

14. LOCAL HOUSING AREAS



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14.1 BEAQUOYSIDE, BIRSAY

14.1.1 Demand for housing development in this area is high, and some new development has already commenced. Care should be taken to avoid linear development along roads and new buildings should be sited to fit into the landscape. Any further development in this area would require junction improvements and the creation of passing places. There are a number of existing houses, which respect the landscape characteristics, and to protect this character, development following the necessary road improvements, should therefore be restricted to 1 new dwelling.

14.2 CUMLAQUOY, BIRSAY

14.2.1 This area is quite remote and poorly serviced by facilities. Bounded by the Brockan and Langskaill Roads, it provides an important approach to Kitchener Memorial and any new development should ensure no adverse impact is made on the setting of the monument. Demand is relatively low and the existing settlement pattern of isolated farmsteads and clustered crofts should be used to guide the siting and design of one new dwelling, so ensuring the retention of the area's characteristics.

14.3 HOWE ROAD, BIRSAY

14.3.1 The current settlement pattern is of isolated crofts and farmsteads, and this should be used as a guide to any new developments. The area is remote with limited service provision, and whilst it has moderate capacity to accommodate new dwellings, new development here may be considered as unsustainable due to the distance from the B9056, and consequent need to extend service provision. Development may also conflict with the setting of nearby farmsteads and the prevailing settlement pattern, and may necessitate highway improvements. New development should therefore be restricted to two housing plots.

14.4 NEWHOUSE, BIRSAY

14.4.1 Whilst this is an area which has experienced low demand for housing in recent years, it does have capacity to absorb a moderate number of new housing units. Bounded by Hundland Road and Lochside Road, the existing settlement pattern of isolated farmsteads and clustered crofts should guide the distribution and design of new development. Whilst there are no problems with services or access to sites in this housing area, development should be restricted to two plots, with access onto Hundland Road only, in order to respect the existing settlement pattern.

14.5 NORTHSIDE, BIRSAY

14.5.1 The area is one of high visual unity, which could be reinforced by additional development. However, it is poorly serviced but has good accessibility to services in the Palace with access off Northside Road, a single-track road with a number of passing places. Any new development should respect the existing settlement pattern of isolated farmsteads and clustered crofts. The area is littered with many derelict buildings and renovation or redevelopment of these sites should be considered as a first option. There is also a need to protect the amenity of the Brough of Birsay, the coastal footpath to Long Gloup and the network of rights of way around Hayon. Further ribbon development should be avoided and in order to do this whilst protecting the landscape quality of the area, development should be restricted to four housing plots, with reassessment after two with subsequent development subject to a Traffic Impact Assessment to review the road capacity and safety aspects. Preference will be given to the reuse of derelict or abandoned plots.

14.6 VINBRAKE, BIRSAY

14.6.1 This area has seen considerable development in recent years, although the settlement pattern remains one of isolated farmsteads and clustered crofts, consistent with the surrounding area. The existing settlement cluster has limited potential to accommodate new development and any new building will only be acceptable where it ensures views of the horizon and skyline are protected. The limited services existing in the area and possible access problems result in a maximum of two new plots being acceptable.

14.7 COSTA, EVIE AND RENDALL

14.7.1 A fairly substantial pattern of development already exists at Costa, and any new development should respect the topography and existing development pattern. There are no known drainage problems and the area could be served from the water mains. No new access will be permitted onto the A966, however Benlaw and Whitmire Roads could accommodate a maximum of three new dwellings, with a maximum of two off either road.

14.8 PARKHILL, EVIE AND RENDALL

14.8.1 The area is located between Norseman and Lyron, adjacent to the main A966 Finstown to Birsay road. The site is served by a single private access, and no new individual accesses will be granted directly onto the A966. Given the possible impact of development at this site careful consideration will have to be given to siting and design issues. In light of existing permissions granted, no more than one additional dwelling will be permitted. The site is low lying, flat and generally poorly drained, and SEPA recommend the carry out of a flood risk assessment before development is permitted.

14.9 SKIDDY, EVIE AND RENDALL

14.9.1 The area currently has limited services, although close proximity to A966 gives access to school bus and public transport routes. Although no individual road access onto A966 will be permitted, 2 new sites could be accessed directly onto Skiddy Road. Part of the area could be served through an existing water main although private septic tanks would be required. Development within Skiddy may have strong cumulative impacts if developed together with land at Lyron.

14.10 TINGWALL, EVIE AND RENDALL

14.10.1 Tingwall is an area comprising evenly distributed farmsteads and associated cottages to the north of the jetty and any new development within this area should conform to this development pattern. In terms of roads access, no problems are envisaged for up to 2 new houses. Existing water mains within the area could service the whole area, although new dwellings would require private septic tanks.

14.11 EAST HEDDLE, FIRTH AND SUNNYBRAE

14.11.1 East Heddle is very closely linked to the housing area at Turrieday, and has moderate capacity to accommodate new development. Care must, however, be taken when siting any new developments to ensure the minimisation of any visual impact on the surrounding landscape. New development could most easily be accommodated at East Heddle, Hall of Heddle and the Heddle Cottage Public Right of Way, although problems may exist with access onto the Heddle Road since poor visibility is a problem. New development in this area should therefore be limited to no more than two new dwellings.

14.12 TURRIEDAY, FIRTH AND SUNNYBRAE

14.12.1 The current pattern of scattered housing provides some capacity to accommodate new development, although care must be taken to ensure that further linear development will not be to the detriment of the landscape. The design of any new development should also respect the characteristics of the natural and built environment. Access to any new development would be onto the private roads of Ouraquoy and Heddle Cottage, which would require improvements in accordance with the requirements of the Council's Technical Services Department. In the first instance, therefore, new development should be limited to two development sites.

14.13 BIGSWELL, HARRAY AND STENNESS

14.13.1 There appears to be high demand for housing in this area although the junction between the A965 and the Bigswell Road has been identified as a traffic hazard. No further development on the Bigswell Road should therefore be allowed until the junction is improved. Following such improvement the area could accommodate one new dwelling which should be sited to ensure designs respect the surrounding landscape characteristics. Linear development along roadsides

and proliferation of self-build house types should be avoided.

14.14 BIMBISTER, HARRAY AND STENNESS

14.14.1 The existing settlement pattern in this area is of scattered housing. New development should be sited and designed to respect the natural and built landscape characteristics. Linear development along roadsides and a proliferation of self-build house types should be avoided, with new development generally associated with existing developments. Any new development in this area should be restricted to the north side of the Bimbister Road to protect the best agricultural land. Road junction improvements and the creation of passing places may be required if much further development occurred and therefore only two additional dwellings should be considered appropriate.

14.15 MIRBISTER, HARRAY AND STENNESS

14.15.1 This area is characterised by scattered housing and has some capacity to support new housing. Any new development should be sited and designed to ensure it compliments the existing natural and built characteristics of the surrounding landscape. Linear development along roadsides and proliferation of self-build houses should be avoided. Access to development sites would be off North Bigging Road, which can accommodate a maximum of two additional dwellings. Any additions to this would necessitate road junction improvements and the creation of passing places.

14.16 NEWARK, HARRAY AND STENNESS

14.16.1 The undulating nature of the landscape in this area makes it ideal for the accommodation of additional dwelling developments. The current settlement pattern is one of scattered housing, and any additional development should consolidate this characteristic. Linear development along roadsides and a proliferation of self-build style houses should be avoided. Access to development sites should be off the Stoneyhill and Grimeston roads, both of which are single track with passing places. Development should be limited to a maximum of 5 plots due to roads restrictions. Any additions would necessitate the provision of additional passing places, and would therefore be unacceptable.

14.17 REDBRAES, HARRAY AND STENNESS

14.17.1 This area has seen significant development recently and as a result the existing road network has little capacity to accommodate additional dwellings. New development within this area should respect the characteristics of the existing settlement pattern and minimise any adverse impacts on the surrounding environment, with sympathetic siting and design practices adopted for all new development. Access to development sites from the A964 would not be considered acceptable, although two new accesses onto Ness Road would be appropriate. Development should therefore be limited to two new dwellings.

14.18 CLEAT, HOLM AND WIDFORD

14.18.1 This site, lying adjacent to the Ferryhouse Road, is one of high amenity value. It has good accessibility to services and public transport and has no infrastructure constraints. The existing settlement characteristic is one of traditional houses with some new dwellings creating a cohesive pattern. Any new development should therefore respect this pattern and minimise any negative impact on the quality of the environment. The effect on the landscape and detrimental impact on the appearance of the skyline must also be considered in the design and siting of any new development. Access to development sites is limited, and as a result a maximum of two new development plots would be considered acceptable.

14.19 NORTH DAWN, HOLM AND WIDFORD

14.19.1 This relatively flat area is characterised by a local settlement pattern of resettled crofts, small farms and estate farms. The general arrangement of dwellings is however typical of ribbon development. It has some capacity to absorb new development although it does have the disadvantage of being remote from existing public transport routes. The opportunity may however exist to include it on a "Holm Circular" route. New dwellings should be sited and designed to consolidate development in the area, and not exacerbate the ribbon development

already in existence. Initial development should total no more than three dwellings.

14.20 WOODSTOCK, HOLM AND WIDFORD

14.20.1 This area currently has limited housing development, with the existing settlement centred on Hurtiso Farm. The area has no facilities although access from the B9052 is very good. The current road network comprises single-track roads with limited passing places and access to development sites would require prior approval from the Council's Technical Services Department. New development must not create ribbon development and new dwellings should respect the existing characteristics of both the built and natural environment in their design and siting. Using these design principles, a maximum of three dwellings is considered appropriate.

14.21 HALMYRE, ORPHIR AND SCAPA

14.21.1 This area has good access to the services provided in Kirkwall and Finstown, and is seen as a preferred area for additional housing. The area is accessed from the Old Finstown Road, and while new accesses onto this road are not appropriate, new accesses may be taken off Bloomfield Road without causing major roads issues. It is therefore considered that a maximum of four additional houses may be appropriate where they are designed and sited to avoid ribbon development along Bloomfield Road.

14.22 CLESTRAIN, ORPHIR AND SCAPA

14.22.1 This area must be looked at together with the Petertown area, as development in both areas may have a significant impact on the overall environment. Clestrain lies within the National Scenic Area and is characterised by crofting and farming development located within a sensitive landscape. Access to development sites would be via existing tracks, and no new accesses would be permitted onto the A964 or Scorrada Road. Due to the landscape importance of the area extreme care must be taken in the siting and design of any new developments. In light of the nature of the area and its access possibilities, no more than two new developments will be permitted in this area.

14.23 HELLIA, ORPHIR AND SCAPA

14.23.1 This area of inclined coastline demonstrates qualities that would allow additional residential development without an adverse impact on the surrounding landscape. The area has good public transport links although the land adjacent to the sea may occasionally be subject to flooding. Development within the bowl of the bay will have limited landscape impact, although new dwellings must be designed and sited to reflect the landscape and built characteristics of the area. Development in this area should therefore be restricted to consist of no more than two new developments.

14.24 PETERTOWN, ORPHIR AND SCAPA

14.24.1 Petertown is located within the National Scenic Area and should be looked at together with Clestrain, since development in both areas may have a significant impact on the quality and appearance of the landscape. There is some capacity to accommodate new dwellings within the area although any new development must be designed to respect the importance of the area. Any new development should use the existing access roads and reflect the local settlement pattern. Due to the sensitive nature of this area no more than two new developments will be permitted in this area.

14.25 LINNADALE, ORPHIR AND SCAPA

14.25.1 This area lies between the A964 and Linnadale Road, and has limited capacity for additional housing development. Access to any development sites would be off Linnadale Road, and the design and siting of new development must ensure the visual impact on the landscape and surrounding environment is minimised. Development adjacent to the existing dwellings would allow use of the existing mains. As the access road to the area is constrained with no passing places, and in light of the sensitive nature of the landscape, new development should be limited to two dwellings.

14.26 MAGGIE GARSON'S CORNER, SANDWICK

14.26.1 This area is split by the A967 and B9057, and has good access to services. The existing housing area has a compact settlement pattern, and any new development should reflect this. Whilst no new access would be permitted onto the A967, two plots could have access onto the B9057 without having a detrimental impact on the road network. The area has few potential problems with the possible exception of groundwater contamination of Harray Loch. Any new development must be designed and sited with extreme sensitivity to reduce any potential visual obtrusiveness, with a maximum of two dwellings considered appropriate.

14.27 HERSTON, SOUTH RONALDSAY and BURRAY

14.27.1 Herston consists of around 11 dwellings arranged in a loose terrace fronting onto Widewall Bay. There are very limited opportunities to expand this area in the foreseeable future, and any new development would have to be limited in order to retain the existing character of the settlement, and to avoid an unacceptable burden on the existing services. Whilst its traditional function was that of a fishing village, there are no facilities or services present. Initial development should therefore be restricted to no more than 2 dwellings.

14.28 HILLSIDE, SOUTH RONALDSAY and BURRAY

14.28.1 This cluster has some capacity to accommodate additional development, and with its limited landscape quality new dwellings may be absorbed into the surrounding area without adversely impacting on the quality and appearance of the environment. Any development that does occur in the area should conform to the existing local settlement pattern, and new development will be required to use the existing access roads. There may, however, be a need for additional passing places constructed on these roads. In light of the environmental quality and availability of infrastructure, new development should be restricted to no more than 5 new sites.

14.29 ANNFIELD, ST ANDREWS AND DEERNESS

14.29.1 Annfield, with its good access to the public transport corridor is considered appropriate for further residential development. Although remote from local services the area experiences no problems relating to drainage or flooding. The existing area contains a mixture of traditional and new houses, and planning permission has been granted for one new dwelling. Any new development should be sited and designed to reflect the existing pattern of development, and it is considered that an additional 2 development sites could be accommodated without a detrimental impact on the character and appearance of the area.

14.30 LIGHTHOUSE PARK, ST ANDREWS AND DEERNESS

14.30.1 The area is currently characterised by a loose scatter of about 11 dwellings, and is accessed from the B9050 and Aikerskaill Road. Although there is a lack of local facilities, the area is close to public transport links and is considered a suitable location for some further development. Access to development sites would be off Aikerskaill Road, which as a single-track road with passing places, has a number of limitations. There is therefore opportunity to allow for two additional dwellings.

14.31 QUOYLANKS, ST ANDREWS AND DEERNESS

14.31.1 Quoylanks has good access to public services, and also has good transport links with access from both Geo Road and Mussaquooy Road. The area is situated near a crossroads and an existing area of housing, and any new development should reflect the characteristics of development already in this area. In light of the road constraints and sensitive landscape character, development should be limited to two sites, with siting considered a priority to alleviate any possible road constraints.

14.32 SCIBBOWICK, ST ANDREWS AND DEERNESS

14.32.1 This area is accessed from Tankerness Hall Road, and has limited potential for further residential development. This area comprises relatively undisturbed countryside, although planning permission has been granted for two dwellings within the area. In light of road

constraints any further development should be the subject of a Traffic Impact Assessment, and the siting of such development should carefully reflect the siting and design of existing development in the area, and should be limited to one further development site.

14.33 WHITECREST, ST ANDREWS AND DEERNESS

14.33.1 This rural area consists of a cul-de-sac of 4 houses know as Whitcrest Park and a number of single dwellings. The area has a lack of immediate facilities although has good access to public transport. Development should therefore be limited to two development sites.

14.34 WINDBRAKE, ST ANDREWS AND DEERNESS

14.34.1 This area is accessed from Quoybelloch and Halley roads, and is characterised by dispersed dwellings of mixed design. The area has good access to public transport and the local services of Hillhead. Any new development should reflect the existing character of the area in terms of siting and design, and the preferred access to sites is from Halley Road. Development should be restricted to a maximum of three new dwellings, with a Traffic Impact Assessment required to consider road constraints following permission for two dwellings.

14.35 YINSTAY, ST ANDREWS AND DEERNESS

14.35.1 The current development pattern is one of scattered housing and generally undeveloped countryside. Any new development should be sensitive to the surrounding environment in terms of siting and design, and any detriment to the quality and amenity of the landscape must be avoided. Whilst there are no constraints in terms of access or infrastructure, in light of the sensitive nature of the landscape, development in this area should be restricted to no more than three housing plots, with a Traffic Impact Assessment required to consider road constraints following permission for two dwellings.

14.36 GAUDIESBACK, STROMNESS

14.36.1 This cluster is situated close to Stromness, and has already seen a number of recent developments. Any further development in this area should integrate with the existing landscape and environmental quality. The area's location within the National Scenic Area must also be respected. Access to the site is limited with various single track roads with passing places servicing the area. In light of these restrictions and the importance of the landscape quality, new development should therefore be limited to two dwellings.

14.37 QUHOLM, STROMNESS

14.37.1 The Quholm area has moderate capacity to absorb new development. Whilst having good access to public transport links there are limited services in this area. Development could, without careful attention to siting and design, be highly visible and obtrusive within the landscape, and the detailing of any new dwellings must be carefully controlled. Access to the area is via the A967 and access roads to Newhouse and Lee. Any development may require archaeological investigation prior to the commencement of work, due to the suspected archaeological remains in this area. Developers should consult the Council's Planning Department to seek advice on this constraint at the earliest opportunity. In light of these various constraints, new development should be limited to three dwellings, the siting of which is critical to overcome any road constraints.

