

PART III

COUNTRYSIDE PROPOSALS

13. RURAL SETTLEMENTS



RURAL SETTLEMENT INDEX

13.1	Burnside	13.8	Lyron
13.2	Evie School	13.9	Madras
13.3	Greenfield	13.10	Norseman
13.4	Hamar, Eday	13.11	Orphir Village
13.5	Hillhead	13.12	Quoyloo
13.6	Houton Pier	13.13	Scapa Brae
13.7	Hoy	13.14	Twatt

13.1 BURNSIDE

Background

13.1.1 This area comprises of a loose scattering of about 12 houses and facilities include a community centre and playing fields, which form the focus of the settlement. There is also a post office, pottery workshop and a phone box. The A986 Harray Road passes through the area, with the C12 Russland Road and unclassified Harray Kirkyard Road leading west from the settlement. The area is on the Kirkwall - Dounby bus route.

Development Potential

13.1.2 Development opportunities within Burnside are focused to the west of the main road where the majority of facilities and buildings are currently situated. In total an area of 2.6ha has been identified for new housing, although the boundary presents some opportunities for smaller scale development off Russland Road, and to the south-west of Brenaniar. The area is not served by a public sewerage system.

Proposals

- H1 This site, suitable for housing development lies to the north of the settlement, with a new access created from the A986 at an appropriate point to the north of the community centre.
- H2 1.4ha in area, this site is again appropriate for residential development. Due to apparent difficulties of providing access via the Harray Kirkyard Road, this site would also require a new access point off the A986 north of the community centre.
- S1 The value of this playing field as a local facility is recognised and should be retained in its present form.

13.2 EVIE SCHOOL

Background

13.2.1 Evie School is a rural settlement comprising 9 dwellings, and the primary school serving the area. Within 1km of Evie Village it is in close proximity to the services provided in the village. Evie School is situated on the A966 Birsay to Finstown Road.

Development Potential

13.2.2 The development opportunities in this settlement are restricted by land associated with the primary school, with a total of 1ha allocated for residential development. The area is not currently served by a public sewerage system.

Proposals

- H1 This is the preferred site for residential development within the settlement boundary. No access difficulties exist on this site.
- S1 This large site associated with the school comprises playing fields and formal equipped children's play area, and should be retained as an amenity area.

13.3 GREENFIELD

Background

13.3.1 This is a compact area comprising the Greenfield cul-de-sac of 8 houses, post office/general store, petrol pumps, recreational field, and the Old St. Andrew's Primary School. The new St Andrew's Primary School, built a short distance to the west has recently replaced this school. The A960 is the principal road through the settlement leading to Kirkwall (west) and Deerness (east), and the area is on the Kirkwall - Deerness bus route.

Development Potential

13.3.2 Completion of the new St. Andrew's School, and the existing services within the settlement make Greenfield an appropriate area in which to encourage residential development.

Further development will in the long term allow the growth of a small village with a good range of services in an accessible location. Greenfield is served by a public sewerage system, although as a localised system it would be unable to cope with the development of the 6ha proposed for housing.

Proposals

- H1 This site, appropriate for residential development, is to the west of the recent development at Greenfield. Use of the same access in conjunction with a new footpath along the main road would facilitate development without the need for an additional access onto the A960.
- H2,H3 The new primary school provides a focus for the community to the west of the existing settlement, and new development on these sites would aim to create a cohesive settlement.
- H4 The Department of Education and Recreation Services has no specific plans for this redundant school although both the site and buildings are considered appropriate for conversion to a core and cluster unit.
- S1 The recreational fields shown as site GF/S1 are used for the East Mainland Agricultural Show and other events, and it is considered an essential local resource, which should be retained as open space.

13.4 HAMAR, EDAY

Background

13.4.1 Hamar is the largest settlement in Eday, although it remains relatively small. In the 2001 census the population of Eday was 121 people. There are very few properties within the settlement of Hamar other than 6 council houses with the main development situated on the B9063. There is a very scattered pattern of services within Eday as a whole including the Eday Community Enterprises shop and Post Office situated in nearby North School.

Development Potential

13.4.2 There are a number of development opportunities within the area of Hamar. Large-scale development would not be considered appropriate although there may be opportunity for a small number of houses in close proximity to the existing dwellings. It would be important to encourage development to help support the local school and maintain other local services.

13.4.3 Employment opportunities must be sought if the island is to maintain its population. Identified areas for development include a hotel/pub and provision of B&B accommodation. Possibilities for the development of leisure related facilities are also favoured by the local community and the natural environment could be exploited to enhance recreational activities.

Proposals

- H1 This 0.35ha site owned by Orkney Housing Association is earmarked for housing development, with access via the adjacent housing development.

13.5 HILLHEAD

Background

13.5.1 This area includes approximately 10 dwellings, a disused school and schoolhouse, general store and petrol pumps, phone box and a parish hall about half a mile to the east. The area is split into 2 distinct groups, the first based on the old school, and the other based on the general store at the crossroads. The B9050 is the main road through the area leading to the A960 and St. Andrew's to the west, and to Deerness East and Skail to the east. Hillhead is on the Kirkwall - Deerness bus route.

Development Potential

13.5.2 Hillhead offers a number of development opportunities, all of which will serve to consolidate the existing settlement. A total of 2.3ha of land have been identified for residential development, and medium/high density development may be considered appropriate due to the relatively good range of local facilities and proximity to Kirkwall. Hillhead is served by a public sewerage system, although this will be unable to cope with all identified housing areas.

Proposals

H1,H2 The preferred location for new development is between Nethersands Cottage in the west and Drumrossie in the east. A single access from the B9050 could be provided to serve future development to the north west of the sites.

E1 The redundant school buildings and yard area offer considerable development potential, and if the building's architectural or historic merit are considered worthy of retention, conversion to various forms of dwelling units, employment and workshop uses, or community/recreational uses could be considered. Alternatively, the potential for redevelopment of the site may be considered and possible development options will be assessed on their merits.

13.6 HOUTON PIER

Background

13.6.1 Houton Pier is an area of moderate clustered housing, located around Houton bay and the ferry terminal, which connects to the islands of Flotta and Hoy. The area has no services although it is serviced by a regular bus connection to Kirkwall. Local services are available in the nearby settlement of Orphir Village.

Development Potential

13.6.2 With housing demand in this area moderate, the potential exists to accommodate new housing development in the area between the A964 and the harbour.

Proposals

H1 New development within the allocated site should respect the existing landscape characteristics and should be developed as a series of individual plots, rather than large scale housing schemes. With an area of 3.7ha, the siting and design of any new development should not adversely affect the normal workings of the harbour.

B1 The largely brownfield area to the south east of the harbour could provide important commercial and employment opportunities in the area, maximising the facilities afforded by the existing slipways and harbour. Development in this area should be sited and designed to ensure no adverse impact on the normal operation of the existing harbour and ferry terminal.

13.7 HOY

Background

13.7.1 Hoy is the rural settlement at the north end of the Island of Hoy. Within the settlement boundary is the Post Office, public house/restaurant, ferry pier and waiting room together with a cluster of housing. Other community facilities, such as the youth hostel/outdoor centre, are located outwith the settlement boundary.

13.7.2 New employment opportunities relate principally to the expansion of the tourist and tourist related facilities, in particular a possible extension to the Hoy Inn, a planned extension to the Hoy Hostel and the development of a craft centre/retail outlet.

Proposal

H1 The site is located between the Hoy Inn and the Post Office and is within walking distance of the pier at Moaness. This is the preferred site for any future housing development in this part of the island.

13.8 LYRON

Background

13.8.1 Lyron is a rural settlement comprising about 12 dwellings. Development is concentrated to the north-east with a community centre, playing field and housing association development. The settlement is situated on the A966 and is serviced by a daily bus service, which runs between the ferry terminal at Tingwall and Kirkwall.

Development Potential

13.8.2 In recent years there has been no new residential development within the confines of the rural settlement. The most recent development has been the extension of the community centre. The area is served by a water main and the northern section only is served by a sewerage system.

Proposals

H1 Future expansion within Lyron would allow up to 8 new dwellings, although highway constraints restrict any new individual access onto the A966. The design and siting of any new development must be sympathetic to the characteristics of the settlement.

13.9 MADRAS

Background

13.9.1 The area comprises approximately 10 loosely scattered dwellings, and includes the facilities of Harray Stores & Tearooms, petrol pumps and the Northvet surgery. The surrounding landscape is open countryside. Whilst designated a rural settlement, limited residential development is considered appropriate in light of the sensitive nature of the surrounding environment. The A986 Harray Road passes through the area with the unclassified Corston Road and Nessbreck Road leading to Corrigal Farm Museum providing local access. The area is on the Kirkwall - Dounby bus route.

Development Potential

13.9.2 Little development has occurred within or adjacent to Madras in recent years. Whilst various development opportunities exist, access possibilities are limited. A total of 4.2ha has been identified for residential development, with sites being selected to encourage consolidated development within the settlement. The area is not served by a public sewerage system. Road safety concerns have been raised by the Northern Constabulary relating to the number of accesses already existing onto the A986. Any new development must therefore consider road safety issues as a priority.

Proposals

H1 This site has been identified as appropriate for housing development. Access difficulties would only be overcome with improvements to the existing road network.

H2, H3 Development of both sites may be seen as appropriate although access restrictions are recognised. Development could be facilitated following the implementation of the necessary road widening and improvements. The use of the private road to Harray Stores could provide access for limited development.

H4 The south eastern part of this site is in a sensitive area adjacent to the settlement boundary and any development should be designed to avoid any detrimental impact on the fringes and setting of the Loch. The site provides an additional area for residential development in the settlement, and does not have the access constraints suffered by the other development sites.

13.10 NORSEMAN

Background

13.10.1 The existing settlement consists of a small cluster of 13 houses, with services including a garage and phone box. The settlement benefits from good public transport links and an effective road network to the main centres, and has seen some residential development in recent years.

Development Potential

13.10.2 Development is currently constrained by the existing drainage system. This constraint will have to be adequately overcome before any new housing development can proceed. Support will therefore be given to only 4 new dwellings as any additional development proposals may require the development of a new surface water drainage system. All new development within the settlement must be designed and sited to remain in keeping with the existing settlement pattern. Adverse impacts on the environment should be minimised.

Proposals

H1 Potential exists for new residential development within the settlement. Regard will however have to be taken of the possible intrusive impact any development may have on the landscape. Small areas of individual houses are to be encouraged throughout the area, with each application being considered on its own merits.

13.11 ORPHIR VILLAGE

Background

13.11.1 Orphir Village comprises approximately 20 dwellings, mostly of a scattered nature, loosely grouped around the A964. There is also a church, community school (opened in 1997), post office and phone box. The community school has provided the impetus for assessing the potential for further residential development in the locality, including identifying appropriate sewerage facilities for not only the school but also for existing and future housing. The A964 is the principal route through the settlement with the Gyre Road leading south past the church. Orphir is on the Kirkwall - Houton bus route.

Development Potential

13.11.2 The Department of Education and Recreation Services has indicated that the new community school will provide adequate educational facilities for the settlement and for potential further residential development. The need for an equipped play area in Orphir has been highlighted, although further discussions with the community council, community association and OIC on specific requirements and preferred location are needed. The area is served by a public sewerage system. A total of 4.6ha has been identified with development potential.

Proposals

H1 This site is surrounded by development, and relates well to the core of the village. Access to the site would not create any problems, and could be developed to provide a small number of individual plots.

H2 This site is accessed both from the A964 and Gyre Road, and has potential to provide a range of development layouts and plot sizes over a period of years. It would also assist in the co-ordinated development of the village.

H3 This site lies in the heart of the settlement and development opportunities include the creation of mixed layouts and plot sizes.

H4 This site is under the ownership of Orkney Housing Association, and its development will provide a broader choice of housing provision within the settlement.

H5 This site, located at the centre of the village, is convenient to the community school and is 0.7ha in area. An access road would be needed to maximise the development potential of this site. Development of this site would compliment the development of Orphir in a planned way.

S1 An area of open space is to be retained in association with the new community school.

13.12 QUOYLOO

Background

13.12.1 Quoyloo covers a large area of scattered housing focused around a circular road. The settlement is served with a general store, petrol pumps and phone box at the crossroads close to a general haulage business. The main route through the area is the B9056 leading to Marwick in the north and Bay of Skail in the south. There is, however, no bus service serving Quoyloo. Surrounding the settlement core, housing is quite scattered and rural in character.

Development Potential

13.12.2 The settlement would benefit from limited residential expansion and 3 housing areas have been identified totalling 3.1ha. There is also some potential for infill developments to the east on Quoyloo Road, and west of the crossroads opposite Hazelwood on the B9056. Bristol Road is narrow with limited passing places and no new development should occur until road widening is completed. The area is served by a public sewerage system but due to its localised nature and limited capacity it will be unable to cope with the development of all sites.

Proposals

H1, H2 Whilst having potential for separate development with individual accesses, these sites must be considered together since the water main to site QU/H1 must go through site QU/H2.

H3 This large site could be accessed from Bristol Road after necessary improvements or alternatively from the field to the east. Development of this site would consolidate the existing development and link the housing association development at Daisybank with the rest of the settlement.

S1 This small area of bushes enclosed by dry stone dykes to the west of the crossroads should be retained and its visual importance protected.

13.13 SCAPA BRAE

Background

13.13.1 The Scapa Brae area comprises approximately 10 dwelling houses, Marness Garage and the derelict Old Scapa Public School. Additional sporadic housing occurs to both the east and west along the A964. There are no services within the settlement. The A964 is the main road to the Houton Ferry Terminal which serves the South Isles. The service bus to the ferry terminal passes through the site giving good public transport links to Kirkwall.

Development Potential

13.13.2 Given the area's proximity to Kirkwall and rural nature of the location, demand for housing in this area is anticipated to be high. New development should respect the landscape in terms of siting and design, with a concentration of development around Scapa School seen as the best method of consolidating existing development within the area. Expansion within the settlement should be controlled to prevent linear development resulting in the coalescence of the area with Cott of Blinkbonny to Wester Greenigo. Access to the available sites should not prove problematic as a 40mph speed limit is already in place in the settlement. Power lines and main water feed supply may constrain development to the east of the settlement. The two identified sites provide 1.3ha of designated housing land. The area is not served by a public sewerage system.

Proposals

H1 This site should be developed in association with the Old Scapa School site and has a capacity of approximately up to 12 new dwellings.

H2/OS This site drains to the south and could accommodate development of no more than four units. It may be necessary to realign the access at Northbank to feed through this development, or alternatively, Northfield could become the access point. The layout and design of these units should not inhibit take up of all the sites, creating a much-needed focus to the settlement.

13.14 TWATT

Background

13.14.1 The area comprises 6 dwellings, with currently housing demand being low. There are limited services in this area and the nearest primary school is at least 4km away. The A967 is the main route through the area, with only a weekly bus service to Kirkwall.

Development Potential

13.14.2 Development in this area would support rural services. The site is close to a Site of Special Scientific Interest and any new development must respect this, and endeavour to minimise any visual intrusion. Housing development within this area should be limited and there should be a resistance against large-scale housing developments. Road safety issues may restrict the siting of any new development, and access to development sites must be considered as a priority. The area is not served by any public sewerage system.

Proposals

H1 Although the whole of the area is highlighted as having potential for new housing development it is not envisaged that the whole of this area will be developed. It will be more appropriate for a number of small-scale developments to occur throughout the highlighted area.