

The Tingwall, Whiteness and Weisdale Local Place Plan

September 2026

Tingwall, Whiteness and Weisdale Community Council

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List of Contents

1. Executive summary
2. Introduction, community profile and challenges
3. Proposals for the development, use and conservation of land and buildings
4. Proposals for planning policy
5. Evidence of statutory regard
6. Statement regarding the level of community support
7. Statement in relation to statutory impact assessments
8. Appendices

1. Executive summary

The Tingwall, Whiteness and Weisdale Local Place Plan

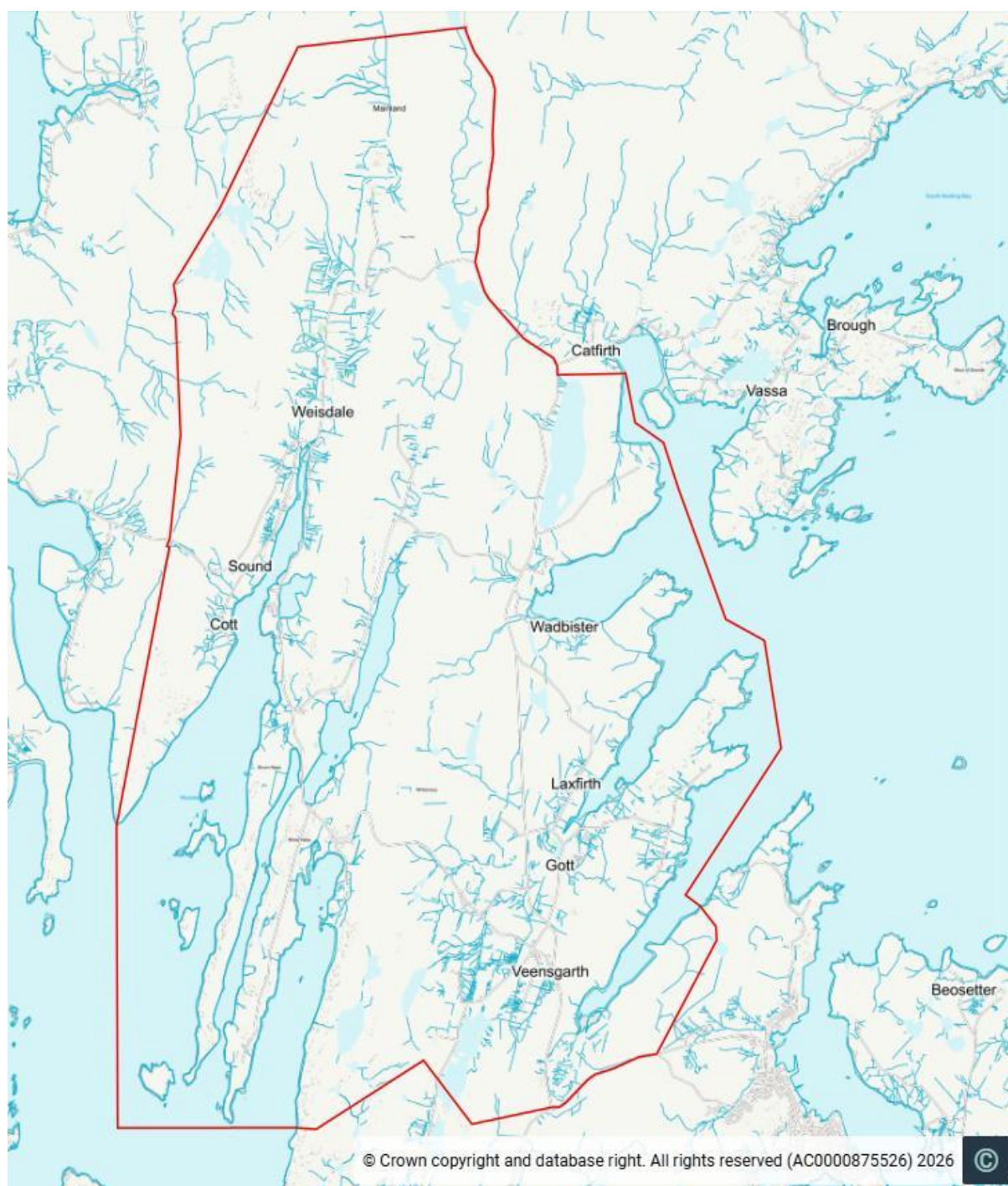
This plan has been developed through stakeholder and community engagement and details local priorities for the development, use and conservation of land and buildings in our community. It also makes suggestions for policies and policy amendments that will support these priorities and conserve our local environment.

Our Local Place Plan aligns with national and regional policies: National Planning Framework 4 (NPF4); The Shetland Partnership Plan 2018-2028 (SPP); and The Shetland Local Development Plan 2014 (LDP).

The Local Place Plan (LPP) addresses five issues which have been identified by the Tingwall, Whiteness and Weisdale community:

1. Shortage of housing
2. Lack of facilities to start a small business or grow an existing business
3. Threats to our landscape from over-development of housing or industrial development in inappropriate places
4. Difficulties in walking safely between the different areas of our community
5. Lack of community facilities

This Local Place Plan covers the area served by Tingwall, Whiteness and Weisdale Community Council. It is the area within the red line on the map below.



2. Introduction, Community Profile and Challenges

Introduction

Having received Shetland Islands Council's statutory invitation to create a Local Place Plan (LPP) Tingwall, Whiteness and Weisdale Community Council (TWWCC) resolved to do so in May 2026.

Local community groups (particularly the school parent councils) were invited to join with the community council to produce the LPP. This was done via facebook and posters in the two local shops. Both school parent councils were emailed directly by TWWCC inviting them to take part. No groups wished to do so, so the LPP has been produced by the members of the community council, supported by Shetland Islands Council's Planning Service, Community Planning and Development Service and Planning Aid Scotland.

Developing a Local Place Plan provides a valuable opportunity to engage with the community and shape a collective vision for future development. This LPP suggests areas and buildings that could be appropriate for development, areas that should be protected, proposals for safer walking and proposals for additional community facilities.

This Local Place Plan provides background information about Tingwall, Whiteness and Weisdale, sets out the engagement and consultation processes undertaken, presents various land use proposals, and includes maps showing the areas these proposals concern.

Community profile

The Tingwall, Whiteness, and Weisdale area forms the central heartland of Mainland Shetland. It is a prosperous, growing district with picturesque valley landscapes, deep freshwater lochs and dramatic coastal voes. The communities comprise a number of dispersed settlements and individual crofts connected by the local road network rather than one or two village centres.

The March 2026 electoral register shows that there are 1452 registered voters in Tingwall, Whiteness and Weisdale. Unlike many remote rural areas in Scotland, the population here is growing (around a 9% increase over recent decades). It attracts working-age families due to its proximity to Lerwick, resulting in a higher proportion of young people (under 16) and a lower percentage of retirees compared to the Shetland average.

The area has a long history of crofting, agriculture, fishing and maritime activity, which continue to influence the character of the landscape and local economy. Today, residents are employed across a range of sectors including agriculture, aquaculture, fishing, renewable energy, construction, public services, tourism and small businesses, while many commute to Lerwick and other parts of mainland Shetland for work.

The area is considered well-off by overall Scottish standards. According to local authority profiling, median household income in Shetland Central (which also includes Scalloway) is approximately 13% higher than the Shetland average and over 17% higher than the Scottish national average. Average house prices in the district are also higher than island-wide averages. Under the Scottish Index of Multiple Deprivation (SIMD), Shetland as a whole has virtually no areas ranked in the 20% most deprived in Scotland. Tingwall, Whiteness, and Weisdale sit squarely in the lower-risk/less deprived deciles nationally.

While general incomes are high and employment is strong (over 97% participation rate for young adults), "island deprivation" is still an issue. High heating costs, freight costs, and general living expenses mean overall household costs run significantly higher than the UK mainland average. Whilst the area might be regarded as generally well-off, the wealth is not evenly spread. Local statistics highlight that child poverty still exists, showing that area-wide prosperity does not eliminate individual financial strain.

Community life is supported by local organisations, volunteers and shared facilities, reflecting a strong tradition of community participation. As with many rural areas, the communities face challenges associated with maintaining and enhancing local services, supporting affordable and appropriate housing, improving transport and digital connectivity, and balancing economic development with the protection of the area's environmental and cultural assets.

Tingwall, Whiteness and Weisdale is characterised by a high-quality natural environment, with an extensive coastline, nationally important peatland and moorland habitats, productive agricultural land, and significant biodiversity. The landscape forms an important part of Shetland's natural and cultural heritage and provides opportunities for recreation, walking, wildlife observation and other outdoor activities.

Challenges

The public engagement exercise for this LPP highlighted five main challenges.

1. **Housing** - Tingwall, Whiteness and Weisdale has an ongoing unmet demand for housing of all sizes and types (i.e. owner-occupied, private rented and social).
2. **Space for local businesses to start or expand** - There is demand for more space for businesses to expand but also demand for small units or office space where people can start small, local businesses.
3. **Protection of the environment** - People felt that the development of additional housing or industry should not be "development at all cost". There were several areas that respondents felt needed protection from development.
4. **Safer walking** - Respondents wanted to be able to walk safely within their community but felt that the lack of footpaths and pavements made this dangerous. Several routes were repeatedly highlighted as dangerous for walkers with them having to walk on road carriageways that have a 60-mph speed limit.
5. **Limited areas for children to play** - Several people commented that additional play areas are needed for children.

3. Proposals for the development, use and conservation of land and buildings

This section sets out a series of development proposals that have emerged from community and stakeholder engagement, desk-based research, local knowledge, and a desire to align with both national and local planning priorities. Together, these proposals identify the key objectives identified by the community: proposals for the development, use and conservation of land and buildings in relation to:

- Housing
- Industry
- Areas to be protected from development
- Safer walking
- Community facilities

Policy alignment

Each proposal has been designed to respond positively to the policies and outcomes set out in Scotland's National Planning Framework 4 (NPF4), ensuring that Tingwall, Whiteness and Weisdale contributes meaningfully to national goals while addressing local needs. The proposals also give regard to The Shetland Local Development Plan 2014 (LDP), which forms the second half of the Statutory Development Plan, and to Shetland's Partnership Plan 2018-2028 (SPP) four priorities.

To that end, each proposal includes a brief explanation of the principal policies it aligns with, ensuring transparency and consistency.

3.1. Housing

Shetland has a history of 'windfall' development (i.e. individual sites) and also larger housing developments. Windfall development is expected to continue on an ad hoc basis but, amid a continuing shortage of properties, respondents highlighted five preferred locations that should be developed as larger schemes, if possible.

Feedback was that the community in Tingwall, Whiteness and Weisdale would like to see a continued mixture of private and social housing. People felt that the area needed houses (of all sizes) rather than flats and that the style should fit in with the existing housing stock, i.e. mainly bungalows or 1 ½ storey properties. Shared ownership was mentioned as a way for young folk to get onto the housing ladder.

"Private first start housing to give young people an opportunity to get on the property ladder and also it would support the school roll."

"I know numerous people who desperately want to buy 4 or 5 bedroom family homes to stay locally and keep their bairns in the school. They have outgrown their 2 or 3 bedroom homes locally, but they are struggling in the competitive market to buy."

"Low cost home ownership to support first time buyers. Models like shared equity."

"Private housing. We could do with smaller bungalows, suitable for smaller families, disabled and older people down sizing. There are no houses like that in this area. There are a lot of houses with upstairs bedrooms and that is not suitable for all."

"Also need larger homes for families to sustain the school and community."

"Priority is smaller social / affordable housing, house prices are now a major issue."

Clach na Strom

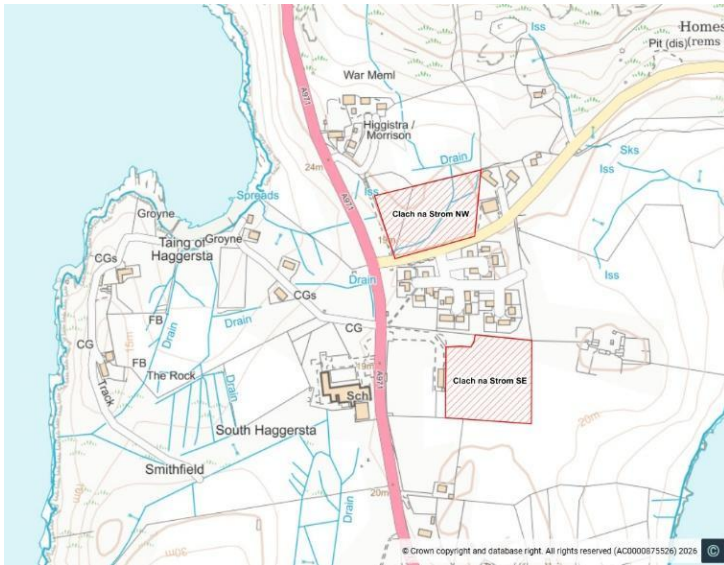
In Whiteness and Weisdale, the most common suggestion in the responses was to expand the existing development at Clach na Strom. Two possible expansions are proposed, one to the north-west, on the land to the west of the snooker club, and the other to the south-east, behind the football pitch at Strom Park.

Clach na Strom is a small, low-density development of about twenty properties situated close to Whiteness Primary School and Whiteness and Weisdale Hall. The houses are primarily owner-occupied one or one and a half storey properties. The survey responses highlighted a continuing shortage of this type of property.

Some of the comments were:

"Land around the hall and school would be first priority as it gives easy access to facilities and could support these same facilities."

"Would be great for access to the school for families!"



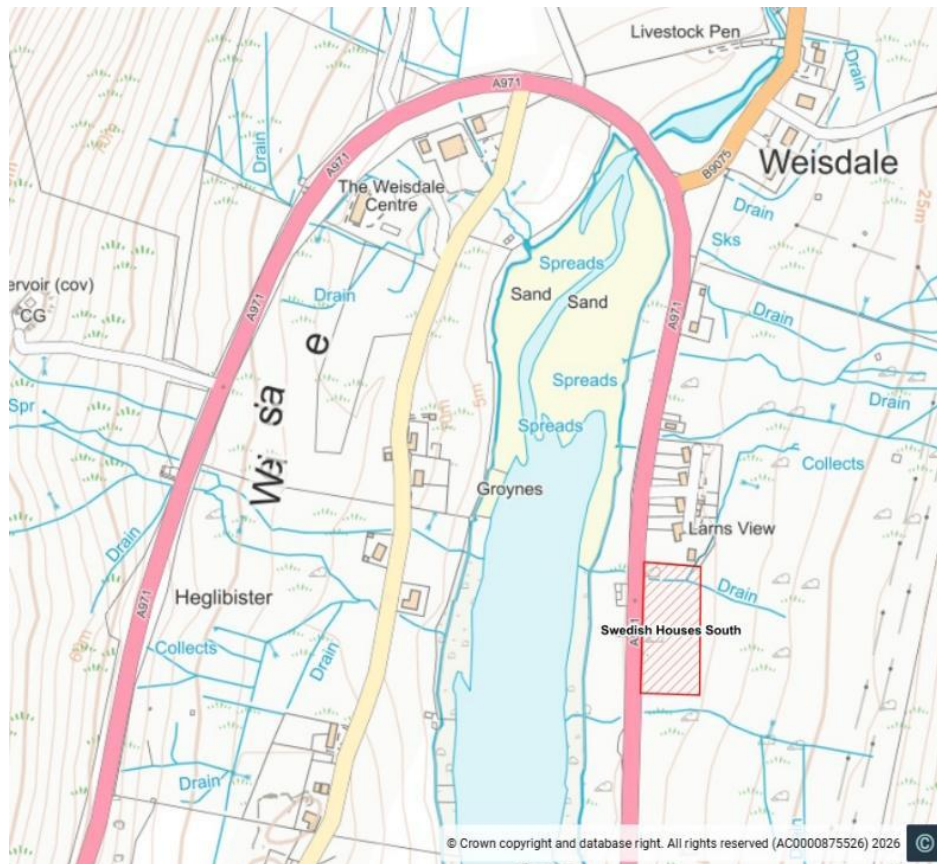
Northwest of Clach na Strom, next to the snooker club.



Southeast of Clach na Strom, behind the football pitch

South of the Swedish Houses

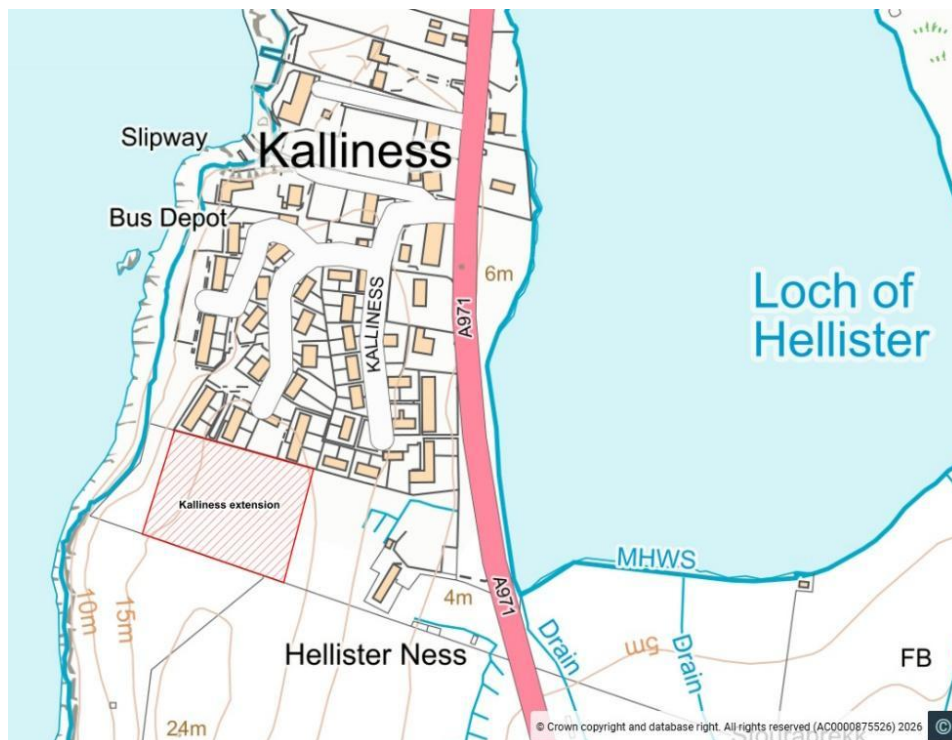
The Swedish houses are a development of eight semi-detached properties just south of the Kergord junction in Weisdale. The proposal is that this development should be enlarged on land to the south of the existing properties. The site would be next to existing properties and a bus stop.





Kalliness

Kalliness was built as public housing but is now a mixture of social and private properties. It is located next to a shop and is on a bus route to Lerwick. The proposal is that the development should be expanded to the south.





Gaet-a-Gott

In Tingwall, the responses to questions about housing were similar to those in Whiteness and Weisdale with one major difference. Whilst there were lots of comments that further housing was needed (especially affordable housing for young people), there were also several comments that the Gott area should not see further large-scale housing development until issues with the sewer infrastructure and flooding were resolved.

The proposal for Tingwall is that, if these issues can be resolved, then the Gaet-a-Gott development should be expanded.

Gaet-a-Gott is an affordable housing development managed by the Hjaltsland Housing Association. The core Gaet-a-Gott scheme includes a diverse mix of 40 properties, spanning 1-bedroom flats up to 3-bedroom family homes. The majority of units are offered as social housing rentals, alongside several properties integrated under the Low Cost Home Ownership and shared equity schemes. The development sits next to the school and hall and has a bus service to Lerwick.



Policy alignment

National Planning Framework 4:

Policy 16 (Quality homes) supports a generous, well-designed supply of housing land across all tenures; Policy 17 (Rural homes) supports new housing in rural areas that responds to local character and need; Policy 15 (Local living) favours development that gives people easy access to local services and facilities on foot — directly relevant to Clach na Strom and Gaet-a-Gott's proximity to the local school and hall.

Shetland LDP 2014:

All five sites are extensions to existing, recognised settlements rather than new development in open countryside, so they align with the sequencing set out in Policy H3 (All Housing Development), which supports development on undeveloped land within existing settlements ahead of isolated countryside sites. Policy H4 (Affordable Housing) supports the continued mix of private and social tenure the community has asked for, and Policy H5 (Siting and Design) supports development that adjoins an existing group of buildings and reflects local character — matching the community's preference for bungalow and 1½-storey properties in keeping with the existing housing stock.

Shetland's Partnership Plan 2018-2028:

Sits under the **Place** priority ("Shetland is an attractive place to live, work, study and invest"), where "Housing & Community" was identified by Shetland communities as one of their top three priorities for improvement, and supports the outcome that "Shetland will be attracting and retaining the people needed to sustain our economy, communities and services."

3.2 Industry

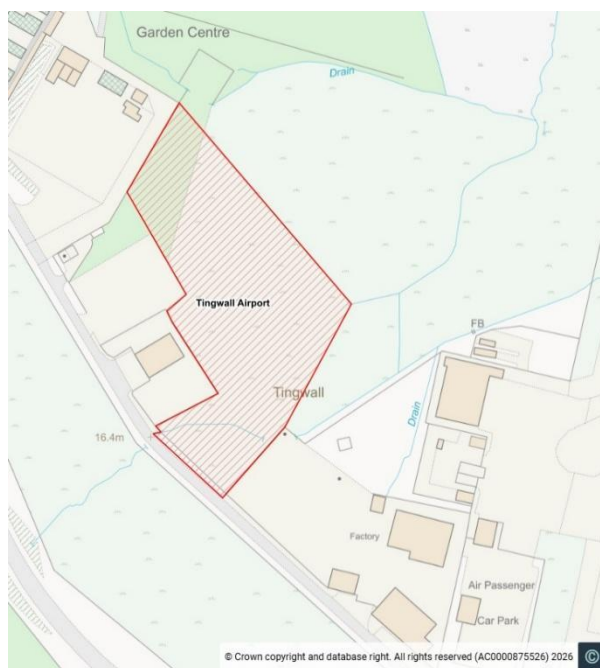
Tingwall Airport Industrial Area

Most of the comments relating to areas for business and industry were suggestions to increase the size of the industrial area next to Tingwall airport. We know from comments received outside of the LPP consultation that local businesses are looking for sites where they can expand. Our proposal is for more land behind Tingwall airport to be used for this.

“We need more sites for local businesses who can give employment in our area. How about more land behind E&H, next to Tingwall airport?”

“Businesses to be kept small and locally based in set out designated business parks.”

“Develop industrial estate near airport with warehouse and workshops for rent or sale by commercial and industrial companies.”





Space for small businesses

In addition to providing more space for existing businesses, there were several comments that the area would benefit from facilities for new, small businesses. This would include both small industrial units and also office space.

“There’s nowhere a person could rent an office, workshop or other premises.”

“Encourage new business start-ups.”

“A cheap rental industrial estate for private start-ups.”

Our proposal is that the enlarged industrial area should include small industrial units and also office space.

COPE Bottling Plant - Weisdale

In addition to looking at new sites, we also propose that suitable existing buildings should be repurposed for small or start-up businesses. There is one building in our area that people felt would be well-suited to this, which is the COPE building at the top of the Cott Road in Weisdale. The building is currently used for storage by COPE Ltd but would be suitable for subdivision into smaller units.



Policy alignment

National Planning Framework 4:

Policy 26 (Business and industry) supports the expansion of an established industrial area to meet identified local need for employment land, as well as proposals that safeguard and re-use existing business premises; Policy 29 (Rural Development) and Policy 25 (Community wealth building) both support small-scale rural enterprise, flexible workspace for new and growing businesses, and local supply chains that keep economic benefit within the community.

Shetland LDP 2014:

Policy ED1 (Support for Business and Industry) and Policy ED2 (Commercial and Business Developments) both support proposals that promote employment, rural diversification and the viability of existing settlements. This applies directly to extending the established industrial area next to Tingwall airport to provide further business and industrial land together with small business units and office space, consistent with Policy GP1's preference for locating new employment development in or adjacent to existing settlements; the same

policies support re-using the COPE building, whose location is already served by road access in an established settlement.

Shetland's Partnership Plan 2018-2028:

Sits under the **Place** priority, where "Work & Local Economy" was identified as a top community improvement priority and the Plan commits to "all areas of Shetland...benefitting from a more resilient low carbon economy underpinned by a culture of innovation..."; also supports the **Money** priority outcome of "innovative, flexible and entrepreneurial employment opportunities throughout Shetland."

3.3 Areas to be protected from development

Whilst people felt that Tingwall, Whiteness and Weisdale need more housing, there was also a strong feeling that this shouldn't be at any price. The survey asked whether there were any areas that should be protected from development and three areas stood out in the responses.

Whiteness Voe and the Böd of Nesbister

Wormadale and Nesbister have seen considerable development in the last decade. This view corridor lies within the Shetland National Scenic Area which is meant to have the highest level of landscape protection available under Scottish planning policy. Our proposal is that, in order to preserve one of Shetland's most valuable views, there should be no further development in Nesbister.

"Protect the Nesbister Böd — the view down Whiteness Voe to the Böd of Nesbister is one of Shetland's most photographed views. It is classified as part of the National Scenic Area and we should do more to protect it from development that would spoil it."

"The Nesbister Bod is at the centre of one of Shetland's most famous views, tour buses stop at the Westings viewpoint and 1000's of tourists see it each year. I have known this view since I was a child and the history of the bod is part of our heritage. I feel any development on the land leading to and around the bod and beach should be prohibited."

"The view down Whiteness Voe and especially the Böd of Nesbister."



The shaded area should be protected.



The view to the Böd of Nesbister

Tingwall Valley

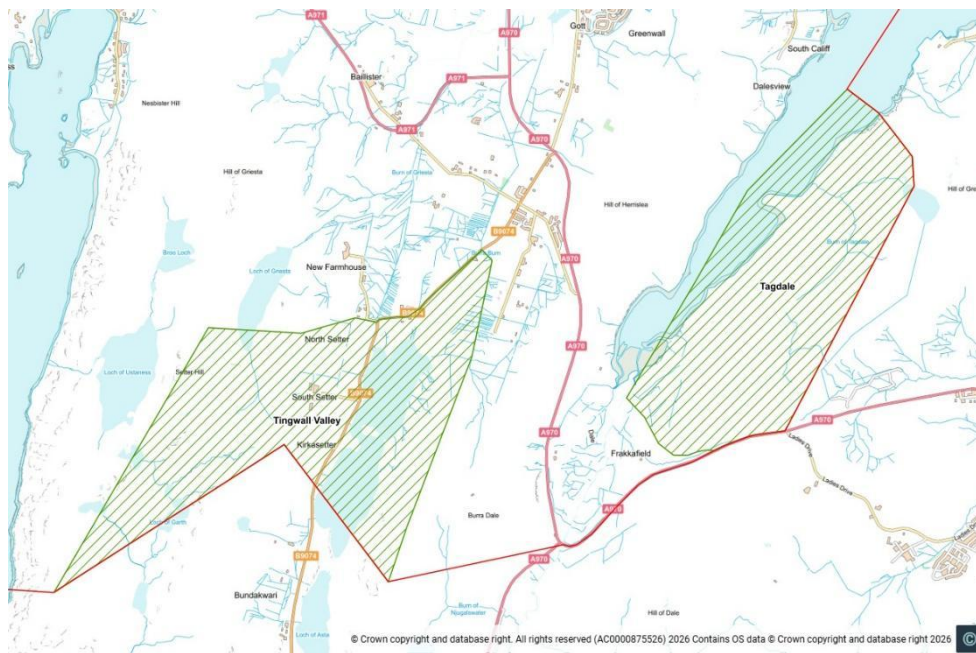
Another area that received several comments about protection was the Tingwall Valley. It is a broad, fertile, and unusually green valley that features rich agricultural land and prominent Norse historical sites, including the Loch of Tingwall and the ancient parliament site of Law Ting Holm. The route is used by many of the tour buses.

We propose that the view looking north up the valley should be protected from development, to preserve this historic area.

“The whole Tingwall valley.”

“Tingwall valley should be protected.”

“Strand Loch, Tingwall Loch and Asta Loch should be protected.”



Tagdale

A proposal has been put forward by Statkraft to build an ammonia plant at Tagdale. There were several comments in the survey responses that this is the wrong place for it and that the site should be protected from development. This LPP proposes that such protection should be put in place.

"I think that there should be a general presumption that industrial development should be on brownfield sites wherever possible. (So, for example, the proposed ammonia plant should be round the corner on the existing Gremista industrial area)."

"Tagdale should not be dug up for a chemical plant."

"Tagdale - This is completely the wrong place for the ammonia plant."

"Proposed ammonia plant — they shouldn't build a chemical plant on a greenfield site when there is a big industrial estate less than a mile away."

(See map above)



Policy alignment

National Planning Framework 4:

Policy 1 (Tackling the climate and nature crises) gives significant weight to protecting valued environments in all planning decisions and supports directing development to brownfield land ahead of greenfield sites; Policy 4 (Natural places) supports protection of nationally important landscape and natural heritage, relevant to both the Whiteness Voe/Nesbister National Scenic Area and the Lochs of Tingwall and Asta Site of Special Scientific Interest (SSSI); Policy 7 (Historic assets and places) requires development to avoid significant adverse impacts on scheduled monuments and their setting, directly relevant to the Law Ting Holm scheduled monument in the Tingwall Valley; Policy 9 (Brownfield, vacant and derelict land and empty buildings) supports the community's preference for directing the proposed Tagdale ammonia plant to established industrial land rather than a greenfield site; Policy 14 (Design quality and place) supports respecting the character and setting of a place, including valued views.

Shetland LDP 2014:

Because the Whiteness Voe/Nesbister view corridor lies within the Shetland National Scenic Area, Policy NH1 (International and National Designations) is the directly applicable mechanism here: development affecting a National Scenic Area will only be permitted where it will not adversely affect the integrity of the area or the qualities for which it has been designated, or where any such effects are clearly outweighed by social, environmental or economic benefits of national importance. The Lochs of Tingwall and Asta are themselves a designated Site of Special Scientific Interest, so Policy NH1 applies equally in the Tingwall Valley; and Law Ting Holm, the site of Shetland's historic law-making assembly at the north end of the Loch of Tingwall, is a Scheduled Monument, engaging Policy HE4 (Archaeology), which protects scheduled monuments and their setting from adverse development effects. Policy GP2(a) additionally requires that development should not adversely affect the integrity of any site designated for its landscape or natural heritage value, relevant across all three areas. Because Whiteness Voe is a sea inlet, Policy CST1 (Coastal Development) also applies to any development proposal in the coastal zone around Nesbister. At Tagdale, Policy GP1's preference for locating new development in or adjacent to existing settlements, together with the availability of established industrial land at Gremista, supports the community's view that a greenfield site is not the appropriate location for this scale of industrial development; this concern is carried forward under the energy infrastructure policy gap in Section 4.4.

Shetland's Partnership Plan 2018-2028:

Sits under the **Place** priority; the Plan's own evidence base records that 59% of people in Shetland rate the quality of local natural spaces highly, with "the need to protect our environment and natural resources" identified as a key theme — directly consistent with the community's wish to see Nesbister protected.

3.4 Safer walking

In 2021 TWWCC surveyed the community to ask what the money available to our area from the Viking windfarm should be spent on. The answer that was head and shoulders clear of other responses was safer walking and cycling. A local charity, Win Furt was set up as a result and they are currently working on path projects in Tingwall and Weisdale.

The LPP survey asked whether this was still important to people and there were many responses to say that it is.

“Safer roads to walk/cycle on. The roads are really poor for people in wheelchairs.”

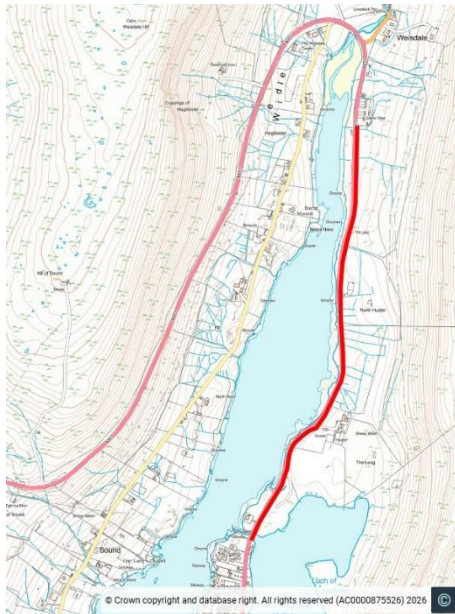
“The provision of paths to link the facilities and housing together along the main road is desperately needed. More facilities are not necessarily needed but better access is. A path linking Weisdale and Whiteness shops would allow safe access to the hall, school, two playgrounds, football pitch, youth club, snooker club, Hellister Loch.”

There were lots of suggestions for possible paths, but there were three which were more popular and which we feel should be included as proposals in the LPP.

Soundside to the Swedish Houses

The route between the Swedish Houses at the top of Weisdale Voe and the shop at Soundside is used by lots of walkers and runners. Most of this stretch is a 60-mph road and people have to walk on the carriageway.

“Walking/cycle paths as a priority as the road is very fast and loads of people would walk more in the community.”



The route between Soundside and the Swedish Houses

Kalliness to Whiteness School

A path between Lower Hellister and Whiteness School is a route that comes up frequently and would probably be the most used route in our area. The proposed work to alter the road between Haggersta and Cova includes such a path but the chances of this scheme happening look slim. If a separate footpath was to be built then the only way that this could be done at any reasonable cost would be for the path to be closer to the shore than the road.

“Cycle lane/walking paths between Kergord road and Weisdale shop and onward to Whiteness school.”

“Safer walking routes! A path from lower Hellister to the school would be the most desirable, but also along the Weisdale voe and round the Hellister loch are all good options!”



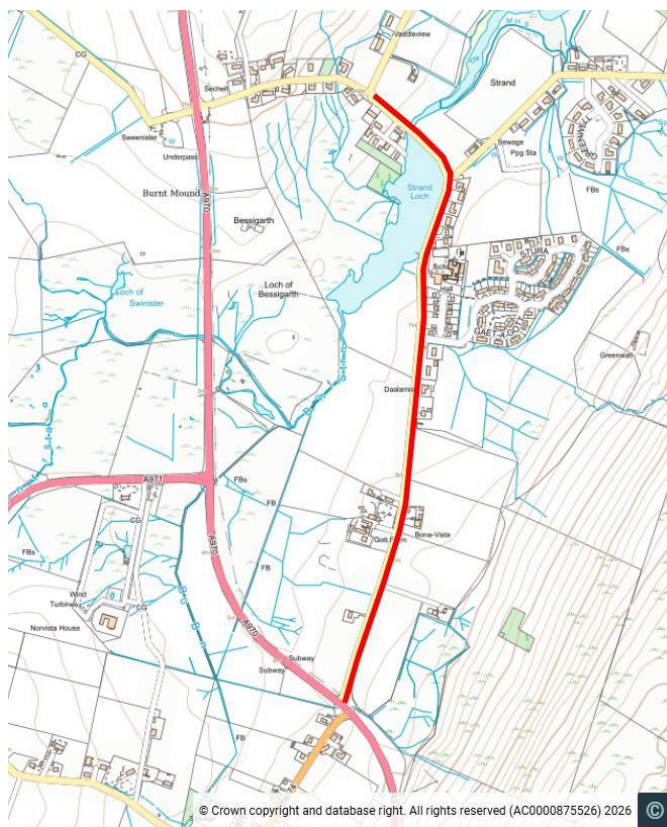


Tingwall School to the Veensgarth Junction

This stretch of road has consistently been highlighted as a route that needs a footpath. It was highlighted in the settlement audit performed by Systra in 2023 and was mentioned several times in the LPP survey responses.

“Dangerous road for walkers — lots of people walk along here but it is barely wide enough for two cars and there is no speed limit.”

“It should be 30 mph from the Veensgarth crossroads to the school. There are 11 houses on the 60 mph bit.”





Policy alignment

National Planning Framework 4:

Policy 13 (Sustainable transport) prioritises walking, wheeling and cycling and requires development and infrastructure decisions to reduce the need to travel by car; Policy 15 (Local living) supports safe walking and cycling connections between housing and community facilities; Policy 20 (Blue and green infrastructure) supports the delivery of path networks as part of the green infrastructure of a place.

Shetland LDP 2014:

Policy TRANS1 (Integrated Transport) directly supports developing "facilities for walking and cycling as an alternative and healthy means of transport" and an "improved path network within and between settlements" — both proposed routes fall squarely within this policy's intent.

Shetland's Partnership Plan 2018-2028:

Sits under the **Place** priority, where "Public Transport" was ranked the single top community improvement priority in Shetland, and under the **People** priority, which targets an increase in the proportion of people engaging in physical activity (including walking) from 77% (2018 baseline) to at least 90% by 2028.

3.5 Community Facilities

The comments about community facilities were varied. There were several comments that the two local halls meant that many activities did not need additional facilities. There were, however, a couple of comments that Tingwall needs a playpark that is available all the time, not just when the school is closed.

Tingwall Playpark

The comments about the need for a playpark in Tingwall chime with suggestions that have been made in the past to the community council and to Win Furt. The proposal is that the playpark should be located on land near the school and hall. A comment made outside of the survey process suggested that facilities similar to the Salvation Army polycrubs at Cunningsburgh would be ideal. The Cunningsburgh facilities use the polycrubs for both community gardening, and also as a year-round, sheltered play space.



Policy alignment

National Planning Framework 4:

Policy 21 (Play, recreation and sport) supports the provision of good-quality, well-designed play and recreation provision for children and young people, alongside effective arrangements for its long-term management and maintenance; Policy 15 (Local living) favours locating new community facilities within easy reach of existing services on foot — directly relevant to siting the playpark alongside the school and hall.

Shetland LDP 2014:

Policy CF1 (Community Facilities and Services) encourages proposals for community facilities that relate sympathetically to the landscape and to the existing level of activity in the locality, matching the proposal to site the playpark alongside the existing school and hall; Policy CF2 (Open Space) supports development that adds to current levels of open space and recreation provision.

Shetland's Partnership Plan 2018-2028:

Sits under the **People** priority ("Individuals and families thrive and reach their full potential"), and complements the **Place** priority, under which "Housing & Community" was identified by Shetland communities as one of their top three priorities for improvement.

4. Proposals for Planning Policy

Suggestions for addressing policy gaps identified while creating the Tingwall, Whiteness and Weisdale LPP

This section sets out proposals for planning policy that reflect the priorities and values of the Tingwall, Whiteness and Weisdale community. These suggestions are intended to inform the preparation and review of the Local Development Plan and to support alignment with National Planning Framework 4.

The policy proposals below, reflect the realities of remote, rural living and aim to support sustainable development in ways that are practical, inclusive and locally appropriate – while respecting the integrity of NPF4.

4.1 Rural Workspace and Small Business Units

Policy Gap: Shetland LDP 2014 Policies ED1 and ED2 support business and industrial development in principle, but neither policy nor its supplementary guidance specifically addresses the practical shortage of small, flexible, ready-to-occupy business units in rural localities, which was repeatedly raised in engagement as a barrier to starting or growing a small business locally.

Rationale: Community feedback identified real buildings (such as the COPE building at Weisdale) that could meet this need through subdivision, but there is no policy mechanism actively encouraging landowners or the Council to bring such buildings forward for small business use, as opposed to simply permitting it if an application is made.

Policy Objective: To introduce supplementary guidance that positively encourages the subdivision and re-use of existing rural buildings for small business units and starter workspace, including guidance on typical unit sizes, access and parking standards appropriate to rural settlements, and, where possible, signposting to funding or business support available to landowners and prospective tenants.

4.2 Core Paths and Safer Walking on High-Speed Rural Roads

Policy Gap: Shetland LDP 2014 Policy TRANS1 supports "an improved path network within and between settlements" in principle, but there is no policy mechanism that gives priority, funding or delivery certainty to path proposals on stretches of road that carry the National Speed Limit (60mph) through or between settlements with no safe pedestrian alternative — exactly the situation on the three routes proposed in Section 3.4.

Rationale: Shetland's dispersed settlement pattern means many everyday walking journeys — to school, to a shop, to a bus stop — require using the carriageway of a fast road. Community and charitable effort (including Win Furt, established following the 2021 Viking windfarm community survey) has already identified priority routes, but delivery depends on ad hoc funding rather than a clear planning policy hook.

Policy Objective: That the Local Development Plan and its Transport supplementary guidance identify a defined process for prioritising and securing developer or other contributions toward core path/footway delivery on high-speed rural roads adjoining or connecting existing settlements, drawing on locally identified priority routes such as those set out in Local Place Plans.

4.3 Recognition of Existing National Landscape and Heritage Designations in Decision-Making

Policy Gap: Two of the areas the community has identified for protection in Section 3.3 already carry the strongest level of designation available under Scottish planning policy, but this is not always clearly recognised in practice. The Whiteness Voe/Nesbister view corridor lies within the Shetland National Scenic Area (NSA), engaging LDP 2014 Policy NH1 and NPF4 Policy 4. In the Tingwall Valley, the Lochs of Tingwall and Asta are a designated Site of Special Scientific Interest (also covered by Policy NH1), and Law Ting Holm — the site of Shetland's historic law-making assembly — is a Scheduled Monument protected under LDP 2014 Policy HE4 and NPF4 Policy 7. The Tagdale ammonia plant proposal (also raised in Section 3.3) is a different kind of issue — a live, site-specific development proposal rather than a gap in designation — and is addressed instead through the general policy alignment in Section 3.3 and the energy infrastructure policy gap in Section 4.4.

Rationale: Community members consistently describe both the Nesbister Böd view down Whiteness Voe and the wider Tingwall Valley as among Shetland's most valued landscapes, without necessarily being aware that parts of both already carry national-level protection. Making these designations clear and unambiguous — in this Plan, and in Shetland Islands Council's own published information about these areas — helps ensure they are properly understood by residents raising concerns about future development and consistently applied by decision-makers assessing proposals against Policy NH1 and Policy HE4's tests.

Policy Objective: That Shetland Islands Council confirm, and clearly reflect in its published mapping and guidance for these areas, that (a) the Whiteness Voe/Nesbister view corridor forms part of the Shetland National Scenic Area, and (b) the Lochs of Tingwall and Asta are a Site of Special Scientific Interest and Law Ting Holm is a Scheduled Monument — and that Policies NH1, HE4 and NPF4 Policies 4 and 7 continue to be applied to development proposals affecting these areas.

4.4 Energy Generation and Transmission Infrastructure

Policy Gap: Lack of localised planning guidance to attenuate the visual and environmental impact of large-scale energy infrastructure.

Rationale: While national infrastructure projects serve broader goals, their impact on Shetland's landscape and communities can be significant — as illustrated by the proposed Statkraft ammonia plant at Tagdale (Section 3.3), which the community considers should instead be directed to established industrial land.

Policy Objective: To introduce measures that require community consultation and visual impact mitigation for energy infrastructure affecting rural settlements, including when designated as national infrastructure projects. An acknowledgement of cumulative landscape impact could be explored.

5. Evidence of Statutory Regard

This section of our Local Place Plan demonstrates how we have given regard to National Planning Framework 4 (NPF4), The Shetland Local Development Plan 2014 (LDP 2014) and Shetland's Partnership Plan 2018-2028 (SPP) in preparing this Plan. Section 3 sets out how each individual land-use proposal aligns with specific policies; this section summarises that regard at the level of the Plan as a whole, and Section 5.4 brings both together in a single summary table.

5.1 National Planning Framework 4

NPF4 is Scotland's statutory spatial strategy, adopted in February 2023, and sets out 33 national planning policies. In preparing this LPP, TWWCC has had particular regard to the following:

- Policy 1 (Tackling the climate and nature crises) and Policy 4 (Natural places) underpin our approach to protecting the Whiteness Voe/Nesbister and Tingwall Valley landscapes (Section 3.3) and inform the caution expressed throughout the Plan about "development at all cost." Policy 7 (Historic assets and places) additionally supports protecting the Law Ting Holm scheduled monument and its setting, and Policy 9 (Brownfield, vacant and derelict land and empty buildings) supports the community's preference for directing the proposed Tagdale ammonia plant to established industrial land instead.
- Policy 13 (Sustainable transport) and Policy 15 (Local living and 20-minute neighbourhoods) support the safer-walking proposals (Section 3.4) and our proposed Core Paths policy gap (Section 4.2), all of which aim to make it easier for residents to reach the schools, shops and halls on foot.
- Policy 16 (Quality homes) and Policy 17 (Rural homes) support the housing proposals in Section 3.1, which favour continued small-scale, well-designed housing that reflects local character.
- Policy 25 (Community wealth building), Policy 26 (Business and industry) and Policy 29 (Rural Development) support the industry proposal in Section 3.2 and the rural workspace policy gap in Section 4.1.
- Policy 11 (Energy) directly informs the energy infrastructure policy proposal in Section 4.4, in particular its emphasis on cumulative landscape and visual impact and on maximising local community socio-economic benefit from energy developments.
- Policy 10 (Coastal development) is relevant to any future development proposal around Whiteness Voe, given its coastal location.

None of this Plan's proposals conflict with NPF4; each is intended to help deliver NPF4's aims at a local level in a way that reflects Tingwall, Whiteness and Weisdale's particular circumstances as a dispersed, rural, island community.

5.2 Shetland Local Development Plan 2014

The Shetland LDP 2014, adopted by Shetland Islands Council on 26 September 2014, forms (together with NPF4) the statutory Development Plan for Shetland. This LPP has been prepared to complement, not conflict with, the LDP's existing policies. Section 3 sets out policy-by-policy alignment for each proposal; in summary:

- The housing proposals (3.1) align with Policies H3, H4 and H5,
- The industry proposal (3.2) aligns with Policies ED1 and ED2, and identifies a gap (addressed in Section 4.1) around active encouragement of rural workspace.

- The landscape protection proposals (3.3) align with Policy NH1 (International and National Designations), Policy HE4 (Archaeology) and Policy GP2, reflecting the Whiteness Voe/Nesbister National Scenic Area, the Lochs of Tingwall and Asta SSSI, and the Law Ting Holm scheduled monument, and identify a gap (addressed in Section 4.3) around ensuring these designations are clearly recognised and consistently applied. The Tagdale proposal is addressed through Policy GP1 and the general policy alignment in Section 3.3, and connects to the energy infrastructure policy gap in Section 4.4.
- The community facilities proposal (3.5) aligns with Policies CF1 and CF2.
- The safer walking proposals (3.4) align with Policy TRANS1, and identify a gap (addressed in Section 4.2) around delivery of paths on high-speed rural roads.

We note that Shetland Islands Council is currently preparing a replacement Local Development Plan, expected to reach Proposed Plan stage around 2026-27 and adoption around 2028. The 2014 LDP remains the adopted statutory plan against which this LPP has been assessed, but TWWCC would welcome the priorities and policy gaps identified in this LPP being carried forward into that review.

5.3 Shetland's Partnership Plan 2018-2028

The SPP is Shetland's statutory Local Outcomes Improvement Plan, built around four shared priorities: **Participation** ("People participate and influence decisions on services and use of resources"), **People** ("Individuals and families thrive and reach their full potential"), **Place** ("Shetland is an attractive place to live, work, study and invest") and **Money** ("All households can afford to have a good standard of living").

This LPP is itself an act of **Participation** — a community-led plan produced through direct engagement with residents. Its proposals principally support the **Place** priority, under which Shetland communities identified Public Transport, Work & Local Economy, and Housing & Community as their top three priorities for improvement — a close match to three of this LPP's own four community priorities (safer walking, business space, and housing). The industry and energy proposals also support the **Money** priority's outcome of accessible, innovative and entrepreneurial employment opportunities, and the safer-walking proposals support the **People** priority's target to increase the proportion of people engaging in physical activity to at least 90% by 2028.

5.4 Summary table

Section 3/4 proposal	NPF4	Shetland LDP2014	SPP priority
3.1 Housing (Clach na Strom, Swedish Houses, Kalliness)	Policies 15, 16, 17	Policies H3, H4, H5, GP1	Place
3.2 Industry (COPE building)	Policies 25, 26, 29	Policies ED1, ED2, GP1	Place; Money
3.3 Areas to be protected (Whiteness Voe/Nesbister, Tingwall Valley, Tagdale)	Policies 1, 4, 7, 9, 14	Policies NH1, HE4, GP1, GP2, CST1	Place
3.4 Safer walking (three path routes)	Policies 13, 15, 20	Policy TRANS1	Place; People
3.5 Community facilities (Tingwall playpark)	Policies 15, 21	Policies CF1, CF2	People; Place
4.1 Rural workspace and small business units	Policies 26, 29	Policies ED1, ED2	Place; Money
4.2 Core paths on high-speed rural roads	Policies 13, 15, 20	Policy TRANS1	Place; People
4.3 Recognition of existing national landscape and heritage designations	Policies 1, 4, 7	Policy NH1, HE4	Place
4.4 Energy generation and transmission infrastructure	Policy 11	Policy RE1	Place; Money

6. Statement Regarding the Level of Community Support

The Tingwall, Whiteness and Weisdale Local Place Plan has been shaped by a programme of community engagement in June and July 2026. This Statement demonstrates how the engagement has been undertaken. We assert that the Tingwall, Whiteness and Weisdale Local Place Plan has the demonstrable support of those who engaged with the process, secured through a proportionate and well-publicised engagement effort.

Method

Tingwall, Whiteness and Weisdale Community Council decided in May 2026 that it should produce a local place plan. Other local groups were invited to join the project but none came forward so the project has been led by community council members.

Following a meeting with Planning Aid Scotland, we decided that our primary method of consultation would be an online survey, with the additional option to make comments using the Placecheck mapping tool. We would also hold drop-in events to capture the views of people who did not want to fill in the survey online.

Being very conscious that not everybody is online, TWWCC arranged for a leaflet about the LPP project to be delivered to every household in the area. The leaflet invited people to fill in the survey online or to attend drop-in events at Whiteness and Weisdale Hall on 27th June or Tingwall School on July 4th. The spare leaflets were placed at the Weisdale shop.

Both the survey and the drop-in events were advertised through TWWCC's facebook page. These messages reached TWWCC's 700+ followers several times so, between that and the leaflet, we are confident that the great majority of our community was aware of the survey and the events.

After several reminders online, the public engagement phase of the project closed on 19th July. At the end of the period, we had 72 survey responses and 22 Placecheck submissions.

Processing the responses

We are fortunate that one of our members is experienced at using AI and we used the *Claude* AI tool from Anthropic to perform a thematic analysis of the responses and classify them using the standard place model.

Community council members then met on 29th July to review the responses and decide on the proposals to be included in the LPP.

Landowner engagement

Where the proposals refer to specific smaller sites involving a single land owner, we undertook a series of visits, phone calls or, last resort, email, to discuss the proposals with them or at least inform them.

As we expected, the landowners were happy with some proposals but not others. We explained that as the LPP was intended to reflect what the community said it wanted to see, should that become possible, we would keep all the proposals in the LPP as a record of these wishes.

28-Day Notification Period – September 2026

The draft LPP was published for public consultation from 1st September to 28th September 2026. Copies were made available online and at key community locations as well as being sent to the statutory consultees. The full circulation list is contained in Appendix D.

7. Statement in Relation to Statutory Impact Assessments

The Community Council understands that the statutory impact-assessment requirements associated with development plan preparation apply principally to the preparation of Local Development Plans.

Accordingly, the Tingwall, Whiteness and Weisdale Local Place Plan has not been prepared as a subject of a separate statutory Strategic Environmental Assessment, Equality Impact Assessment, Fairer Scotland Duty Assessment, Island Communities Impact Assessment or other statutory impact assessment.

In preparing the Local Place Plan, the Community Council has, however, considered the potential implications of its proposals for:

- the natural environment and biodiversity;
- landscape character and the distinctive qualities of the area;
- the historic environment and cultural heritage;
- climate change and climate resilience;
- housing and population;
- transport, accessibility and active travel;
- community facilities and services;
- the rights and wellbeing of children and young people, including play;
- local economic activity and employment;
- health and wellbeing;
- equality and inclusion; and
- the particular circumstances and needs of the island community.

These matters have informed the community's priorities and proposals and have been considered alongside National Planning Framework 4, the relevant Shetland Local Development Plan and relevant locality/community planning priorities.

Appendix A – The survey

14/08/2026, 15:01

Whiteness and Weisdale Local Place Plan Survey

Whiteness and Weisdale Local Place Plan Survey

Only the first two questions require an answer. After that, you can reply to whichever questions you want to. If you complete the survey and think of something else later that you want to say, then please feel free to come back and answer that question again. Please remember that this survey is specifically about the Whiteness, Weisdale and Kergord areas. There is a separate survey for Tingwall, Wadbister and Girlsta.

** Indicates required question*

1. Do you live in the Tingwall, Whiteness and Weisdale Community Council area? *

Mark only one oval.

☐ Yes

☐ No

2. Do you work in the Tingwall, Whiteness and Weisdale Community Council area? *

Mark only one oval.

☐ Yes

☐ No

Housing

3. Shetland has a housing shortage. Where would you like to see housing developed in our area?

https://docs.google.com/forms/d/1nlg56mNp162F131YXq4omBU-g61milC0-PiK_E654k/edit

1/5

4. What type of housing do you think is needed? For example, flats or houses?
What size (how many bedrooms)? Private (for sale) or social (rented)?

Environment

5. Are there particular steps you'd like to see which would protect our environment?

6. Are there specific areas or views that you think should be protected?

Industry and employment

7. Our area is also a place where people work. How would you like to see places or work and employment developed in our area?

8. Is there sufficient land and buildings available for industry and business?

Community facilities

9. Ours is a generally scattered community. Would you like to see more facilities to enable people to come together? What would these be?

Leisure

10. As well as living and working here, our area is somewhere we may choose to spend our leisure time. What amenities do you think would make our area a better place to enjoy our leisure?

Walking and cycling

11. A survey carried out a couple of years ago identified the need for better cycling and walking facilities. Are safe walking and cycling important aspects of local life for you?

Mark only one oval.

☐ Yes

☐ No

12. How could walking and cycling be made safer, more enjoyable and practical?

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Google Forms

Appendix B

Glossary of Terms and Acronyms Term / Acronym Definition

Term / Acronym	Definition
NPF4	National Planning Framework 4 – Scotland’s spatial strategy and national planning policy document, setting out policies for sustainable development, climate action, and place-based planning.
LDP 2014	Shetland Local Development Plan 2014 – The statutory land use plan for Shetland, guiding development and conservation decisions.
LPP	Local Place Plan – A community-led spatial plan proposing the development, use, or conservation of land and buildings, formally recognised in the planning system.
NSA	National Scenic Area is a statutory conservation designation identifying a landscape of outstanding scenic value in a national context.
Placecheck	A participatory tool used to assess and improve places through mapping.
SIC	Shetland Islands Council – The local authority responsible for planning, infrastructure, and community services in Shetland.
SPP	Shetland Partnership Plan 2018–2028 – A strategic community planning document focused on improving outcomes across four themes: Participation, People, Place, and Money.
SPP (Policy Theme)	Refers to one of the four strategic themes in the Shetland Partnership Plan: Participation, People, Place, and Money.
SSSI	Site of Special Scientific Interest is a formal conservation designation used in the UK to protect areas of land and water that are important for plant life, animals, or rock and earth formations.

Appendix C

Statement of Lead Body Conformity

This Local Place Plan is being submitted for registration by Tingwall, Whiteness and Weisdale Community Council. Tingwall, Whiteness and Weisdale Community Council is an established Community Council and therefore constitutes a Community Body for the purposes of Local Place Plan preparation.

The Local Place Plan has been prepared on a community-led basis, with the Community Council providing the leadership and coordinating engagement, evidence gathering and the development of the proposals.

Appendix D

Copy of Tingwall, Whiteness and Weisdale Local Place Plan – Information Notice

Information Notice

Issued by: Tingwall, Whiteness and Weisdale Community Council

Date of Issue: 1st Sept 2026

Consultation Period: 1st Sept – 28th Sept 2026 (28 days)

Contact: Uphouse, Setter, Walls, Shetland, ZE2 9PE

Email: tww.communitycouncil@googlemail.com

Purpose of this Notice

This notice is issued in accordance with Regulation 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021. It informs you that Tingwall, Whiteness and Weisdale Community Council, a recognised community-controlled body, has prepared a Local Place Plan (LPP) for the Tingwall, Whiteness and Weisdale area.

We are now undertaking the statutory 28-day notification period prior to submission to Shetland Islands Council. You are invited to review the proposed LPP and submit any representations by 28th September 2026.

About the Tingwall, Whiteness and Weisdale LPP

The Tingwall, Whiteness and Weisdale LPP sets out a community-led vision for the development, use, and conservation of land and buildings in Tingwall, Whiteness and Weisdale over the period 2026–2035. It includes proposals for housing, community facilities, local enterprise, and environmental enhancement, and makes suggestions for planning policy amendments aligned with National Planning Framework 4 (NPF4). The LPP has been both informed and shaped by community engagement and reflects the priorities of Tingwall, Whiteness and Weisdale residents, businesses, and organisations.

Where to View the Proposed LPP

The draft LPP is available for public inspection at the following locations:

Lerwick Library

Shetland Islands Council Offices (Planning, Community Development, Environment)

Online: <https://twwcommunity.scot/>

How to Respond

Please send any comments or representations by 23:59 on 28th Sept 2026 to:

Email: tww.communitycouncil@googlemail.com

Post: Tingwall, Whiteness and Weisdale Community Council, Uphouse, Setter, Walls, Shetland, ZE2 9PE

All responses will be reviewed by the LPP Steering Group prior to submission to Shetland Islands Council. If you have included your contact information in your communication with us, you will be contacted to advise you of the action taken to incorporate your representation into the LPP.

If you do not wish to be contacted about your representation, please state that clearly when commenting.

List of Consultees – Tingwall, Whiteness and Weisdale LPP Pre-Submission Consultation

Shetland Islands Council – Planning Service

Shetland Islands Council – Community Planning and Development Service

Shetland Islands Council – Roads and Transport

Shetland Islands Council – Education and Children's Services

Shetland Islands Council – Environmental Health

Shetland Islands Council – Housing Services

Shetland Islands Council – Economic Development

Shetland Islands Council – Climate Change and Energy Team

Delting Community Council Clerk

Lerwick Community Council Clerk

Nesting and Lunnasting Community Council Clerk

Sandsting and Aithsting Community Council Clerk

Scalloway Community Council Clerk

Cllr Mrs. Catherine Hughson

Cllr Mrs. Moraig Lyall

Cllr Mr. Davie Sandison

Cllr Mr. Ian Scott