

CROWNNESS BUSINESS PARK

Incorporating Hatston Enterprise Area
 Development Brief: October 2012



Introduction

This development brief has been prepared to provide detailed planning and design guidance for Business and Industrial Land allocations KB-1, and KB-2. (Fig. 1)

The Brief has been prepared to respond to anticipated development interest following identification of part of this area of land by the Scottish Government as part of the Low Carbon / Renewables North Enterprise Area,



along with that defined at Lyness, Hoy. (Fig. 2)

The development brief seeks to inform planning applicants of the potential opportunities and constraints to development, and to promote a coherent and aspirational approach which is both visually appropriate,

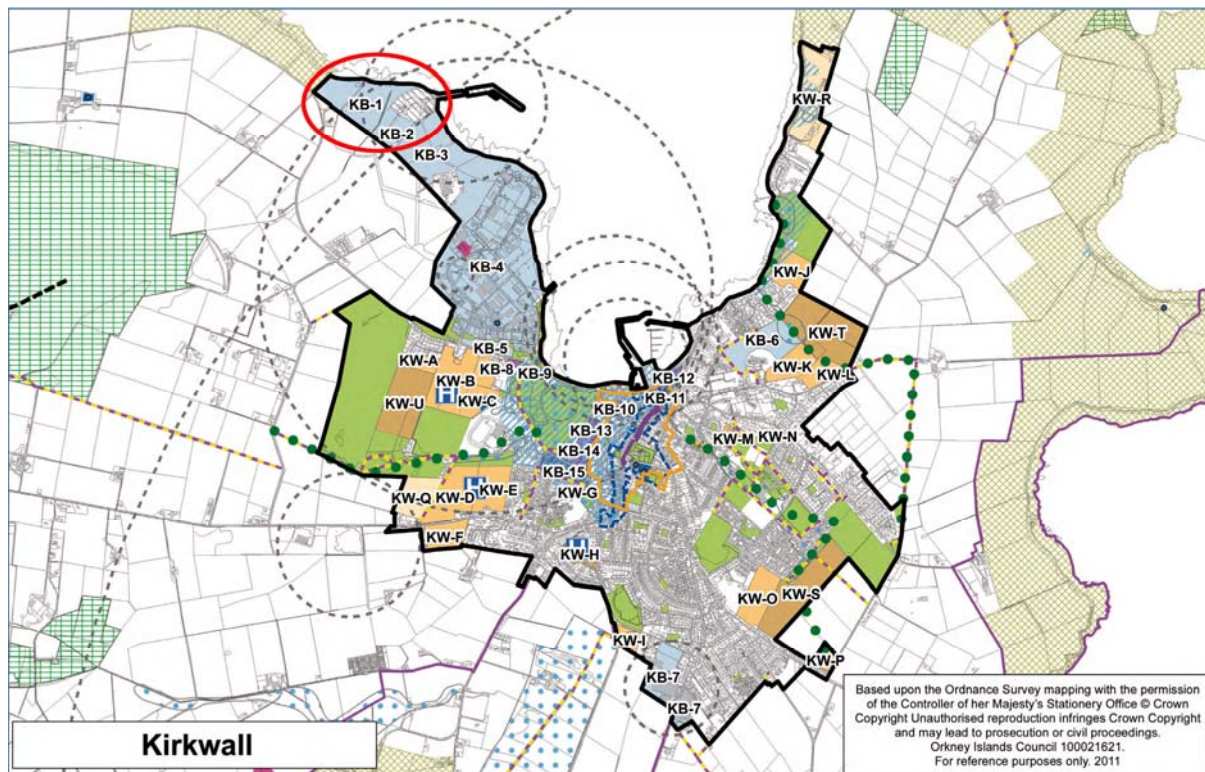


Fig. 1 Excerpt from OLDP – Modified Proposed Plan

and considered within the context of existing infrastructure.

Purpose of the development brief

The purpose of this development brief is to provide more detail on the planning and design considerations which are critical to the successful coordinated development of sites KB-1 and KB-2 at Crowness Business Park.

The land to the west of Kirkwall has seen a gradual spread of industrial development over the past few decades. To date there has been limited attention to ensuring a

coordinated overview of development or the establishment of parameters for building layout and design which reflect the sensitive setting of Hatston. The Kirkwall Urban Design Framework (UDF) (2009) introduced the priorities for new development in Kirkwall. It established the overriding principle of ensuring that new development is contextually sensitive, well designed and of an appropriate quality to ensure it is a long term asset to Kirkwall.



Fig. 2 Hatston Enterprise Area

Guidance to applicants

The development brief sets out broad planning and design principles to lead the development of the sites. Proposals which respond to the principles established will progress more efficiently through the planning process. This evidence should be presented in a design statement which will be submitted in support of a planning application. Clarification should be sought from the planning department at the pre application stage on the level of information that will be required. At a basic level, applicants should provide a brief written response to the Development Brief Strategy and each of the Design Criteria. In addition, the content of this development brief should be considered in conjunction with appropriate planning policy and guidance given at a Local and National level.

A Local Planning Protocol has been established by the Council in partnership with COSLA and the Scottish Government which provides a commitment to an efficient and streamlined approach to the handling

of planning applications in the Hatston Enterprise Area. Information on the protocol can be found at www.orkney.gov.uk



Photograph of existing development on site KB-2

The Hatston Enterprise Area is approximately 10 Hectares in total, and it should also be noted from the outset that, in line with Scottish Planning Policy (SPP) any single development over 2 Hectares in area will qualify as a 'major development', and an associated minimum 12 week pre application consultation exercise will be required. In addition, the requirements of the Environmental Impact Assessment (Scotland) Regulations will have to be considered. It is therefore important for applicants to make early contact with the planning department to ensure that all legislative and policy requirements are addressed as efficiently as possible.



Photograph of views north west from site KB-1

Site description

The land is located to the north west of Kirkwall on land previously used for airfields during the Second World War. (Fig. 3) There are remnants of wartime structures on the site. These are not afforded any statutory protection.

Both sites are in Council ownership. Site KB-1 is currently leased as grazing land, while parts of site KB-2 have been developed in line with the Crowsness Harbour Development Brief (2007). Initial development took place in the form of the ferry terminal and associated functions, while more recent development has taken place in the form of three commercial buildings developed by HIE, and a wind turbine. There is also planning permission in place for a visitor centre, workshops and exhibition space. One development site from KB-2 remains undeveloped nearest the road in the south east corner of the site.

The sites are located off Grainshore Road, which is identified as a 'main road corridor' in the Kirkwall Urban Design Framework. They are relatively flat, with a gentle slope towards the coast. Site

KB-1 will form the western most extent of the Kirkwall Town Boundary, and as such, the sites are visually exposed due to the character of the surrounding landscape setting. To the east of the sites is land owned by Orkney Auction Mart. The sites benefit from outstanding views to the north west towards the coast of the west mainland. (Fig. 4)



Fig. 3 Hatston during the Second World War



Photograph of site KB-1 along shoreline

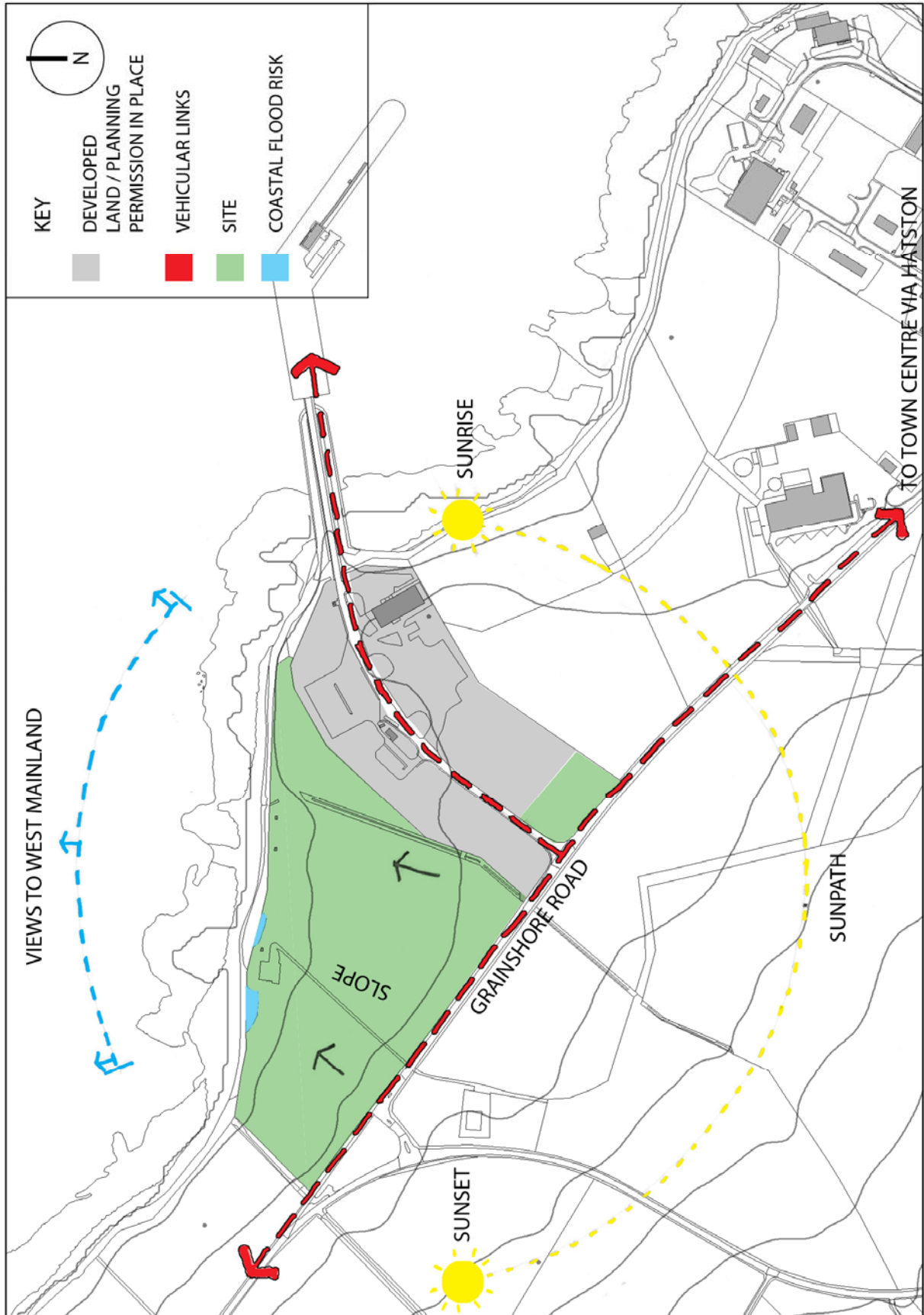


Fig. 4 Site analysis. NTS

Policy background and context

The Orkney Local Development Plan – Modified Proposed Plan Kirkwall Settlement Statement establishes the requirement for a development brief to be prepared for sites KB-1, 2, 3 and 4 in order to investigate and establish relationships between each site, including consideration of pedestrian and vehicular access points and linkages.

A decision has been taken by the Planning Authority not to include sites KB-3 and KB-4 in this development brief for the reasons outlined below;

- upon more detailed site inspection it is evident that potential connections between KB-2 and KB-3 do not exist.
- there is no current development proposal for site KB-3 and KB-4 is largely developed

It should be noted that a development brief will require to be prepared for sites KB-3 and KB-4 in due course, and as development pressure demands.

On 4th December 2007 the Crowness Harbour Development Brief was adopted by Orkney Islands Council, and this guidance related to site KB-2. This Crowness Business Park Development Brief replaces that document.

The Kirkwall Urban Design Framework (KUDF) is of fundamental importance to the development of these sites and the wider area, and applicants should consider this development brief in conjunction with the established Principles.

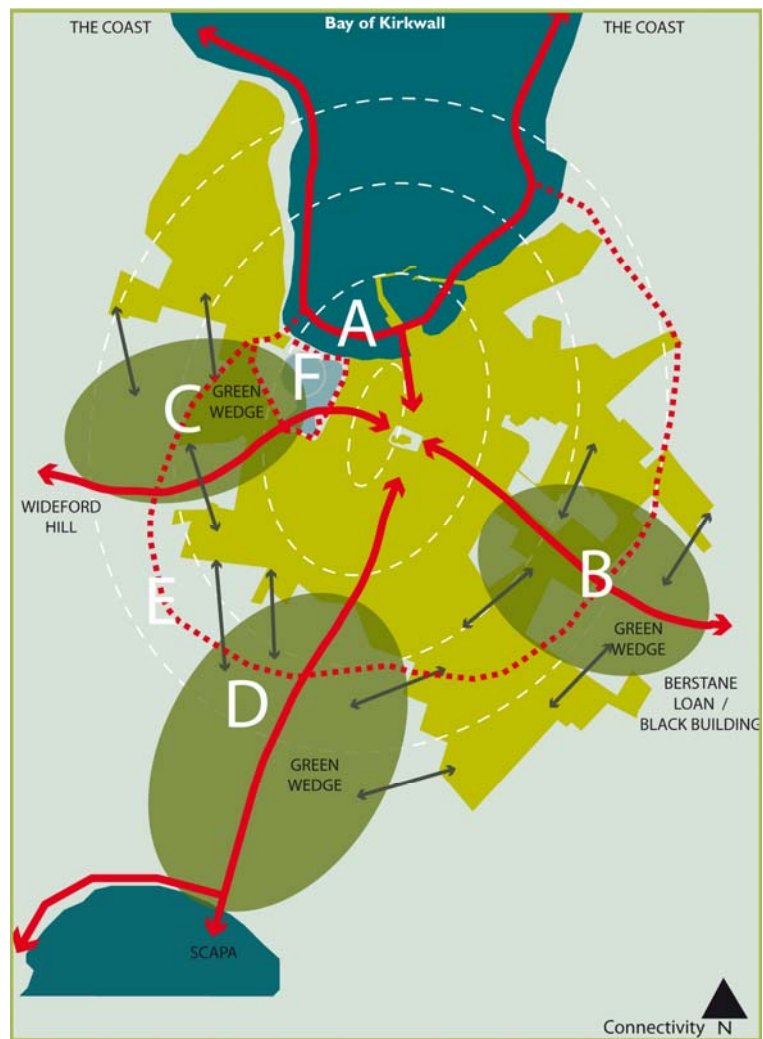


Fig. 5 KUDF Principle 6

Principle 6: Pedestrian connectivity, establishes the requirement for development at Hatston to be connected by a coastal footpath to Kirkwall's pedestrian footpath network. (Fig. 5)

Principles 7: Green spaces network and 8: Woodland framework relate to land to the east of the site, however reference to these principles should be made in considering the landscape setting of the sites. (Fig. 6 & 7).



Fig. 6 (above) and 7 (below) KUDF Principles 7 and 8:



Principle 9: Redefine fragmented urban edge and improved gateways is interlinked with these strategies and is of fundamental importance to the strategy for the site. (Fig. 8) Principle 11: Creation of robust landscape framework for Hatston builds on these principles in more detail to establish methods to assist the successful visual integration of development in this area.

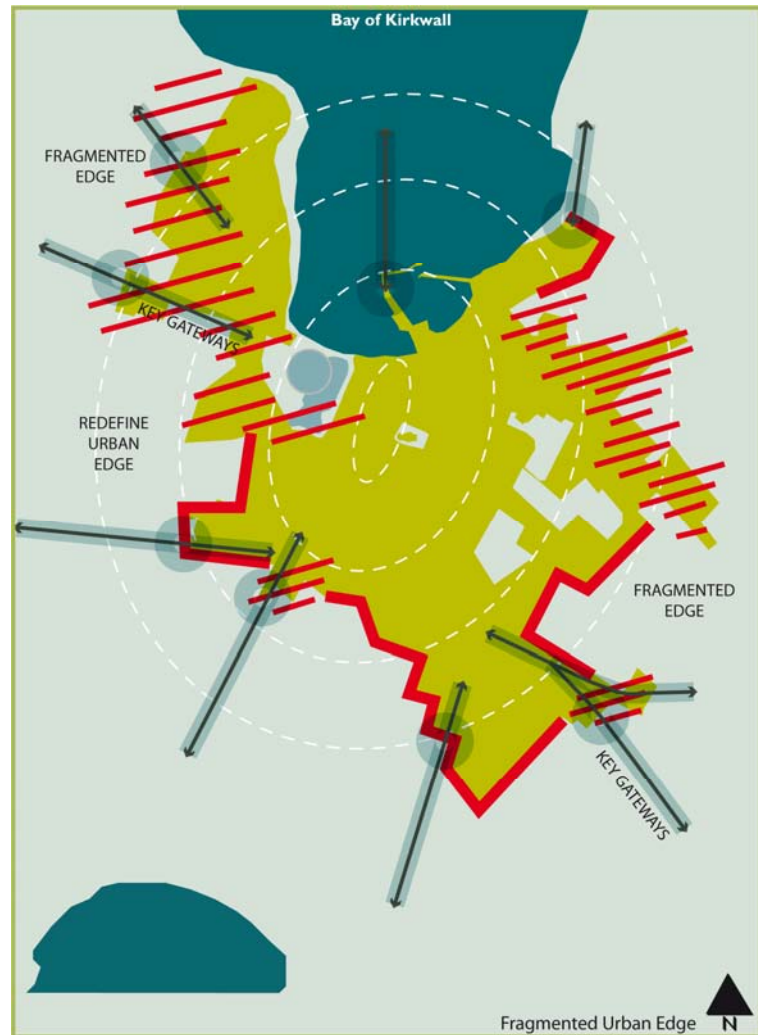


Fig. 8 KUDF Principle 9



Photograph of coastal route towards Hatston Enterprise Area

Development vision

The development of the Hatston Pier for use by ferries, cruise ships and cargo vessels determines that the Hatston area will be the first and last land-based experience of Orkney for some visitors, it is therefore important that this creates a positive impression.

The vision for the site is a high quality business and industrial development area to support the renewables industry in Orkney. Development will be able to take advantage of the site's key gateway location to Kirkwall and the outstanding views towards the coast of the west mainland.

Development should contribute positively to redefining a gateway to this fragmented urban edge of Kirkwall, and provide visual and physical connections back towards the Town Centre.

High quality architecture and a positive response to Grainshore Road will assist this, as has been demonstrated to date with the HIE development on site KB-2. A landscape and planting strategy will also be fundamental to the successful integration of this area with the

surrounding countryside, and it is also important to consider the view of the development from the sea.

Part of the industrial areas identified may be appropriate for a training facility for Orkney Construction Training Group.

The development brief strategy

The development brief strategy seeks to implement the broad Principles of the Kirkwall UDF. The following key principles have been established to assist in their implementation and delivery on the site;

- Development should provide a frontage to Grainshore Road and be of sufficiently high architectural quality to mark this gateway into Kirkwall
- More expansive industrial working areas should be located to the north of this frontage to assist it's visual integration into the development area
- A landscaping strategy should be designed to help this new development integrate with the sensitive landscape character, and to screen views from the sea
- Pedestrian and cycle connectivity should be delivered throughout the development brief area, particularly to link business development with the coastal foot or cycle path
- A coastal foot or cycle path should be implemented to Hatston Slip, which in turn connects to the Town Centre. This should be accompanied by a landscape strategy which will improve the visual environment along the coastline and reinforce relationship to sea and views to Town Centre.

An Illustrative Development Brief Strategy Plan has been prepared to help illustrate these points. (Fig. 9) It should be noted that it does not present a finished design solution and alternative configurations may be possible. Planning applications will be measured against their success at responding to the Development Brief Strategy. Proposals which do not respond to these strategic principles will not be granted planning permission.

An artist's illustration is also provided. (Fig. 10)

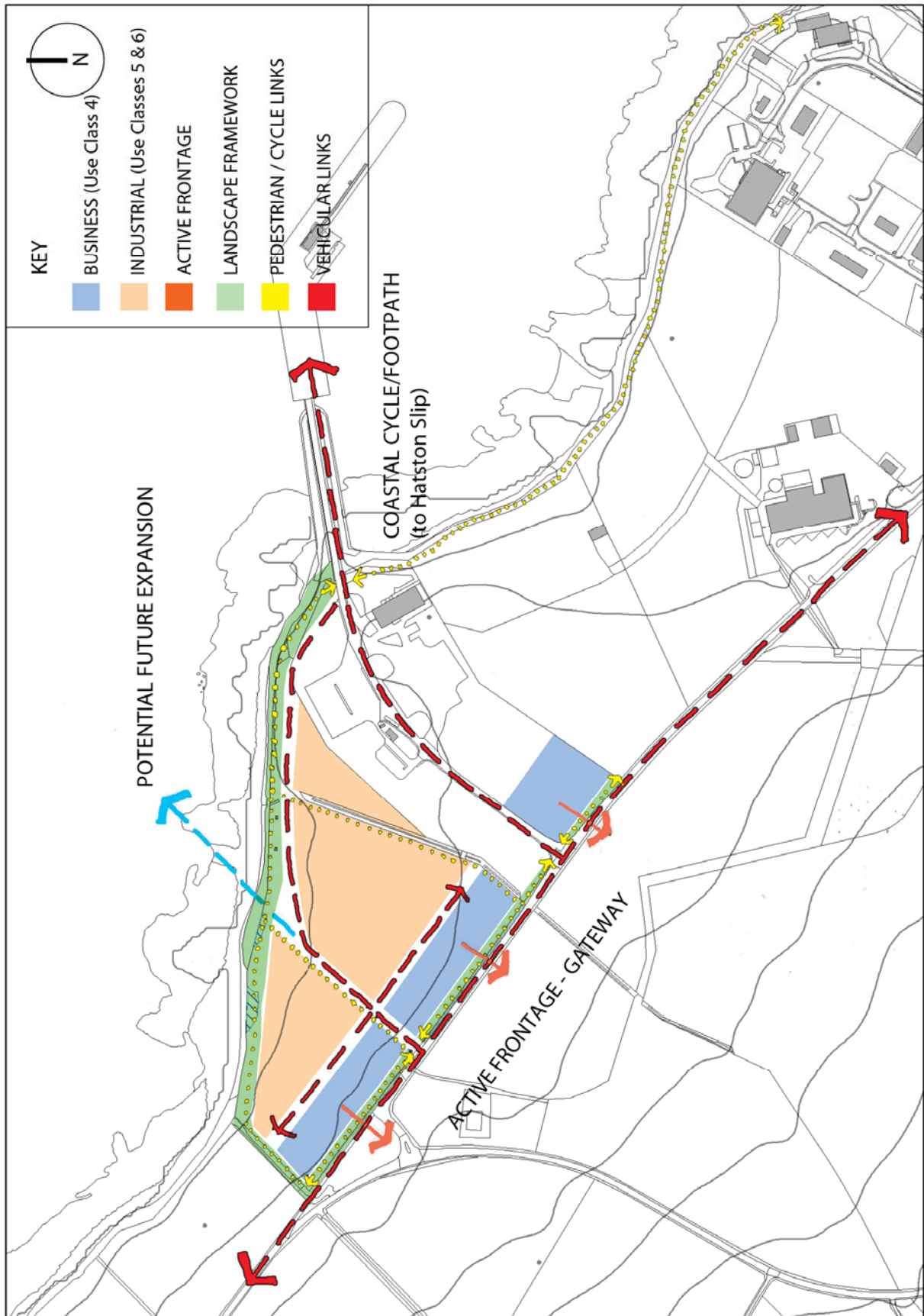


Fig. 9 Illustrative development brief strategy. NTS

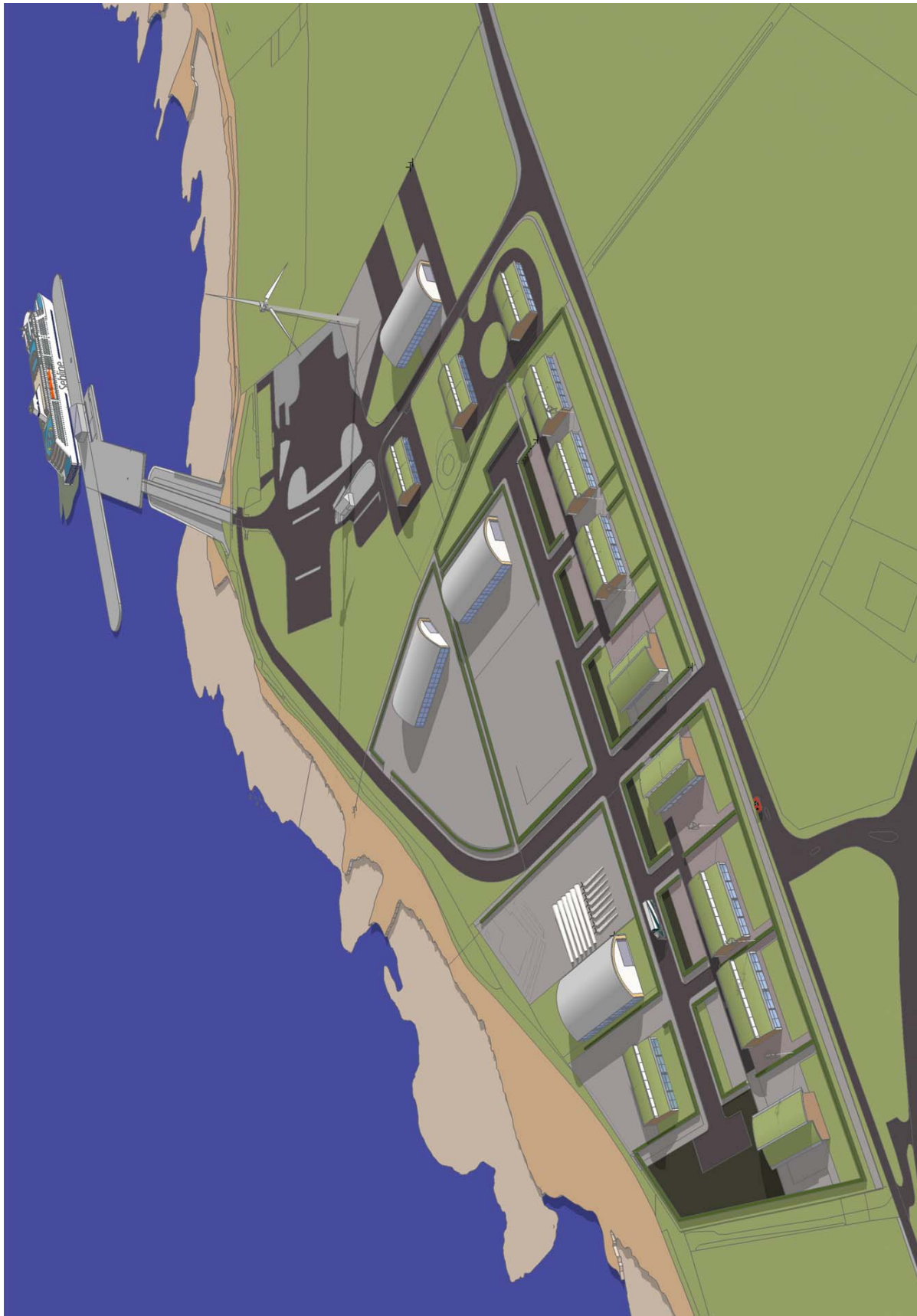


Fig. 10 Artists impression of aspirational layout. NTS

The Design Criteria

Design Criterion 1: Buildings and placemaking

To assist in delivering Kirkwall UDF Principle 9: To redefine the fragmented urban edge and improve gateways into Kirkwall;

- 1.1 buildings should be of a high quality of architecture and present a frontage to Grainshore Road
- 1.2 buildings should also present a frontage to any sheltered external spaces and the internal street system
- 1.3 gateways should be established at entrance points to the site through architectural form and the orientation of buildings
- 1.4 buildings should be confidently contemporary, however a level of coherence should be encouraged in the development area to compliment the successfully sited HIE buildings already developed on site KB-2 to contribute to the identity of the area
- 1.5 buildings should refer to the scale of surrounding development for a

guide as to what may be appropriate

- 1.6 where there is an opportunity to redevelop existing sites within the Crowness Business Park, such as the lorry park, support will be given to proposals which would compliment and/or support the Hatston Enterprise Area
- 1.7 development should contribute to Placemaking objectives in line with the Scottish Government Publication, 'Designing Places - A Policy Statement for Scotland'.



Photograph of high quality industrial development

Design criterion 2: Boundaries, edges and landscaping

To assist in delivering Kirkwall UDF Principle 9 and Principle 11: Creation of a robust Landscape Framework for Hatston;

- 2.1 development must include a landscape strategy to ensure successful integration with surroundings and views into the development area
- 2.2 Native tree species of local provenance and other trees and shrubs that already grow successfully in the town, such as sycamores, should be used to establish the landscape treatment in the Development Brief area, in particular to assist in screening the industrial areas from the inward sea views and to contribute to this gateway into Kirkwall. Details and specifications should be agreed with the Environmental Policy Planner.
- 2.3 A landscape strategy should also be included in proposals for the coastal foot or cycle path which links to the Hatston Slip.



*Above: Landscaping, planting and boundary treatments.
Below: human scale lighting and high quality landscape strategy*



Design Criterion 3: Open space and pedestrian/cycle connections

- 3.1 Any external break out or courtyard space associated with development proposals should be sheltered and linked with foot and cycle path networks to the wider development area and the coastal foot or cycle path. OIC Roads Support Team will be able to advise on details of the existing infrastructure
- 3.2 A foot or cycle path should be developed along the burn towards the coastal foot or cycle path as illustrated at Fig. 9.
- 3.3 A communal SuDS area should be developed as part of a recreational open space for workers, and where practicable this should be positioned adjacent to the burn
- 3.4 Developers should liaise with OIC Transportation at the planning application stage

Design Criterion 4: Access, roads and movement

- 4.1 There is a current access to Hatston Pier from Grainshore Road through site KB-2. In addition to this, it is proposed that KB-1 will be accessed both directly from the pier to assist the function of the area, and from Grainshore Road, as illustrated at Fig. 9.
- 4.2 Hatston is an industrial area, and the functionality of moving large scale vehicles will be of fundamental importance to the design of roads. This may include a workers or service bus drop off and turning facilities. However, in addition to this, smaller scale business development would benefit from innovative approaches to access and car parking to assist the relationship between buildings and open space. The OIC Roads Development Guide should serve as a guide but should be flexible enough so as not to inhibit the design of an innovative, less car dominant layout which respects the landform and character of the area, and the concepts laid down in 'Designing Streets – A Policy Statement for Scotland' should be implemented where relevant.
- 4.3 Developers should liaise with OIC Roads Support Team at an early stage in the design process.

4.4 Traffic Impact

Assessments will be required to identify the impact on the existing roads network and infrastructure.

Design Criterion 5: Water resource management

5.1 A small area of site KB-1 may be at risk of coastal flooding (refer to Fig. 4 Site Analysis Plan and Orkney Strategic Flood Risk Assessment).

Development should preferably avoid this area, or alternatively land raising should be used to reduce risk.

This may form part of the landscaping strategy and integrated pedestrian footpath along the coast line. If this is not clearly the case applications may need to be supported by a flood risk assessment demonstrating compliance with Scottish Planning Policy

5.2 All surface water should be treated with SuDS following the best practice guidance within the SuDS Manual and SuDS for Roads. Best practice outlines 2 levels of treatment for roads

and business development, and 3 levels of SuDS treatment for industrial sites.

5.3 SuDS Assessments will be required, and SuDS should be designed to the specifications as detailed in Sewers for Scotland 2nd Edition in order to be adopted by Scottish Water.

5.4 A communal SuDS scheme should be designed to accommodate development of the whole site.

5.5 Foul drainage infrastructure is in place for site KB-2 and a pumping station exists to serve site KB-1.

5.6 Developers will be required to contact Scottish Water to establish capacity at the Water and Waste Water Treatment works and contact should be made at the earliest possible stage.

5.7 A public water supply pipe runs along the road towards Hatston Pier, and developers will require to make connection to this.

5.8 All planning applications must demonstrate that they will connect to the public foul drainage.

5.9 A suitable buffer zone should be left around the burn, and opportunities for habitat enhancement investigated and implemented.

Design Criterion 6: Developer Contributions

6.1 Developer contributions will be required towards roads network and infrastructure, a communal SuDS scheme, a coastal foot or cycle path to Hatston Slip, connection to the existing foul drainage and connection to the existing public water supply along with any other issues which become apparent at the planning application stage.

6.2 Where the sites are developed in phases, infrastructure contributions will be negotiated according to the scale of the individual developments concerned. It will be necessary to establish the overall cost of the required infrastructure at the point of the first planning application. Contributions will then be set as a relative proportion of the scale of each planning application (based on site area). Contributions will thereafter be paid into a bonded account prior to the commencement of development of each planning permission.

**Design Criterion 7:
Historic Environment**

7.1 The development brief area lies adjacent to the former RNAS Hatston Airbase, HMS Sparrowhawk, and there are also known prehistoric sites in the immediate vicinity which include a burnt mound, a cairn and a number of souterrains. At the planning application stage, comments and guidance should be sought from the County Archaeologist to ensure that any proposed development considers potential impacts on any known and potential archaeological sites and proposes appropriate mitigation where necessary.

- Kirkwall Urban Design Framework (2009)
- OIC Roads Development Guide (2006)
- Designing Places – A Policy Statement for Scotland (2001)
- Designing Streets – A Policy Statement for Scotland (2010)

Contact

Please contact:

Development Management
Orkney Islands Council
School Place
Kirkwall
KW15 2NY
01856 873535

**Further information
and reading**

- Orkney Local Development Plan – Modified Proposed Plan (2012)
- Development Quality within Settlements Supplementary Guidance (2012)