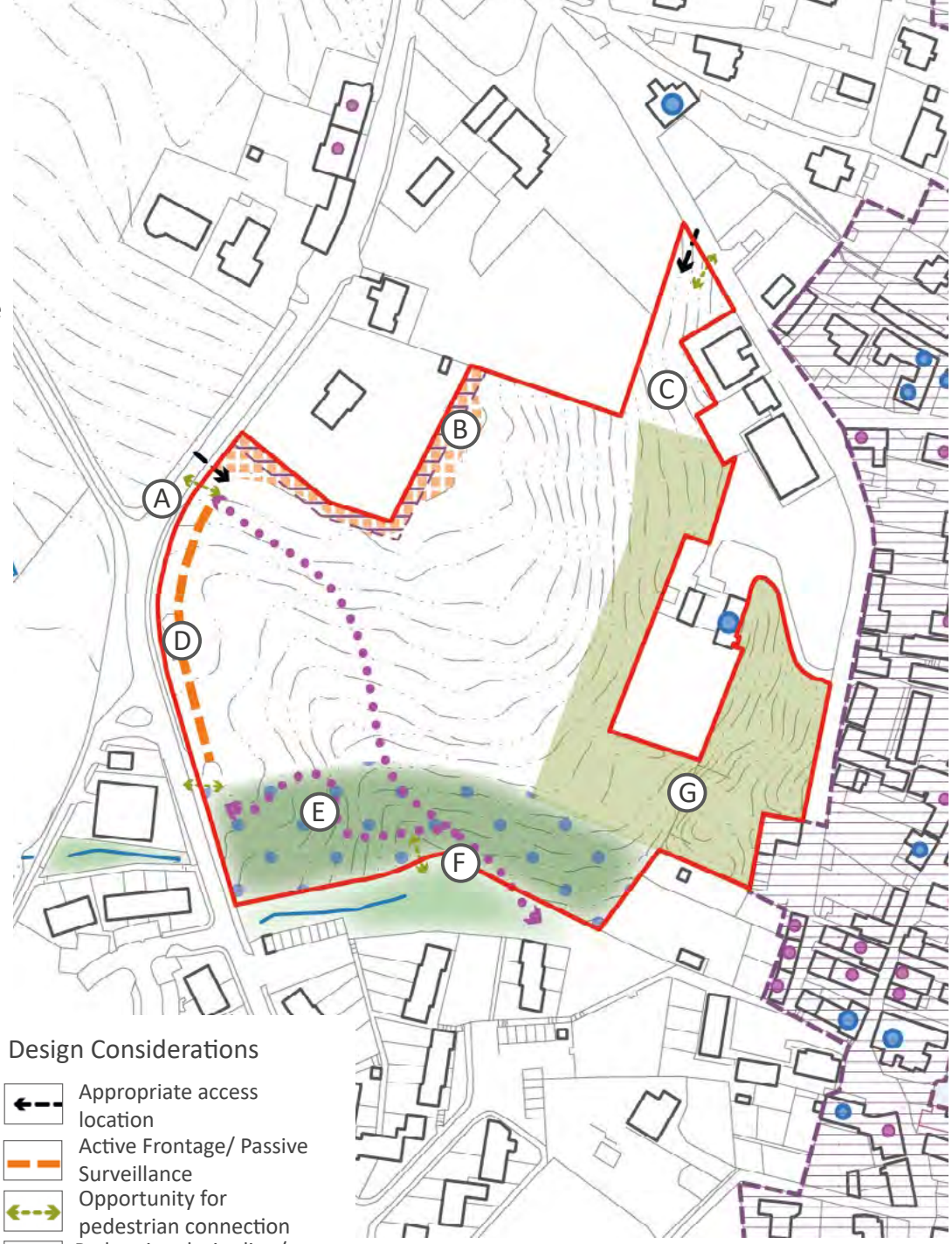

Figure 37: STR-18 Constraints and Opportunities Plan

Site Description

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

Site Considerations

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

Design Considerations

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

Density and Buildings Heights

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

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

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

Frontage, orientation and character

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

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

Access and movement

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

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

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

Open space and landscape

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

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

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

Site areas and Breakdown

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

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

Figure 40: Souther boundary of site with May Burn corridor

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

5.0 Next Steps / Application Development

5.1 Future planning applications

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

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

- Design principles.
- Street design proposals including materials palette.
- House design proposals including materials palette.
- Landscape plan.
- Management and Maintenance plan.
- Services information including SUDS proposal and Scottish Water correspondence.
- Flood risk information.
- Transport statement including TIA and parking provision proposed.
- Biodiversity form and supporting information (see the OIC Considering and including biodiversity in development guidance https://www.orkney.gov.uk/Service-Directory/B/Biodiversity.htm).
- Other environmental assessments where relevant, eg soils in relation to NPF4 policy 5 (see https://www.gov.scot/publications/national-planning-framework-4/documents/).
- Archaeology statement.
- Affordable housing statement.
- Construction method statement and phasing plan.

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