



Stromness South End

Development Brief

July 2023 (Draft)



Copies of this document.

This document is available as a hard copy or in digital format. Please see www.orkney.gov.uk

Telephone: 01856873535

Email: devplan@orkney.gov.uk

A glossary of planning terms used within the Council's planning policy documents and supplementary guidance can be found online at:

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

1. Introduction	04
2. Context	08
3. Vision and design principles	18
4. Individual allocation plans	26
5. Next steps	36



1.0 Introduction

1.1 Production

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

1.2 Purpose

The purpose of this Development Brief is:

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

1.3 Status and Use

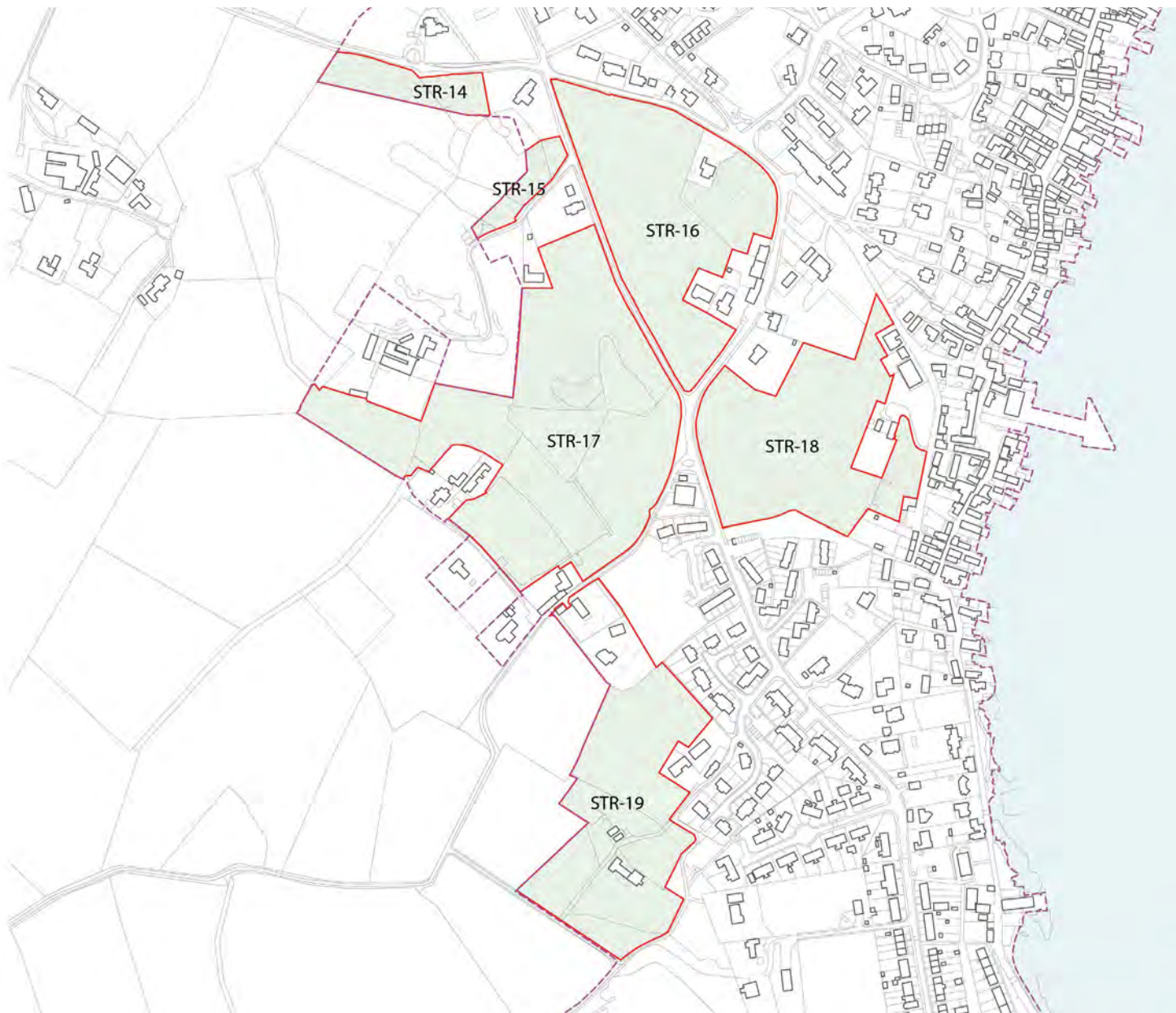
The Development Brief once approved by Orkney Islands Council (OIC) will be a material consideration in future planning applications for the allocation sites, as noted (STR14 to STR19).

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

1.4 Structure

The structure of the brief is as follows:

- Section 1 provides a background to the development brief process and purpose.
- Section 2 explores the site constraints in relation to development and the potential opportunities which could be afforded.
- Section 3 sets out the design framework, establishing the design visions, the landscape and access strategies, and other infrastructure requirements.
- Section 4 provides site specific design criteria and schedules for the allocations.
- Section 5 highlights other considerations such as waste management, energy strategies, phasing, management of open spaces and Green Infrastructure Networks (GIN).






-  Settlement boundary
-  Site boundary
-  Allocation area

Figure 1: Allocation Plan

1.5 Planning Background

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

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

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

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

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

LDP and Supplementary Guidance

The Housing allocations STR14-19 were adopted through the OLDP2017 and the Supplementary Guidance: Settlement Statement established a requirement for a Development Brief for STR 16-19. The total capacity of the allocation sites was estimated as 45 houses.



Stromness Place Plan

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

Stromness South End

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

1.6 Engagment and Consultation

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

To formalize this work, the council are now completing public consultation with stakeholders and members of the public during the Spring of 2023. The findings of this consultation will be reported in full to Council afterwards, along with a final version.

2.0 Context

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

2.1 Location

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

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

2.2 Topography and Geology

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

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

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



Figure 2: View South-east towards Hoy

2.3 National Scenic Area

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

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

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

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

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

A landscape of contrasting curves and lines

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

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

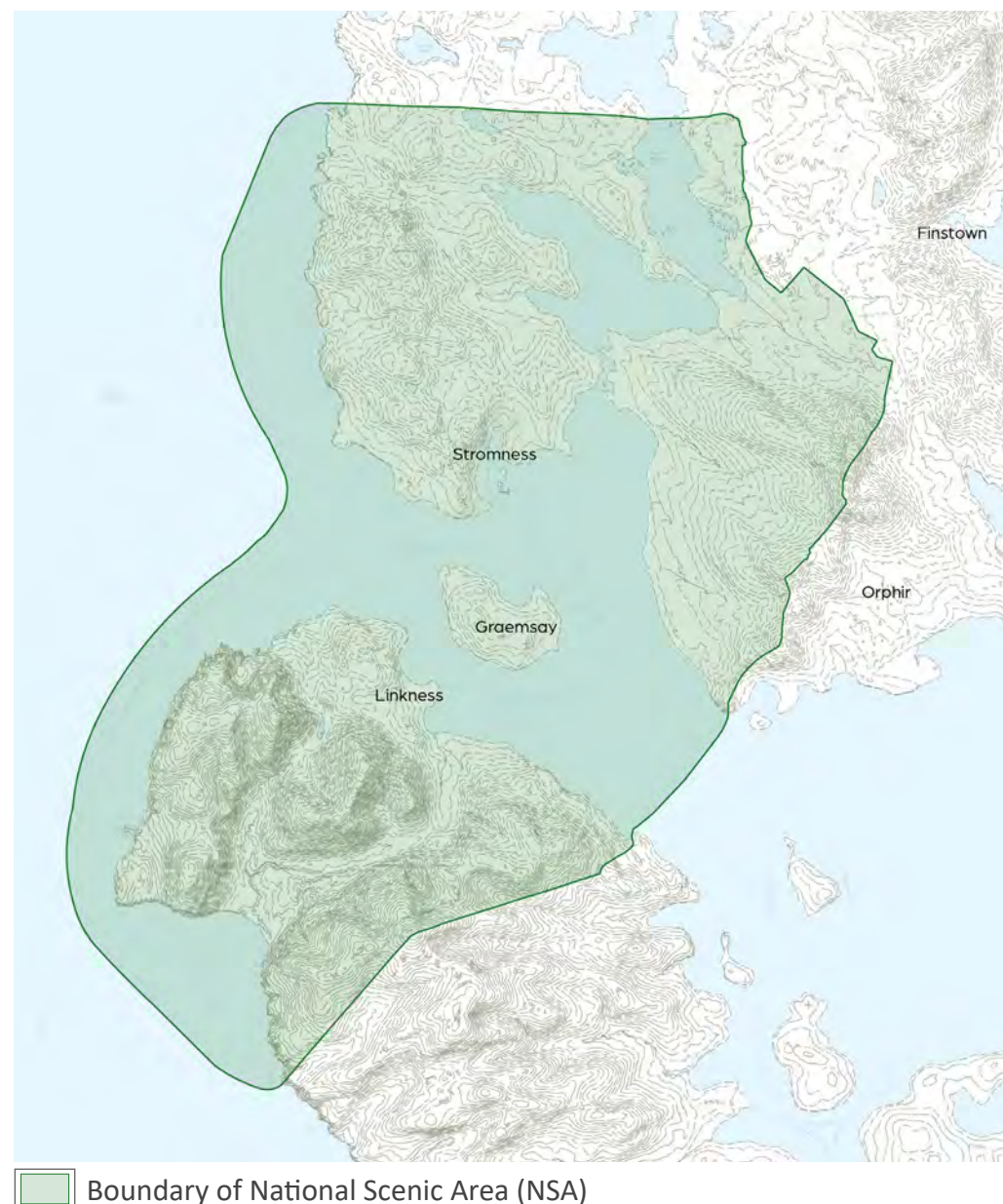


Figure 3: Hoy and West Mainland National Scenic Area (NSA)

2.4 Trees and Woodland

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

2.5 Blue Infrastructure and Flooding

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

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

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

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



Figure 4: Informal walking route along route of May Burn adjacent to Favarel



Figure 5: Mayburn Culvert Plan

2.6 Archaeology

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

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

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

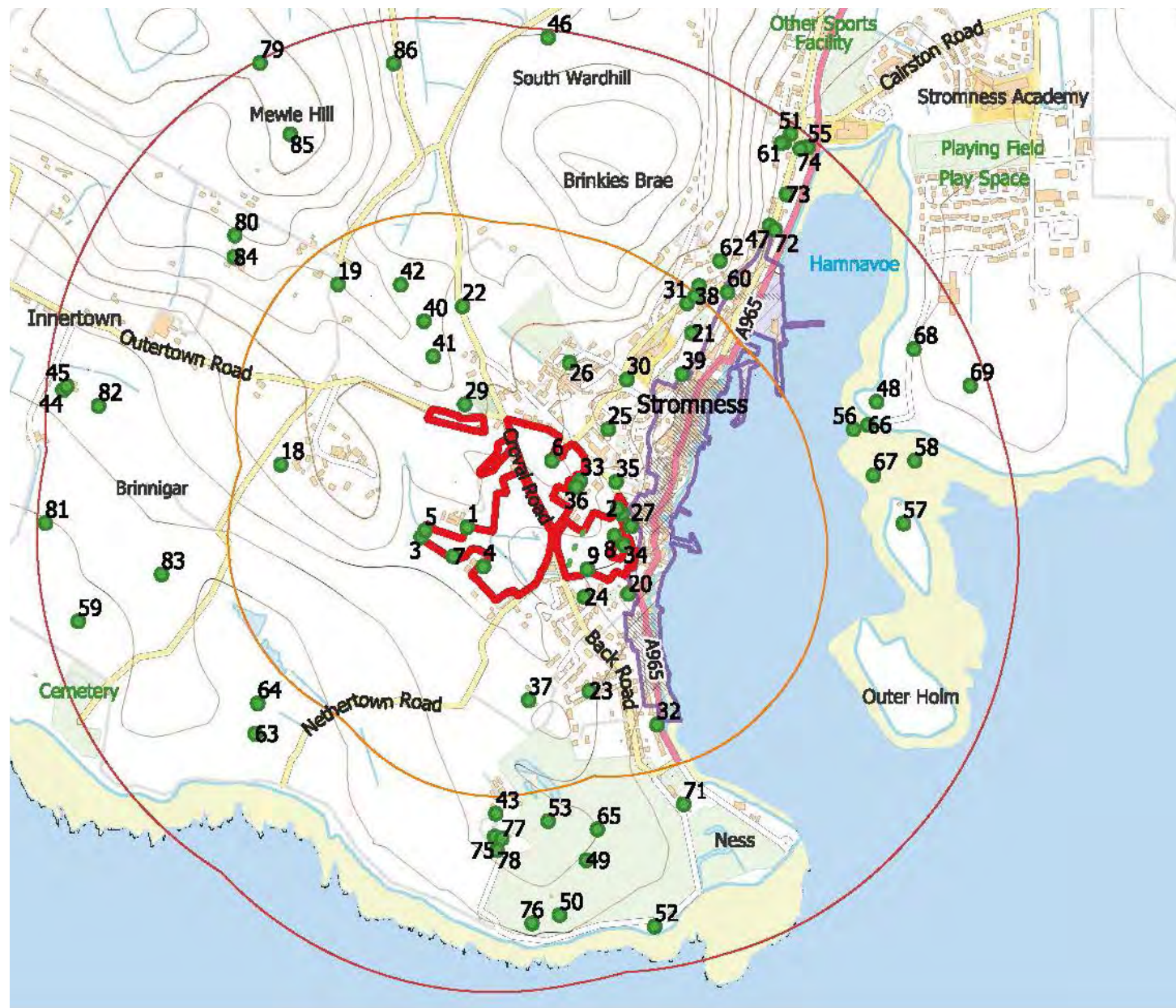


Figure 6: Known Archaeological sites in the surrounding area
July 2023 11

2.7 Heritage, Stone Dykes and Character

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

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

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

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

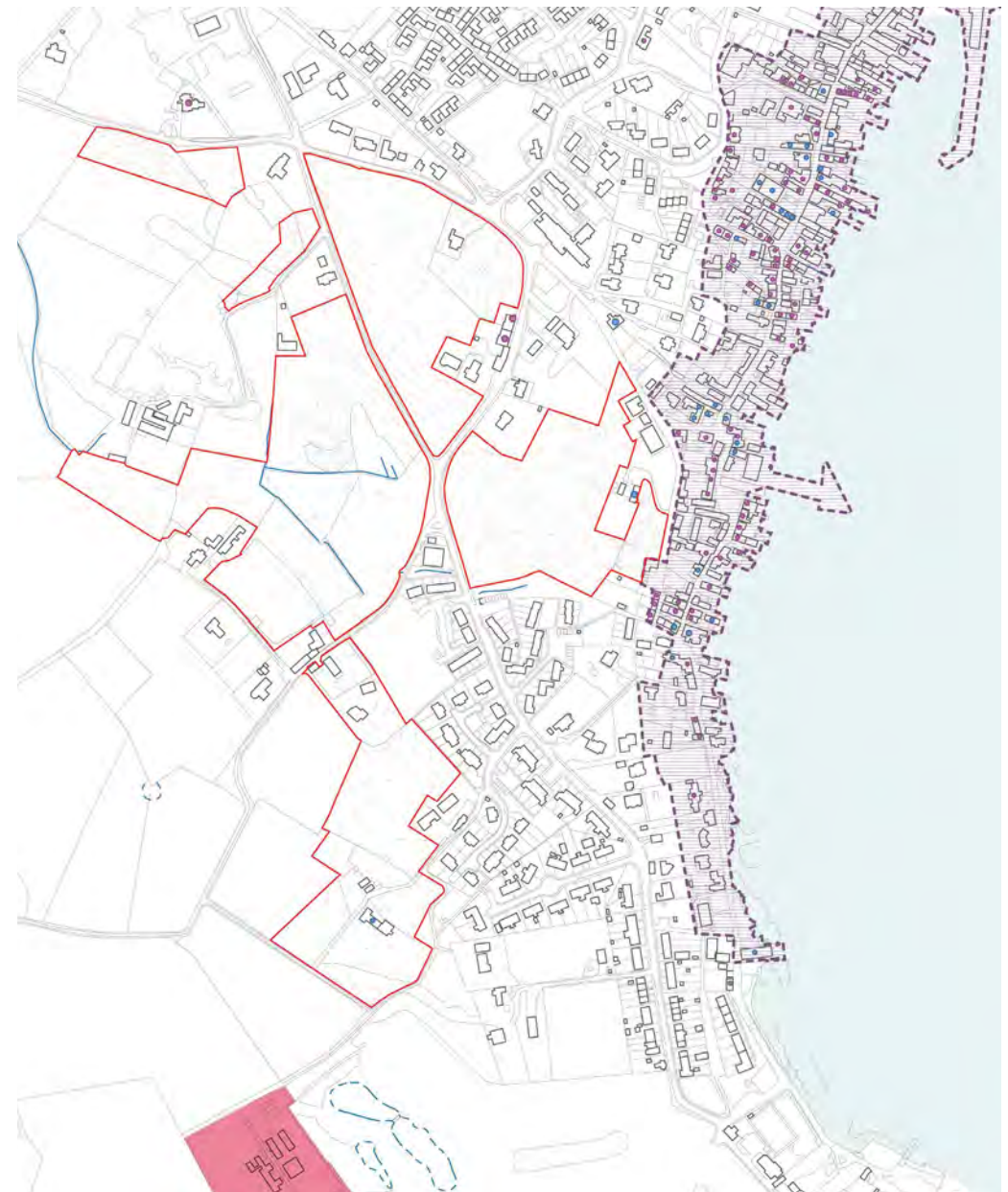
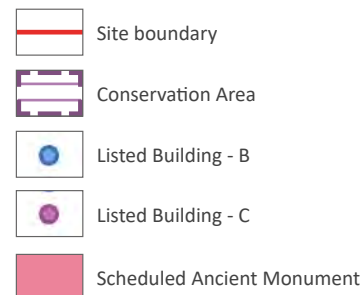


Figure 7: Stromness Conservation Area and Listed Buildings

2.8 Facilities and Services

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

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

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

Education

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

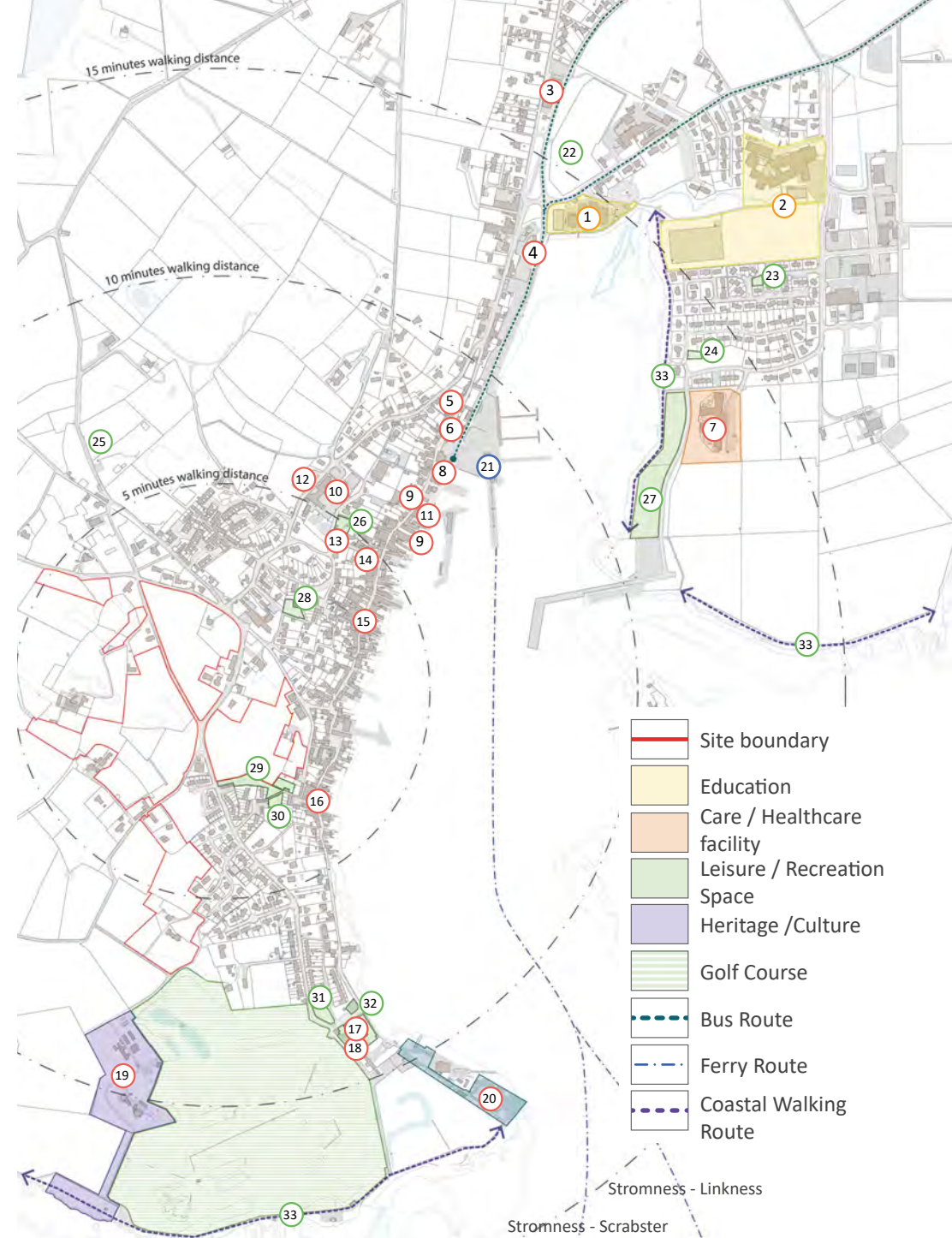


Figure 8: Facilities Plan
July 2023 13

2.9 Connectivity

Linkages

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

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

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

Public Transport

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

Roads Access

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

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

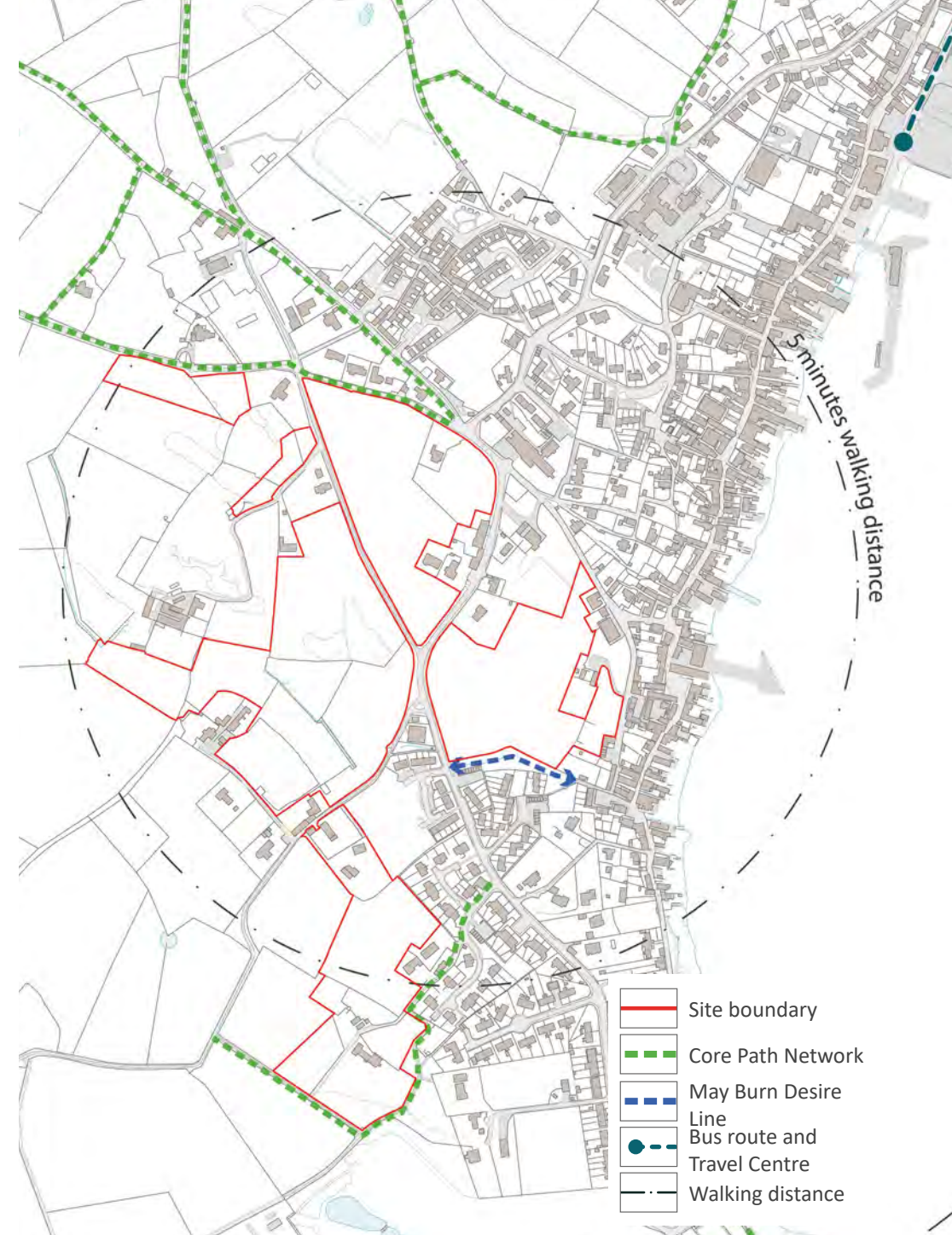


Figure 9: Connections Plan



Figure 10: The Hamenavoe Ferry and photos of the narrow carriageways and rural lanes of Stromness
July 2023 15

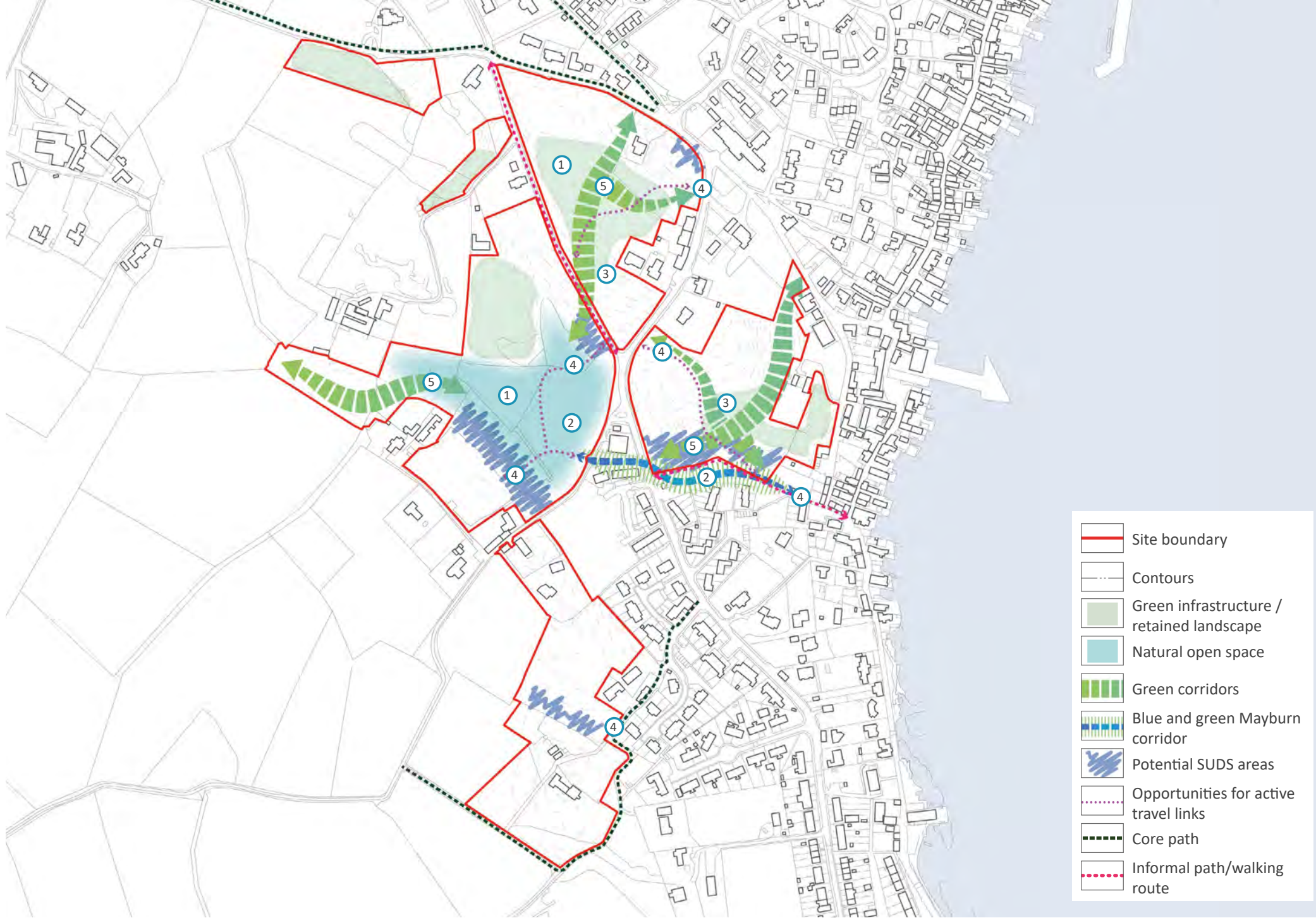
2.13 Opportunities

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

The following opportunities have been identified:

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

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











-  Site boundary
-  Contours
-  Green infrastructure / retained landscape
-  Natural open space
-  Green corridors
-  Blue and green Mayburn corridor
-  Potential SUDS areas
-  Opportunities for active travel links
-  Core path
-  Informal path/walking route

Figure 11: Opportunities Plan
 July 2023 17

3.0 Vision and Design Principles

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

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

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

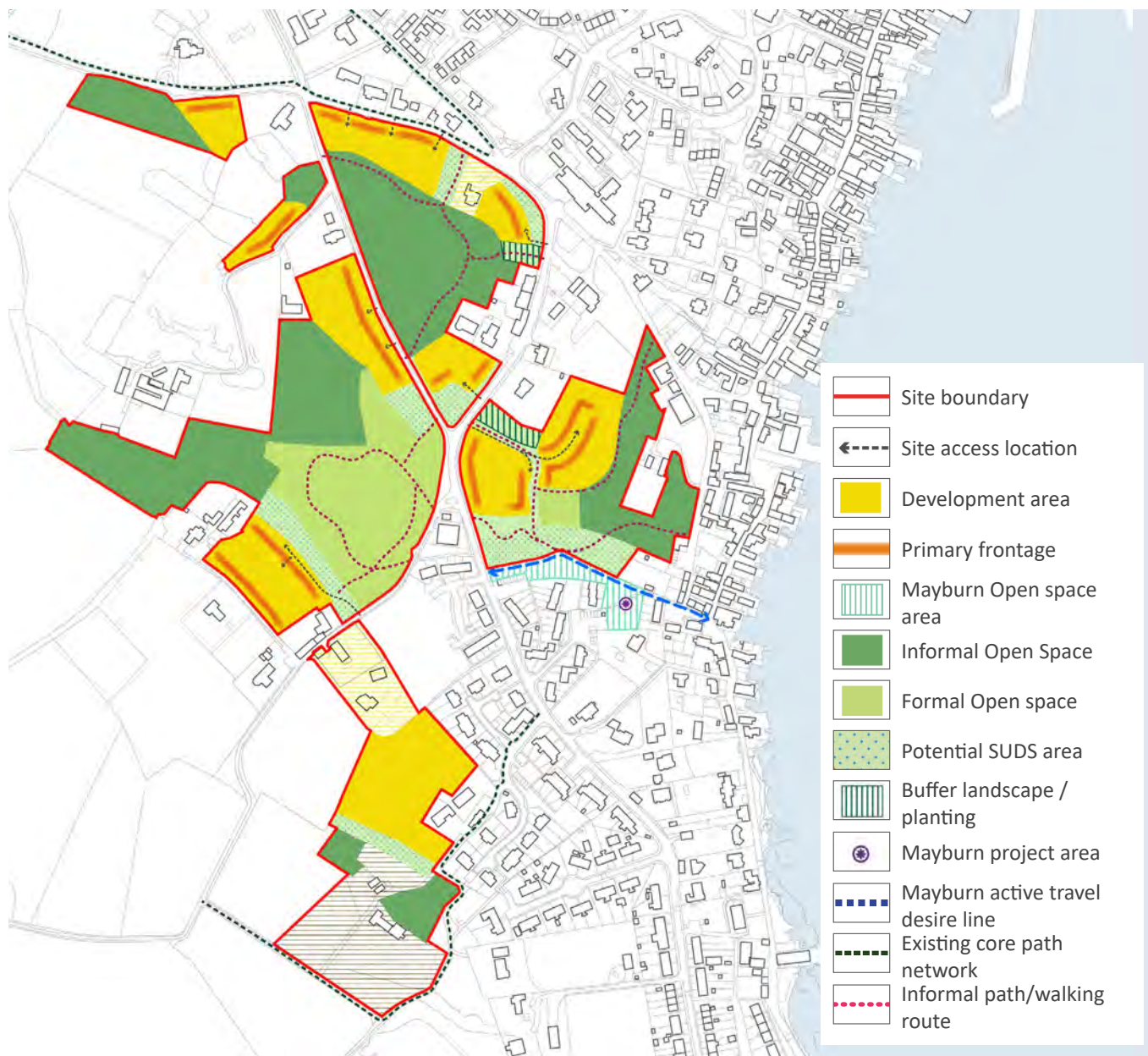


Figure 12: Framework Plan

3.1 Design Principles

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



Building with the slope

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

Key principles

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



Streets and community courts

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

Key Principles

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



In-keeping and characterful

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

Key Principles

- High quality, well designed development with a considered approach taken to densities, form and layout including green spaces is expected of all future planning applications.
- Development within Stromness South End will need to draw on the character and setting of Stromness, reflecting the historic approach to building with the sloping topography of the area.
- Variety and richness of the size, shape, and material used for houses is required for all allocations, whilst ensuring that buildings are proportionate and appropriate to their landscape setting and their scale carefully considered in relation to existing neighbouring properties.
- Buildings will be designed sustainably to promote the use of natural light and cross-ventilation, when detailing building depths.
- A standardised suburban character with a meandering street layout will not be accepted. Applications will need to demonstrate how they have drawn on the character of Stromness and the vision laid out in Section 3.0 of this document.
- Heights of properties within allocations are expected to respond to the topography and surrounding built development. It will be expected that within a single allocation building heights/storeys will vary depending on the immediate setting.

- Roof pitches will be 40 to 45 degrees and simple in design.
- Natural materials such as stone, render and timber with slate or metal roofing finishes are preferred, but are not exclusive and should not preclude innovative design. Material choices will be clearly explained within a design statement at application stage.
- Some buildings within the development will be more visible than others. In these instances materials and colour choices provide opportunities to assist with wayfinding and create distinctive, high quality places.
- Existing stone dykes will be retained and repaired, where appropriate. Boundary treatments consisting of stone dykes, with hedge planting are to be used on the site edges and internal boundaries, with limited use of timber fencing.
- The use of locally recognised architectural features such as ground floor rendered or painted finishes, window and door reveal rendering and/or painting, and chamfered corners is encouraged.

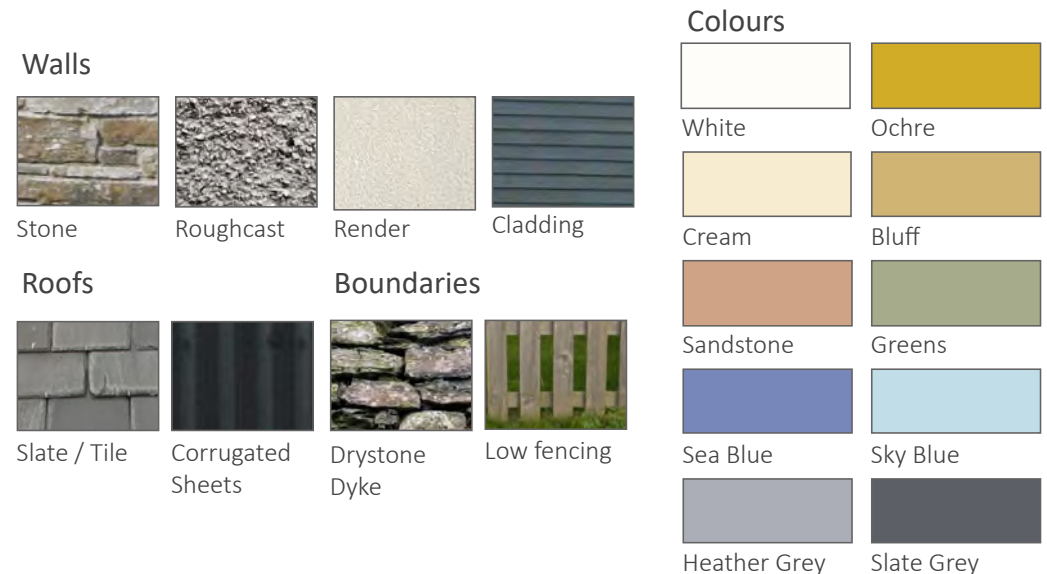


Figure 13: Materials and Colours Palette



Movement and Active Travel

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

Key Principles

- All proposed road networks will be designed to support Active Travel. Pedestrian and cycle permeability will be prioritised, with development layouts designed with wayfinding in mind.
- Overly engineered turning heads within layouts will not be supported, instead they should be designed as part of a multi-purpose public space.
- Coherently-designed building frontages will be used to enhance the quality of streets and open spaces.
- Gardens, open space and housing will be of higher visual prominence than roads and car parking.
- Shared external spaces, courtyards or other landmarks will assist with orientation, social space and improve the relationship to adjacent housing.
- Developers are required to provide Traffic Impact Assessments for the sites and the anticipated effect on the existing road network. Each Assessment needs to consider the implications of the adjacent sites. Infrastructure upgrades will be required on each site in line with the recommendations of the Traffic Impact Assessment.

- The design approach to Access, Movement and Public Realm, and in turn, how buildings relate to these, should be underpinned by the principles of Designing Streets and accord with the National Roads Development Guide.

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





Green Infrastructure Networks and Landscape

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

Key Principles

- Creation of a series of connected open spaces, including areas for informal and formal accessible open space alongside natural areas for biodiversity and habitat enhancement.
- New Green Infrastructure networks and areas will need to incorporate and enhance existing landscape features, such as the Midgarth Mire, as part of a GIN Strategy, to allow access for recreation and pedestrian connectivity.
- Individual allocations will need to consider their location within the Stromness South End Area to support green links between sites, allowing for habitat creation and wildlife corridors.
- Informal play opportunities within the GIN will be required across open space types to provide a variety of environments for the community to engage with.
- Integration of Sustainable Drainage Systems (SuDS) and wetlands into the GIN as part of a multi-functional approach to open space management is required across the allocation sites.

- The choice of vegetated components within the landscape design will consider the biodiversity benefits with a view to supporting and promoting appropriate habitat and species using a mix of species native to Orkney.
- Landscaped and planted open space should be set out along roadsides and edge boundaries to help reduce the visual impact of development, provide enhanced biodiversity benefits and preserve the rural character of the area, helping to connect the town visually with the countryside beyond.
- Developers are required to provide a Planting and Landscaping Plan that will detail the design, specification and onward management and maintenance for all areas of open space, planting and landscaping.
- Applications will be expected to demonstrate accordance with NPF4's aims with regard to Biodiversity, particularly Policy 3.





Blue Infrastructure

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

Key Principles

- SuDS are to be designed and integrated into the streets and green infrastructure network, creating multi-purpose environments.
- Open/natural drainage systems including ponds, swales and rain gardens will be expected. The use of pipes and other underground storage solutions will not be acceptable.
- Run-off will be required to be managed at source (close to where it falls), with each allocation providing for the storage and treatment of surface water run-off within the site boundary to minimise adverse impacts on the surround catchment.
- SuDS are to be designed in line with recommendations from the CIRIA SuDS Manual (C753). Interception of the first 5mm of rainfall to prevent runoff from 80% of summer and 50% of winter rainfall events should be provided within individual property curtilages. This may be achieved in a variety of ways including the use of water butts and infiltration.
- The Midgarth Mire is an existing wetland area which the allocation sites will be required to preserve and enhance as part of detailed Landscape and Green Infrastructure Strategies. Proposals will need to consider ways of creating areas of wildlife habitat, informal play and improving biodiversity within the Mire.
- Although not within the demise of the allocations, The May Burn, forms an important landscape and blue infrastructure feature within the area. Allocations must not adversely affect the Midgarth Mire or May Burn in

terms of Water quality and discharges from development sites must not exceed that 1 in 2 year greenfield discharge rate for design storm events up to and including the 1 in 200 year plus climate change event. Designs will be expected to acknowledge the relationship between the site(s) and the Mayburn Open space / Project Area identified within Figure 13, which form part of the 'What's Next for Stromness?' Place Plan Proposals for Faravel.

- A plan detailing how construction phase SuDS will be provided to prevent an increase in flood risk and to protect existing water bodies will be required during application stages.

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



Figure 14: Examples of Blue infrastructure as amenity space



Sustainable and Resilient

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

Key Principles

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



Housing types and Tenures

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

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

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



Responsive development and Density

The framework plan indicates that there are areas within the formal allocations that are considered inappropriate to develop. This is for a number of reasons such as typography, the location of granite, landscape impact, setting of a listed building, lack of appropriate vehicular access and drainage impact. These locations are noted in Figure 12 and should not be locations for housing development (built-form or garden ground).

As part of the planning application process should applications propose development within these areas they would have to provide detailed formal assessment that indicates to the planning authority that housing development in that location would be appropriate.

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



Figure 15: Architectural reference to chamfered corners seen in historic core

4.0 Individual Allocation Plans

4.1 STR-14

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

Considerations

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

Due to the topography the western part of the site is not suitable for development, as noted in the opposite plan (Figure 16).

Access

The development will be served by a single access point.

Frontage / orientation

Primary Frontage will face onto Outertown Road to continue the pattern of development in this part of Stromness.

Scale and Massing

Development will need to respond to the scale and massing of neighbouring properties, especially that of the listed Oglaby House.

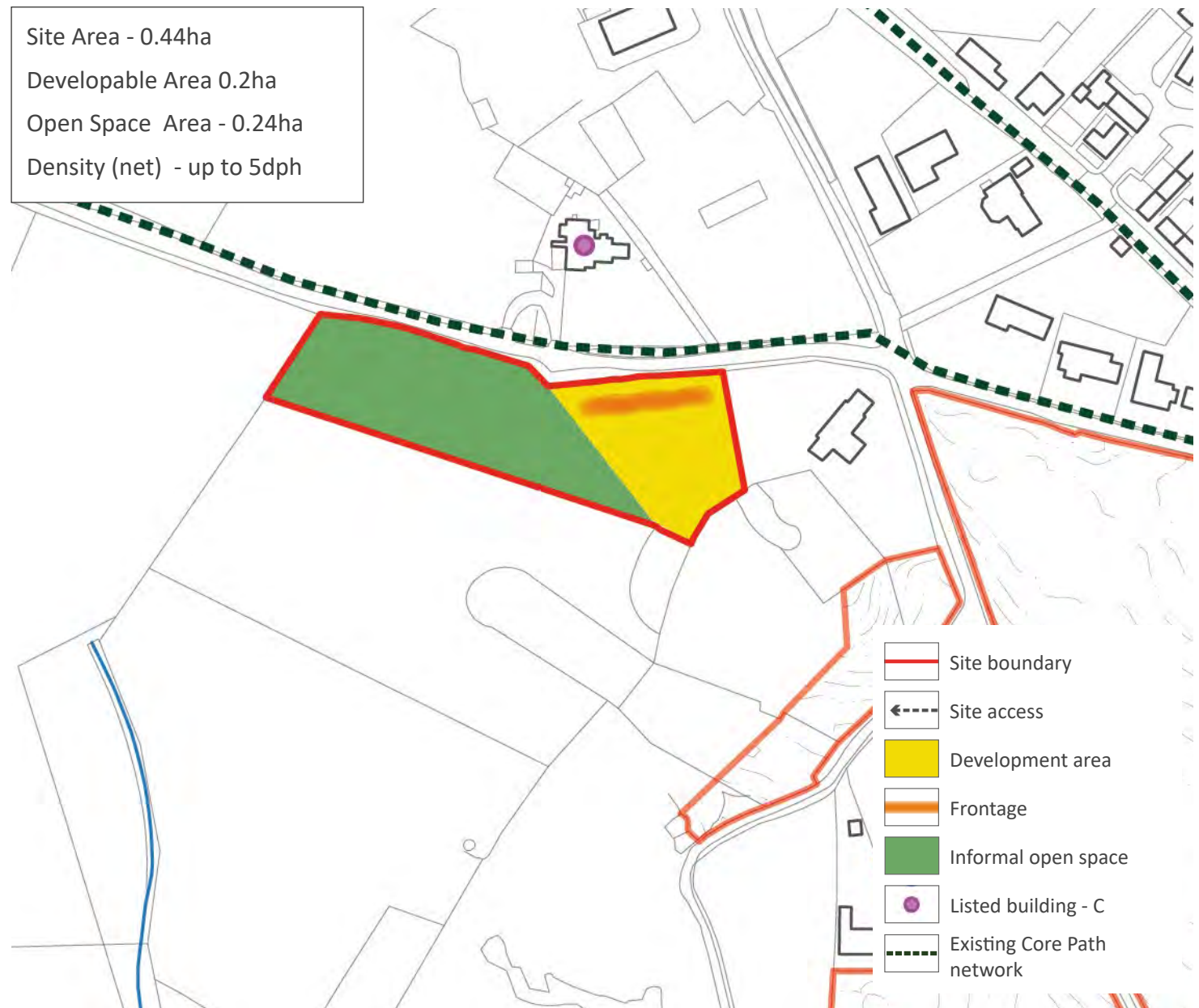


Figure 16: STR-14 Framework Plan

4.2 STR-15

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

Considerations

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

Due to the topography, the eastern part of the site adjacent to Croval Road is not suitable for development, as noted in the opposite plan (Figure 17).

Access

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

Frontage / orientation

Primary Frontage will face onto Croval Farm Track.

Scale and Massing

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

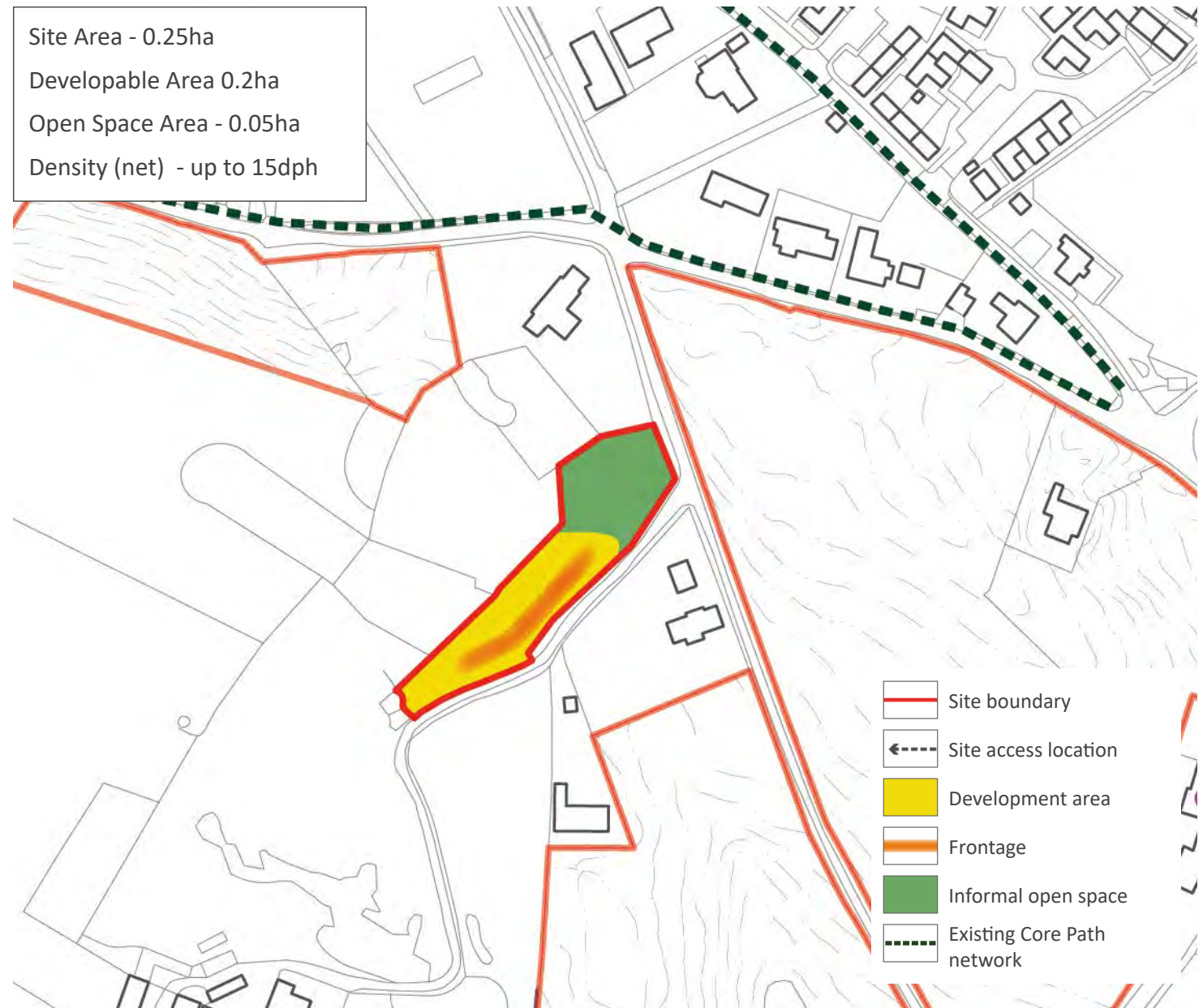


Figure 17: STR-15 Framework Plan

4.3 STR-16

The site gently slopes to the south-west, with a steeply sloping area to the East, and a high point/ridge line running across the middle. The site is enclosed by Back Road, Croval Road and Outertown Road. There are existing listed properties along the eastern boundary which applications will need to respond to, in addition to a number of Drystone dykes alongside the perimeter of the site.

Considerations

Applications will need to demonstrate how the proposals work with the slopes, geology and landscape sensitivities of the STR16 site as part of their detailed layout designs.

Due to the topography, geology and landscape impact the central and western part of the site adjacent to Croval Road is not suitable for development, as noted in the opposite plan (Figure 18), and instead forms part of the GIN, providing informal open space with pedestrian connections.

Density and Buildings Heights

Scale and massing will vary across the site to reflect the differing landscape character of site, adjacent development and heritage sensitivities. A large portion of dwellings within the development will be 1 / 1.5 storeys (up to 6.2m ridge height), with a mix of detached and semi-detached with the potential for terrace properties in appropriate locations. Utilising key buildings, defined through architectural detailing and materials, will provide visual interest and aid with wayfinding along the Back Road.

Frontage, orientation and character

Primary Frontage will face onto Outertown Road and Back Road to continue the pattern of development in this part of Stromness and preserve the landscape setting towards the North of the site. A mix of gabled ended and wide frontage properties in character with Stromness will be expected.

Access

The development parcels around the STR16 site will be served by their own access points off Back Road and Outertown Road, with no internal site connections for vehicles. Development in the north of STR16 will be served by up to three private drives, shared between the properties in this location. The two parcels in the south of the allocation will each be served by one access off of the Back Road, ensuring good visibility between the development and the junctions with Hellihole Road and Croval Road.

Pedestrian/cycle accesses will connect to the Outertown Road, Croval Road and Back Road at a number of points.













Open space and landscape

A substantial area of open space will occupy the area rendered unsuitable for development due to granite outcrops and topography, incorporating a buffer zone next to existing properties. This area may be suitable for a informal/natural play.

Areas of natural open space with integrated SuDS within each development parcel will provide community spaces for social interactions, soften the development edge and assist in the management of surface water.

Areas for SuDS have been selected for their low lying nature and their relationship with development parcels.

Site Area - 2.65ha
 Developable Area 0.9ha
 Open Space Areas - 1.60ha
 Existing Property - 0.15ha
 Density (net) - 10 to 20dph

-  Site boundary
-  Site access
-  Development area
-  Frontage
-  Informal open space
-  Potential SUDS area
-  Area suitable for development with existing dwelling(s)
-  Buffer landscape / planting
-  Listed building - B
-  Listed building - C
-  Proposed pedestrian/ cycle routes
-  Existing Core Path network

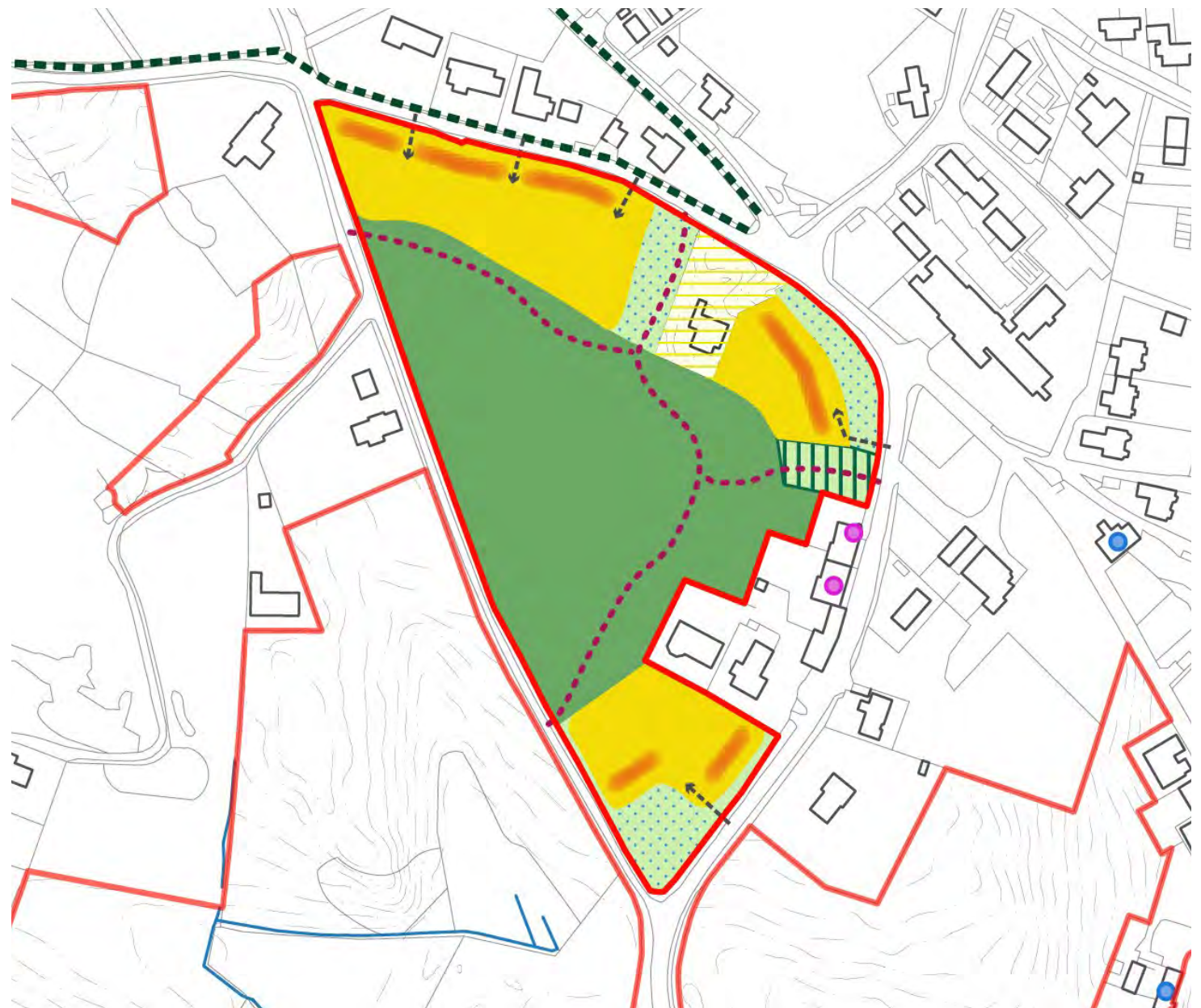


Figure 18: STR-16 Framework Plan

4.4 STR-17

The site is dominated by the Midgarth Mire with the Mayburn running through the eastern part of the site. The site rises steeply to the north with numerous granite outcrops. A buffer area between the development parcels and the low lying wetland will be required in order to manage surface water run-off and mitigate impacts on the existing network. The western part of the site is not suitable for development due to the topography and the May Burn impacting on it's accessibility.

Considerations

Future applications will need to demonstrate how the proposals work with the slopes, geology and wetland areas of the site. The Midgarth Mire is a key landscape feature which will need to be integrated and enhanced as part of any application, with provision for recreational walking routes and boardwalks required.

Density and Buildings Heights

The development's scale and massing will need to respond to the landscape character across the allocation, with taller properties located lower down the slopes to ensure privacy and minimise overlooking. A mix of heights, ranging between 1 and 2 storeys (up to 8.2m ridge height) will be required, a variety of house types including terraces, semi-detached and detached homes included within the layout.

Frontage, orientation and character

Development in the northern part of the allocation will face out onto Croval Road, with primary frontage within the south of the site facing onto the Midgarth Mire creating views whilst providing passive surveillance over the open space. The frontage overlooking the Midgarth Mire will need to be carefully designed due to it's prominence in the landscape, and will be

expected to draw typical Stromness features, such as gable-end frontage, stone facades and the use of coloured render.

Access

The development parcels within the STR17 site will be served by their own access points off of Croval Road and Nethertown Road, with no internal site connections for vehicles. Development in the north of the site will be served by up to two private drives, shared between the properties in this location. The parcel in the south of the allocation will be served by one access off of the Netherton Road. Access in this location will need to demonstrate impacts on the existing road infrastructure with potential road widening required.

Pedestrian/cycle accesses will connect the parcels to Croval Road, Back Road, and Netherton Road at a number of points (Shown in Figure 20) . Applications will be expected to provide leisure routes through the Midgarth Mire, opening the area for local recreational use.

Open space and landscape

Areas of open space occupy the areas rendered unsuitable for development due to granite outcrops and topography in the north and north-western parts of the allocation. A comprehensive landscape strategy, integrating the Midgarth Mire within the wider proposed GIN will be expected as part of planning application submissions.

Areas of natural open space with integrated SuDS adjoining each development parcel will soften the development edge and assist in the management of surface water.














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

Site Area - 4.85ha

Developable Area 1.2ha

Open Space Areas - 3.65ha

Density (net) - 10 to 20dph

-  Site boundary
-  Site access
-  Development area
-  Frontage
-  Informal open space
-  Formal openspace
-  Watercourse
-  Potential SUDS area
-  Mayburn project area
-  Mayburn open space/
active travel area
-  Listed building - C
-  Proposed pedestrian/
cycle routes
-  Existing Core Path
network

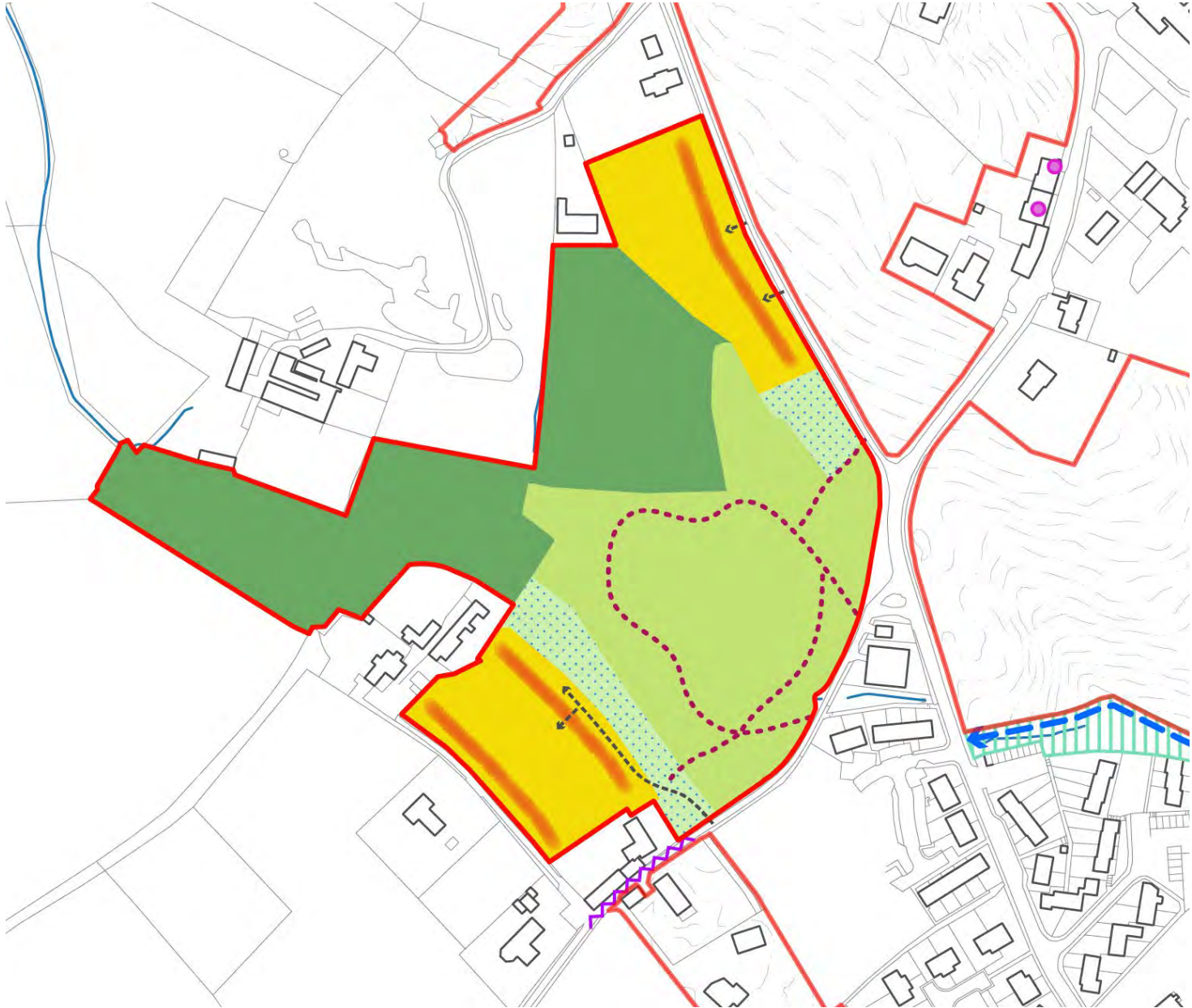


Figure 19: STR-17 Framework Plan

4.5 STR-18

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

Considerations

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

Density and Buildings Heights

Scale and massing will be expected to respond to the character of site and the adjacent historic development. Across the site, housing will range between 1.5 and 2 storeys (up to 8.2m ridge height), with an appropriate mix of detached and semi-detached homes.

Frontage, orientation and character

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

Access

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

Pedestrian/cycle accesses will be required to connect Back Road, the Mayburn Open space Area, and Whitehouse Lane.

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

Open space and landscape

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

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

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

Site Area - 2.44ha

Developable Area Total - 1.1ha

Open Space Areas - 1.34ha

Density (net) - 15 to 25 dph
















-  Site boundary
-  Site access
-  Development area
-  Frontage
-  Informal open space
-  Formal open Space
-  Potential SUDS area
-  Mayburn project area
-  Mayburn open space area
-  Mayburn active travel desire line
-  Conservation area
-  Listed building - B
-  Listed building - C
-  Proposed pedestrian/ cycle routes
-  Existing Core Path network



Figure 20: STR-18 Framework Plan

4.6 STR-19

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

The site can not currently be safely accessed by vehicles due to the narrow conditions of the Citadel Road. An appropriate new access to the site is needed in order to facilitate any development.

Considerations

Future applications will need to assess and identify potential access for both vehicles and pedestrians in order to unlock development in this location. Topography, landscape and heritage features also need to be responded to as part of detailed design.

Density and Buildings Heights

Scale and massing will need to respond to the setting of the listed Citadel farm house, the neighbouring developments, and the landscape sensitivities of the area. Densities across the parcel should vary depending on context, with lower density, larger detached dwellings situated closer to the more sensitive southern part of the site, and higher densities focused towards to the existing urban form of Stromness. Dwellings within the development will range between 1 and 2 storeys (up to 8.2m ridge height), with a mix of semi-detached and detached homes.

Frontage, orientation and character

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

Access

Access to the site will need to be assessed and identified in order to facilitate development. The existing Citadel Road is too constrained to use as an appropriate point of access. It is recommended that future pre-application discussions take place in order to discuss with OIC roads how to safely access the development area.

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

Open space and landscape

An area of open space between the proposed development area and the existing Citadel Farm House will act as a buffer zone, incorporating SuDS and natural landscape. This may be an appropriate location for a informal/natural play.

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
















Site Area - 2.95ha

Developable Area Total - 0.9ha

Open Space Areas - 0.49ha

Existing properties - 1.56ha

Density (net) - 10 to 20 dph

-  Site boundary
-  Site access
-  Development area
-  Frontage
-  Informal open space
-  Formal open Space
-  Potential SUDS area
-  Area suitable for development with existing dwelling(s)
-  Area unsuitable for development, currently private gardens
-  Mayburn project area
-  Mayburn open space area
-  Mayburn active travel desire line
-  Listed building - B
-  Constrained existing road network
-  Existing Core Path network

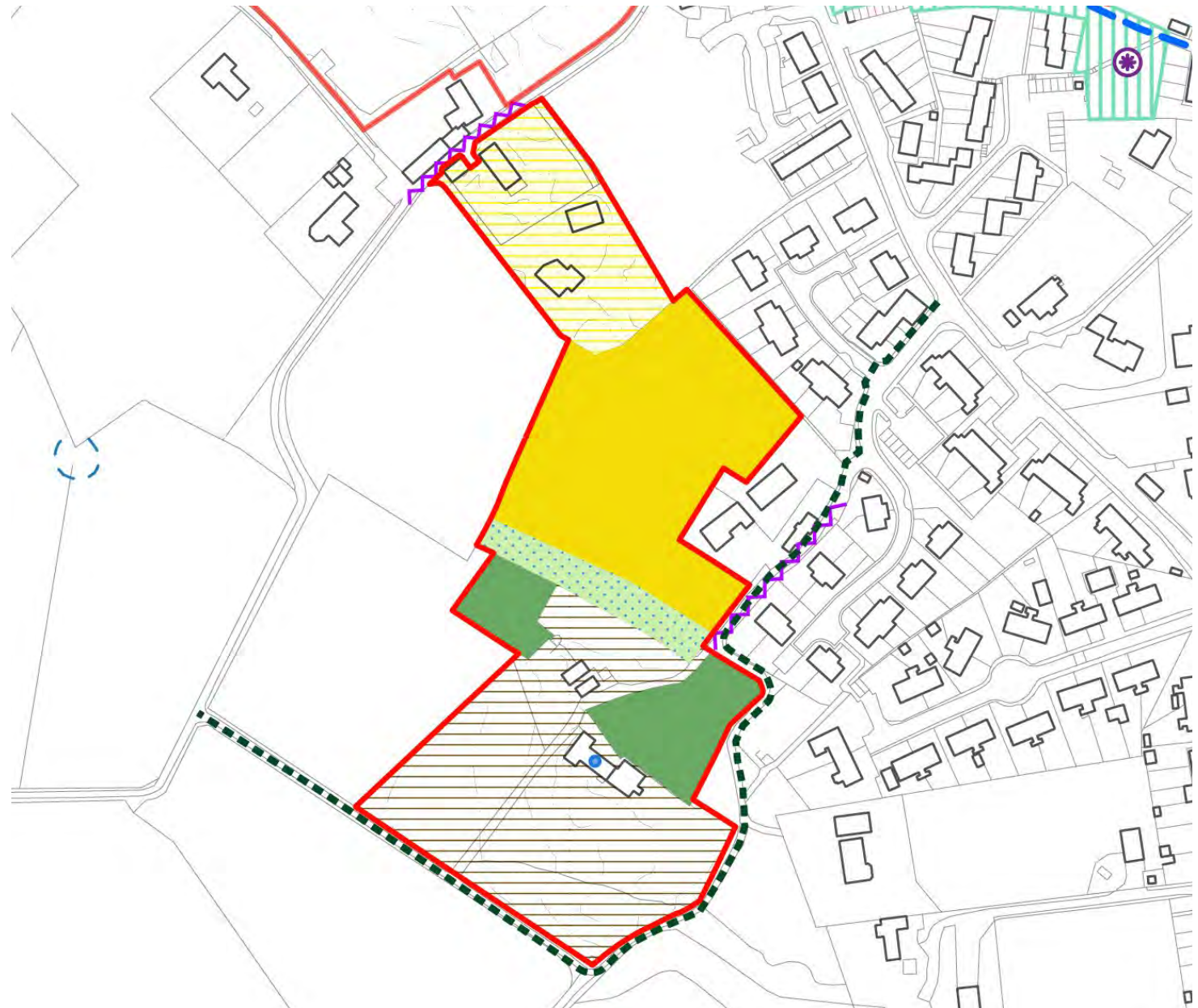


Figure 21: STR-19 Framework Plan

5.0 Next Steps

5.1 Future planning applications

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

A design statement should be submitted alongside appropriate drawings. A suggested check list for the design statement is as follows:

- Design principles.
- Street design proposals including materials palette.
- House design proposals including materials palette.
- Landscape plan.
- Management and Maintenance plan.
- Services information including SUDS proposal and Scottish Water correspondence.
- Flood risk information.
- Transport statement including TIA and parking provision proposed.
- Ecology and ground water statement.
- Archaeology statement.
- Affordable housing statement.
- Construction method statement and phasing plan.

5.2 Ensuring comprehensive development

These allocated sites are owned by a number of landowners and this landscape can be difficult in planning terms when looking to deliver a cohesive development that delivers infrastructure. It is therefore anticipated that the final development brief will detail the use of developer contributions and / or legal agreements. These mechanisms will be used to ensure that infrastructure is delivered by all developers proportionately to their proposed development and in line with the Infrastructure First approach of NPF4.

Infrastructure in this development brief is considered to be active travel, open space, surface water management, development of a green infrastructure network, improvements to the public road, onwads maintenance costs, high-speed broadband and foul drainage. For a number of these infrastructure requirements there are third parties such as Scottish Water, Sustrans, OpenReach that provide funding streams and funding opportunities. Where possible we will finalise this development brief to ensure that external funding opportunities will be successful.

The delivery of infrastructure as noted is independent to the compliance of affordable housing provision that is set in Policy 16 of NPF4.

Through the consultation phase of this development brief we wish to engage with stakeholders on this element and fully discuss development models and implications.

This page has been intentionally left blank.

