

# 11. THE TOWNS



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## 11.1 KIRKWALL

### Background

11.1.1 In national terms, Kirkwall with an estimated population of over 7,000 would be regarded as a small town. Nevertheless, being the main administrative and commercial centre, and accommodating one third of the population of Orkney it assumes a greater role than would otherwise be expected of a comparable small town. The town is an important centre for retailing, agriculture, distilling, crafts, light engineering, tourism, and is the centre for local government and health services in the County.

11.1.2 Over the last 25 years there have been substantial changes within Kirkwall. During this time the availability of land and services has been a major constraint in terms of the way the town has developed. Only by purchasing complete farms on the edge of Kirkwall has the Council been able to facilitate development.

11.1.3 Kirkwall is important from an economic, social, environmental and historic context. However, its character and quality are under pressure from:

population and household growth - Between 1971 (pop. 4,617) and 2001 (pop. 6,206) the number of people living in Kirkwall has increased by almost 35% with resultant demand for the provision of new housing;

concentration of employment and services - as Kirkwall has expanded, jobs and services have increasingly become concentrated in the town. This is evident in the expansion of Hatston Industrial Estate; new supermarket developments; the development of the Pickaquooy Centre and the UHI Millennium Institute complex at the Orkney College; and,

traffic growth - related to the above developments, there has been an associated increase in traffic.

11.1.4 The 1981 Kirkwall Local Plan allocated extensive areas of housing land, much of which has been developed. As this plan is now considered outdated, and with high development rates and the unavailability of two of the major sites identified in the 1981 Plan, extensive housing development has occurred outwith the 1981 Kirkwall settlement boundary.

11.1.5 New private housing development for the last 5 years has averaged around 40 new dwellings per annum. There is a calculated requirement for some 350 new houses in Kirkwall in the period until 2010. In line with the requirements of national planning policy to create more sustainable patterns of development, a key consideration in the identification of new housing sites has been to try to identify sites where a car is not required to access key services. Priority has therefore been given to sites which are within walking distance of key facilities such as schools, shops, health centre and leisure. This has resulted in the major allocations of new housing land being concentrated on the west side of Kirkwall, where new housing development can take advantage of all the services available on this side of the town.

11.1.6 A number of the housing sites identified in the 1981 Kirkwall Local Plan remain totally or partially undeveloped. It is intended to retain the allocation of the undeveloped sites at Grainbank, Corse Farm and East Road, in the new Plan. The total number of houses that can be developed on the above sites is 200, leaving a shortfall of 150 houses to be accommodated in the next 10 years.

11.1.7 In order to ensure the continuing availability of an “effective” supply of housing land, it is necessary to introduce an element of flexibility into the system. In practical terms this means providing more land for housing than is actually needed in order to compensate for constraints on particular sites e.g. it is known that surface water constraints will impact on certain allocated sites, and remedial works will be required to ensure their ‘effectiveness’.

11.1.8 Given that much of the land allocated for development is owned by Corse Farm, the Council should consider purchase of the farm in order to facilitate the future development of Kirkwall both during the term of the current Local Plan and beyond.

11.1.9 Government planning guidance requires that the planning system ensures that an adequate supply of land is available for business and industry uses and that the available

land provides a choice of size, location and environmental amenity. Within Kirkwall there is currently no choice in terms of industrial location with almost all industrial activity concentrated at Hatston Industrial Estate.

11.1.10 The 1981 Kirkwall Local Plan identified land at Hatston Industrial Estate together with a small site at Great Western Road/Burnmouth Road for industrial and commercial uses. The Local Plan also promoted the relocation to Hatston of industries within the town centre, which generated heavy traffic and had a detrimental effect on the environment. Since 1981 Hatston has developed at a considerable rate, and has expanded well outwith the boundaries identified in the 1981 Plan. Non-conforming uses have also relocated from the town centre to Hatston, the most notable being Orkney Auction Mart.

11.1.11 It is difficult to accurately predict the amount of land that will be required over the Local Plan period. An extension providing 6.8ha of industrial land was developed at Hatston during 2000. It is anticipated that this will be sufficient to provide for industry's needs during the period of the current Local Plan. In order to provide further choice, land at Crowness adjacent to the new harbour development has been earmarked for industrial uses.

11.1.12 A site adjacent to the UHI Millennium Institute campus has been reserved for a business park type development, where proposals related to high technology, information technology and other compatible uses will be permitted. A site at Hatston has also been reserved for development associated with food processing industries.

11.1.13 Kirkwall is recognised more for the quality of its built environment than the quality of its natural environment. In the historic core of Kirkwall, the original form of the town has remained unchanged making Kirkwall one of the best preserved examples of an ancient Norse town and resulting in its designation as an "Outstanding" Conservation Area, extending from the Harbour front, along Bridge Street, Albert Street, Broad Street and Victoria Street to the end of Main Street. In general terms, the high quality of the built environment in this part of the town suggests that the designation has been effective, although it is felt that more effort should be made to improve the built environment.

11.1.14 There are nearly 200 listed buildings in Kirkwall, four of which - St Magnus Cathedral, The Bishop's Palace, The Earl's Palace and the Orkney Museum - are regarded as being of national importance. St Magnus Cathedral in particular, with its spire dominating the skyline is a powerful landmark building in the centre of Kirkwall. It forms an essential part of the town's identity, and is a highly regarded visitor attraction.

11.1.15 In terms of archaeological remains, five sites in the town are designated as Scheduled Ancient Monuments, two of which (the Earl's and Bishop's Palaces) are in the care of the Scottish Ministers. The good quality of above ground remains is also likely to extend to archaeological remains below the ground, and there is strong evidence to suggest that there are remains from the Viking/Norse period, which could be of international significance, buried under the historic core of Kirkwall.

11.1.16 The setting of Kirkwall within its surrounding countryside is disappointing with evidence of urban sprawl, ribbon development, skyline development, and in general terms a lack of a clear distinction between the town and surrounding countryside.

11.1.17 One of Kirkwall's key attractions is its waterfront location, although this is an area that has been neglected for years despite its obvious potential. Despite containing a number of historic buildings, the townscape of Kirkwall as viewed from the harbour is of varied quality and has a number of key sites requiring redevelopment or some form of environmental enhancement. The waterfront has had and continues to have a major influence on the town's development. From the industrial uses at Hatston on the west side of Kirkwall Bay, through to the residential developments on the east side, the historic central core which forms part of the town centre, and the busy harbour area which is a key focus for passenger and freight traffic, this area of mixed uses continues to be under continual pressure with signs of conflict between the different activities. However, recent developments such as Orkney Housing Association's development at Kiln Corner have considerably improved the townscape in that area of the waterfront.

11.1.18 The 1981 Kirkwall Local Plan identified the intensification of uses associated with the harbour as having serious physical and environmental implications for the surrounding

environs. The Local Plan proposed that future developments at Kirkwall Harbour should be restricted to those which did not result in increased traffic congestion and have an adverse effect on the amenity of the surrounding areas. At that time the Local Plan proposed the development of a ro/ro terminal at Hatston as a means of relieving some congestion on the harbour front, and improving the amenity of the area. This proposal is only now coming to fruition with the new harbour facility at Crowness nearing completion. This development will relieve the pressures that have been building at Kirkwall Harbour, and will result in less conflict and an improved environment.

11.1.19 Kirkwall is the principal retail, commercial and business centre in Orkney and the variety of town centre activities reflect its role. Local Plan policies for the built environment, coastal zone, sport, recreation and community facilities, and transportation are all relevant in the context of Kirkwall Town Centre. It is the objective of the plan to maintain Kirkwall's position as Orkney's main service and administrative centre and to formulate a strategy for the promotion and enhancement of the town centre in partnership with interested bodies and individuals.

11.1.20 Whilst no in-depth analysis has been carried out, the retailing centre of Kirkwall can, in general terms, be regarded as being in good health. Despite the trends experienced nationally towards the development of retail outlets in 'out-of-town' locations this has not been evident in Kirkwall. Where new larger supermarkets have been developed they have located on "edge of town centre" locations e.g. Co-op and Sainsbury stores in Pickaquooy Road. Other food retailing premises have continued to operate within the town centre, suggesting that their viability have not been affected to any great degree. Every effort should be made to encourage the reuse of any vacant shop premises in the area, so promoting the sense of vitality. In the past concerns were also raised that pedestrianisation would have a negative impact on trade, but as has been experienced nationally, the impact has in fact been positive.

11.1.21 The historic core of Kirkwall comprises the areas surrounding Bridge Street, Albert Street, Broad Street, Victoria Street and Main Street and includes the main retailing area of the town. This historic core is not however just a focus for retailing, but is also a tourist attraction, with its collection of historic buildings and streets, specific visitor attractions such as the Orkney Museum, and collection of shops specialising in gifts and crafts.

11.1.22 In terms of national planning policy on retailing developments, Councils are requested to adopt a 'sequential approach' to selecting sites for new retail development. This means that first preference should be for town centre sites where sites or buildings suitable for conversion are available; followed by edge-of-centre sites, and only then by out-of-centre sites. Preference should also be given to redeveloping existing brownfield sites through converting existing vacant and under-used sites within the town centre.

11.1.23 Within Kirkwall town centre a lack of appropriate sites, coupled with the requirements of modern day shopping have resulted in major retail development locating to edge of town centre locations, such as the supermarket developments on Pickaquooy Road. Pressure for retail development at Hatston Industrial Estate, which can be regarded as an out-of-centre site is also continuing. The current Sainsbury supermarket was granted planning permission in 1990 for a further extension of 6,000 sq.ft. However this permission has not been developed and has now expired. The Co-op supermarket has been established since the early 1980's and a further proposal to extend this supermarket was refused planning permission in April 1987.

11.1.24 In terms of any future major retailing development within Kirkwall, every effort should be taken to direct new development to town centre locations. While suitable sites may not currently be available, a number sites within the town centre have redevelopment potential for retailing uses, and may become available during the plan period. The Council should therefore make every effort to indicate whether, how and when any constraints to the redevelopment of existing sites could be resolved, and should, if necessary, acquire sites for future development within the town centre.

11.1.25 As the principal town in Orkney, Kirkwall is the location for many key services and facilities provided not only by the Islands Council but also by organisations such as the Health Board, the police and fire services, and numerous other public, private and voluntary organisations. A number of key developments have occurred recently in Kirkwall particularly

relating to recreation & leisure, educational and health services and further developments for community facilities are expected during the period of the Local Plan.

11.1.26 Kirkwall is the main focus for education provision in Orkney providing key facilities for primary, secondary and higher education. Higher education facilities in Orkney will be greatly enhanced with the development of the University of the Highlands and Islands Millennium Institute campus at the Orkney College. This provides opportunities for developing high technology industries of a research and development nature related to the university. A site adjacent to the UHI buildings has been reserved for a 'science and technology' type park.

11.1.27 Both existing primary schools in Kirkwall are nearing capacity, and further developments will be required to cater for the increasing levels of population. There are difficulties in extending Glaitness Primary although current plans aim to overcome any difficulties. Discussions are continuing to determine scope for further development on existing sites, and the possible need to look at a site for a third school in Kirkwall.

11.1.28 In terms of the arts, other than the Pickaquoy Centre, which is used for major arts events, the other key building is the Arts Theatre situated on Mill Street. There is a need for the current facility to be either refurbished or replaced with a new theatre. Whilst a number of sites have been proposed for a new Arts Theatre no decisions have been taken yet.

## Proposals - Housing

**H1 East Road** - This greenfield site was allocated in the 1981 Kirkwall Local Plan but remains undeveloped. It is well located, within easy walking distance of the town centre and is within a residential area. The site is privately owned and is available for development. There is a water main in Weyland Terrace off which an extension would be required to serve the site. This site would be suitable for private detached housing of a low density providing approximately 15 sites, with access provided off Weyland Terrace. Traffic management constraints would, however, necessitate a phased development, with up to six sites released initially, and only after the completion of a traffic management review of the area and the subsequent implementation of any necessary traffic management measures, a further nine sites made available. A prerequisite for development of this site would be the production of a development brief.

**H2 Link Road** - This greenfield site is located between the Papdale housing scheme and Bignold Park Road/Inganess Road. The site, extending to 4.6ha, is currently in agricultural use, and is privately owned but is known to be available for development. A density of 15 dwellings/ha, equivalent to the Lynn Park and Rope Walk developments, would accommodate approximately 70 houses. In terms of infrastructure, the site has good access off the Meadows and Inganess Road, and water services are available although the capacity of the existing sewage system to accommodate new development must still be determined. Development of the site would have minimal effect on the landscape character and setting of the town. With reference to access to key facilities, the site is within easy walking distance of primary and secondary schools and local shopping facilities in Papdale, and is moderately accessible for all the other key facilities. A prerequisite for development of this site would be the production of a development brief.

**H3 Inganess Road** – This greenfield site is located on the southern edge of Kirkwall and is surrounded on three sides by residential development. The site extends to 2.2ha and would be suitable for private housing. An application for 15 houses has been approved, although in the event of this not being taken forward, a higher density of 15 dwellings/ha would allow approximately 30 houses to be built on the site, with access via Inganess Road. A prerequisite for development of this site, other than that already permitted, would be the production of a development brief.

**H4 Corse I** - This greenfield site occupies a prime location, close to the town centre and although allocated for housing in the 1981 Local Plan has until recently been unavailable for development. Owned by Orkney Housing Association, the site would be suitable for a public/private mix of high-density housing providing approximately 100 houses. A water main passes through this site, although distribution pipework from this would be necessary before the site could be considered as 'served'. As regards sewerage provision, the lowest part of the site may prove difficult to drain. A development brief for the site has been approved and three phases of development will follow in accordance with this brief.

**H5 Glaitness Road** - This greenfield site is located on the south side of Glaitness Road, and is currently used for agricultural purposes. A development brief for the site has been approved, and the first two phases are underway. A third phase of 8 dwellings will commence during the plan period, which will be developed in accordance with the approved development brief.

**H6 Corse II** - This is a major greenfield site on the western edge of Kirkwall between Glaitness Road and Muddisdale Road. The site extends to 9.7ha and is currently operational agricultural land owned by Corse Farm. The site would be suitable for a high/medium density mix of public/private housing, accommodating approximately 145 houses. Access to the southern part of the site can be taken from Glaitness Road, with access to the northern part taken from Muddisdale Road. Development of the northern part of the site will necessitate the upgrading of the Muddisdale Road. In terms of water supply, major extensions would be required as distribution mains through the sites, and the existing mains along Glaitness Road would require to be upgraded. The site lies within an area presently served by a sewerage pumping station, which has a finite capacity, and development of this site will need to be monitored to ensure that capacity is not exceeded. The site is considered to be drainable, but

the hydraulics of the system needs detailed assessment. A prerequisite for development of this site would be the production of a development brief.

**H7 Grainbank** - This greenfield site was allocated in the 1981 Kirkwall Local Plan but remains undeveloped. A new access road has been built onto Pickaquoy Road to facilitate development of this site. The lower part of the site is already serviced, with water mains in place in accordance with the proposed road layout. In terms of sewerage services, the site lies within an area presently served by a pumping station at Pickaquoy. As the pumping station has a finite capacity, development of this site should be monitored to ensure that capacity is not exceeded. The site is privately owned and would be suitable for medium density public/private housing of approximately 100 houses. A Scheduled Ancient Monument (Pickaquoy Burnt Mound & Settlement) is located on the south eastern edge of the site and any development must ensure protection of the monument and its setting. A development brief for the site has been agreed, and future development should be in line with this.

**H8 Berstane Road** – The greenfield site is located to the south east boundary of the town and is largely surrounded by residential development. It is currently in agricultural use and extends to approximately 1.3ha. The site would be suitable for private housing development, with a total of approximately 12 dwellings to be built with access via a cul-de-sac type road network. A prerequisite of the development of this site would be the production of a development brief.

### **Proposals - Business and Industry**

**B1 Hatston Industrial Estate** - This site is the principal industrial estate in Orkney, occupying a prime position on the western entrance to the town, and in recent years there has been considerable uptake of industrial land at Hatston. The Crowness Road extension was developed in 1992 and only a few sites remain undeveloped. A further extension of 6.8ha was completed in 2000. Although not currently available, a further site within the confines of the industrial estate has been identified for future industrial uses. Whilst the site currently includes some residential properties, in the longer term it is considered as being more appropriate for industry, and it should be developed before the site at B4.

**B2 Highland Park Distillery** - The Highland Park Distillery is one of the oldest established businesses in the town, and is the northernmost distillery in Scotland. The site is fairly extensive, with the main distillery complex and visitor centre to the east of the Holm Road and warehousing to west. This area is to be reserved for developments associated with the distillery. The buildings are category B Listed buildings and care must be taken to ensure that the existing buildings are retained and preserved and that any proposed developments do not have a detrimental effect on the setting of existing buildings.

**B3 Orkney Auction Mart** - The Orkney Auction Mart moved from its previous location in the centre of Kirkwall to its current site in 1997. The operational requirements of the Auction Mart necessitate the retention of a large amount of land for grazing purposes. Whilst some of the land owned by the Auction Mart has been sold for developments associated with the Crowness Harbour, their main land holding has been reserved to meet these grazing requirements, and no development will be permitted on this land.

**B4 Crowness** - The development of the new harbour at Crowness has extended the settlement boundary to the west of the town. There is likely to be further demand for industrial land in Kirkwall in the long-term. Rather than identifying a new site elsewhere in Kirkwall, it is considered more appropriate to continue the westward spread of industrial development, which can make use of land in close proximity to the new harbour and the existing industrial estate. This large flat site extending to approximately 7.4ha has good access, and is currently owned by Orkney Auction Mart. No development should be permitted on this site until all land referred to in B1 has been taken up for development. Also, given the site's prominent location on the entrance to Kirkwall, high standards of building design, landscaping and boundary treatments will be necessary. A prerequisite for development of this site would be the production of a development brief.

**B5 Kirkwall Business Park** - A 6.2ha site next to the Orkney College complex is reserved for 'high amenity' business type uses. Given the site's location within a predominantly residential area, and the potential traffic implications associated with

development on this side of Kirkwall, it is important that restrictions are placed on the types of acceptable uses on this site. Proposals considered appropriate for this site include business involving high technology, information technology and other compatible uses falling within Class 4 Business Use, of the Town and Country Planning (Use Classes)(Scotland) Order 1997. Development on this site will be of a prestigious nature and it is important that the design of the site as a whole together with its individual components is of the highest standard. The type of businesses expected should require clean, secure, attractive and prestigious premises and an attractive working environment. As well as high standards of building design, landscaping and boundary treatment should also be of the highest quality. A prerequisite for development of this site would be the production of a development brief.

**B6 Food Processing** - A site at Hatston Industrial Estate has been reserved for food-processing industries, situated adjacent to the coast in order to take advantage of the most attractive environment within the Hatston development. The design of site as a whole together with its individual components should therefore be of the highest design standards. The type of businesses expected on this site will require clean, secure, attractive, prestigious premises and an attractive working environment, not only to benefit employees, but also to give a favourable impression to, for example, food buyers. The industrial estate may not be an ideal site for such development, given the nature of some of the surrounding uses, and landscaping and boundary treatment should therefore be of a high quality to screen the site from neighbouring uses and ensure a high quality site is developed.

### **Proposals - The Environment**

**E1 Tree Preservation Orders** - Trees and wooded areas are of great importance, both as wildlife habitats and in terms of their contribution to the townscape. The Council will seek to protect trees and groups of trees where they have natural heritage value or which contribute to the character or amenity of the town. Existing trees may be safeguarded by means of Tree Preservation Orders (TPOs). There are currently no trees in Kirkwall which are afforded protection under TPO designation, and this lack of protection makes them vulnerable. It is proposed to identify trees within Kirkwall which make an important contribution to the character and amenity of the town within the area of search defined on the Proposals Map with a view to designating Tree Preservation Orders.

**E2 Viking Kirkwall** - Underneath parts of Kirkwall town centre are considered to lie the archaeological remains of Viking Kirkwall, which are thought to be of international importance. Further work is required to evaluate the archaeological potential of these sites. The Council, in partnership with appropriate agencies such as Historic Scotland and as part of a wider Town Centre Partnership, will consider the development and implementation of a programme of work on the theme of "Viking Kirkwall", to evaluate the archaeological potential of the sites and to consider how best to develop its tourism potential.

**E3 Kirkwall Conservation Area** - The current Kirkwall Conservation Area extends from the harbour front including part of Harbour Street and Shore Street, along Bridge Street, Albert Street, Broad Street, and Victoria Street to the end of Main Street. Consideration has been given to a boundary revision following comments made during the Local Plan consultation that there would be merit in extending it to include Garden Street/St Catherine's Place and Wellington Street. In these areas many original features have been lost and an extension of the Conservation Area would not be justified. On the whole the existing boundary is therefore considered relevant with only a small part of Wellington Street perhaps benefiting from added protection. It is proposed that the existing Conservation Area designation is maintained with a minor amendment allowing inclusion of part of Wellington Street.

**E4 Town Centre Facelift Scheme** - Within the Conservation Area the Council will expect standards of design and materials higher than those accepted elsewhere. The Council together with Historic Scotland has promoted a 'town scheme' in Kirkwall to make available limited grant aid to owners for repairs to their properties. Whilst this scheme has proved popular, the budget for this type of work is severely limited. There is also scope for direct action by the Council to improve or enhance the environmental quality in the Conservation Area, through the improvement of derelict sites and buildings, the implementation of town schemes or other initiatives including facelift schemes and through the preparation and promotion of readily available and accessible design guidance and development briefs. Good

shop design is a good advertisement for the retailer. It enhances the status of the shop, is attractive to customers, and thus impacts on the value of the property. Bad, inappropriate design is contrary to the retailer's interests, making premises seem unattractive and uninviting to customers. With few national retailers in Kirkwall, the traditional design characterised by local independent retailers has been maintained. The good proportions and design of shop fronts are atypical to other retailing centres, and promotes Kirkwall town centre as one of character and quality. It is necessary to conserve good examples of existing shopfronts, and promote good design that is sympathetic to the high quality historic setting of Kirkwall. There is also scope to improve some existing shopfronts within the prime shopping areas in the town, and high standards of design should be employed where possible. Signs and adverts must be designed to ensure that they are attractive and respect both the building to which they are attached, and the surrounding area, whilst still recognising their role to be informative and effective. The Council in partnership with appropriate agencies and as part of a wider Town Centre Partnership will consider the development and implementation of a Kirkwall Town Centre Facelift Scheme.

**E5 Car Park Environmental Enhancements** - Concern regarding the poor visual quality of some existing car parks within the central area of Kirkwall and their failure to blend with the historic townscape has been raised. Short-term parking spaces within the town centre allow for regular access by local people, while long-term car parks are more likely to be used by infrequent users. These should therefore be attractive, clean, tidy and with well-designed information boards and signs detailing the facilities of the town. Often further away from shops, these sites also need to be linked to the retail core by attractive pathways, and attention must be given to the design and maintenance of these links. Environmental enhancement schemes will be carried out in the following car parks within and adjacent to the Conservation Area - Albert Street, Castle Street, St Magnus Lane and Gunn's Close.

**E6 Hatston Environmental Enhancement** - The Hatston Industrial Estate occupies a prominent location on the western entrance to Kirkwall. The quality of the environment in and around the Estate is poor, with a number of sites in a bad state of repair, either as a result of neglect, or due to the age of the buildings. Also, whilst some landscaping has been completed to reduce the visual impact of development, more could be done to screen the industrial area from the main road and improve its internal appearance. A scheme will therefore be developed and implemented in partnership with appropriate bodies and industrial estate tenants to facilitate the environmental enhancement of the industrial estate.

## **Proposals - The Coast**

**C1 Kirkwall Harbour** - Kirkwall Harbour is a multi-user harbour presently used by ro/ro ferries, cruise liners, dedicated container and livestock freight transport services and other bulk cargo movements. The harbour is also used by the inshore and deep sea fishing industry and leisure users. This multi-usage results in areas of conflict between the different users and presents safety issues, for example, the proximity of foot passengers to bulk and containerised freight traffic. Lack of space within the current harbour area restricts the potential for further development and segregation of conflicting activities. Associated with the intensification of uses are problems associated with traffic and effects on the amenity of the town centre. The Local Plan therefore aims to reduce the impact of harbour related development on the town centre and enhance the overall appearance of the waterfront area making it more appealing to local and visitors. This aim will be partly achieved by the relocation of freight and cruise liner traffic to the new harbour at Crowness. This will facilitate a rationalisation of existing operations at Kirkwall Harbour, and release valuable space and buildings, allowing for a reorganisation of activities in the harbour area. The existing Kirkwall Harbour area will therefore be reserved for marine related developments considered more compatible with its location as an integral part of Kirkwall town centre. Marine related activities considered suitable for this part of the harbour area include: Kirkwall to Outer North Isles and Shapinsay ferry services; tourism, fishing, leisure and recreation activities, including cruise liner traffic; and the lifeboat station. Freight traffic uses will be discouraged.

**C2 Crowness Harbour** - Land adjacent to the new harbour terminal is reserved for on-shore development associated with the harbour, and will not be made available for general industrial uses, unless they are ancillary to the harbour e.g. marine engineering facilities or commercial vehicle parking. Storage and distributive uses as classified under class 6 of the

Town and Country Planning (Use Classes)(Scotland) Order 1997 will also be permitted. A prerequisite for development of this site would be the production of a development brief.

## **Proposals - Sport, Recreation and Community Facilities**

**S1 Pickaquoy Centre** - Formal sports provision in Orkney has been greatly enhanced by the opening in 1999 of the Pickaquoy Centre. This is the principal indoor and outdoor sporting venue for the County as a whole. The Centre includes major indoor facilities including sports hall, health and fitness club, and cinema. Outdoor facilities include all-weather pitches and athletics track. There is potential for the further development and enhancement of these facilities, and land adjacent to the new sports centre is designated for possible future expansion of sports and leisure facilities. This land may not be used for any other purpose.

**S2 Playing Fields, Parks and other Recreational Areas** - Apart from the playing fields located at the Pickaquoy Centre, the other formal playing fields in Kirkwall are those associated with the primary and secondary schools and the Bignold Park. Local Plan policies protect these recreational areas from development, and they are to remain as open space and recreational facilities related to the educational functioning of the schools. Development proposals unrelated to this function will not be permitted. Parkland at the Bignold was gifted to the town of Kirkwall in 1906, and the pavilion is a C(S) Listed building. Development proposals unrelated to public recreation will not be permitted in this area. There are a number of other key recreational areas in the town ranging from those occupying large areas of land such as the golf course, to smaller children's play areas located in various parts of the town, and these will also be protected from development.

**S3 Protection of Amenity Areas** - Areas of open space, as shown on the Proposals Map, will also be protected from development. Examples include Papdale Burn and Woodland and the Scapa Crescent Amenity Area.

**S4 Enhancements of the Peedie Sea Amenity Area** - The principal area of amenity open space in Kirkwall is that surrounding the Peedie Sea. This area is under-utilised and could be developed into a more attractive and pleasant space within the town to compliment the more formal recreational provision at the nearby Pickaquoy Centre. The Council in partnership with appropriate agencies and as part of a wider Town Centre Partnership will consider the development and implementation of a scheme for the development of the recreational potential of this area.

**S5 Enhancement of the Crafty Amenity Area** - The area of amenity open space to the rear of the former Phoenix Cinema known as the Crafty is also under utilised. Gifted to the people of Kirkwall, it is not available for development and forms public drying greens to the rear of houses on Junction Road. The open ditches within the site also act as a balancing reservoir when the Peedie Sea becomes too full. This area should be developed to provide an amenity area for the housing proposed in the adjacent field and a scheme for such a development will be progressed in partnership with all interested parties and the developers of site H4.

**S6 Footpaths/Cycletracks** - Footpaths are an important recreational resource, and whilst there is a network of paths around Kirkwall, there is scope for improving this. Some new cycle tracks have been incorporated within new housing developments within Kirkwall as direct links between schools and housing. They provide one of the main means of public access through urban areas, and access to the countryside around towns. There is considerable potential to build on these initial developments and extend cycle links throughout the town. Consideration will be given to developing the following links - Kirkwall town centre to Scapa, Muddisdale, Hatston and UHI; and, a coastal footpath route from Hatston to Inganess Bay and the extension of existing footpaths between Glaitness School and Muddisdale Road

**S7 Orkney College** - Land adjacent to the existing Orkney College complex is reserved for educational uses, and for further extension of the college campus. The Orkney College has greatly expanded in recent years, providing further education opportunities, and providing a source of good quality jobs in the local economy. The Council support further expansion of the campus. A prerequisite for development of this site would be the production of a development brief.

**S8 Kirkwall Marina** - Water sports as a whole are one of the fastest growing recreational activities and with its waterfront location, Kirkwall is ideally placed as a base for marine based sports activities. Scapa Bay is also an ideal location for water sports. Sailing is the major recreational activity undertaken in Kirkwall Bay and facilities for small boats are currently provided at Hatston. With the proposals to redevelop the whole harbour area, Kirkwall Harbour will become the focus for marine-based leisure activities and similar activities currently based at Hatston could relocate to the Kirkwall Harbour area. With the completion of a breakwater and access road to the east of the Kirkwall Pier, work has commenced on a 50-berth marina. The site has a very prominent location, and although not within the Conservation Area, is still within its vicinity. Consideration must therefore be given to the design of any land based development associated with the marina to ensuring that development does not have a detrimental effect on the environment of the Conservation Area, or does not detract from the visual amenity of residential properties in the vicinity.

### **Proposals - Transport**

**T1 Kirkwall Travel Centre** - The establishment of a Travel Centre is seen as pivotal in promoting the use of public transport and providing a safe and pleasant environment for the travelling public. Such a facility needs to be centrally located and incorporate bus waiting area, taxi rank, toilet, waiting facilities, information desk and parcel office/luggage store. Whilst short-term enhancements have been undertaken to the existing bus station to make it more user-friendly the preferred long-term solution is for a purpose built facility that is more conveniently located. Ideally such a site would be within the town centre and in easy walking distance of the main shopping areas, and visitor attractions such as St Magnus Cathedral and the tourist office.

**T2 Pedestrianisation** - Further pedestrianisation opportunities within Kirkwall Town Centre will be investigated and progressed, provided that the following can be achieved: adequate diversion of traffic to suitable other routes; reasonable vehicular servicing of businesses; alternative public car parking; and, safe pedestrian crossings of those roads liable to experience an increase in traffic flow. The following streets will be considered - Albert Street, Bridge Street, Broad Street, Victoria Street and Watergate.

**T3 Junction Road/Great Western Road one-way system** - The western flank of Kirkwall town centre is separated from the historic centre by Junction Road, which is one of the busiest roads in the town. To reconnect this part of the town centre with the remainder, traffic management within the area must be addressed. Whilst formal pedestrian crossings on Junction Road have been provided, in the longer term the preferred option is to make Junction Road/Great Western Road into a one-way system, as recommended in the 1990 Kirkwall Traffic and Development Study, but not yet implemented. Additional benefits of such a system include the provision of additional on-street parking, and the accommodation of a bus stop area, which would not disrupt the flow of traffic. The implementation of this proposal will be progressed, provided that adequate diversion of traffic to suitable other routes can be achieved and reasonable vehicular servicing of businesses can be provided.

**T4 Pedestrian Crossings** - There is also a need to provide additional safe pedestrian crossings at key nodes where large numbers of pedestrians cross the road. Formal pedestrian crossings are proposed for the following roads: Broad Street, Castle Street, Palace Road and School Place. Consideration will also be given as part of the "Safe Routes to School" campaign to providing formal pedestrian crossings on busy roads where there are large movements of children between residential areas and educational establishments.

**T5 Traffic Lights** - Orkney remains possibly the only local authority area in Scotland without any formal system of traffic lights. There has been considerable debate during the Local Plan consultation on the merits of introducing traffic lights at key locations on Junction Road, at its junctions with Castle Street, Union Street and Pickaquoy Road. It is debatable whether the level of traffic at either junction is heavy enough to merit the installation of traffic lights. However, the development proposals contained within the Local Plan will have considerable implications for traffic flows, and will affect traffic loadings at key junctions. The need for traffic lights will therefore be monitored on a periodic basis.

### **Proposals - Redevelopment Opportunities**

There are a number of key sites within or adjacent to Kirkwall town centre that would benefit from redevelopment or some form of environmental enhancements to improve their visual appearance. The following development opportunities have therefore been identified:

**R1 Pentland Coastguard Station** - Following closure of the Pentland Coastguard Station, this site is surplus to requirements. The site is located in a prominent waterfront location within a primarily residential area. Preference will be given to developing this site for residential purposes, provided that no suitable use compatible with the surrounding residential properties can be found for the existing building.

**R2 Eastbank Hospital and adjoining grounds, East Road** - Eastbank House formed the nucleus of the Eastbank Hospital site and is a Grade C(S) Listed Building. Eastbank Hospital has potential for a number of alternative uses, specifically those described by Class 4 (Business Use) Class 12 (Hotel and Hostels), Class 13 (Residential Institution), or Class 15 (non-residential Institution). The main constraint to the re-development of this site is access, currently provided at two points onto East Road. Both, however, have poor visibility onto East Road. There is also scope for conversion to residential use (Use Class 14). The land to the rear of the Hospital has potential for residential development, which could accommodate up to 8 detached houses. A small parcel of land adjacent to the former Macmillan Ward could accommodate one additional house. Further to the south-west, an existing field could accommodate at least 4 houses and was previously considered suitable for a core and cluster unit. Access to this site could be off Berstane Road. A prerequisite for redevelopment of this site would be the production of a development brief.

**R3 Kirkwall Harbour** - The rationalisation of uses in the harbour area following completion of the harbour at Crowness will result in additional space becoming available which provides an opportunity to redevelop this area.

**R4 Shore Street Oil Tanks** - This prominent site overlooking the harbour is currently used by BP for oil storage and distribution. The use is not considered appropriate for this prominent town centre and harbour front location, and the area as a whole makes a poor visual statement when viewed from the harbour front. Orkney Islands Council has approached BP to discuss the relocation of the oil tanks to an alternative site at Scapa, without success, but will continue to encourage and support proposals for relocation to a more suitable site. Any relocation from this site would release land for development, resulting in greater economic benefit to the community, potential environmental improvements and the removal of a potential risk from a town centre location. The site is likely to be contaminated and reinstatement costs may therefore be high. The site would be suitable for a number of uses including retail/commercial, or residential flats. A prerequisite for redevelopment of this site would be the production of a development brief. Access to the site would be from the existing accesses on Shore Street. Any development within this site must take into account the sensitive archaeology in the area and the implications associated with this.

**R5 Tod Holdings, Bridge Street** - This unsightly building located in a prominent location within Kirkwall town centre, is partly a bakery, the remainder standing vacant. There are major traffic and access difficulties associated with the building. The nature of retailing previously carried out from the building made it necessary for customers to have direct car access to the site in order to transport heavy goods, which conflicted with pedestrians as cars accessed and exited the site. The large concrete customer car park at the front of the building is out of character with the townscape and would benefit from some form of environmental enhancement. Discussions have taken place between the owners of the buildings, the Council and Orkney Enterprise regarding the up-grading of the buildings, and the possibility of demolishing part of the buildings to the south of the site to create a rear access to Garden Street. Such a scheme would have resolved many of the problems associated with access. Opportunities for improving the overall environmental quality and operation of this site should be pursued as a matter of priority. The site lies within an area considered to be of archaeological importance and the implications of any development should be discussed with the Islands' Archaeologist.

**R6 Car Park and Warehouse, rear of Albert Street** - This site to the rear of Albert Street comprises one of the principal car parks in Kirkwall, and is located to the rear of the main shopping area in the town centre. The site contains a storage and distribution warehouse for calor gas, a use considered inappropriate in this town centre location. The site

is visually unattractive and conflicts with the surrounding townscape. Any opportunity for redeveloping this site will be supported.

**R7 Harbour Street** - This site includes a number of buildings between the housing development at Kiln Corner and the Ayre Hotel, some of which are vacant, with others used for storage. Of the buildings on the site, only the former Orkney Seafood building is of architectural merit and is a category B Listed Building. The recent development of 'Fusion' night-club is hoped to act as a catalyst to further redevelopment in the area. The wider site presents an opportunity for residential or commercial development that would help improve the visual quality of the area and complement the adjacent development at Kiln Corner.

**R8 Jewsons Yard** - This site is currently fully used as a builders' merchants, and although within an area of mixed uses this is considered an inappropriate use for a prominent town centre location. This site has potential for redevelopment, although this should not be carried out in a piecemeal fashion. If comprehensively planned, the site could be used for retailing development, commercial development or high-density town flats. A prerequisite for development of this site would be the production of a development brief.

**R9 Kirkwall Library, Laing Street** - The construction of the new library at Junction Road, has made the original library site on Laing Street redundant. This original library was the oldest public library in Scotland and is a Grade B Listed Building, which must therefore be retained.

**R10 Coal Depot, West Castle Street** - This site represents an inappropriate use for the town centre and would be better re-located to the Industrial Estate. The site could then be re-developed for a number of town centre uses, although preference would be given to residential flats.

**R11 Former Printing Works, Junction Road** - The site of the former Orcadian printing works is located in the Conservation Area between Junction Road and Victoria Street. In 1998 planning permission was refused for its change of use into an entertainment centre, and the site is considered more suitable for retailing/commercial or residential uses.

**R12 Kirkwall Power Station** - Kirkwall Power Station occupies a prominent site between Kirkwall town centre and the Peedie Sea, on Great Western Road. In the past it appeared that once submarine electric cables were laid across the Pentland Firth from the mainland of Scotland, the site would become surplus to requirements. Scottish Hydro-Electric have however, indicated that although the power station will have fewer engines installed, the current buildings and the surrounding ground will remain in operational uses for a number of years. The scale and visual appearance of the whole complex is inappropriate for its location, and has a detrimental effect on the surrounding environment. Any proposals leading to a reduction in its visual impact, e.g. removal of tanks, or enhancement of its appearance will be encouraged.

**R13 Pickaquoy Road/Great Western Road** - This site is located on the western edge of the town centre adjacent to the Peedie Sea, and within an area of mixed uses, where Policy LP/E6 applies. With the recent completion of a ten-pin bowling alley, the remainder of the site has a number of uses including long-stay car park, bus station, and commercial lorry park. The DVLA also retain an interest in the site, although their previous uses of motor cycle training area and vehicle test centre have moved. The result is somewhat unsightly and its use as a commercial lorry park remains inappropriate for this area, which borders onto one of the principal environmental assets of the town. With the long-term development of a new travel centre, the bus station and associated parking may also become surplus to requirements and the commercial vehicle parking facilities, currently provided at the site, will be relocated to Hatston. The site therefore has potential for comprehensive redevelopment, and a piecemeal approach should be avoided. A prerequisite for development of this site would be the production of a development brief. The site could accommodate a variety of uses, including commercial development (retailing or non-retailing), a public building or community facilities or high-density residential flats. Development should take advantage of the views over the Peedie Sea.

**R14 Former Garage, Pickaquoy Road** - Planning permission was granted to Safeway Ltd to extend their current store on Pickaquoy onto this adjacent site, which is currently derelict. However this permission has now expired. Situated between the two main

supermarkets within the town, the site is currently in a state of dereliction, and any development that improves the site would be encouraged.

**R15 Former NE Farmers Buildings** - The former North Eastern Farmers premises originally lay on both sides of Pickaquoy Road close to the Pickaquoy/Junction Road roundabout. A recent OHAL housing scheme has redeveloped the land on the north side of Pickaquoy Road, leaving the former warehouse on the south of Pickaquoy Road. At present Pickaquoy Road serves as the town centre boundary and buildings to the south are regarded as being "edge of town centre". Being within an area of mixed uses, Policy LP/E6 applies, with commercial or residential uses being the preferred option. Difficulties of access and parking are compounded by the relationship of the site with the adjoining site. Any redevelopment of the site should therefore give consideration to redeveloping the adjoining site, currently Highland Industrial Supplies, which would allow better use of the access to the rear of HIS.

**R16 Former Phoenix Cinema, Junction Road** - The former Phoenix Cinema building has remained empty since the opening of new cinema facilities within the Pickaquoy Centre during 1999. Permission has now been granted for the demolition of the property to make way for the Orkney Women's Refuge. Any remaining parts of the site not required for this development should be redeveloped with the sensitivity of the adjoining use in mind.

**R17 Black Building** - This building was formerly used as a communications centre during the war and has had a subsequent number of uses, but currently lies derelict and is an eyesore on the edge of Kirkwall, in the close vicinity of existing housing. The site is in urgent need of environmental improvement, and whilst demolition and clearance of the site would be preferred, the nature and construction of the building makes this a difficult and costly operation. Preference will therefore be given to redevelopment of the existing building for residential flats, light industrial or commercial uses or a mixed development incorporating all the above elements. As the site is adjacent to a residential area, any light industrial or commercial activity associated with the redevelopment of this building should be strictly controlled to protect the amenity of neighbouring residents. Access to the site is currently through housing development on Inganess Road, and an additional access could be created onto Berstane Loan.

**R18 BT Buildings, Old Scapa Road** - This identified redevelopment site includes a number of uses including British Telecom Yard, Kirkwall Youth Hostel and private residences. Many buildings on this site are of a poor quality and opportunities to undertake redevelopment of the whole site should therefore be maximised. Consequently, development which would be prejudicial to the development of the site as a whole will not be permitted.

**R19 The Old Laundry, Glaitness Road** - This building is situated on the north side of Glaitness Road, near to its junction with the Old Scapa Road. Historically it has had a number of uses, but is now vacant. The building itself is substantial and preference will be given to redevelopment to residential use.

**R20 Walliwall Quarry** - This dormant quarry site is located on the western edge of Kirkwall adjacent to the Glaitness Road. The Orkney Minerals Strategy, which looked at possible uses for dormant hard rock quarries, suggested that the quarry could be used for storage purposes. From a planning point of view the site is not considered suitable for landfill purposes, mainly on the grounds of its affect on the amenity of the town.

**R21 Wideford Water Treatment Works** - The waterworks are likely to become redundant during the life of the plan. Future works will allow the decommissioning of the site, with the Kirkwall supply being provided from the Kirbister and Boardhouse systems. Following decommissioning it may be possible to redevelop the site as an amenity area incorporating some form of recreational use.

**R22 Papdale Farmhouse** - The redundant farmhouse buildings and adjacent land provide an opportunity for residential development.

## 11.2 STROMNESS

### Background

11.2.1 With a population of approximately 1600, Stromness is the second largest town in Orkney, and serves as a major service centre for the West Mainland of Orkney. The town in recent years has experienced growth with an increase in population of 14.8% between 1971 and 1991, but in the past decade the town has seen its population decline back to that seen in the '70s.

11.2.2 Demand for new housing development has, however, continued to rise and it is estimated that there is a need to provide land for up to 140 dwellings in the town in the period up to 2010. A number of housing sites identified in the 1979 Stromness Local Plan remain undeveloped, and it is intended to continue the location of the undeveloped sites at Hillside Road, Cairston Road, Garson Road and Back Road East, in the new Plan. The total number of houses that could be accommodated within the above sites is 60, leaving a shortfall of 80 houses to be accommodated in the next 10 years.

11.2.3 To accommodate this shortfall, plus provide additional land to compensate for constraints on particular sites, further major development sites have been identified at Garson, on land owned by Orkney Islands Council, and at the south of the town in the Back Road/Ogalby Road area. Additional land for the longer term development of the town has been identified to the west of Hillside Road and off Brownstown Road. For development in both these areas to be progressed, major improvements in roads, water supply, sewerage and surface water infrastructure will have to be undertaken. In addition, despite being unavailable for development, a site at the north of Cairston Road, which is currently in agricultural use, has been zoned for housing, in view of the fact that this is seen as the most appropriate direction for the town to expand in.

11.2.4 The 1979 Stromness Local Plan encouraged industrial development at the north end of Stromness, principally in the Cairston Road area and at Garson. Since then most major industrial development in Stromness has occurred at these sites with some additional space provided at Stromness Old Academy. The completion of an extension to the existing industrial estate at Garson providing serviced plots for development is considered to cater for the general industrial needs of Stromness during the period of the Local Plan. The Old Academy site is reserved for Class 4 type development, where proposals related to office and business type development and other compatible type uses will be permitted.

11.2.5 As the principal sea gateway to Orkney, and port for the main passenger/vehicle ferry service between Orkney and the Scottish mainland, Stromness occupies an important role as a tourism centre. This role should be supported by offering a wide range of visitor facilities, recreational facilities and an attractive environment, and any proposals to provide new facilities and improve existing facilities should be encouraged. Current tourism related facilities in Stromness, apart from a wide range of accommodation, remain limited. Key visitor attractions include the refurbished Stromness Museum, the Pier Arts Centre and the marina, but there remains scope for further developments. Proposals for tourist related development in the town, including the large extension to the Pier Arts Centre and the proposed aquarium will when developed, greatly enhance visitor attractions in the town.

11.2.6 Stromness is recognised both for the quality of its built environment, with its historic core being designated an 'Outstanding' Conservation Area, and its natural environment setting, being located within a National Scenic Area.

11.2.7 The character of the old town is derived from its natural setting on the undulating coastal strip below Brinkie's Brae. The main street is flanked on both sides by tightly packed stone dwellings and shops, two or three storeys in height often with gable ends to the street and harbour. There is a strong local tradition of paved streets with local flagstones that blend well with the stone houses and form an important part of its character. The town centre of Stromness can be considered to have two sections of importance - the main retail core comprising John Street, Victoria Street, Graham Street and Dundas Street; and the harbour area covering the length of Ferry Road to the junction with North End Road. The town centre has a very distinctive street pattern characterised by tightly packed stone dwellings and shops

on both sides of the street, with a number of wynds and closes stretching down from the main streets to the waterfront.

11.2.8 The townscape quality of Stromness has been recognised in the designation of the central area as a Conservation Area of 'outstanding' national importance, with 134 Listed Buildings. The Conservation Area extends almost the entire length of the waterfront from John Street in the north, centred on Victoria Street, Dundas Street and Alfred Street, to Ness Road in the south. In general terms, the good quality of the built environment of this part of the town suggests that the designation has been effective. However, there is evidence that the condition of some properties is deteriorating, with a number of prominent buildings currently vacant and many upper floors of buildings also unused.

11.2.9 Within the Conservation Area, the Council expect standards of design and materials to be higher than those that may be acceptable elsewhere. There is also scope for direct action by the Council to improve or enhance environmental quality in this area. This could be achieved through the improvement of derelict sites and buildings, the implementation of town schemes or other initiatives including facelift schemes and through the preparation and promotion of readily available and accessible design guidance and development briefs. The Council together with Historic Scotland has promoted a town scheme in Stromness to enable limited grant aid to be made available to owners to make repairs to their properties.

11.2.10 The town is located within the Hoy and West Mainland National Scenic Area (NSA). NSAs are nationally important areas of outstanding natural beauty and represent some of the best examples of Scotland's grandest landscapes. Within NSAs, stricter controls on development are expected and planning authorities need to take particular care to ensure that new development in or adjacent to a NSA does not detract from the quality of the landscape. The scale, siting and design of such development should be both appropriate and of a high standard.

11.2.11 It is questionable whether much of the new development on the edge of Stromness respects this high quality landscape. The setting of Stromness within its surrounding countryside is deteriorating with evidence of urban sprawl, ribbon development, skyline development and a general lack of any clear distinction between the town and its surrounding countryside.

11.2.12 One key difficulty in Stromness is the physical constraint to development caused by its location. The central area of Stromness is bound by the sea on one side and the steep hillside of Brinkie's Brae on the other, which constrains the direction in which the town can expand.

11.2.13 The town's waterfront location has had and continues to have a major influence on the town's development. Most recent and future development has and will be focused on the harbour front particularly in connection with the ferry terminal. The busy harbour area is a key focus for passenger, vehicle and freight traffic entering and leaving the County and is under continual pressure with signs of conflict between the different activities.

11.2.14 Whilst the waterfront location is one of Stromness' key attractions, there are considerable opportunities to this environment through the rationalisation and/or relocation of current uses to more appropriate sites and the fostering of quality landscaping schemes. The key issue is balancing the operational requirements of the ferry operation with the fact that the terminal is the principal entry point to Orkney and as such a high standard of environment should be provided to maximise the benefits to the local community. Whilst there is a recognised need for land to serve the efficient operation of the ferry terminal, it has been questioned whether there is need for such a large area of the waterfront to be dedicated to these operations, with parts apparently under-used; and whether it is essential that land is located on the waterfront, or whether such uses could be relocated to the designated industrial land at Garson Industrial Estate.

11.2.15 Sport and recreation facilities in Stromness range from the formal and intensive uses associated with the Swimming Pool and Stromness Academy, to less formal children's play areas and other areas of open space recognised for their amenity value. All are of importance to the character and amenity of the town, and to the enjoyment of residents, and will be protected from development. Stromness benefits from an excellent network of quiet rural roads and public rights of way radiating from the town centre that provide opportunities for

passive recreation, with Brinkie's Brae itself an important recreational area. Within the north side of Stromness some new cycle tracks have been incorporated as direct links between Stromness Academy and the Swimming Pool, although there is considerable potential to build on these initial developments and extend both footpaths and cycle links.

11.2.16 The narrow street pattern within the historic core of the town, which defines the character of the area, was not designed for the needs of the private car. Conflict between pedestrians and vehicles exists and the narrow streets which are not suited for the two-way flow of traffic create in problems of congestion and environmental damage. As a result of the compact built form found in the old town there is no simple short-term solution to this problem. In the longer term however, consideration must be given to improving the environment for the benefit of pedestrians, and placing restrictions on traffic within this part of the town.

11.2.17 The provision of adequate infrastructure is vital for the continued well being of the town, and for the realisation of the policies and proposals contained in the Local Plan. Historically problems have been encountered in the water supply to the North End of Stromness and a new water main has been provided to alleviate problems in supply at the South End. A feeder main has also been installed to alleviate development constraints in this area. Scottish Water has also commissioned a Stromness Wastewater Treatment Works, and is committed to the interception of the remaining outfalls presently discharging into the harbour.

## Proposals - Housing

**H1 Garson Farm** - This major greenfield site is located to the south of the existing residential development at Hamnavoe, and Orkney Islands Council purchased it in 1995 to allow the longer-term development of industry and housing in Stromness. The site is suitable for a mix of amenity and private housing providing approximately 60 sites, and is conveniently located for the Academy and industrial estate. There are a number of constraints to development, and these will restrict the number of sites which will be immediately available. This site is outwith the current drainage catchment and would require a pumping station. A development brief has been approved for the site, and the Council has released land as a first phase of development. Further development will occur in accordance with the development brief on completion of phase 1.

**H2 East of Garson Road** - This site, previously included in the 1979 Local Plan, is located to the east of Garson Road between the industrial estate and Cairston Road, and includes land owned by Orkney Islands Council which is currently let out. The site is moderately accessible to most of the key facilities in the town, and is particularly well located for access to the secondary school. There are no major difficulties in terms of road access, and development here would have minimal effect on the character and setting of the town. There are, however, a number of restrictions to the development of this site including the Mill Burn that runs through the site and the area to the west of the burn is a flood path. If these constraints are overcome this site would facilitate limited development of approximately 16 houses during the next 5 years. A prerequisite for development of this site would be the production of a development brief.

**H3 Cairston Road** - This brownfield site was allocated in the 1979 Stromness Local Plan but remains undeveloped. The site is located on Cairston Road within a residential area, and is conveniently placed for Stromness Academy. The site is privately owned and is available for development and would be suitable for approximately 8 private housing plots. In terms of water supply, the site can be served by the existing system with a minimal requirement for additional site mains. Similarly, a connection can be made to the existing sewer. A development layout for this site has previously been agreed with the owner.

**H4 North of Cairston Road** - These three fields are located between Cairston Road and the Kirkwall Road, and are currently in agricultural use. In terms of accessibility this site is the best located undeveloped site in Stromness, with easy access to education, leisure and shopping facilities. There are no major difficulties in terms of road access, and development in this area would have minimal effect on the character and setting of the town. This is the most natural direction for the town to expand, a fact recognised in the landscape capacity study undertaken on behalf of Scottish Natural Heritage. However, the land is currently unavailable for development. However, given its suitability for development, it is included within the town boundary. A prerequisite for development of this site would be the production of a development brief.

**H5 Hillside Road** - This greenfield site was allocated in the 1979 Stromness Local Plan. Located between Hillside Road and the Kirkwall Road on rising ground it is within a residential area, and consists of two fields. A mix of housing types will be considered acceptable, with the northern field suitable for private housing plots, and southern field suitable for affordable or special needs housing. The Orkney Housing Association have completed the first phase of the southern field for dwellings designed for older or ambulant disabled residents. Phase 2, with 8 additional units is programmed for development commencing in 2004.

**H6 West of Hillside Road** - This site is located to the south of Sunnybank at the north end of Stromness. The land is currently used for grazing but is known to be available for development. The site is moderately accessible to facilities in the north end of the town and it is not considered that development would have a significant effect on the character and setting of the town. Major development in this part of the town is however constrained by the road infrastructure, with restricted width and a sharp bend at the top of Hillside Road. Provision of a link road between the A965 and the Quholm Road would allow this area to be opened up for development and would overcome the access difficulties from Hillside Road. These works are unlikely to be progressed in the next 5 years. Major development in this area

will therefore be subject to agreement of a phased Development Plan with Traffic Impact Assessments being carried out at appropriate stages. A prerequisite for development of this site would also be the production of a development brief.

**H7 Oglaby Road West** – This site to the south west of the town centre is privately owned and has an area of approximately 1.8ha. Lying prominently within the National Scenic Area, careful consideration must be given to the siting and design of any new development and materials used. The Oglaby Branch Road requires upgrading to enable the full development potential of this area to be realised. In terms of water supply, there is potential to serve this site off either the landward system or off the town supply. The landward pipework into this area is small in diameter and a new feeder main would be needed. A sewer extension consisting of a substantial length of pipework laid in the road and improvements to the standard of the road itself would be required to serve this site. A prerequisite for development of this site would be the production of a development brief.

**H8 Brownstown Road** - These greenfield sites are located largely between the Brownstown Road and the Marwick Playing Fields with a small site to the west of the Brownstown Road. The continuing increase in new housing with access onto the Brownstown Road and Outertown Road now necessitates development restrictions in the Innertown and Outertown Areas until the necessary road improvements have been undertaken. Major road improvement works have been identified as being required in this area including a new footpath and road widening from the Outertown Road between the Back Road and Oglaby. In addition, an improvement is required on the Brownstown Road as regards the speed limit. Whilst the Outertown Road improvements are planned, they are not yet included in the Council's Capital Programme. Until these infrastructure improvements are undertaken, the Council will only permit limited development of this site. A prerequisite for development of this site would be the production of a development brief covering the whole site and indicating how development of the site is to be phased.

**H9 Netherton Road** – This site lies to the south west of the town. With a site area of 1.9ha, it is privately owned and available for development. Lying prominently within the National Scenic Area, careful consideration must be given to the siting and design of any new development and materials used. There is an existing access road onto the Back Road adjacent to the site. In terms of servicing, there is potential to provide water to the site from either the landward system or the town supply. The landward pipework into this area is small in diameter and a new feeder main would be needed. A sewer extension consisting of a substantial length of pipework laid in the road and improvements to the standard of the road itself would also be required to serve both this and H7. A prerequisite of development for this site would be the production of a development brief.

**H10 Back Road East** - This privately owned greenfield site to the east of Back Road was allocated in the 1979 Stromness Local Plan but remains undeveloped. In terms of water supply, there is potential to serve the site from either the landward system or the town supply. The landward pipework into this area is of a small diameter, and a new feeder main is necessary. A sewer extension consisting of a substantial length of pipework laid in the road would also be required, and a restriction is also placed on the site to allow improvements to the road alignment opposite the Netherton Road junction. Access to the site would be to the south-west near the Faravel housing. The site is considered suitable for private housing plots, and due to the sloping nature of the site careful consideration of design issues will be necessary. A prerequisite of development would be the production of a development brief.

**H11 Back Road West** - The site consists of two fields which are in separate private ownership. It is known that the southern field is available for development. In terms of water supply, there is potential to serve this site off either the landward system or the town supply. Access points to this site from Back Road would be restricted to the existing access to the Gun Viewpoint, which would require upgrading, and at a point midway along the site. The site would be suitable for amenity housing. A prerequisite of development would be the production of a development brief.

**H12 South End** – This brownfield site is owned by Orkney Housing Association and is adjacent to other housing association development on Back Road. The site is 0.6ha in area and new development should echo the density of that found within the adjacent development. Whilst road improvements would be necessary to facilitate development of this site, the

Housing Association as landowners would be well placed to implement these works. A prerequisite for development of this site would be the production of a development brief.

### **Proposals - Business and Industry**

**B1 Garson Industrial Estate** - This 2.4ha extension site is on the principal industrial estate in Stromness, occupying a prime position on the northern edge of the town.

**B2 Cairston Industrial Estate** – This 0.5ha site associated with a long established area of employment and industry use has excellent access to the road network and Ferry terminal.

**B3 Stromness Old Academy** - Proposals considered appropriate for this site include business and other compatible uses falling within Class 4 Business Use, of the Town and Country Planning (Use Classes)(Scotland) Order 1997. Development on this site will be of a prestigious nature and it is important that the design of the site as a whole together with its individual components is of the highest design standards. The type of businesses expected on this site will require clean, secure, attractive, high-quality premises and an attractive working environment. As well as high standards of building design, landscaping and boundary treatment should be of the highest quality. A prerequisite of development would be the production of a development brief.

**B4 Food Processing** – This site at Garson Industrial Estate has been allocated for food processing industries, situated adjacent to the existing food processing industries on the north east of the town. To promote the area as one for specialist users, the highest design standards will be expected. Intended users will demand clean, secure and attractive premises to promote the best impression to potential customers. Landscaping and boundary treatments may therefore be required to screen the site from the remainder of the Industrial Estate.

### **Proposals - Environment**

**E1 Tree Preservation Orders** - Trees and wooded areas are of great importance, both as wildlife habitats and in terms of their contribution to the townscape. The Council should seek to protect trees and groups of trees where they have natural heritage value or contribute to the character or amenity of the town. Existing trees may be safeguarded by means of Tree Preservation Orders (TPOs). There are currently no trees in Stromness afforded protection under TPO designation, which may leave them vulnerable. There are however a number of trees worthy of protection, and it is proposed to identify those trees that make an important contribution to the character and amenity of the town within the area of search defined on the Proposals Map, with a view to designating Tree Preservation Orders.

**E2 Public Square** - The Alexander Graham Fountain and its two facing buildings, the Registrar's office and the former Harbour Office, form a valuable group of B Listed buildings in the centre of Stromness. With a restriction in traffic coupled with environmental enhancements, this area has the potential to be developed into a major focal point for the town encompassing a public square with facing buildings used for public or community uses. A study will be carried out to provide design options for the area that can be used as the basis for consultation with the community, with a view to undertaking environmental enhancements and creating a high amenity Public Square.

### **Proposals - Coast**

**C1 Stromness Harbour** - Stromness Harbour is a multi-user harbour presently used by ro/ro ferries, cruise liners and other bulk cargo movements. The harbour is also used by the inshore and deep sea fishing industry and leisure users including those visiting the marina. This multi-usage results in areas of conflict between the different users. Associated with the intensification of uses are problems associated with traffic and the effect on the amenity of the town centre. The Local Plan, therefore, aims to reduce the impact of harbour related development on the town centre and enhance the overall appearance of the waterfront area to make it more attractive. This long-term aim can however, only be achieved by rationalisation or relocation of current harbour operations. The existing harbour area will therefore be reserved for developments considered compatible with its location as an integral part of the town centre.

## **Proposals - Sport, Recreation & Community Facilities**

**S1 Playing Fields, Parks and other Recreational Areas** - Apart from the playing fields located at Stromness Academy, the other formal playing fields in Stromness are at the Market Green and the Marwick Playing Fields. The Local Plan policy is that these recreational areas should be protected from development, and are therefore, to remain as open space and recreational facilities. Development proposals unrelated to this function will not be permitted. There are a number of other key recreational areas in the town ranging from those occupying large areas of land such as the golf course, to smaller children's play areas which are located throughout the town. These are also to be protected from development.

**S2 Protection of Amenity Areas** - Areas of open spaces as identified on the Proposals Map will be protected from development.

**S3 Stromness Marina Development** - Work has commenced on the marina, and in light of its prominent location, consideration must be given to the design of any associated land based development to ensuring that development does not have a detrimental effect on the quality of the environment of this part of Stromness.

**S4 Footpaths/Cycletracks** - Footpaths are an important recreational resource, and Stromness has an excellent network of quiet rural roads and public rights of way which radiate from the town centre and provide opportunities for passive recreation. Within the north side of Stromness, cycletracks have also been provided linking the Academy and the swimming pool. There is considerable potential to build on these links and extend footpaths and cycletracks in and around the town. The provision of a coastal footpath from Copeland's Dock to the Brig'o'Waith is considered a high priority.

## **Proposals - Transport**

**T1 Planning and Traffic Management Study** - A study will be undertaken to evaluate long-term solutions for traffic management in Stromness in order to improve the environment for the benefit of pedestrians, and consider any restrictions that should be placed on traffic within the historic core of the town. In the design and implementation of any traffic management schemes, the Council will consult both with recognised consultees and the local communities and commercial interests, and will seek to ensure that important local services are provided for.

## **Proposals - Redevelopment Opportunities**

**R1 North End Marshalling Area** - This area extends to just over 1ha and is primarily used as a marshalling area and lorry park by P&O. Adjacent uses include recreational and residential. This is considered a prime redevelopment site but in the short-term only part of the site may be available and the retention of the greater part of the site for harbour-related uses, pending firm knowledge of the requirements of the ferry operator.

**R2 Former West Mainland Mart & adjacent marshalling area** - This area extends to 0.65ha and is used for storage, parking and loading and unloading of HGVs. Adjacent uses are primarily residential although there is also a petrol filling station. The main building on the site is the former Auction Mart, which is partly used to provide essential lairage facilities for livestock awaiting shipment from Stromness. This site is considered a prime redevelopment opportunity suitable for business/commercial/tourism related development. There may also be some opportunity for residential development on part of this site. However, any development must make provision for the creation of alternative cattle lairage, preferably within the designated industrial area at Garson.

**R3 Stromness Water Works** - The waterworks are likely to become redundant during the life of the plan, and works to allow the decommissioning of the plant are on going with the Stromness supply being provided from the Boardhouse system. Following decommissioning, it may be possible for redevelopment as an amenity area or some form of recreational use.

