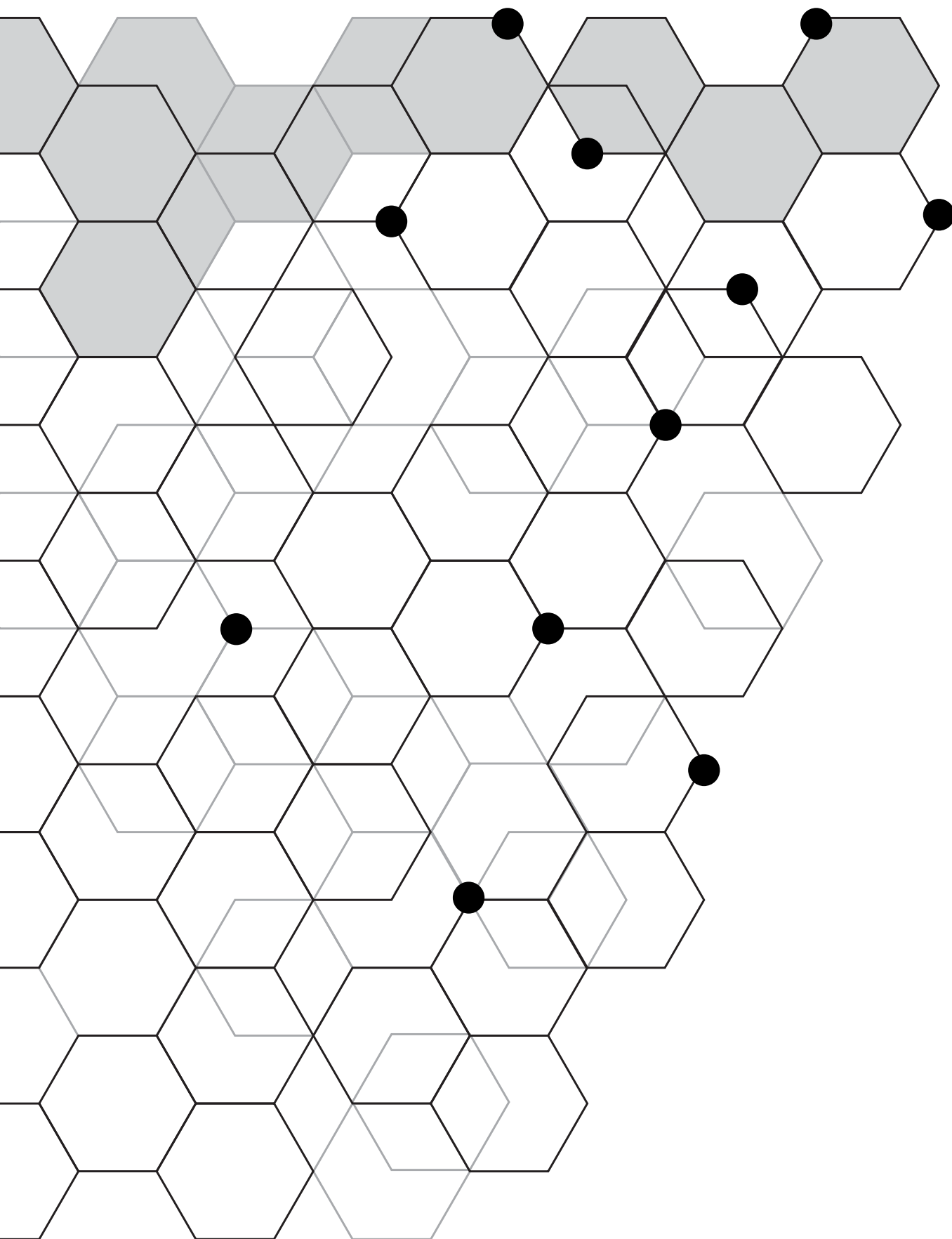


APPENDIX 7A  
SETTLEMENT STATEMENTS  
**BANFF AND BUCHAN**





# BANFF AND BUCHAN SETTLEMENT STATEMENTS CONTENTS

Settlement	p
Aberchirder	186
Banff	189
Cairnbulg and Inverallochy	197
Cornhill	202
Crovie	206
Crudie	208
Fordyce	211
Fraserburgh	214
Gardenstown	227
Inverboyndie	231
Ladysbridge	233
Macduff	236
Memsie	243
New Aberdour	248
New Byth	251
Pennan	254
Portsoy	256
Rathen	261
Rosehearty	264
Sandend	269
Sandhaven and Pittulie	272
Whitehills	275

## Map Key

	Settlement Boundary
	Protected Land
	Reserved Land
	Employment Land
	Housing Land
	Mixed Use Types
	Existing Employment Land (BUS)
	Strategic Reserve Employment Land
	Town Centres
	Green Belt
	Conservation Areas
	Existing Core Path

# ABERCHIRDER

## Vision

Lying to the north of the A97, Aberchirder acts as a rural service centre. The centre of the settlement is designated as a Conservation Area and the older part of the town follows a strict grid pattern. Set within undulating farmland, Cleanhill Wood acts as a natural barrier to development to the west side of the settlement, while development to the south side has been restricted to protect the overall setting of the village and to limit development on the southern side of the A97. Fewer restrictions affect development on the eastern and northern sides of the settlement. Future development must ensure that Aberchirder's attractive setting, historic features and role are maintained.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the playing field as an amenity for the village.
<b>P2</b>	To protect the playground and areas of parkland as amenities for the village.
<b>P3</b>	To protect recreational open space as an amenity for the settlement.
<b>P4</b>	To protect the open space area as an amenity for the settlement.
Other Designations	
<b>CA</b>	Aberchirder Conservation Area.
<b>BUS</b>	Safeguarded for business uses.

## Flood Risk

- Part of sites P3 and BUS are located adjacent to the Scottish Environment Protection Agency's indicative 1 in 200 year flood risk area, or have a small watercourse running through or adjacent to the site. A Flood Risk Assessment may be required. A buffer strip will be required adjacent to the watercourse alongside the BUS site which should be integrated positively into the development.

## Services and Infrastructure

- Strategic drainage and water supply:** A growth project has been initiated at Aberchirder Waste Water Treatment Works.
- Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Aberchirder or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.



- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Aberchirder or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Open space:** All development may be required to contribute towards the public realm and pathways.



# BANFF

## Vision

Originally developed around Banff Bay at the mouth of the River Deveron, Banff is a key settlement and an important administrative and service centre for the western half of northern Aberdeenshire. Most of the historic lower town and the Georgian architecture of the upper town are covered by the Conservation Area. The southern aspect of Banff is covered by Duff House Gardens which is a National Designed Landscape. The significance of Banff as a regional service centre is enhanced by its striking coastal situation and its location on the main A98 road, making it an attractive tourist and visitor destination for northeast Scotland and the Moray Firth Coast.

The development of Banff has to be considered in relation to the town of Macduff, which is located on the opposite side of Banff Bay. The two towns, which are identified as being in a Regeneration Priority Area, provide complementary functions for each other, and land use allocations take account of this relationship. It is important that all development promotes regeneration, including improved transport infrastructure to and from the settlement, and compliance with the Town Centre First principle. In addition, all development should meet the vision and objectives of the Banff Harbour Business Plan whilst preserving and enhancing, where possible, the historic character of the town to ensure the town remains and continues to develop as a popular destination for visitors and tourists.

There are community aspirations for new small scale affordable housing in the area. There is also a desire for greater business development, in particular high earning work opportunities such as those created by the digital industry, and to have business-ready units made available locally. There is an aspiration for a link road between the A97 and A98 as a potential bypass for Banff to the west of the settlement, however the main transport-related concerns for the local community are around Banff Bridge over the River Deveron which is considered no longer fit for purpose. In relation to this, it is desired that options to encompass the possibilities for a pedestrian bridge are explored.

## Natural and Historic Environment

The Whitehills to Melrose Coast Site of Special Scientific Interest (SSSI) is located to the north and east of the settlement.

There are two scheduled monuments in Banff: Banff Castle and Old St Mary's Burial Ground, and the Duff House Designed Landscape is situated to the south of the settlement.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the setting of Banff as a significant contribution to the character of the place, to safeguard the former railway line forming part of the green-blue network, and to prevent coalescence between Banff and Inverboyndie.
<b>P2</b>	To protect the area of open space at Banff Castle as a significant contribution to the character of the place.
<b>P3</b>	To protect Duff House Gardens as a significant contribution to the character of the place.
<b>P4</b>	To protect recreational open space as an amenity for the settlement.
<b>P5</b>	To protect the area of woodland and to reserve a 3 metre wide strip of land along the eastern boundary adjacent to Cemetery Lane for a footpath as an amenity for the settlement.
<b>P6</b>	To protect the Duff House Royal golf course as a significant contribution to the setting and character of the place, and as an amenity for the settlement.
<b>P7</b>	Marks the strategic landscaping required for sites OPI and OP2.
<b>P8</b>	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
Reserved Land	
<b>RI</b>	For a cemetery extension (an area of search).
Other Designations	
<b>TC</b>	Banff Town Centre.
<b>CA1</b>	Banff - Scotstown Conservation Area.
<b>CA2</b>	Banff Conservation Area.

## Flood Risk

- Parts of Banff are in an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- Strategic drainage and water supply:** Local sewer network reinforcement may be required for sites OPI and OP2. Early engagement with Scottish Water is required.

- **Community facilities:** All development must contribute to the enhancement of the capacity of the library and approved community facilities in Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Macduff.
- **Open space:** Contributions may be required for one sports pitch, land for allotments, and cycleway linkages to the existing settlement. Improvements to the coastal path, and the landscaping and the woodland recreational network based upon Duff House Woods and Lusylaw Woods, may be required where open space contributions are required outwith development sites. Contribution towards the Public Realm may also be required.

## Allocated Sites

### OPI: Goldenknowes

**Allocation:** 400 homes, community facilities, leisure and retail units

This site was previously allocated as site OPI in the LDP 2017. Community facilities are required on this site, which includes recreation facilities, including one additional grass pitch for community use. Retail uses on the site should be restricted to those associated with a neighbourhood centre, so as not to conflict with objectives for Banff Town Centre.

Located along the western edge of Banff, the development site is visible to those approaching the settlement from the northwest. For this reason strategic landscaping should be planted along the western site boundary to minimise potential adverse impacts to the setting of Banff, and development should be located primarily along the lower slopes of the site associated with the existing settlement edge. Where the site rises towards the summit of Gallow Hill, development should not be overbearing on existing properties.

Development should be orientated to factor in weather conditions given its open coastal location. Strategic planting should also respond to the coastal setting in terms of species choice, scale and form of planting character, and ensure the effective establishment of any planting (for example wind breaks) due to the exposed elevated microclimate.

A Masterplan was agreed by Banff and Buchan Area Committee in January 2015 (and subsequently an Addendum agreed in 2019) for the whole of this site to ensure the community and leisure facilities, retail units and strategic open space are accommodated on the site. The site will be developed across a number of phases. Two of Scottish Water's water main pipes cross the site and may need to be diverted. The Goldenknowes Road and Lusylaw Road are to be the main point of access, in order to avoid impacting on the A98, a principal A-class road in Aberdeenshire. A Transport Assessment for the site should be updated for future phases. New bus stops on Golden Knowes Road are to be provided with Phase 1 and the existing farm track is required to be upgraded to full pedestrian/cycle standard, incorporating any vehicle access requirements. Links to core paths and active travel links to the town centre and community facilities should be provided.

Full Planning Permission has been granted for 94 homes on part of the northern half of the site. This comprises the southernmost half of phase 1 and on which construction has commenced (planning application reference APP/2017/3244). The developer is promoting the site as 100% affordable housing, however not all of the proposed homes are classed by the Council as being affordable in perpetuity. As part of this planning application a Masterplan Addendum was produced to reflect the alterations and changes made to the site. The Masterplan may be required to be updated further as phases of development come forward and will need to be reviewed if development has not commenced at the date of adoption of this Local Development Plan.

It is expected that the site overall will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



## OP2: Colleonard Road

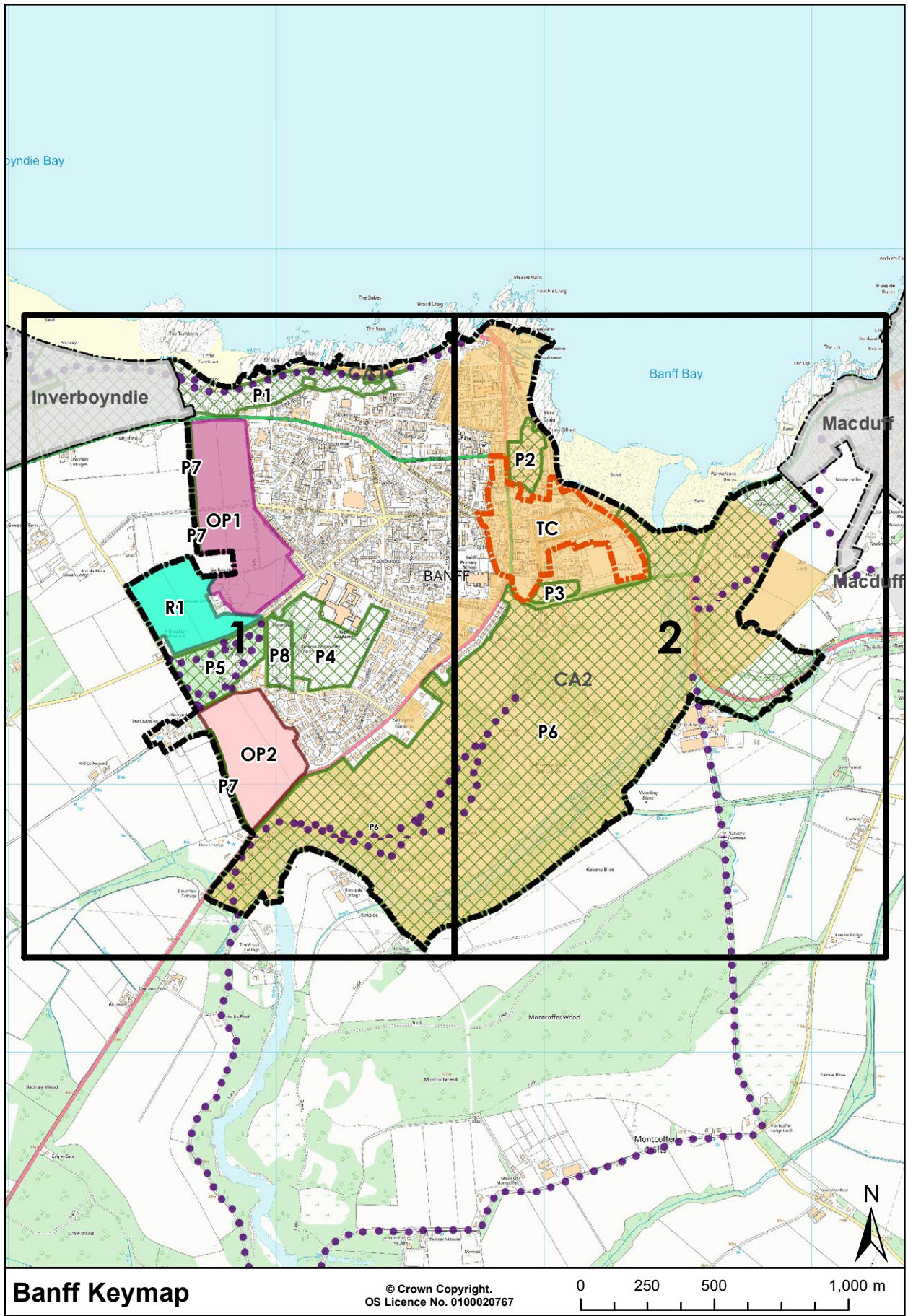
**Allocation:** 200 homes

This site was previously allocated as site OP2 in the LDP 2017. Due to its location the site will have a role in providing a 'gateway' into Banff from the south. The site is situated north of the Banff Conservation Area and Duff House Gardens and Designed Landscape. This corner of Banff is heavily wooded, and the site presents an opportunity to link Lusylaw Wood and Wrack Wood.

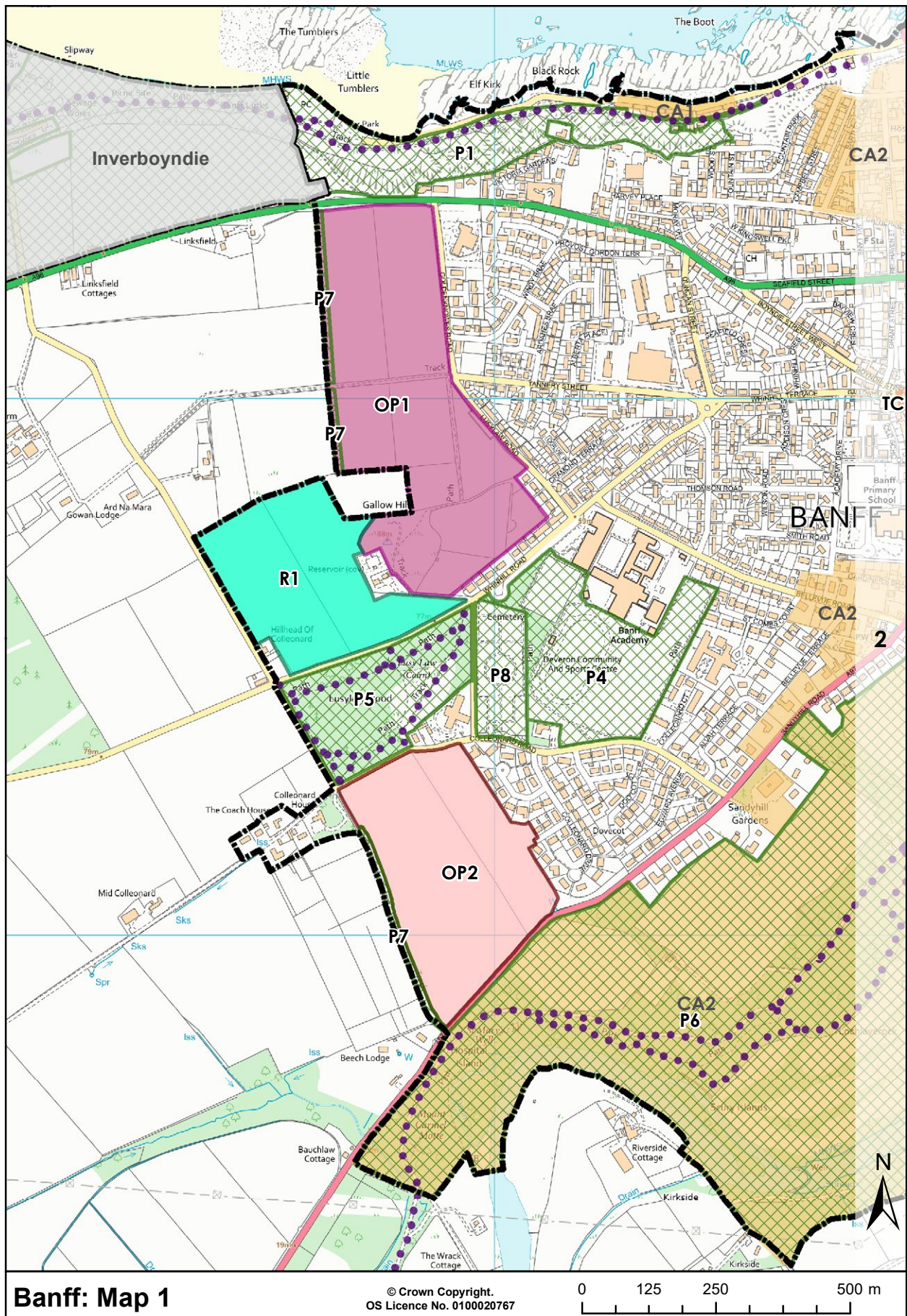
There is an existing tree lined track off the A97 which leads to Colleonard House which forms the western boundary to the site and is a valuable feature to be retained. This tree avenue also plays an important role in screening the site and enhancing the 'gateway' effect when approaching Banff along this southern approach. Supplementary strategic planting should be included along this western edge to enhance this effect, and to minimise potential adverse impacts to the setting of Banff. The opportunity should be taken to improve the existing visually obtrusive suburban edge which currently dominates the experience of entering Banff from the south west.

Development should be orientated to exploit the southern aspect of the hill slope, particularly to maximise solar gains, and be sympathetic to the style of existing houses along Colleonard Crescent and Colleonard Drive. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

An Access Strategy is required showing proposals for initial access from the A97. Poor alignment of the A97 should be addressed for any new junction arrangement. The current speed limit on the A97 is required to be extended with speed reduction/gateway features. Bus route extensions with new stops are required. Safe footway links are required on the A97 connecting to the existing network including upgrades to existing provision. Two core paths are located in close proximity to the north of the site and suitable connections to them should be made through the site layout. Active travel links to the town centre should also be included.





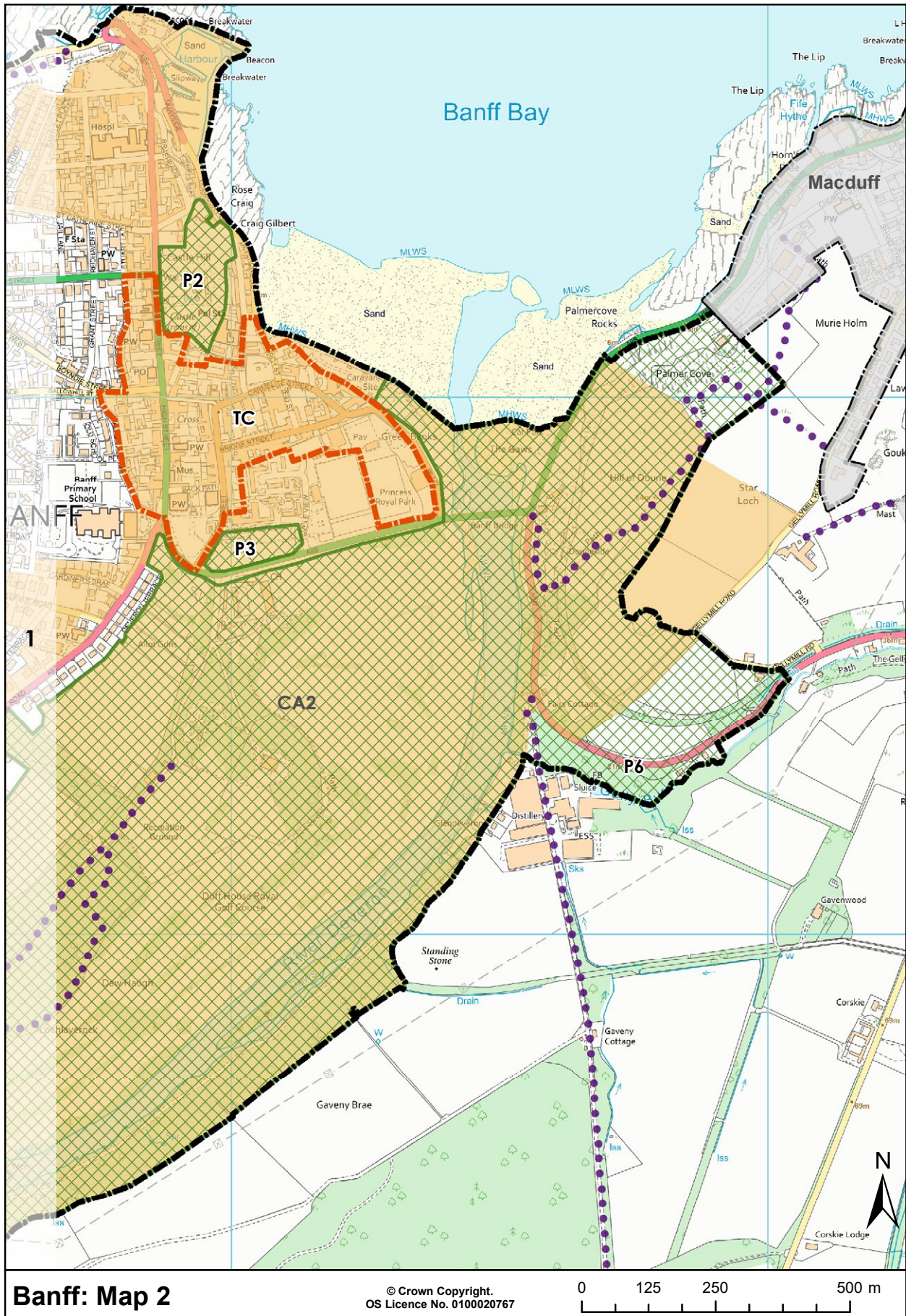


**Banff: Map 1**

© Crown Copyright.  
OS Licence No. 0100020767

0 125 250 500 m





# CAIRNBULG AND INVERALLOCHY

## Vision

The villages of Cairnbulg and Inverallochy lie adjacent to one another approximately 6km east of Fraserburgh. Both fishing villages and the harbour lie to the northwest of the settlements, while Inverallochy Golf Course forms the eastern boundary. The coast at this point is part of an important geological site with good examples of rock exposures along the shore and a raised beach/fossil cliff/sand dune complex which is important for breeding, overwintering and feeding birds. The older parts of the settlements are characterised by traditional buildings densely spaced, whereas more recent expansion of the settlements to the south and west is of more modern design.

Future development in the settlements should provide a choice of housing, while also attempting to adopt some of the characteristics of the old village to reaffirm the settlements' unique built fabric and attractive coastal setting.

The local community have a desire to bring the current derelict community hall back into use, and to have a local health care facility to help address the lack of local facilities and amenities, in particular for younger people. The Conservation Area designation is highly valued by residents who would like to see it enhanced through pavement improvements together with parking and speed restrictions. There is local demand for affordable housing, and an aspiration to create employment opportunities by attracting new businesses through start-up units and home-working opportunities. Identifying a suitable site to extend the cemetery provision is a key priority for the community.

## Natural and Historic Environment

Cairnbulg to St Combs Coast Site of Special Scientific Interest (SSSI) and Cairnbulg to St Combs Local Natural Conservation Site (LNCS) are located to the north of the settlement.

The disused Cairnbulg Airfield to the south of the settlement is used by pink-footed geese and waders associated with the Loch of Strathbeg SPA and SSSI (located to the south of St Combs). The remains of the Airfield is an archaeological site listed in the Sites and Monuments Record, which the settlement has encroached onto.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the setting of Cairnbulg and Inverallochy as a significant contribution to the character of the place.
<b>P2</b>	To protect the play area and parkland as amenities for the village.
<b>P3</b>	To protect the playing field and recreation ground as amenities for the village.
<b>P4</b>	Marks the proposed strategic landscaping required for sites OPI and OP2.
<b>P5</b>	To protect recreational open space as an amenity for the settlement.
<b>P6</b>	To protect the green space area as an amenity for the village.
<b>P7</b>	To protect the golf course as a significant contribution to the character of the place and to prevent coalescence with St Combs.
<b>P8</b>	To protect the war memorial area as a significant contribution to the character of the place.
Other Designations	
<b>CA</b>	Cairnbulg/Inverallochy Conservation Area.

## Flood Risk

- There is a risk of surface water flooding from fields adjacent to site OPI and it is expected an appropriate SUDS solution will be required. The site is located adjacent to the Scottish Environment Protection Agency's indicative 1 in 200 year flood risk area, or has a small watercourse running through or adjacent to the site. Parts of the settlement may be at risk from coastal flooding. A Flood Risk Assessment will be required.

## Services and Infrastructure

- **Local transport infrastructure:** Access and permeability are to be considered for site OPI. Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** Local sewer network reinforcement may be required. A Water Impact Assessment and mains upgrades may also be required.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Cairnbulg and Inverallochy, including the village hall and or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Cairnbulg and Inverallochy or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.



- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at health facilities in Fraserburgh. Contribution towards additional pharmacy facilities may be required.

## Allocated Sites

### OPI: South of Allochy Road

#### Allocation: 85 homes

This site was previously allocated as OPI in the LDP 2017. Located on the southern edge of the settlements and on Cairnbulg Airfield, the development site is visible to those approaching from the south. For these reasons strategic landscaping should be planted along the southern boundary to minimise potential adverse impacts on the setting of the settlements and the adjacent archaeological site. Strategic planting must respond to the coastal setting in terms of species choice, scale and form of planting character; and adequate provision should be made to ensure the effective establishment of planting (for example wind breaks) given the exposed microclimate.

The design of new housing should be sympathetic to the style of existing houses next to the site, and the character of the existing historic townscape. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and integrated into the design of the development to provide a mix of house types and sizes to meet local need. The development also presents an opportunity to recognise and commemorate the former World War II airfield use of the site and it is expected that some form of historical reference is made through the overall development design, or within the public realm.

Two points of vehicle access are required from Allochy Road/Allochy Place. Access and connectivity with any potential future development to the south needs to be maintained. Footway connections to Allochy Road in the vicinity of Castle Drive should be made to provide direct routes to bus stops. Provision of active travel facilities and links to the core path network are required. Off-site open space contributions to connect to and contribute towards the upgrading of the national coastal path, which is adopted as a core path, could be considered. However, this must not be to the detriment of the layout of the development site.

Specialist advice must be sought to investigate ground contamination from potential radioactive substances on the site due to the site's former use as an airfield. A Flood Risk Assessment will be required due to surface water flooding issues. It is expected that an appropriate SUDS solution will be required.

## OP2: Westhaven

### Allocation: 43 homes

This is a newly allocated site with full planning permission for 43 homes (planning application reference APP/2017/0478), located at the south western edge of the settlements and with construction underway. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and integrated into the design of the development to provide a mix of house types and sizes to meet local need. The site is bound to the north by the old railway line (now a public footpath) and new vehicle access will be created off Rathen Road to the south. A public right of way running through the site is to be retained and a new space for community allotments will be provided by the development. The site includes provision for road access through the site for potential future development to the north. Surface water is required to be mitigated on site using a detention basin.

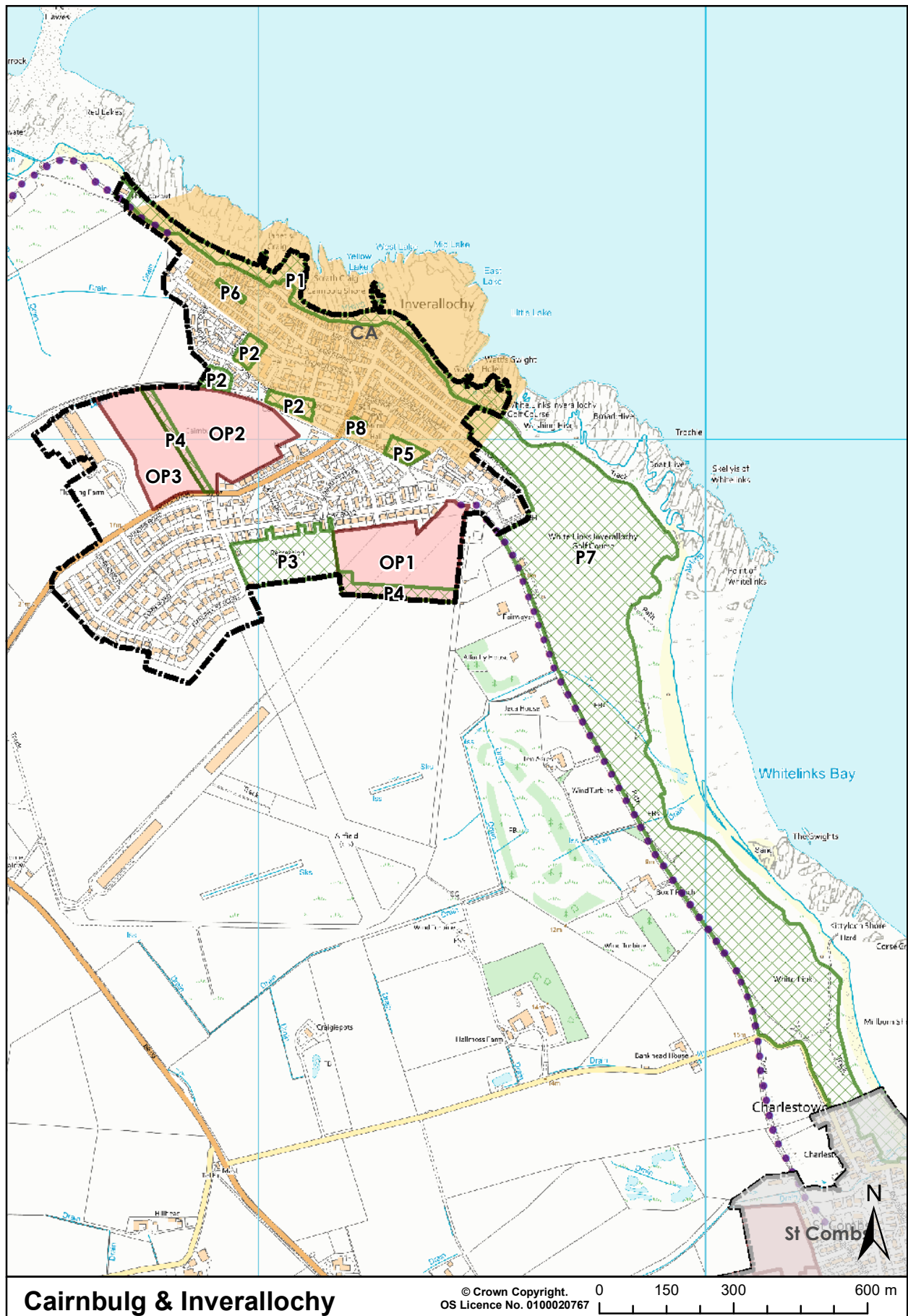
## OP3: Land North of Rathen Road

### Allocation: 30 homes

This is a newly allocated site providing a natural extension of the settlement extending westwards immediately adjacent to site OP2. Site layout and design should respond to the qualities of the landscape setting which is characterised by uninterrupted views out to sea and provides a strong sense of place. Landscape design, including strategic planting, should respond to the coastal setting in terms of species choice, scale and form of planting character.

Road and footpath connection to adjacent site OP2 to the east should be provided if possible. It is also a requirement that provision is made for road access through the site for potential future development to the north. Footway connection is required on the north side of Rathen Road linking to the existing network. There is a potential requirement for a crossing facility on Rathen Road. Provision for active travel is required, including links to the core path network.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and integrated into the design of the development to provide a mix of house types and sizes to meet local need.



# CORNHILL

## Vision

Cornhill is a small rural settlement situated to the southwest of Banff on the crossroads of the A95 and B9023. The village contains a number of amenities including several small local businesses, sports pitches, village hall and post office. The village has a character that reflects its origins around the crossroads and subsequent organic growth along Mid Street. The built form generally reflects individual or small groups of one, to one and a half storey homes. Mid Street reflects a distinctive pattern by having the oldest properties hard against the current road line, while on the southern side long gardens separate the road from the houses. Mature tree features mark the oldest part of the village and contribute to making the place distinctive. The adjacent local ancient woodland is also an important natural heritage feature of the area. Although demand for development is low, it is important that the distinctive character of the village is maintained.

The local community would welcome new development to help sustain the village and boost demand for local amenities, although flooding is a concern. The community desire new footpath links around the village, including a connecting path to Ordiquihill Primary School, and improved play facilities.

## Settlement Features

Protected Land	
P1	To protect the playing field and recreation ground as amenities for the village.
P2	To protect the tree avenue as a significant contribution to the character of the village.
P3	To protect the tree belt as a significant contribution to the character of the village.
P4	Marks strategic planting associated with OP2.

## Flood Risk

- There is a risk of flooding from fields adjacent to OP1 and OP2, which are located within the Scottish Environment Protection Agency's indicative 1 in 200 year flood risk area. A Flood Risk Assessment will be required.

## Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** Local sewer reinforcement may be required and all foul drainage must go to public sewers. A waste water treatment growth project may be required. Early engagement with Scottish Water is encouraged. A growth project will be initiated once development meets Scottish Water's five growth criteria.



- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Cornhill, including the local hall, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Cornhill or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at Portsoy Health Centre. Contribution towards expansion of existing pharmacy facilities may be required.

## Allocated Sites

### OPI: Midtown

#### Allocation: 8 homes

This site was previously allocated as site OPI in the LDP 2017. Full planning permission has been granted for 8 houses and a garage on the site (planning application reference APP/2009/0900). Development should retain the block of established woodland in the southeast corner of the site as it contributes to the sense of place. However, this presents a conflict with the need for visibility splays at the road junction access into the site off the B9023, and this will need to be resolved through frontage clearance to achieve visibility. Footways require to be extended along the A95 and B9023 into the site linking it to the existing network. Existing footways on the B9023 should be upgraded to an adoptable standard as far as Mid Street.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

A buffer strip will be required alongside the watercourse to the northwest of the site which should be integrated positively into the development. A Flood Risk Assessment will be required. A Water Impact Assessment will be required for the District Metered Area. Development on the site will be served from a trunk water main so 24 hour water storage will be required at each property.

## OP2: Land to the West of Midtown

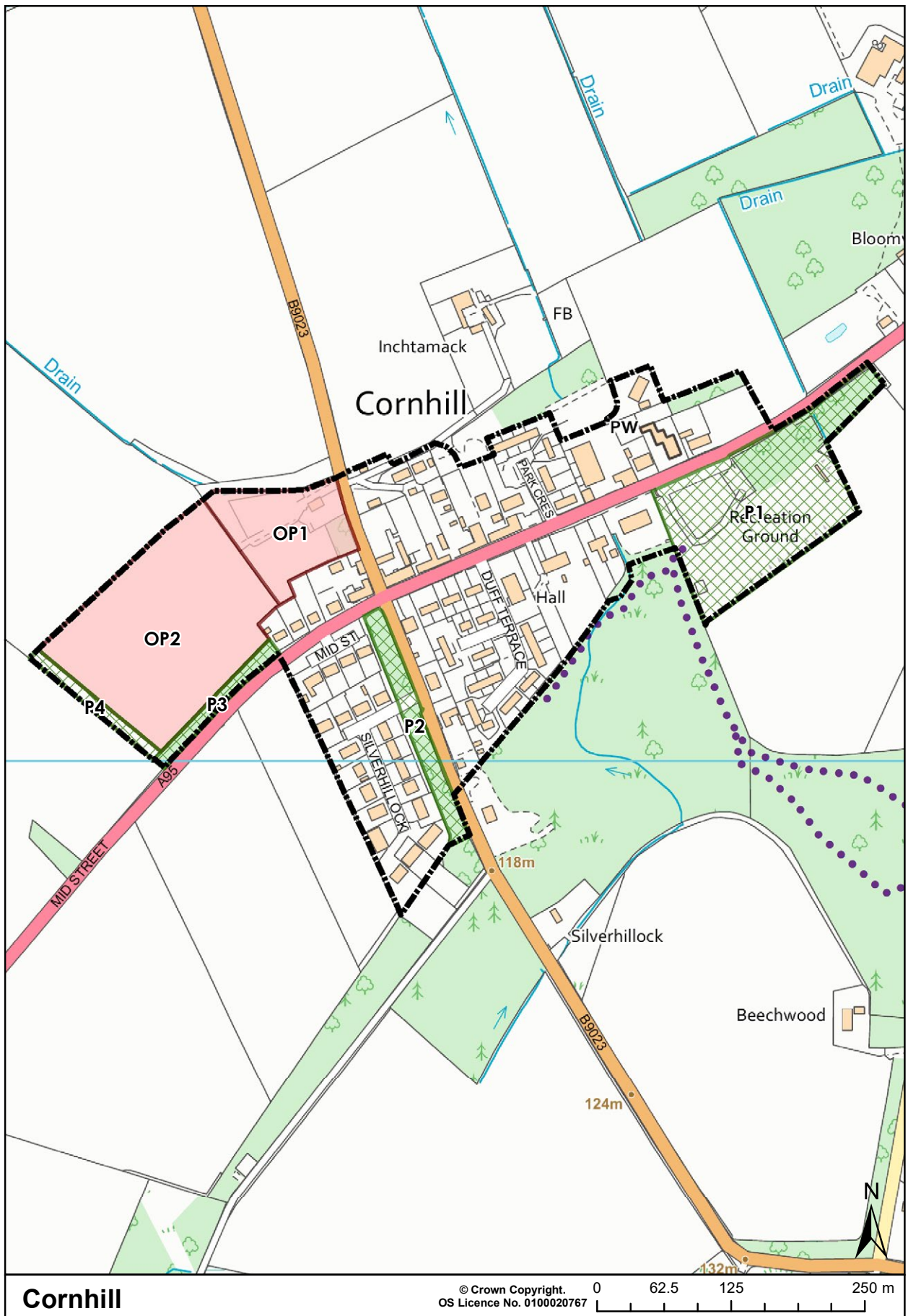
### Allocation: 63 homes

This site was previously safeguarded for a new school (P3), with part of the site as OPI in the LDP 2017. A Masterplan will be required for the site to demonstrate integration with the existing settlement and to allow for a phased development of the site. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

An existing tree belt along the south eastern boundary of the site on Mid Street (identified as P3) is to be retained as a landscape feature. However compensatory planting is likely to be necessary if tree loss is required in order to take vehicle access from the A95. Vehicle access from the A95 will require relocation of the existing speed limit and associated speed reduction measures, as well as frontage clearance to achieve visibility. Footways require to be extended along the A95 and B9023 into the site linking to the existing network.

The site presents an opportunity for tree planting to be integrated into the site layout and design to provide a distinctive landscape framework for the development. This should include enhancing the existing tree belt and extending it along the south western boundary of the site as strategic planting for the site.

A buffer strip will be required alongside the watercourse to the northeast of the site which should be integrated positively into the development. A Flood Risk Assessment will be required. A Water Impact Assessment will be required for the District Metered Area. Development on the site will be served from a trunk water main so 24 hour water storage will be required at each property.



# CROVIE

## Vision

Crovie is a unique and traditional Banffshire fishing village built on a narrow ledge between the base of the cliffs forming the east side of Gamrie Bay and the sea. The entire settlement is designated as a Conservation Area. The scenic coastal setting and historic character of Crovie must be protected to ensure the settlement remains a popular and attractive destination for tourists and visitors.

## Natural and Historic Environment

Troup, Pennan and Lion's Heads Special Protected Area (SPA), Gamrie and Pennan Coast Site of Special Scientific Interest (SSSI), and Gardenstown to Strahangles Point Local Natural Conservation Site (LNCS) are located to the west of the settlement.

## Settlement Features

Protected Land	
PI	To protect the setting of the village as a significant contribution to the character of the place.
Other Designations	
CA	Crovie Conservation Area.

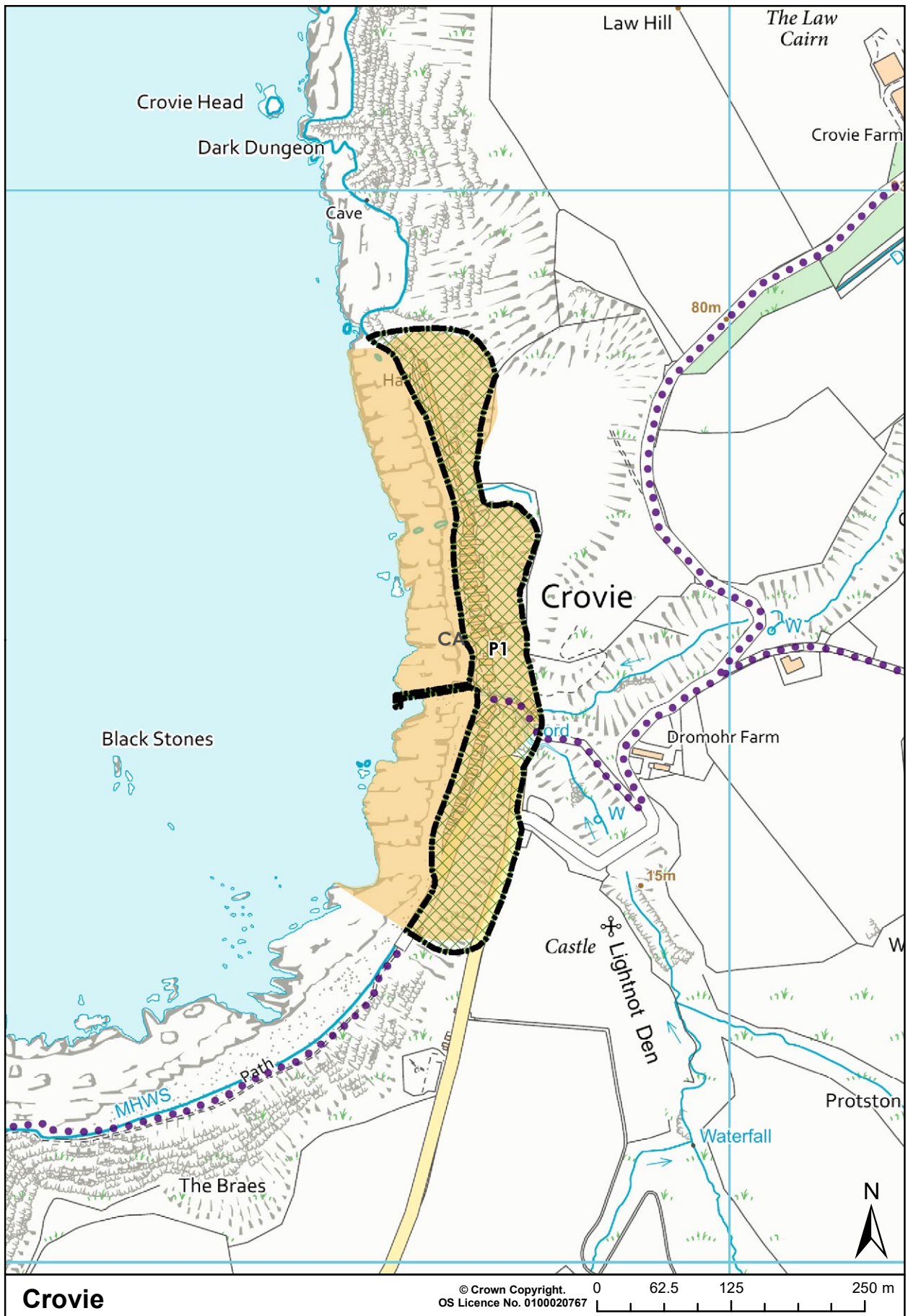
## Flood Risk

- Parts of Crovie are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Crovie or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Crovie, including coastal paths, or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix I5.





# CRUDIE

## Vision

Crudie is a dispersed village centred around an existing primary school located to the southeast of Banff and southwest of Fraserburgh. Its main role is to act as a focus for community activity based on the library and primary school, which serve the wider rural area. Demand for homes in this area may be low but new development will help sustain these services. Development is likely to progress at a relatively slow rate to meet the capacity of waste water treatment.

The local community are supportive of new development to help sustain local services and facilities. Whilst recognising there is low demand for new housing in the area, the community desire more mixed use/employment development, and have aspirations for a new pathway around the village as a 'selling point'.

## Settlement Features

Protected Land	
PI	To protect recreational open space as an amenity for the settlement.

## Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** A growth project for waste water treatment may be required in order for the village to expand. A growth project will be initiated once development meets Scottish Water's five growth criteria. For mains water supply a growth project has been initiated. All new development will be served from a trunk water main so 24 hour water storage will be required at all properties. Early engagement with Scottish Water is recommended.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Crudie or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Crudie or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.

- **Health and care facilities:** All residential development must contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Macduff. Contributions towards expansion of existing pharmacy facilities or within a new facility may be required.

## Allocated Sites

### OPI: Land at Hawthorn Croft

**Allocation:** 10 homes

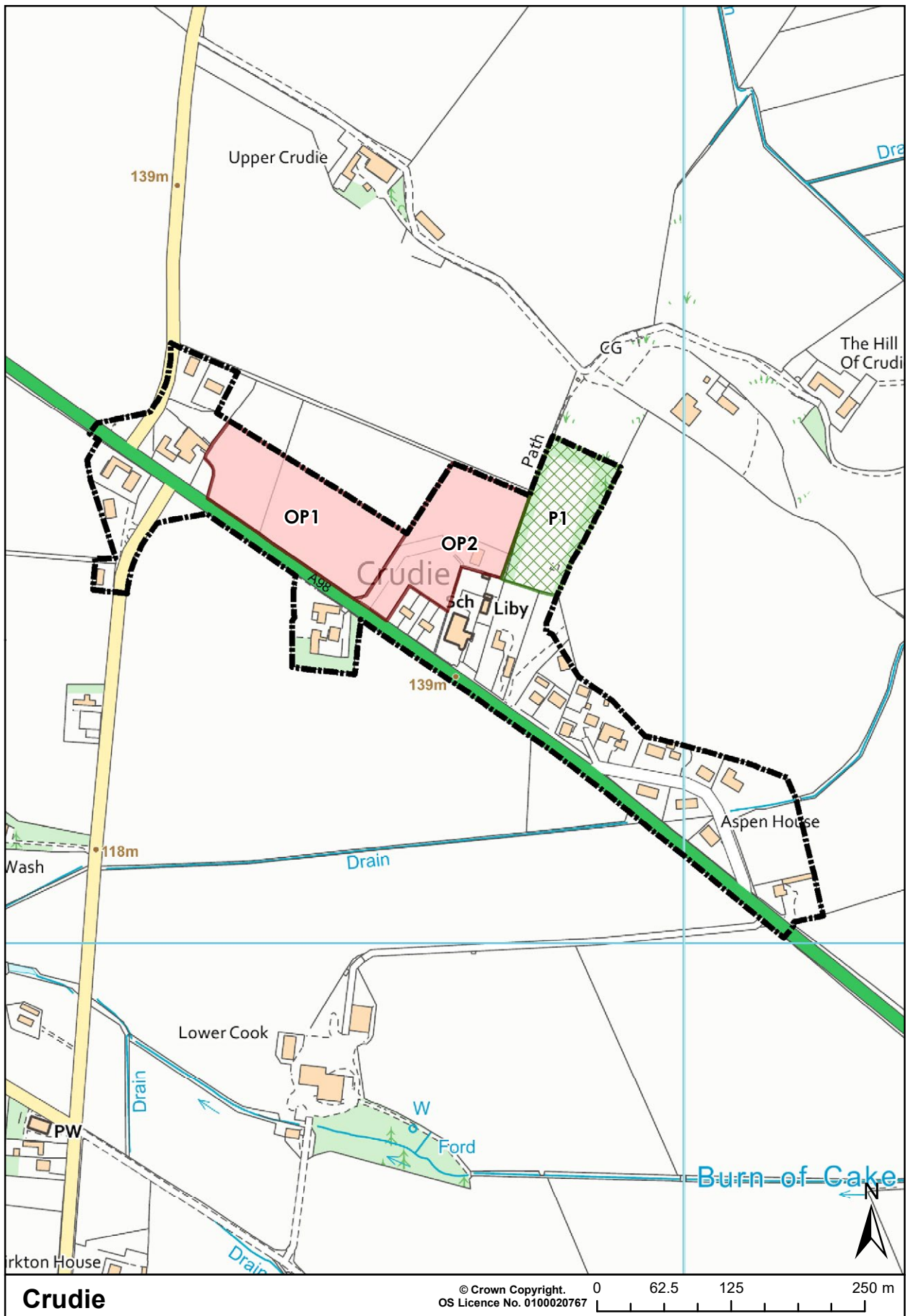
The site was previously allocated as site OPI in the LDP 2017 and has the potential to link the two built up areas of Crudie together. The design of the development should be sympathetic to the style of existing adjacent houses. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

Use of the existing A98 access (Hawthorn Crescent) is the preferred road access point rather than providing a new junction off the A98. Footway provision between the site and the school is required to be extended and upgraded, replacing a section that is currently delineated by road markings only. There is a potential requirement for new bus stop infrastructure close to the site.

### OP2: Hawthorn Crescent

**Allocation:** 9 homes

Part of the site was previously allocated as OPI in the LDP 2017. The site lies to the north of Sunnybank Cottages between the community woodland to the east and the OPI site to the west. Full planning permission has been granted for 9 homes and construction has commenced with one home built to date, including a new access road (Hawthorn Crescent) off the A98. Progress in delivering the site has been slow.





# FORDYCE

## Vision

Fordyce is a historic settlement located at the foot of Durn Hill. Protected by Conservation Area status, the village has remained largely unchanged in recent years. The existing church, castle, wooded setting and distinctive architecture styles which include private gardens, make Fordyce an attractive and 'green' village. Limited future development is acceptable and should respect the existing architectural styles found within the settlement.

## Natural and Historic Environment

The Fordyce Castle and St Talorgan's Church scheduled monument are found within the settlement.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the community woodland as an amenity for the settlement.
<b>P2</b>	To protect recreational open space as an amenity for the settlement.
<b>P3</b>	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
Other Designations	
<b>CA</b>	Fordyce Conservation Area.

## Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Fordyce, including the local public hall, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Fordyce or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.

- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at Portsoy Medical Practice. Contributions towards the expansion of existing pharmacy facilities may be required.

## Allocated Sites

### OPI: West Church Street

#### Allocation: 5 homes

This site was previously allocated as OPI in the LDP 2017 and presents the only potential direction for development for the village without impacting on its historic setting.

The majority of Fordyce is included within a Conservation Area, and development on this site must be sympathetic in terms of its layout and design. A low density development is preferred on this site as it would reflect the density pattern in Fordyce, which decreases outwards from its centre. The development could be orientated along a curved road to emulate Back Street and St Tarquins Place, with the main point of access taken off School Road. Consideration should be given as to whether there is an opportunity to link this site to West Church Street since national planning policy discourages cul-de-sacs and this would echo the street layout in Fordyce. Road access should be taken off School Road with footway connections to the existing network provided. Existing speed limit requires to be relocated. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Development on the site will be fed directly from the trunk water main so 24 hour water storage will be required at each property.

The site may be suitable for self-build plots, subject to planning permission being granted for the development site as a whole, not as separate individual plots. Furthermore, for self-build plots the landowner would be responsible for ensuring that all infrastructure to service all plots is in place prior to any homes being constructed. This is to include waste water treatment, road access through the site to an adoptable standard and open space provision. In addition, all necessary site surveys and assessments deemed to be required through the planning permission process such as Archaeological Survey, Drainage Impact Assessment, and Flood Risk Assessment must also be carried out on the development site as a whole.



# FRASERBURGH

## Vision

Fraserburgh serves as a major employment and service centre within northeastern Aberdeenshire and is identified as being located within a Regeneration Priority Area. It is one of Europe's premier fishing harbours and its growth has been tied to the fortunes of the industry ever since its early origins. Fraserburgh offers a wide range of services with good shopping and leisure facilities. Fraserburgh has been identified as an Integrated Travel Town in the Local Transport Strategy.

Bounded to the north and east by the sea, Fraserburgh has expanded inland without the landward physical constraints of many of the smaller coastline settlements. The north has undergone extensive housing regeneration and new tourism and recreation opportunities are being provided with the ongoing regeneration of the lighthouse and beach. It is essential that this effort continues during the Plan period in order to fully realise the potential Fraserburgh has to be a vibrant place to live, work and visit.

A Masterplan has been produced for Fraserburgh Harbour (July 2019) which recognises that the harbour lies at the core of the economic and social fabric of Fraserburgh. The Masterplan sets out a strategic framework for development at the harbour over the next 20 years and aims to support growth in existing markets as well as facilitate and attract new business. To this effect, the harbour has been safeguarded for port-related activities. A retail park in the southeast of Fraserburgh has added to the large-scale employment areas on its east and north boundaries. Significant employment and housing land allocations have been made to the north and south of the town, with progress being made on developing the housing sites to the south and southwest.

Delivering housing choice and building flood resilience within the settlement remain key priorities for the local community, with restoration and enhancement of the Kessock Burn as a potential key project. There is a desire for a broader, more diversified spread of funding beyond Council owned properties, and for investment being used to attract new businesses. The community consider it important to the town's growth and development that there is a positive outward perception of Fraserburgh. There is a desire for improved localised health facilities to avoid people having to travel.

## Natural and Historic Environment

There are three environmental designations along Fraserburgh's coastline. Rosehearty to Fraserburgh Coast Site of Special Scientific Interest (SSSI) and Aberdour Bay to Kinnaird Head Local Natural Conservation Site (LNCS) are located to the north of the settlement. Fraserburgh Bay LNCS is located to the east of the settlement.

There are three scheduled monuments in Fraserburgh: a World War Two Pill Box at Fraserburgh Bay, and the Wine Tower and Kinnaird's Head Castle to the north of the harbour.

## Settlement Features

Protected Land	
<b>P1</b>	To protect Saltoun Gardens, playing fields, tennis courts, bowling green, putting green, play areas and cricket ground as amenity areas for the settlement.
<b>P2</b>	To protect recreational open space as an amenity for the settlement.
<b>P3</b>	To protect recreational open space as an amenity for the settlement.
<b>P4</b>	To protect recreational open space as an amenity for the settlement.
<b>P5</b>	To protect the playground and open space area as an amenity for the settlement, and for contribution to the character of the place.
<b>P6</b>	To protect the playground and open space area as an amenity for the settlement, and for contribution to the character of the place.
<b>P7</b>	To protect the playground and open space area as an amenity for the settlement.
<b>P8</b>	To protect the playground and open space area as an amenity for the settlement, and for contribution to the character of the place.
<b>P9</b>	To protect the caravan site for amenity and leisure uses.
<b>P10</b>	To protect the harbour for port related activities.
<b>P11</b>	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
<b>P12</b>	To protect the area as forming part of the green-blue network.
Reserved Land	
<b>R1</b>	For a park, and sport and recreation facilities associated with the approved Masterplan for site OP2.
<b>R2</b>	Reserved for healthcare use.
Other Designations	
<b>BUS1 - BUS4</b>	Safeguarded for business uses.
<b>TC</b>	Fraserburgh Town Centre.
<b>CA1</b>	Fraserburgh Central Conservation Area.
<b>CA2</b>	Fraserburgh Broadsea Conservation Area.

## Flood Risk

- Parts of Fraserburgh are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.
- Part of sites OP2, OP3, OP5, CC1 and R1 are located on or adjacent to SEPA's indicative 1 in 200 year flood risk area, or has a small watercourse running through or adjacent to the site. A detailed Flood Risk Assessment will be required to accompany any future development proposals for these sites and an appropriate buffer strip may be required adjacent to existing watercourses.

## Services and Infrastructure

- **Local transport infrastructure:** The severance effect of Boothby Road and Watermill Road (A98) should be taken into account in terms of permeability and connectivity with the existing settlement. All sites will be required to provide links/infrastructure/contributions to future Fraserburgh to Memsie, and Fraserburgh to Pittulie, strategic cycle routes.
- **Strategic drainage and water supply:** For sites OPI, OP2 and OP6 Scottish Water has indicated that a Water Impact Assessment and a Drainage Impact Assessment will be required. Local sewer reinforcement may also be required for sites OPI, OP2 and OP6. Early engagement with Scottish Water is required.
- **Primary education:** All residential development must contribute towards the provision of additional primary school capacity.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan. Contributions will be required for sports pitches.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at health facilities in Fraserburgh. Contributions towards additional pharmacy facilities may be required.
- **Open space:** Open space contributions should include allotments, a park along the western boundary, new cemetery, and two full size sports pitches with associated changing facilities. Strategic landscaping should make use of opportunities to connect areas of woodland to create habitat network around Fraserburgh. Cycleway linkages to Fraserburgh, the Formartine and Buchan Way and coastal path should be made through site layouts.

## Allocated Sites

### OPI: Kirkton Development

**Allocation:** 600 homes, and sites for education/community use, health centre and cemetery

This site was previously allocated as site OPI in the LDP 2017. A Masterplan was agreed by Banff and Buchan Area Committee in November 2014 for the whole of OPI and OP6 to demonstrate integration with the existing town, and to set out where the school, health centre, cemetery and employment land will be accommodated on the site. Subsequently, an updated Masterplan was agreed in 2016 with a revised phasing plan. Phase I construction commenced in 2017.

The site has presented an opportunity to emulate the historic grid layout of the town, thereby creating a sense of place with a mix of house sizes. The Masterplan allocates employment land located in the eastern part of the site which is allocated in the LDP separately as OP6. Sites OPI and OP6 are inextricably linked as per the approved Masterplan, retaining a mixed use development overall. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Land for education/community purposes is identified, including recreation facilities.

This site is close to the A90, with vehicular access to be arranged to separate, as far as possible, commercial and freight movements from residential traffic. The updated Masterplan identifies a new 3-arm roundabout from Boothby Road as a preference for accessing the eastern portion of the site. A new internal spine road serving the first phase of development has been identified for connecting the future phases of the development. A continuing review/revision of the Transport Assessment is required with each phase of development. A Transport Assessment for the OPI Masterplan is to be reviewed and updated inclusive of site OP4.

Opportunities should be taken to ensure connectivity between the development site OPI and existing settlement, including vehicle and pedestrian routes and taking into consideration the potential for future growth of both the employment land and housing to the south. Core paths are located in close proximity to the site and suitable connections to it should be made through the site layout.

## OP2: Land to West of Boothby Road

**Allocation:** 590 homes and land for two full size grass pitches with changing facilities

This site was previously allocated as site OP2 in the LDP 2017. A Masterplan was agreed by Banff and Buchan Area Committee in August 2014 for the whole of this site together with R1, OP3 and OP5. This was required to demonstrate integration with the existing town and shared road access points, to ensure flood risk from drains are accommodated, and to set out where the sports pitches and changing facilities will be located on the site. The southern part of the site has been undergoing development with a construction programme to deliver 350 homes by 2031. It is anticipated that development of the remainder of site OP2 may continue through development of parts of the site. However, the Masterplan was prepared by only one of the three known landowners of these sites and a revised Masterplan may be required in order to deliver the remainder of the site.

The linear layout of the site provides an opportunity to emulate the historic grid layout of the town, thereby creating a sense of place with a mix of house sizes. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Opportunities should also be taken to ensure connectivity between the development site and existing settlement, including vehicle and pedestrian routes. A continuing review/revision of the Transport Assessment is required with each phase of development. A core path runs along the eastern boundary of the site and suitable connections to it should be made through the site layout.

A buffer strip will be required alongside the watercourse on the northern boundary and should be integrated positively into the development. It should provide the opportunity to enhance the nature conservation value of this area and could form part of the open space obligations for this site with site R1. A Flood Risk Assessment will be required.



### OP3: Phingask

**Allocation:** 16.5ha employment land with a link road to OP5

This site was previously allocated as site OP3 in the LDP 2017. A Masterplan has been approved for this site in conjunction with OP2, R1 and OP5. It is anticipated that development of site OP3 may continue through development of parts of the site. However, a revised Masterplan may be required. A Flood Risk Assessment will be required.

Vehicular access into the site is most likely to be taken off a new roundabout on the A98 and a link road from OP5. Access off the B9031 is possible, but it is unlikely to be appropriate for increased volumes in vehicular traffic. However, access arrangements, footway/cycleway and public transport provision are to be agreed through a Transport Assessment which should be carried out in conjunction with site OP5. A core path runs along the northern boundary of the site and suitable connections to it should be made through the site layout.

Buffer strips are required to two drainage ditches in the site which should be integrated positively into the development. These, together with strategic landscaping, could be pursued as part of the open space contributions for the site if designed appropriately.

### OP4: Land at Tyronhill Farm

**Allocation:** 30 homes

This is a new site providing 1.35 hectares of housing land to the south of the settlement. Due to the site's close proximity to OPI it is expected that the development will accord with the approved Masterplan for OPI with pedestrian access linking the two sites to ensure there is good connectivity and permeability between the two sites. The provision of active travel links is required including links to the core path network. Vehicular access to the site is required to be through the OPI site. New bus stops are required to be provided within 400m of the development, in conjunction with OPI. A Transport Assessment for the OPI Masterplan is to be reviewed and updated inclusive of this site. It is also preferred that the existing granite steading buildings are retained as they will contribute to a sense of place as OPI develops. Should there be loss of existing granite buildings, a design statement is required with evidence to justify this loss. A Flood Risk Assessment will be required due to surface water flood risk.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

## **OP5:** Land to the East of Phingask

**Allocation:** 10.13ha employment land with a link road to OP3

This site was previously allocated as BUS3 in the LDP 2017. A Masterplan has been approved for this site in conjunction with OP2, R1 and OP3. It is anticipated that development of site OP5 may continue through development of parts of the site. However, a revised Masterplan may be required. A Flood Risk Assessment will be required.

Access arrangements, footway/cycleway and public transport provision are to be agreed through a Transport Assessment which should be carried out in conjunction with site OP3. Vehicular access into the site is most likely to be taken off a new roundabout on the A98 and with a link road to OP3. Access off the B9031 is possible, but it is unlikely to be appropriate for increased volumes in vehicular traffic. A core path runs along the northern boundary of the site and suitable connections to it should be made through the site layout.

Buffer strips are required to two drainage ditches in the site which should be integrated positively into the development. These, together with strategic landscaping, could be pursued as part of the open space contributions for the site if designed appropriately.

## **OP6:** Land within Kirkton Development

**Allocation:** 4ha employment land

This site was previously allocated as part of the mixed-use site OPI in the LDP 2017. A Masterplan was agreed in 2014 for the whole of site OPI and OP6 to demonstrate integration with the existing town, and to set out where the school, health centre, cemetery and employment land will be accommodated on the site. Subsequently, an updated Masterplan was agreed in 2016 with a revised phasing plan, and for retention of employment land located in the eastern part of the site which is now allocated as OP6.

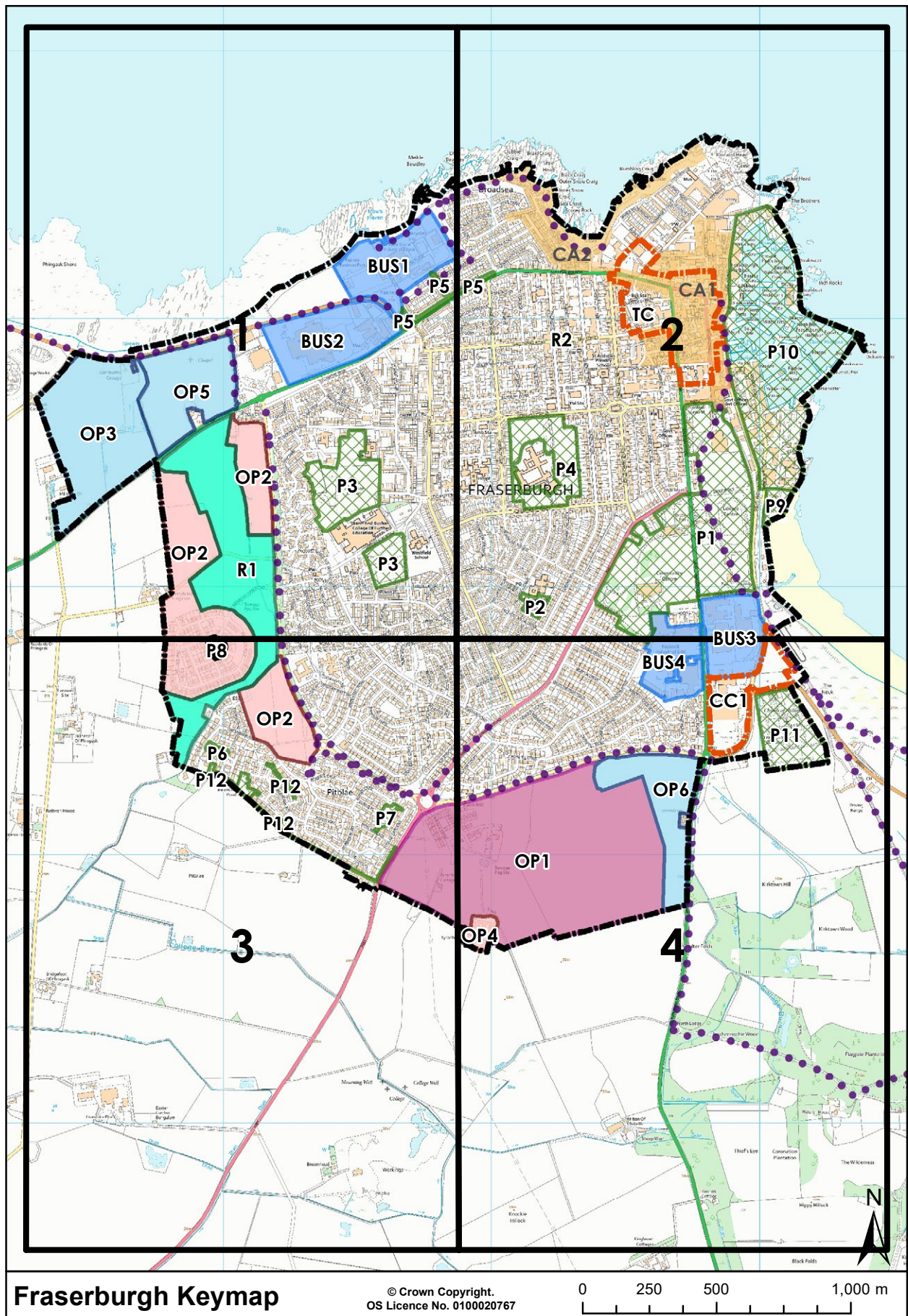
This site is close to the A90, with vehicular access to be arranged to separate, as far as possible, commercial and freight movements from residential traffic. A Transport Strategy will be required to determine access footway, cycleway and public transport requirements. Opportunities should be taken to ensure there is good connectivity with the adjacent OPI and the existing settlement, including vehicle and pedestrian routes. The potential future expansion of this employment land to the south should also be taken into consideration.

## CCI: South Harbour Road Commercial Centre

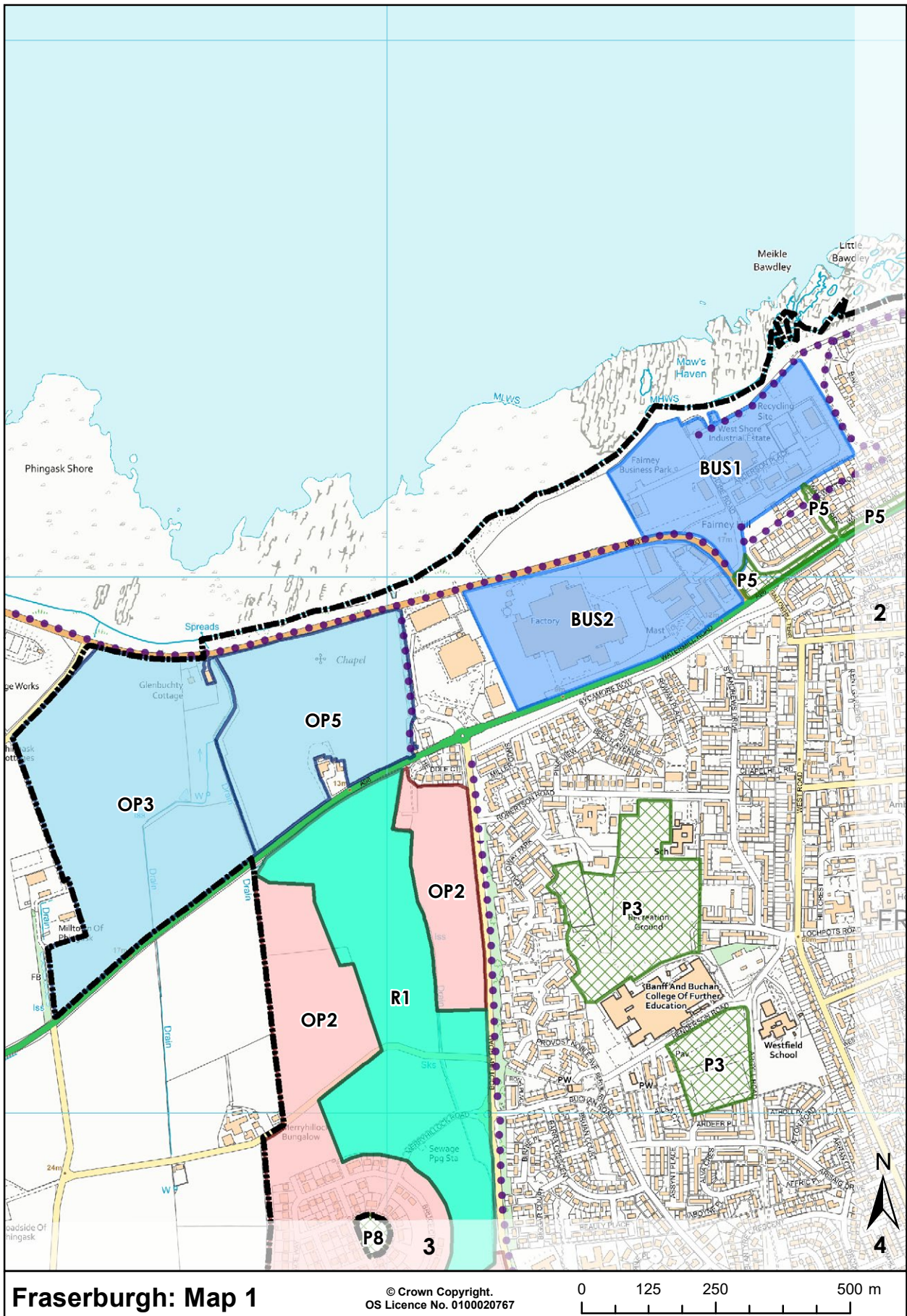
### **Allocation:** Bulky comparison outlets

This site was previously allocated in the LDP 2017. The site has been re-allocated with revised boundaries in order to accommodate a larger 'BUS' site to the north (BUS3). Site CCI is the preferred location for bulky comparison outlets if town centre sites are not available. The developed and occupied area of the site is mostly retail park. A buffer strip will be required alongside the watercourse on the western boundary which should be integrated positively into the development. A Flood Risk Assessment will be required.

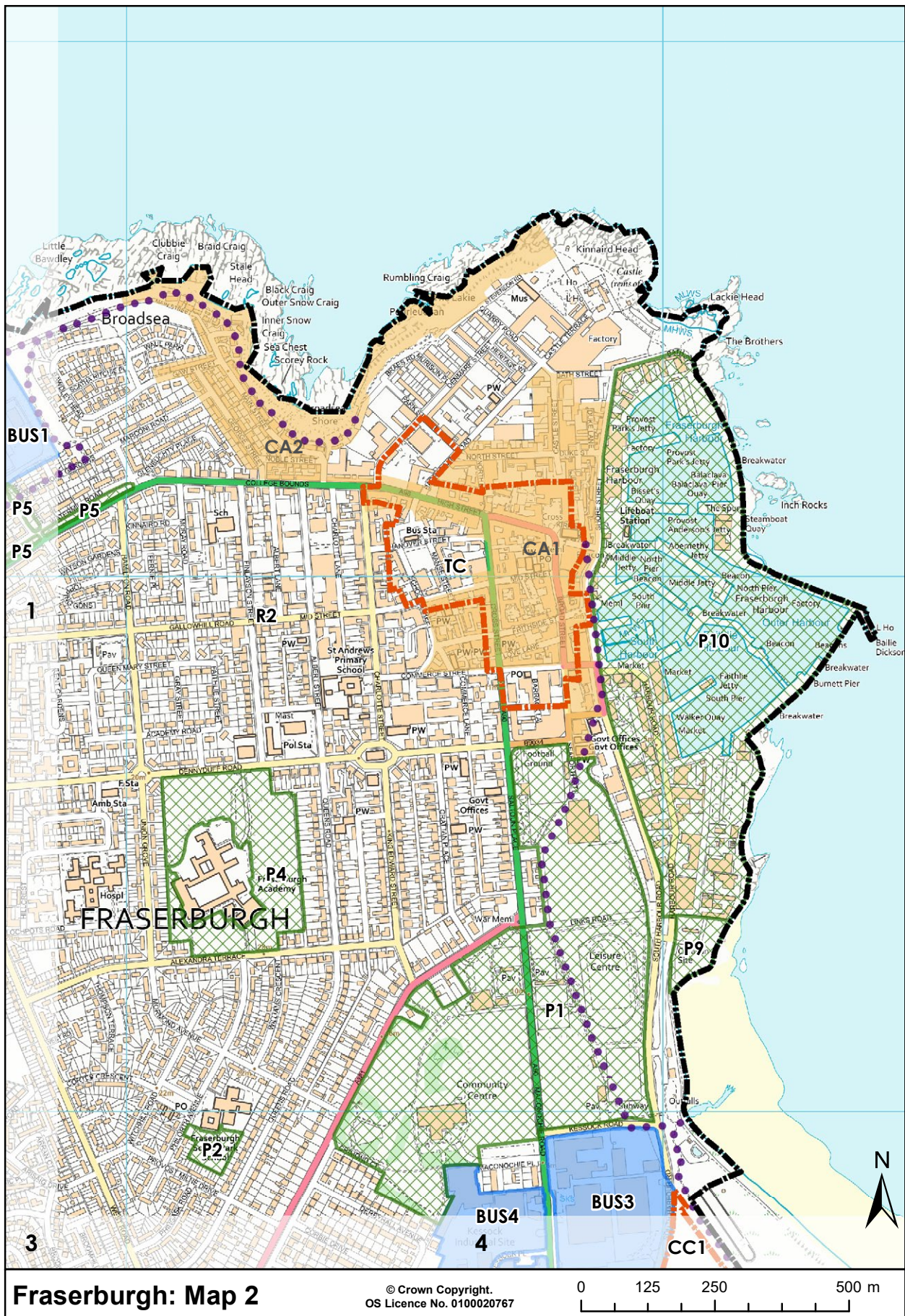
A Transport Strategy will be required to determine access, footway, cycleway and public transport requirements. A core path is located in close proximity to the site and suitable connections to it should be made through the site layout.



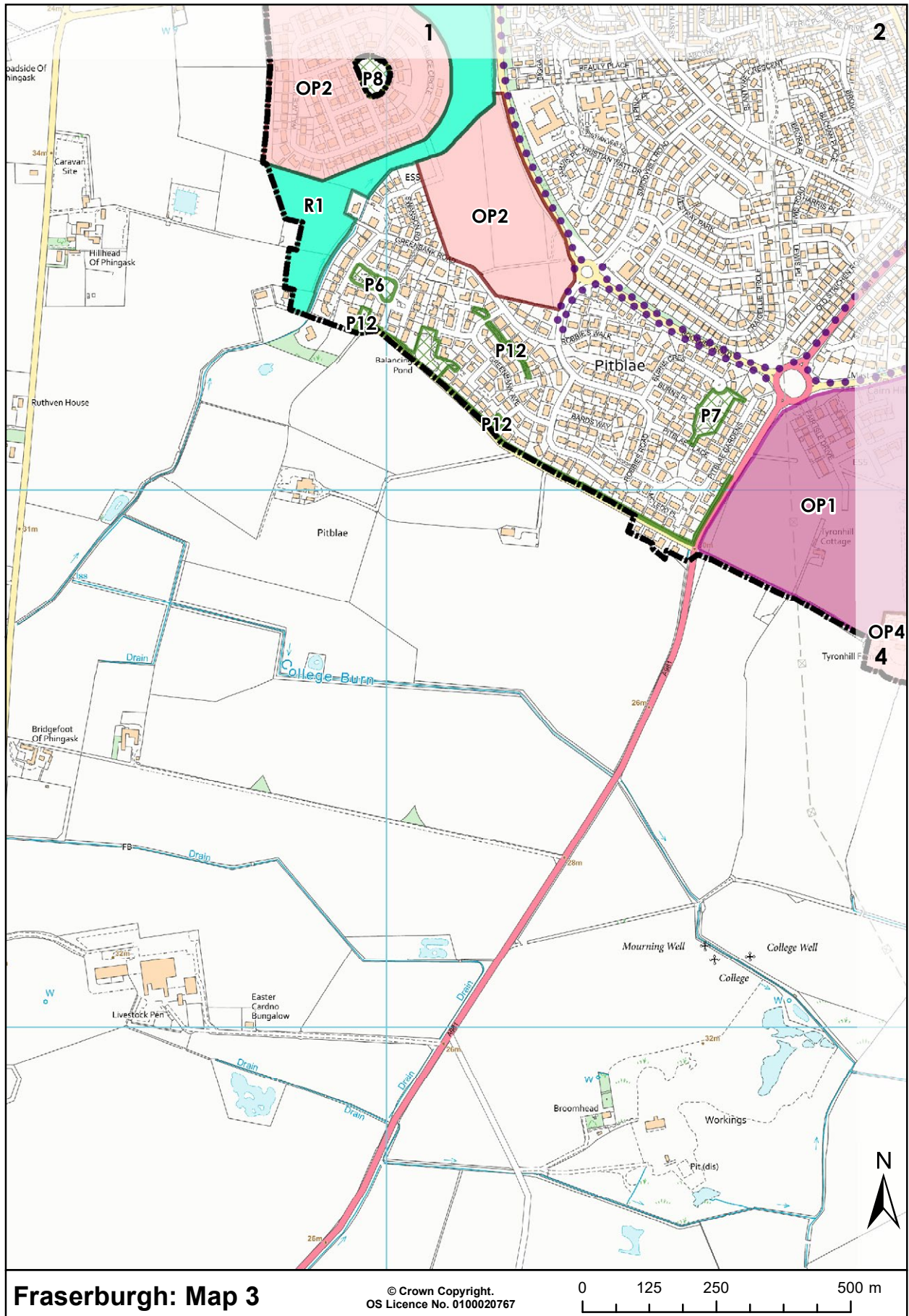








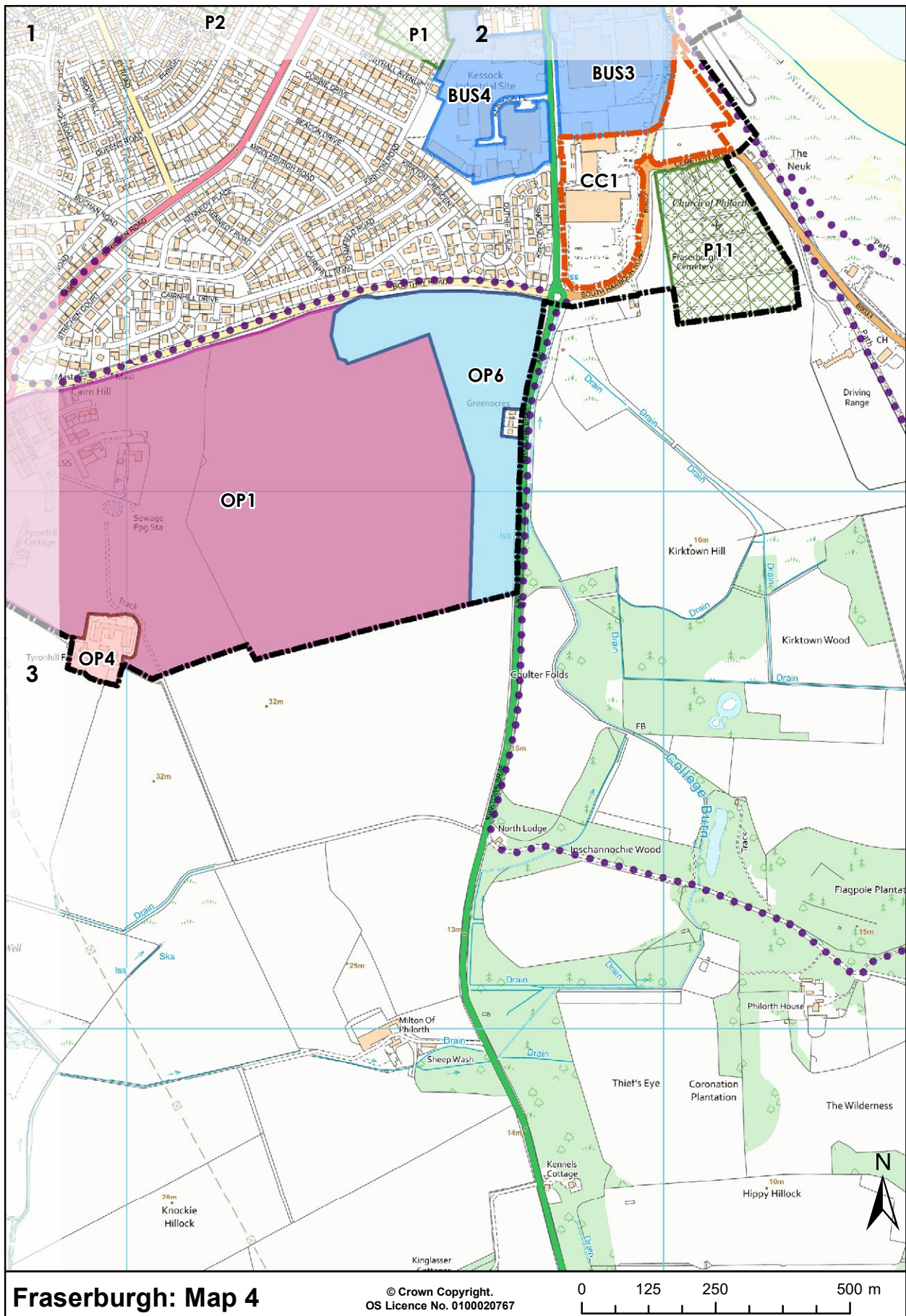




**Fraserburgh: Map 3**

© Crown Copyright.  
OS Licence No. 0100020767

0 125 250 500 m





# GARDENTOWN

## Vision

Gardentown has one of the most spectacular settings of any coastal village in Aberdeenshire. The older part of the settlement climbing up the steep cliff from the harbour has been designated as a Conservation Area. Development of both public and private sector housing has taken place at the top of the cliff, and more recently private housing has been developed to the west of the settlement. Historically a fishing village, its setting and character has made it a popular tourist destination. A handful of shops are located on the upper and lower areas of Gardentown, but it is predominantly residential.

New development within the lower part of the settlement is severely limited by street and building layout. However, there has been recent development within the upper part of the settlement where there are two housing allocations. New development should provide a mix of house types and sizes to meet local demand and respect the existing character and setting of the settlement.

Whilst recognising there is low demand for housing in the area, the community consider the provision of affordable housing and sustaining and improving local services as key priorities. This includes sustaining the primary school, safeguarding local businesses to attract new people to the area (and for people to stay permanently) whilst maintaining the unique coastal landscape character. The community have expressed a desire for land to be reserved to provide a safe route to school, and for land to be provided for allotments.

## Natural and Historic Environment

Gamrie and Pennan Coast Site of Special Scientific Interest (SSSI) and Tarlair to Gardentown Local Natural Conservation Site (LNCS) are located to the northwest of the settlement.

Two scheduled monuments, Castle Findown and St John's Church, are located to the west of the settlement.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the setting of the village as a significant contribution to the character of the place.
<b>P2</b>	Marks where strategic landscaping will be required for site OPI to improve the boundary treatment of the settlement.
Other Designations	
<b>CA</b>	Gardentown Conservation Area.

## Flood Risk

- Parts of Gardenstown are in an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Strategic drainage and water supply:** Strictly no surface water to sewer from all new developments due to risk of flooding in the village. There is limited capacity at Gardenstown Waste Water Treatment Works. A growth project will be initiated once development meets Scottish Water's five growth criteria. Additional caution will be required for the provision of SUDS due to recent problems with landslips in Gardenstown.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Gardenstown or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Gardenstown or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Macduff. Contributions towards the expansion of existing pharmacy facilities or within a new facility may be required.
- **Open space:** All residential development may be required to contribute towards the coastal path between Gardenstown and Crovie.



## Allocated Sites

### **OPI:** Braegowan/Morven View Road

#### **Allocation:** 25 homes

This site was previously allocated as OPI in the LDP 2017. Located along the upper eastern edge of Gardenstown, the development is visible along the coastline and from the sea. For this reason strategic landscaping (P2) should be planted along the northern and eastern site boundary to minimise potential adverse impacts on the setting of the village and wider landscape.

Vehicular access is expected to be through Morven View Road and Braegowan Road, with pedestrian access through Bracoden Terrace.

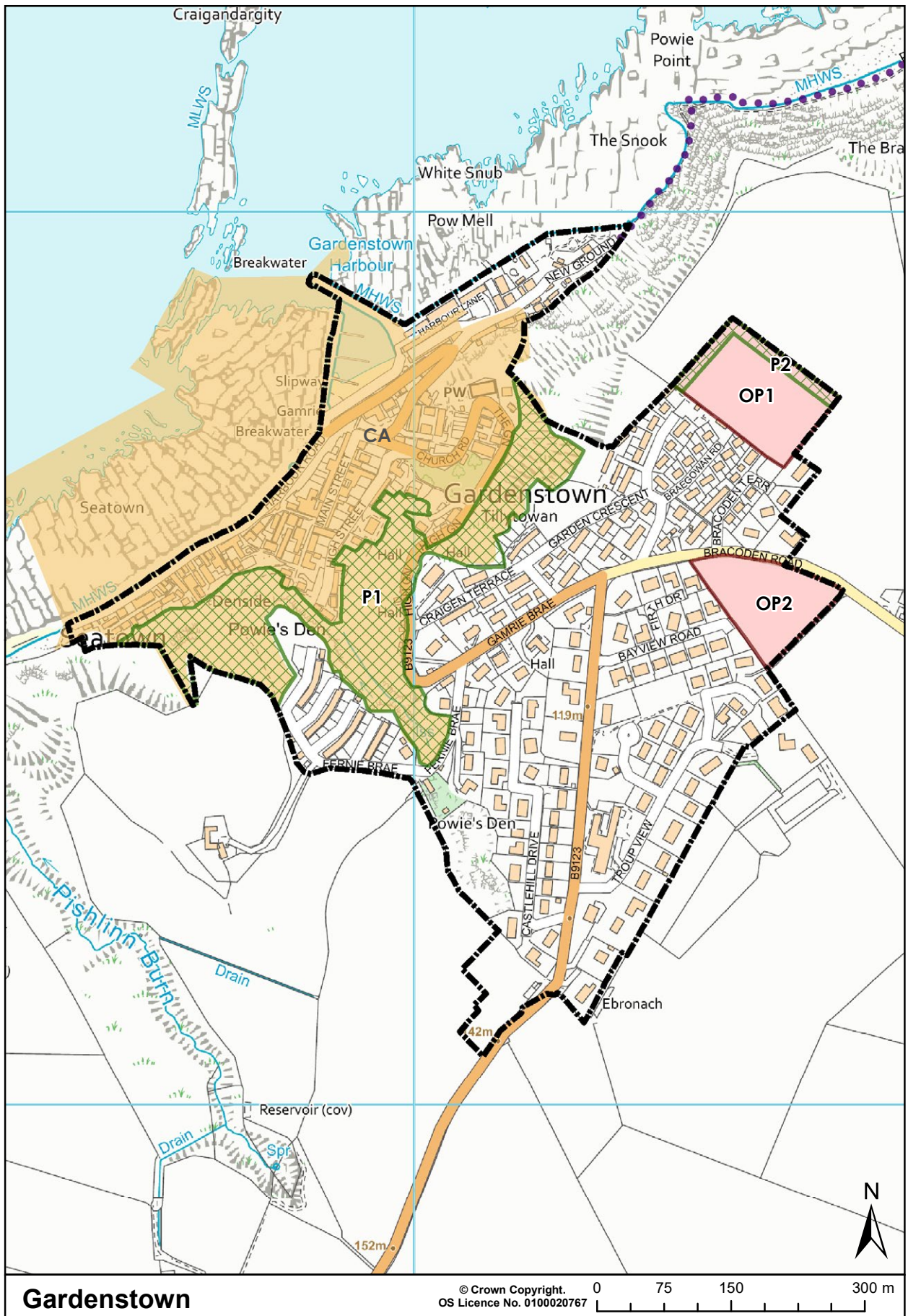
The design of new homes should take account of the prominent coastal location and be sympathetic to the style of existing houses adjacent to the site. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

### **OP2:** Bracoden Road/Knowhead

#### **Allocation:** 11 homes

This site was previously allocated as site OP2 in the LDP 2017. This triangular shaped sloping site is located next to Bracoden Road which is a principal road into Gardenstown. Planning permission has been granted for the construction of 11 houses, taking access off Bracoden Road (planning application reference APP/2009/2772). Due consideration should be given to the orientation of the houses to create a safe and welcoming environment.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



# INVERBOYNDIE

## Vision

Inverboyndie is a small village located at the mouth of the Burn of Boyndie. It includes the Banff Links dune system, which connects Inverboyndie to Banff, less than 1 km away. As such, the Banff Links, and land north of the A98 have been safeguarded from development to protect Inverboyndie’s setting and to prevent its coalescence with Banff. In light of this, there is very little housing in Inverboyndie. However, a large industrial estate is located to the west and a caravan site to the north.

During the Plan period efforts should be made to retain the character and setting of Inverboyndie to ensure it continues to be a settlement popular with tourists and visitors. Employment opportunities should be promoted on the allocated site.

## Natural and Historic Environment

Inverboyndie beach breaks up the Whitehills to Melrose Site of Special Scientific Interest (SSSI), which is located to the northwest and east of the settlement. Cullen to Whitehills Local Natural Conservation Site (LNCS) is located to the northwest of the settlement. In the centre of Inverboyndie, overlooking the lower part of the settlement is the remains of St Brandan’s Church which is a scheduled monument largely enclosed by a stone wall.

## Settlement Features

Protected Land	
P1	To protect the play area as an amenity for the village, to safeguard the former railway line as part of the green-blue network, and protect the setting of Inverboyndie and Banff as a significant contribution to the character of the place and to prevent coalescence between these settlements.
P2	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
Other Designations	
BUS	Safeguarded for business uses. An appropriate buffer strip will be required adjacent to the existing Boyndie Burn.

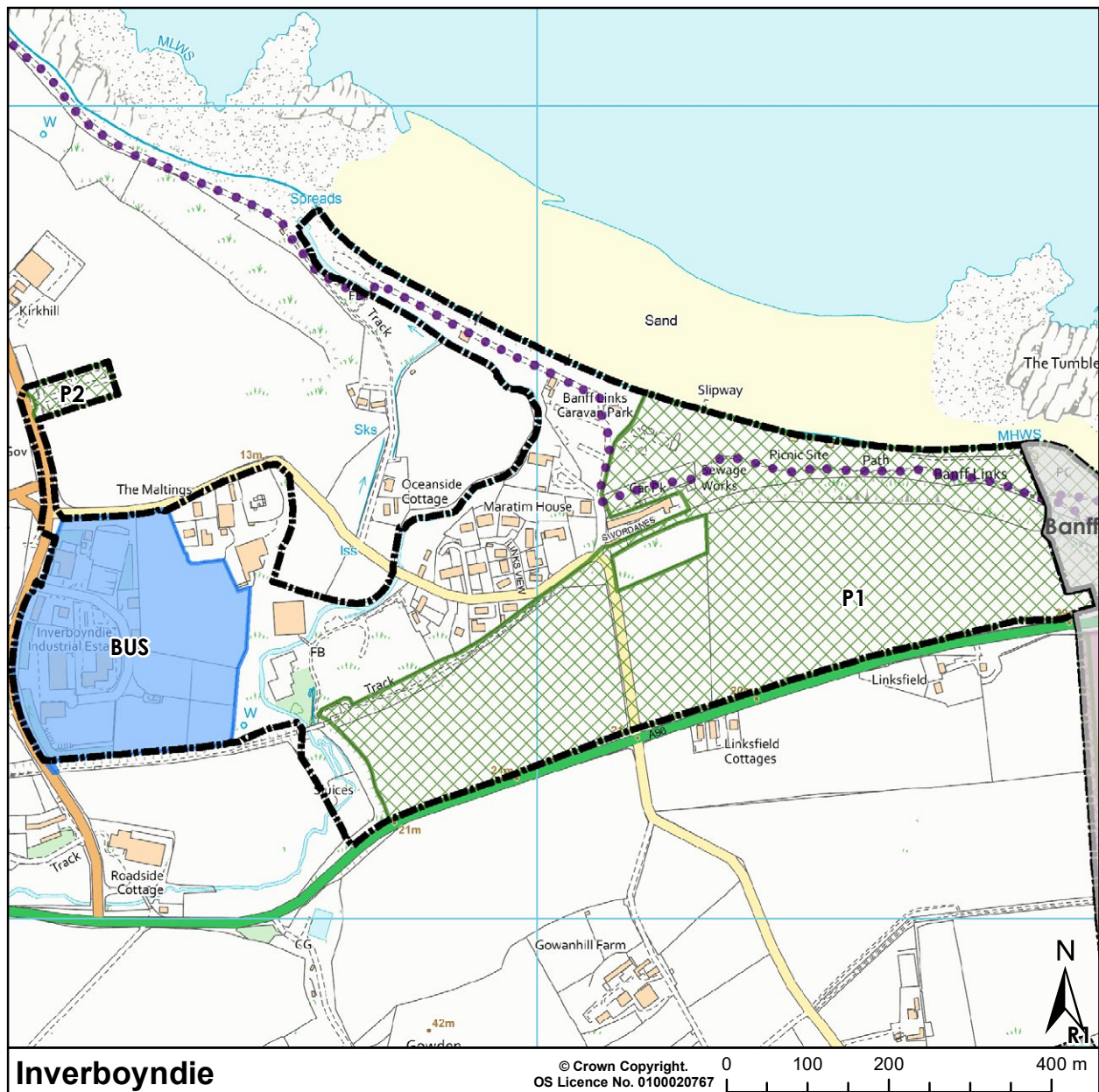
## Flood Risk

- Parts of Inverboyndie are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.



## Services and Infrastructure

- **Primary education:** All residential development may require to contribute to the provision of additional capacity at Whitehills Primary School.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Inverboyndie or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Inverboyndie or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.



# LADYSBRIDGE

## Vision

Situated south of Whitehills and adjacent to Boyndie village, Ladysbridge is a newly developed settlement located just off the A98 Banff to Portsoy road. The development has become known as 'Ladysbridge Village' and it is directly accessed via the B9121 Whitehills Road.

The new village is on a former hospital site that has undergone redevelopment since 2009. This has included renovation of a number of hospital buildings including the Category B Listed Ladysbridge House. Ladysbridge Cottages are existing residential properties that have been retained and included in the settlement boundary.

Any new development within the village shall be in accordance with the approved revised Development Brief (August 2018). Existing tree belts of mature woodland and the historic buildings associated with the former hospital site, together with associated landscaped areas, are protected areas of open space in accordance with the Development Brief. The village has good foot links with Boyndie and potentially to Whitehills, and a bus service. The settlement benefits from a new park including a playing field, play park and community pavilion.

## Natural and Historic Environment

Existing mature woodland and tree belts surrounding the new housing development are key features of the new village.

The historic buildings associated with the former hospital are Category B Listed and have been renovated as part of the Ladysbridge development and converted to residential use. These buildings comprise the historic core of the new settlement.

## Settlement Features

Protected Land	
P1	To protect the woodlands as an amenity for the settlement, forming part of the green-blue network, and to prevent coalescence with the adjacent village of Boyndie.
P2	To protect the area as a significant contribution to the character of the place, forming the historic setting of Ladysbridge House.
P3	To protect the park and its facilities as an amenity for the village.

## Services and Infrastructure

- **Strategic drainage and water supply:** Sewer network investigations may be required.
- **Primary Education:** All residential development may be required to contribute to the provision of additional capacity at Whitehills Primary School.



- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Ladysbridge, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Open space:** All residential development may be required to contribute towards the provision of a public footway connecting Ladysbridge to Whitehills.

## Allocated Sites

### OPI: Phase 5, Ladysbridge Village

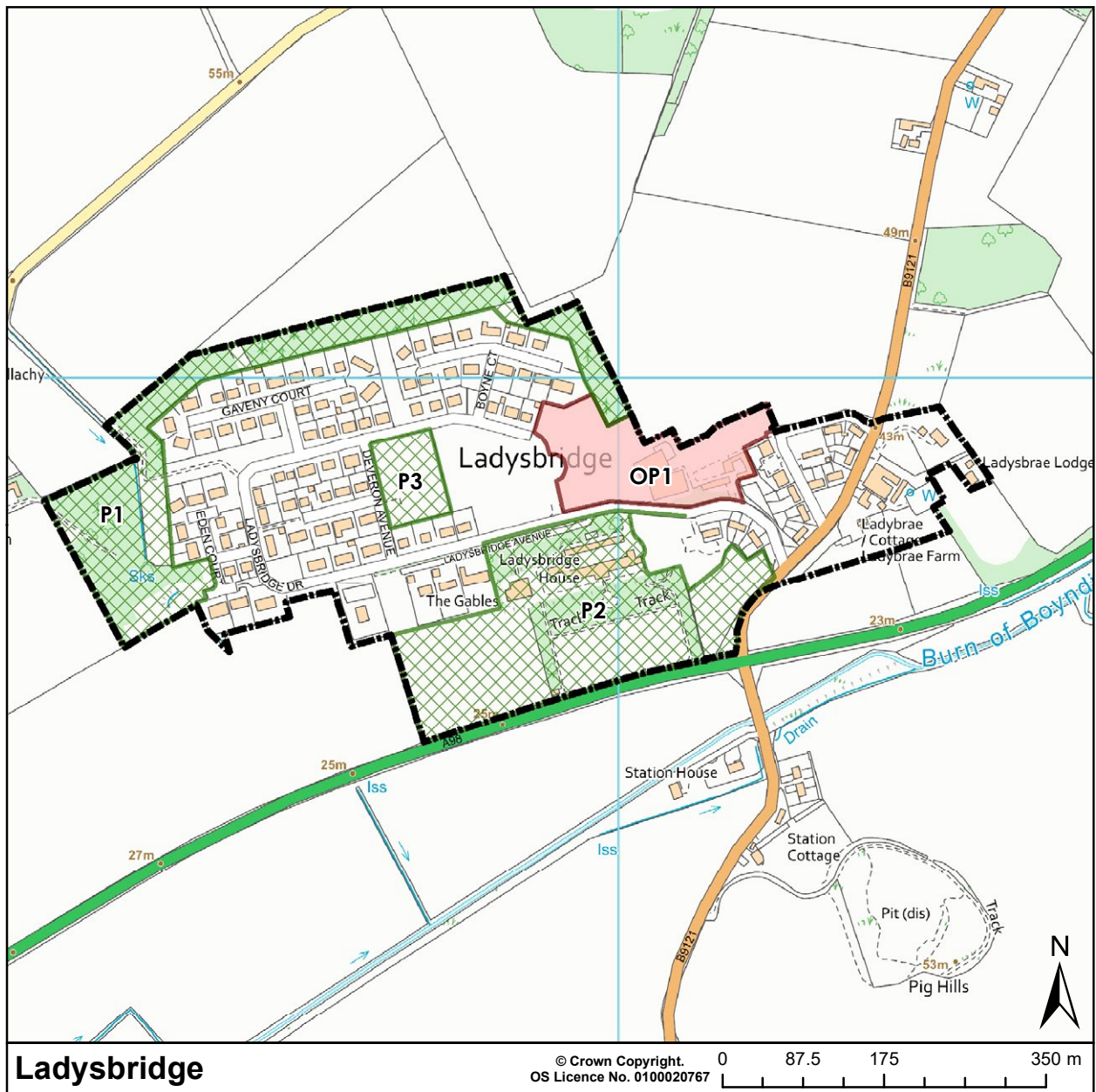
#### Allocation: 35 homes

This is a new housing allocation located within the new Ladysbridge Village on a site originally identified for business/general industrial use. The site has approved Planning Permission in Principle for 35 homes (planning application reference APP/2019/0569). This change of use is ratified under the terms of the revised and approved Development Brief (August 2018).

The site includes two traditional buildings that have been identified for development as part of the proposed works. A primary road access point is to be created at the west of the site, with an emergency only secondary access to the east of the site connecting to an existing road that currently serves Ladysbridge Cottages.

A high standard of quality is expected in terms of layout, siting and design. It is also expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

The development is expected to fulfill an obligation to make provision for a safe walking route between the two settlements of Ladysbridge and Whitehills.



# MACDUFF

## Vision

Situated on Banff Bay across the estuary from Banff and identified as a Regeneration Priority Area, Macduff was first developed as a fishing harbour around which the settlement has expanded. Fishing vessels still use the harbour, but the principal use and source of employment now is shipbuilding, ship repair and tourism. Existing buildings reflect the fishing, shipbuilding and tourism activities, past and present. Its town centre stands alongside the working port and maintaining the adjacent business and industrial potential is a high priority.

The development of Macduff has to be considered in relation to the town of Banff, which is located on the opposite side of Banff Bay. The two towns provide complementary functions for each other and land use allocations take account of this relationship. There are a number of opportunities for future housing and employment development on the southern edge of the settlement, and there has been recent development in the east of the settlement providing affordable housing choices. Development to the west is constrained by topography and to the east by the Royal Tarlair Golf Course. The need to retain separation of Macduff from Banff is important to ensure local identity is maintained. New development should provide housing choice within this Regeneration Priority Area and not detract from the attractive setting of the settlement.

This area is popular with tourists, including the neighbouring settlements of Banff, Pennan and Gardenstown. Regeneration of the waterfront remains a priority for the local community, focussing on harbour and marine related business and its industrial potential as identified in the Macduff Harbour Masterplan vision and strategy, but without compromising the attractive setting of the town in its coastal location. Regeneration priorities for the community also include tourism related industries, attracting the digital industry to the area to help strengthen the local economy, and there is a desire for more start-up business units in Macduff and improved transport infrastructure to and from the settlement.

## Natural and Historic Environment

The Whitehills to Melrose Coast Site of Special Scientific Interest (SSSI) is located to the north of the settlement.

Macduff Market Cross scheduled monument is located to the west of the settlement.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the playground, war memorial and recreation land at The Knowes as an amenity for the settlement and for contribution to the character of the place.
<b>P2</b>	To protect the playing field and play areas as amenities for the town.
<b>P3</b>	To protect recreational open space as an amenity for the settlement.
<b>P4</b>	To protect the area as an amenity for the settlement and as a contribution to the character of the place.
<b>P5</b>	To protect the area as a contribution to the character of the place and amenity for the settlement.
<b>P6</b>	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
<b>P7</b>	To protect the harbour for port related activities.
Other Designations	
<b>BUS</b>	Safeguarded for business use. Groundwater in this area is required to be protected, in particular the borehole water source for the adjacent soft drinks factory.
<b>TC</b>	Macduff Town Centre.

## Flood Risk

- Parts of Macduff are identified as an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.
- Parts of site CCI and OPI are located adjacent to SEPA's indicative I in 200 year flood risk area, or has a small watercourse running through or adjacent to the site. A Flood Risk Assessment will be required.

## Services and Infrastructure

- **Local transport infrastructure:** Developments may be required to contribute to footway extensions, crossing facilities, cycle infrastructure and public transport provision. Provision should be made for vehicular access through the BUS site to allow for potential future growth of the settlement to the south of BUS.
- **Strategic drainage and water supply:** Sewer network investigations may be required. Water treatment and mains upgrades may be required including a Water Impact Assessment.

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Macduff, including Macduff Aquarium, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Macduff or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development must contribute towards additional capacity at existing medical facilities or towards a new health centre in Macduff. Contributions may be required towards the expansion of existing pharmacy facilities or provided within a new facility.
- **Open space:** Open space contributions should include play park provision and enhancement of the public realm including the town centre, and path links between Macduff Marine Aquarium, Macduff Harbour and Banff.



## Allocated Sites

### **OPI:** Land South of Corskie Drive

**Allocation:** 22 homes

This site was previously allocated for retail use as part of CCI in the LDP 2017. This part of the site has been re-designated as housing land in order to facilitate future expansion of the settlement westwards from this location. A Transport Assessment will be required in conjunction with the adjacent site CCI. Vehicular access is to be taken from the B9026, to include shared access with CCI and a through route to the west of the site which should be safeguarded to allow for future development of the settlement to the west. A landscape buffer is required between OPI and CCI to separate the retail land from housing and provide visual mitigation. Provision for active travel is required including links to the core path network, retaining the existing core path which is to be upgraded if required. There should be good permeability with the adjacent housing estate by way of footpath links to the existing footway provision on Corskie Drive.

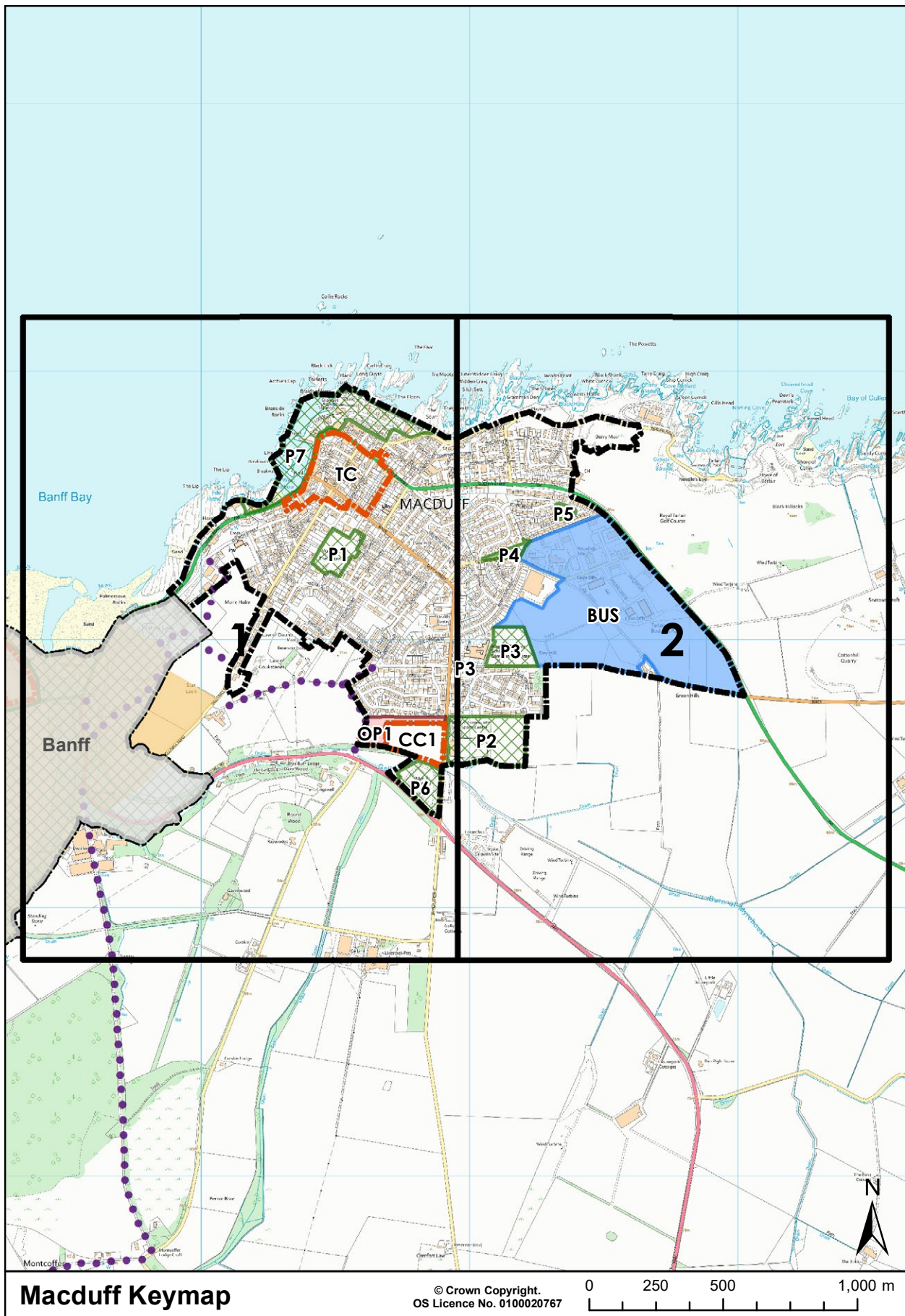
A buffer strip will be required alongside the Gelly Burn on the southern boundary which should be integrated positively into the development and provide biodiversity enhancement of the riparian habitat. The buffer strip is adjacent to an area identified at risk from flooding from the Gelly Burn and could form part of the open space obligations for the site. A Flood Risk Assessment will be required. A Habitat Survey may also be required to confirm if any protected species are within licensable distance.

### **CCI:** Corskie Drive/B9026 Commercial Centre

**Allocation:** 2.5 ha for large format stores with a link road

This site was previously allocated in the LDP 2017. It is the preferred location for large format stores if town centre sites are not available. A Transport Assessment will be required in conjunction with site OPI. Vehicular access is to be taken from the B9026 providing shared access with site OPI and a through route to the west of the site which should be safeguarded to allow for future expansion of the settlement westwards. Provision for active travel is required including links to the core path network, retaining the existing core path which is to be upgraded if required, and ensuring there is good permeability to the adjacent housing estate by way of footpath links to the existing provision on Corskie Drive.

A buffer strip will be required alongside the Gelly Burn on the southern boundary which should be integrated positively into the development and provide biodiversity enhancement of the riparian habitat. The buffer strip will be in an area identified at risk from flooding from the Gelly Burn and could form part of the open space obligations for the site. A Flood Risk Assessment will be required. A Habitat Survey may be required to confirm if any protected species are within licensable distance. A landscape buffer is also required between CCI and OPI to separate the retail land from housing and provide visual mitigation.











# MEMSIE

## Vision

Memsie has grown to be a commuter village for the town of Fraserburgh, on which it is largely dependent for employment and services. With the exception of an existing commercial development, the built-up area is wholly residential. Set within large, flat open fields, Memsie has expanded from a small group of buildings centred around the A981/B9032 cross roads, to principally being along the B9032. This is due to two major constraints: restricted direct access off the A981 and insufficient waste water treatment infrastructure which has resulted in the installation of private septic tanks. However, all of Memsie is identified by SEPA as a waste water drainage hotspot i.e. has poor ground conditions for soakaways. There is also currently a school capacity issue with no school expected to be built in Memsie within the lifetime of the Local Development Plan, with limited school capacity at Rathen. As such, all future development within Memsie will be required to contribute towards primary education and infrastructure provision.

The local community are supportive of additional housing development in Memsie but would like to see pavement improvements to ensure the safety of school children in particular. The community would welcome new small business development in the village such as storage and workshops.

## Natural and Historic Environment

Immediately southeast of the settlement is the Cairn of Memsie, a scheduled monument.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the area of woodland as a contribution to the character of the place.
<b>P2</b>	Marks areas for strategic landscaping associated with OP2.
<b>P3</b>	To protect the play area as an amenity for the settlement.
Reserved Land	
<b>R1</b>	For education or community uses.

## Flood Risk

- A small watercourse runs in close proximity to site OP2. A Flood Risk Assessment may be required.



## Services and Infrastructure

- **Local transport infrastructure:** A new access from the A981 will be required into site OP2 connecting internally to Westcroft Close. New bus stops will be required on the A981 and new footway provision on the B9032 from site OP1 linking to the existing network. Developments may be required to contribute to footway extensions, crossing facilities and public transport provision. All sites to provide links/infrastructure/contributions to future Fraserburgh to Memsie strategic cycle route.
- **Strategic drainage and water supply:** Insufficient capacity at Memsie Cairn Stone septic tank. Early contact should be made with Scottish Water to initiate a growth project. A growth project will be initiated once development meets Scottish Water's five growth criteria, however this does not apply to all sites in the village. The development at Westcroft Close is currently served by a private treatment plant which has not yet been taken over by Scottish Water. This treatment plant is expected to serve OP2.
- **Primary education:** All residential development may be required to contribute to the provision of additional capacity at Rathen Primary School.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Memsie or towards facilities in the wider catchment area. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Memsie or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All developments will be required to contribute towards the creation of additional capacity at health facilities in Fraserburgh. Contributions may be required towards additional pharmacy facilities.

## Allocated Sites

### OPI: Crossroads

#### Allocation: 15 homes

This site was previously allocated as OPI in the LDP 2017. It faces onto the A981 and B9032 and creates an opportunity to link houses to the south of the site with the built up area of Memsie. This site also lies on the main southern approach in Memsie and consideration needs to be given to creating a welcoming development that integrates with the village. It is unlikely that vehicular access off the A981 will be permitted, leaving only a single point of entry from the B9032. Pedestrian access to the A981 linking to existing bus stops is required. Current access into the site is through a field on the A981 which provides the opportunity to achieve the required pedestrian access, or as an emergency access route. New footway provision onto the B9032 is also required, linking with the existing footway network.

The location, triangular layout and varying scales of neighbouring buildings create an opportunity for a uniquely designed development with a mix of house sizes. A narrow band of trees, which runs parallel to the A981 contributes to the setting of Memsie and provides an opportunity to contribute to the open space obligations for the site. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

The site may be suitable for self-build plots, subject to planning permission being granted for the development site as a whole, not as separate individual plots. Furthermore, for self-build plots the landowner would be responsible for ensuring that all infrastructure to service all plots is in place prior to any homes being constructed. This is to include waste water treatment, road access through the site to an adoptable standard and open space provision. In addition, all necessary site surveys and assessments deemed to be required through the planning permission process such as Archaeological Survey, Drainage Impact Assessment, and Flood Risk Assessment must also be carried out on the development site as a whole.

Development will be fed directly from a trunk water main so 24 hour water storage will be required at each property. Early engagement with Scottish Water is required regarding waste water treatment to initiate a growth project. Further private septic tanks in Memsie should be avoided as there have been a number of ineffective soakaways identified in the village.

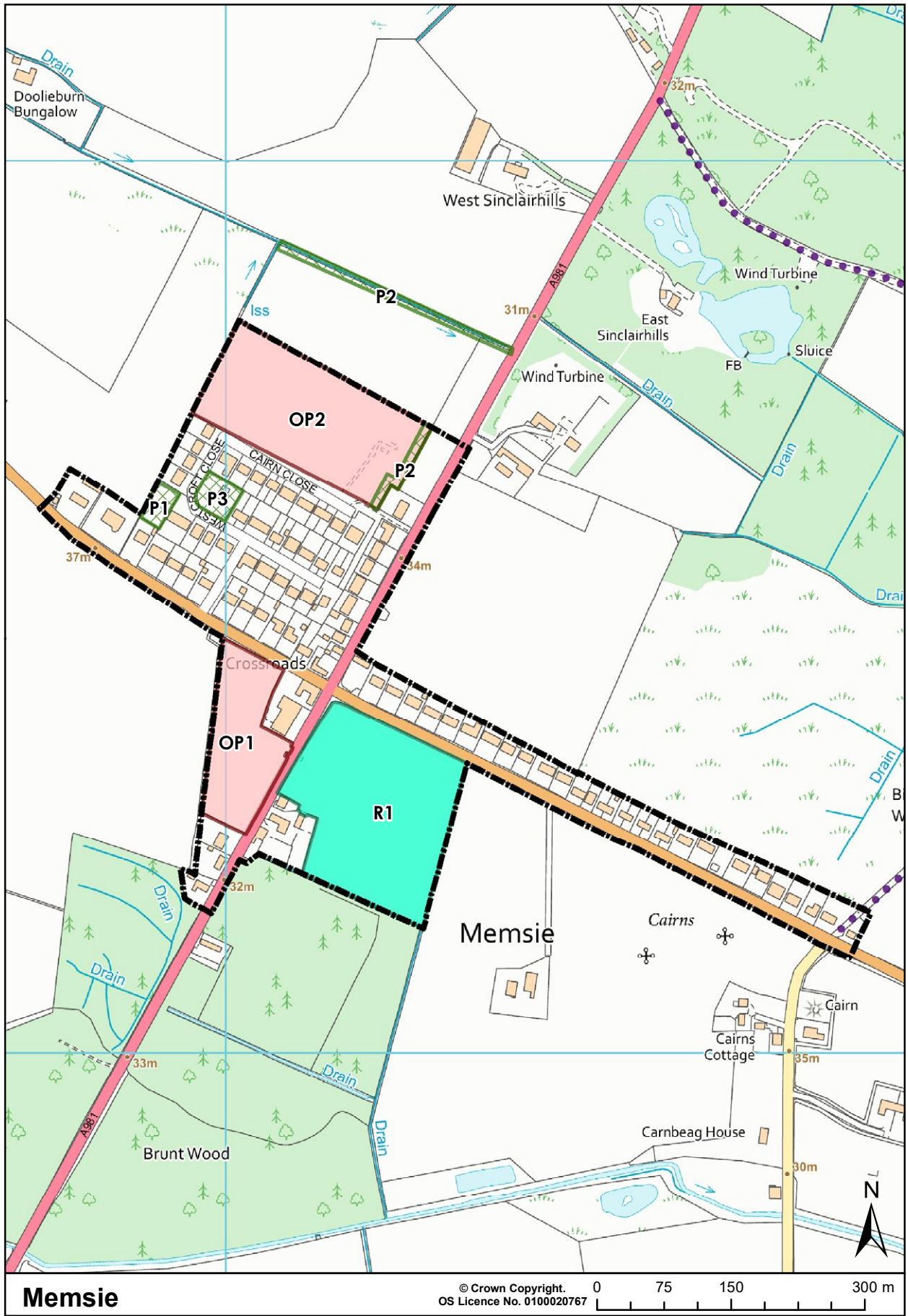
## OP2: Land North of Cairn Close

### Allocation: 20 homes

This is a newly allocated site to the north of the settlement which will extend the recently constructed adjacent housing development along Westcroft Close and Cairn Close. A new vehicle access onto the A981 is required due to the lack of permeability to the existing cul-de-sacs of Westcroft Close and Cairn Close, and to provide additional access. Provision for active travel is required. New bus stop infrastructure on the A981 is required together with footway links, due to the poor accessibility of existing stops.

Consideration should be given to landscape impact of the development due to the site's location in open flat land, in particular the visual impact when approaching Memsie from the north. As such, strategic landscape buffer strips are required to be planted to the north and along the eastern boundaries of the site. An area of land for strategic planting is identified as P2 along the Doolie Burn to the north of the site. This straightened watercourse has the potential to be restored to provide an attractive landscape feature. This also provides a logical future settlement boundary line should there be future expansion of this development northwards. The site layout and design should create cohesion and links with adjacent development to the south, and make provision for road access to allow for potential future development to the north. Due to the site's proximity to watercourses a Flood Risk Assessment may be required.

As part of the recent development to the south (Westcroft/Cairn Close) a communal waste water treatment tank with a partial soakaway and discharge to the watercourse was provided. It is expected that this system has capacity to accommodate the new allocation. It should be a mandatory requirement for all new home owners on this site to connect to this communal treatment tank in order to avoid further private septic tanks in Memsie, as there have been a number of ineffective soakaways identified in the village.



# NEW ABERDOUR

## Vision

New Aberdour is a small 18th century planned village located 13km west of Fraserburgh just inland from the Moray Firth. Built in an L-shape leading from the church, the village has seen limited growth and the current form of the village has changed very little over the years.

There are currently infrastructure constraints affecting the village which in order to overcome may require development at a scale not matched by demand, given that settlement growth to date has proceeded on a small and incremental scale.

The local community are in favour of new development to help sustain its local facilities and services at the church, shop and hall, albeit that the village has small roads and lanes, and that waste water treatment capacity requires to be addressed. Redevelopment of the former school site for housing would be welcomed by the community.

## Settlement Features

Protected Land	
P1	To protect the bowling green as an amenity for the village.
P2	To protect the market stance as a significant contribution to the character of the place.
P3	To protect the playing field as an amenity for the village.
P4	To protect the area of woodland as an amenity for the village.
P5	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.

## Flood Risk

- Parts of New Aberdour are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Strategic drainage and water supply:** There is limited capacity at New Aberdour Waste Water Treatment Works. Local sewer network reinforcement may be required for site OPI. Scottish Water will initiate a growth project, should demand from committed development exceed available capacity, once development meets their five growth criteria.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in New Aberdour or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.



- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in New Aberdour, including the provision of playpark, or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at Central Buchan Practice in New Pitsligo.
- **Open space:** All residential development may be required to contribute towards coastal paths from Rosehearty to New Aberdour.

## Allocated Sites

### OPI: St Drostans Lane

**Allocation:** 48 homes

This site was previously allocated as OPI in the LDP 2017. The scale of this site will consolidate the village and development should be orientated to emulate a linear/grid street layout which is characteristic of New Aberdour, with a mix of house sizes. A Masterplan will be required for the site to demonstrate integration with the existing settlement and to allow for a phased development of the site. Whilst Planning Permission in Principle has recently been approved for two houses on a portion of the site (planning application references APP/2018/2715 and APP/2019/1360), future incremental development of the site on a piecemeal basis is unlikely to be supported unless a Masterplan is prepared.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. This should include a range of detached and semi-detached houses so as to echo the design themes provided in the neighbouring streets.

Vehicular access is likely to be taken off Gordon Lane and from St Drostans Lane, which will require upgrading. There is an opportunity for minor/emergency access to be taken from a lane lit by two street lights between Elphin Street and St Drostans Lane. Permeability is required to both High Street and Elphin Street by way of 5.5m wide access roads and junctions provided to current Aberdeenshire standards for road adoption. A buffer strip may be required alongside the watercourse on the eastern boundary of the site which should be integrated positively into the development. This could also form part of the open space obligations for this site.



# NEW BYTH

## Vision

New Byth is a small planned village located approximately 25km southwest of Fraserburgh. In part due to not being located on a direct route to any major settlement, New Byth has seen a number of services close over recent years including the primary school, post office, shop and pub.

Over the years many of the original houses, especially on Main Street, which were built hard against the road line, have been demolished and their replacement set back from the road. Unique amongst the planned settlements in this area is the use of red sandstone rather than granite, which is very prominent along Bridge Street and the southern end of Main Street. Recent developments have incorporated red Fyfestone into their design.

The local community favour infill development for the settlement and would not be supportive of organic growth. There is also an aspiration for more affordable housing.

## Settlement Features

Protected Land	
PI	To protect the square as a significant contribution to the character of the place.
P2	To protect the playing field and playground as amenities for the settlement.

## Services and Infrastructure

- **Local transport infrastructure:** Developments may be required to contribute to footway extensions, crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is limited capacity at the existing waste water treatment works. Scottish Water will initiate a growth project if required, once development meets their five growth criteria.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in New Byth or towards facilities in the wider catchment area at Turriff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in New Byth or towards facilities in the wider catchment area at Turriff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.

- **Health and care facilities:** All residential development will be required to contribute towards additional capacity at Central Buchan Practice in New Pitsligo.
- **Open space:** All development should contribute towards the Public Realm of the town centre.

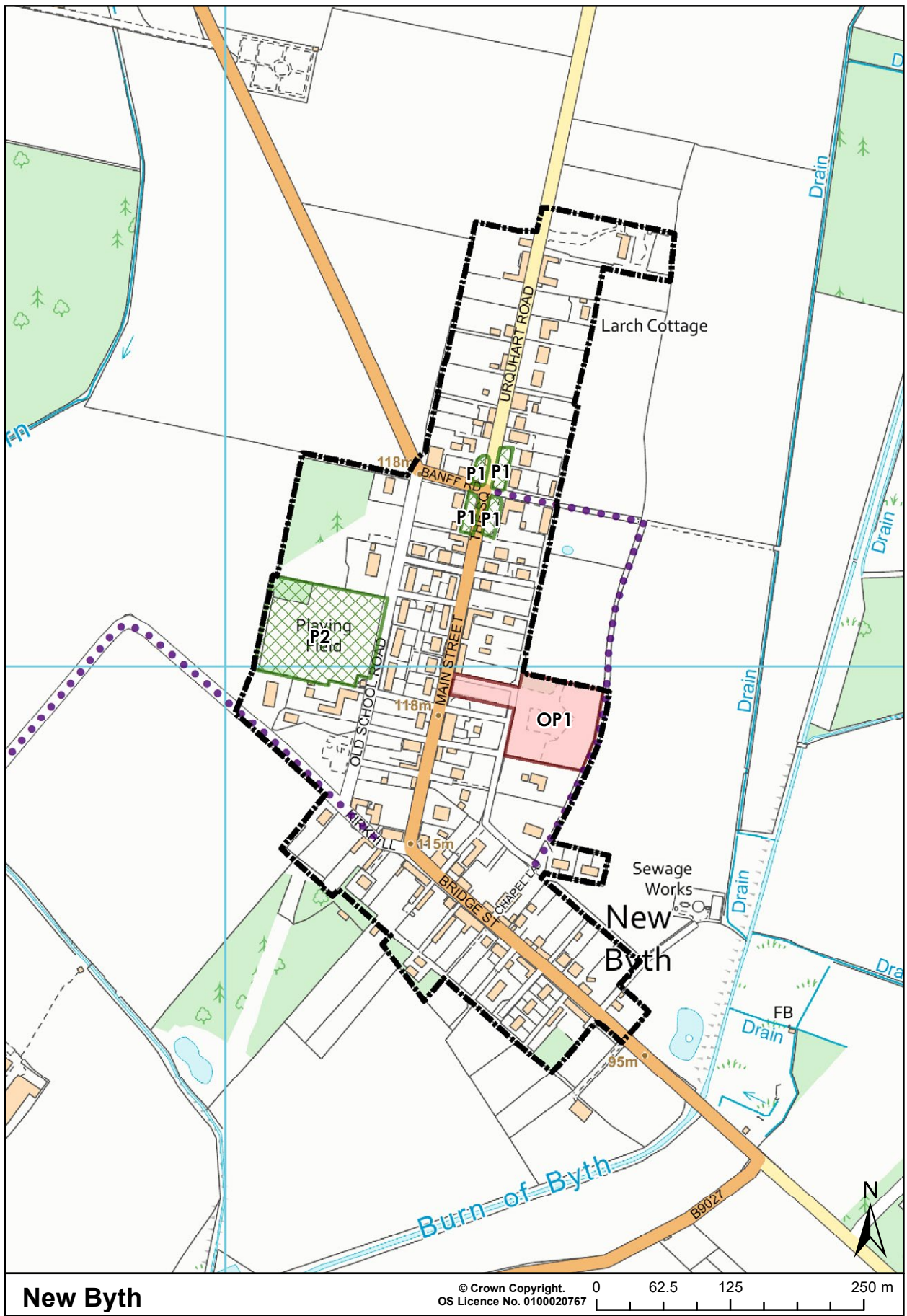
## Allocated Sites

**OPI:** Former New Byth Primary School

**Allocation:** 12 homes

This site was previously allocated as OP2 in the LDP 2017 and proposes the redevelopment of the former primary school. Planning permission has been granted on this site to demolish the primary school and build 12 houses on the site (planning application reference APP/2008/2930). The school has been demolished but construction is yet to commence. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. The private road and junction with Main Street will need to be upgraded to adoptable standards once development proceeds.







# PENNAN

## Vision

Pennan is a small historic fishing village situated within a striking and attractive coastal setting popular with visitors and tourists. The entire settlement and some of the surrounding area is designated as a Conservation Area. The historic and traditional characteristics of the settlement should be preserved and enhanced.

## Natural and Historic Environment

There are a number of environmental designations surrounding Pennan. Troup, Pennan and Lion's Heads Special Protected Area (SPA), Gamrie and Pennan Coast Site of Special Scientific Interest (SSSI), and Gardenstown to Strangles Point Local Natural Conservation Site (LNCS) are located to the north of the settlement. To the southeast of Pennan is the Den of Auchmedden LNCS.

## Settlement Features

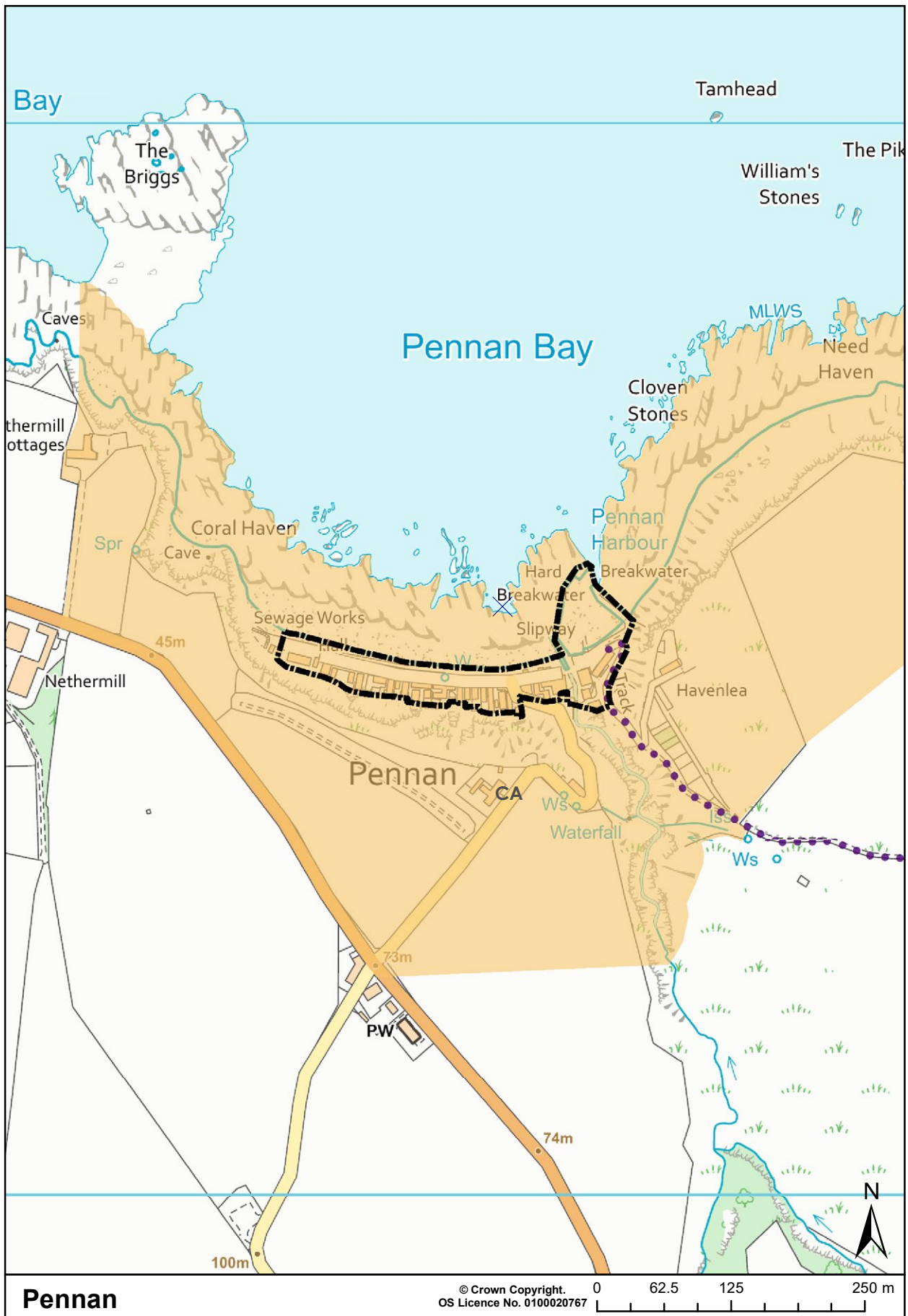
Other Designations	
CA	Pennan Conservation Area.

## Flood Risk

- Parts of Pennan are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Pennan, including the local village hall, or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Pennan or towards facilities in the wider catchment area at Banff/Macduff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities, and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.



# PORTSOY

## Vision

Portsoy is an attractive fishing town located approximately 11 km west of Banff. The settlement has grown up around its 16th century harbour and is characterised by its densely built old town. Expansion inland is in the form of the more planned hilltop town centre and incremental extensions. The Soy Burn runs through the Soy Loch and the village towards the harbour. The Soy Loch may have limited capacity to accommodate high in-flow rates without overtopping and causing surface water flooding issues downstream. The built heritage quality of much of the settlement is recognised in its coverage by a Conservation Area.

The settlement contains a number of existing local services including local shops, hotels, sports facilities, primary school and petrol station. There are three housing allocations on the western side of the settlement. Future development of these sites will require to contribute towards infrastructure and health care provision within the settlement. Improving flood resilience within the town will also need to be addressed during the Plan period.

The aspirations of the local community are strongly linked to the harbour, and retaining its integrity and viability are key priorities. The community desire a mixed use development in Portsoy to create employment opportunities alongside housing, including more affordable housing. The community also desire a site for a skateboard park, a cycle route around the village, improved healthcare facilities (including mental health provision), banking facilities, and improved public transport links. There is a local aspiration to re-purpose the historic 'King's Road' as a foot and cycling path between Portsoy and Cullen. This would provide an extension of the Moray Coastal Trail with the potential to boost tourism by encouraging visitors to the area.

## Natural and Historic Environment

Cullen to Stake Ness Coast Site of Special Scientific Interest (SSSI) and Cullen to Whitehills Local Natural Conservation Site (LNCS) are located to the north of the settlement.

## Settlement Features

Protected Land	
P1	To protect the playground and cemetery as amenities for the settlement, and to protect the setting of Portsoy as a significant contribution to the character of the place.
P2	To protect the playing fields and recreation ground as amenities for the settlement.
P3	To protect recreational open space as an amenity for the settlement.
Other Designations	
CA	Portsoy Conservation Area.
TC	Portsoy Town Centre.

## Flood Risk

- Parts of Portsoy are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Local transport infrastructure:** Sites OPI and OP2 require to consider the cumulative total inclusive of existing units served from Park Road and a secondary access provided, in line with Aberdeenshire Council Standards for Road Adoption. Developments may be required to contribute to footway extensions, crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** All development may be required to contribute towards local sewer mains reinforcement depending on the outcome of network analysis.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Portsoy or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Portsoy or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at Portsoy Health Centre. Contributions may be required for the expansion of existing pharmacy facilities.
- **Open space:** All residential development may be required to contribute towards footpaths and cycleways including the Portsoy/Whitehills/Sandend coastal path and Cullen/Sandend/Portsoy pedestrian/cycle path linkages.



## Allocated Sites

### OPI: Target Road

#### Allocation: 10 homes

This site was previously allocated as OPI in the LDP 2017. The location of the site could make it appropriate for each house to have individual or shared vehicle access points as it is a linear site on a minor road that leads to the shoreline. As such, the site may be suitable for self-build plots, subject to planning permission being granted for the development site as a whole, not as separate individual plots. Furthermore, for self-build plots the landowner would be responsible for ensuring that all infrastructure to service all plots is in place prior to any homes being constructed. This is to include waste water treatment, road access through the site to an adoptable standard and open space provision. In addition, all necessary site surveys and assessments deemed to be required through the planning permission process such as Archaeological Survey, Drainage Impact Assessment, and Flood Risk Assessment must also be carried out on the development site as a whole. Park Road is currently at capacity for a single point of vehicular access, therefore an emergency access is required when the cumulative number of units exceeds 50 units.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

### OP2: Depot, Park Road

#### Allocation: 6 homes

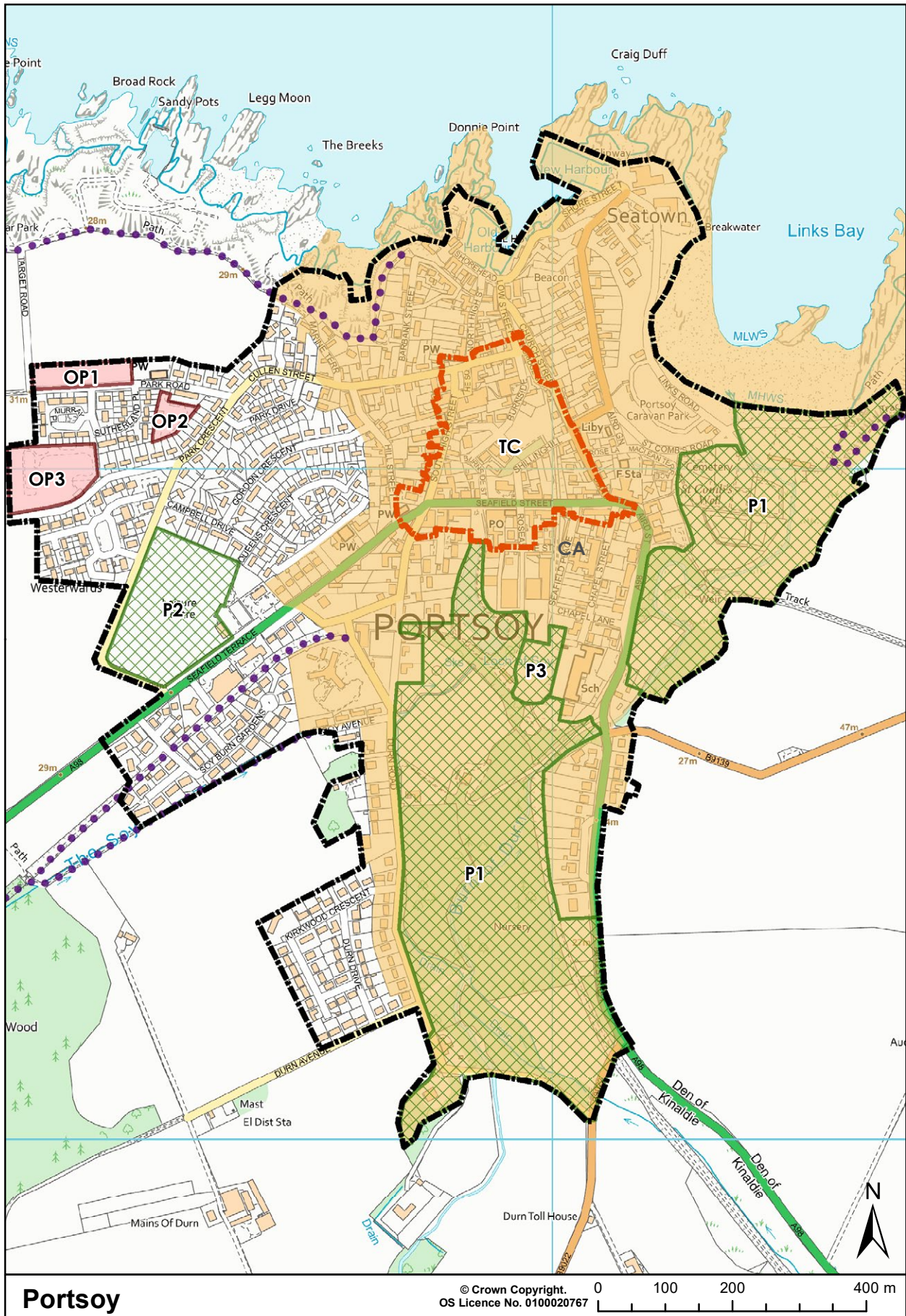
This site was previously allocated as OP2 in the LDP 2017. Originally a Council Depot, a site investigation should be undertaken by the developer to identify whether remediation of contamination is required. Surrounded by existing development on all sides, vehicular access can only be taken from Park Road which is currently at capacity for a single point of vehicular access, however six houses are unlikely to exceed the traffic generated by the existing Depot.

Design of new homes should be sympathetic to the style of existing houses that are neighbouring the development site and not adversely impact on their amenity. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be integrated into the design of the development to provide a mix of house types and sizes to meet local demand.

### OP3: Former Campbell Hospital

#### **Allocation:** 44 affordable homes

This site was previously allocated as OP5 in the LDP 2017 and is for the redevelopment of the former Campbell Hospital site. Full Planning Permission has been granted for the construction of 44 affordable homes with main vehicular access to be taken from Park Crescent (planning application reference APP/2017/0923). Construction of the site is in progress. A Transport Impact Assessment would be required should there be further development beyond the existing planning permission in order to determine footway, cycleway and public transport requirements.



# RATHEN

## Vision

Rathen serves as a settlement core to a large rural area and is also a commuter village being well located in relation to Fraserburgh, St Fergus Gas Terminal and Peterhead. The settlement has a primary school but is reliant on a wide range of services and employment elsewhere.

Rathen is located adjacent to the A90 trunk road and has grown from a loosely clustered collection of buildings within a rural community to a settlement in its own right. There is one existing housing allocation. Further growth of the settlement is currently constrained by the capacity and quality of primary school provision, road junction safety onto the A90 and that there are no waste water treatment works serving Rathen. For substantial growth these issues will require to be addressed.

There is a strong local desire for a new school with better facilities. The limitations of Rathen's infrastructure, namely the school, sewerage system, roads and pavements has impacted on the local community aspirations for development.

## Natural and Historic Environment

Located to the north of Rathen, the 12th - 13th Century St Ethernan's Church is built on the remains of an earlier 6th Century church and is designated a scheduled monument.

## Settlement Features

Protected Land	
<b>P1</b>	Marks the proposed strategic landscaping required for Site OPI.
<b>P2</b>	To protect a playground and recreation ground as amenities for the village.
<b>P3</b>	To protect an area of woodland and the setting of the village as a significant contribution to the character of the place.
<b>P4</b>	To protect an area of woodland as an amenity for the settlement.
<b>P5</b>	To protect the cemetery as an amenity for the settlement and for contribution to the character of the place.
Reserved Land	
<b>R1</b>	For a cemetery extension.

## Flood Risk

- Part of site OPI is located adjacent to the Scottish Environment Protection Agency's (SEPA) indicative 1 in 200 year flood risk area, or has a small watercourse running through or adjacent to the site. A Flood Risk Assessment will be required.



## Services and Infrastructure

- **Strategic drainage and water supply:** There is no public waste water treatment provision in the area and SEPA will need to be consulted and full authorisation sought for relevant licensing of private treatment. Scottish Water have indicated that they will adopt a private waste water treatment works built to serve the development on OPI site, provided it is compliant with their specification and is meeting discharge consent.
- **Primary education:** All residential development may require to contribute to the provision of additional capacity at Rathen Primary School.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Rathen or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Rathen or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at health facilities in Fraserburgh. Contributions towards additional pharmacy facilities may be required.

## Allocated Sites

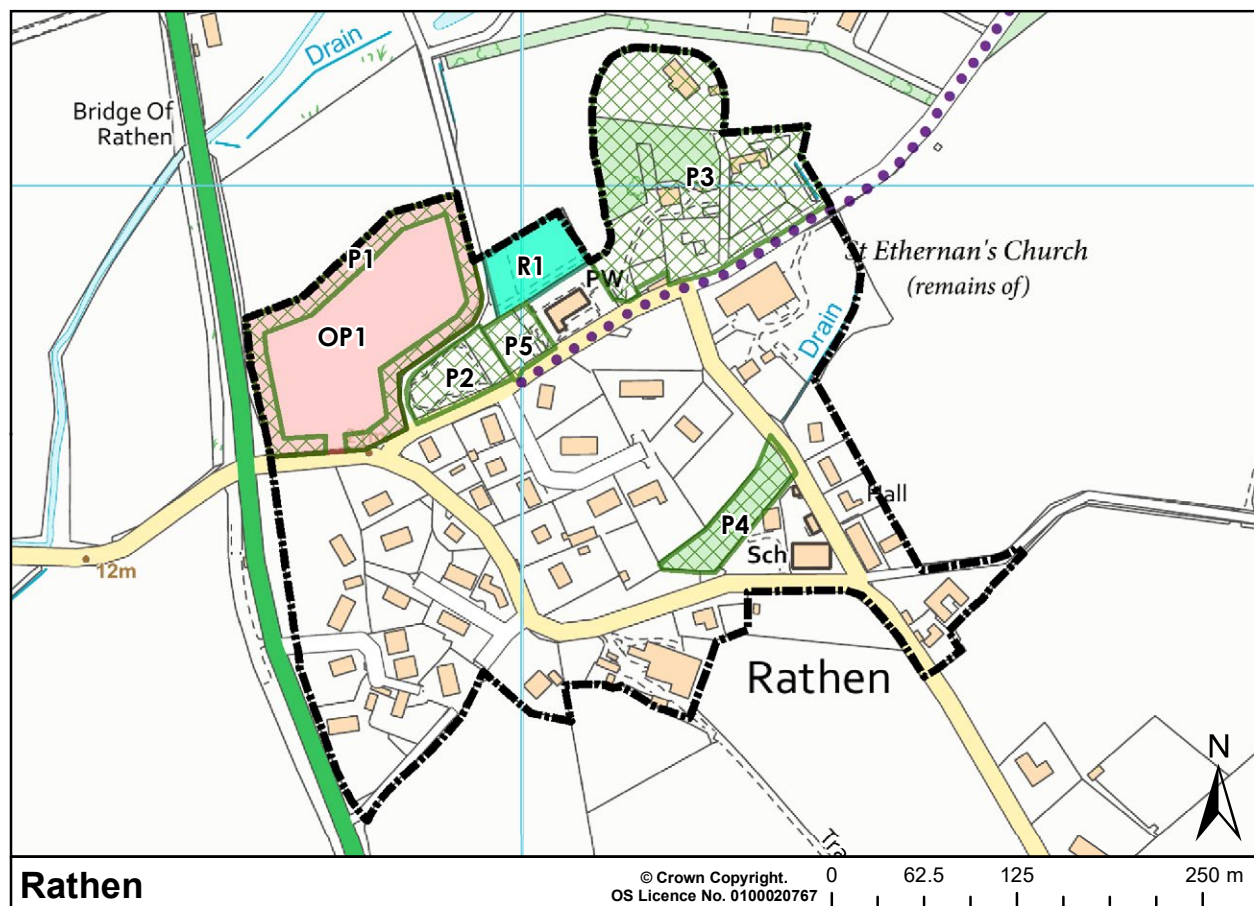
### OPI: Bridge of Rathen

**Allocation:** 10 homes

This site was previously allocated as OPI in the LDP 2017. Located along the northern edge of Rathen, the development site is visible to those approaching the village from the north. For this reason strategic landscaping is to be planted along the northern and western boundaries to minimise potential adverse impacts to the setting of Rathen and to provide a clear boundary to the settlement.

Planning permission has been granted for 10 new homes including two low cost shared equity homes to be provided on site (planning application reference APP/2016/0603). It is expected that the design of the whole development, including house style, will blend with the existing settlement and not detract from the historic setting and local vernacular character of the village. The approved housing and landscape design includes further strategic landscaping along the southern and eastern boundaries.

Flood risk associated with adjacent land has been considered in consultation with the Flood Prevention Unit, with surface water drainage solutions proposed accordingly. As there is no public sewer in Rathen, a Drainage Impact Assessment has been carried out and it is expected that foul water drainage for the development will be dealt with by a new communal waste water treatment plant and water run-off, with an additional landscaping strip to the west of the site. There is a future expectation that waste water treatment will be adopted by Scottish Water. High voltage overhead lines are to be diverted before construction begins.



# ROSEHEARTY

## Vision

Rosehearty is an attractive coastal settlement providing a commuter village well located in relation to Fraserburgh which lies approximately 7km to the west of Rosehearty. The village has a number of existing local services including a primary school, hotels and shops. Originally built around the harbour, Rosehearty has expanded south over the years.

There are a number of existing housing allocations within Rosehearty and future development must not detract from the existing attractive setting of the town. New development will be required to contribute towards infrastructure and health care provision.

There is an aspiration to achieve greater prosperity through improved employment opportunities in the village, in particular to attract digital economy related jobs as broadband is set to improve over the next few years. The community would support new housing development in the right place, but would like improved public transport services. There is a strong local desire for regeneration of the built environment, in particular along Union Street and the pier.

## Natural and Historic Environment

Rosehearty to Fraserburgh Coast Site of Special Scientific Interest (SSSI) and Aberdour Bay to Kinnaird Head Local Natural Conservation Site (LNCS) are located to the north of the settlement.

Overlooking Rosehearty from the southeast are two scheduled monuments: Pitsligo Castle, which is largely enclosed by a stone wall and Pittulie Castle.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the setting of Rosehearty as a significant contribution to the character of the place.
<b>P2</b>	Marks the proposed strategic landscaping required for sites OPI and OP2.
<b>P3</b>	To protect recreational open space as an amenity for the settlement.

## Flood Risk

- Parts of Rosehearty are in an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Flood Risk Assessments may be required.
- A small watercourse with a culverted section crosses site OPI. A Flood Risk Assessment may be required.
- Part of site OP2 is located adjacent to SEPA's indicative 1 in 200 year flood risk area, or has a small watercourse running through or adjacent to the site. A Flood Risk Assessment may be required.

## Services and Infrastructure

- **Local transport infrastructure:** Cairnhill Road is required to be upgraded in line with Aberdeenshire Council Standard for Road Adoption for any future development beyond Ritchie Road. Cumulative totals, inclusive of existing units served by Ritchie Road, need to meet the Standard. Developments will be required to provide links/infrastructure/contributions to a future Sandhaven to Rosehearty strategic cycle route. Development may be required to contribute to footway extensions, crossing facilities and public transport provision.
- **Strategic drainage and water supply:** Sewer network reinforcement may be required for delivery of site OPI.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Rosehearty or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Rosehearty or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities and may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development must contribute towards the creation of additional health facilities in Fraserburgh. Contributions towards additional pharmacy facilities may be required.
- **Open space:** Open space contributions should include strategic landscaping on the edge of sites OPI and OP2 to provide a clear boundary for the settlement.



## Allocated Sites

### OPI: South of Ritchie Road

**Allocation:** 49 homes and small business units

This site was previously allocated as OPI in the LDP 2017. Located along the southern edge of Rosehearty, the development site is visible to those approaching the village from the south. For this reason, strategic landscaping should be planted along the southern and western boundary to minimise potential adverse impacts to the setting of Rosehearty and to provide a clear boundary to the settlement. Buffer strips will be required alongside watercourses that run along the northern boundary and through the centre of the site and should be integrated positively into the development. The buffer strips will need to allow sufficient space for restoration of the watercourses. Enhancement through re-naturalisation and de-culverting will be required to be investigated. The strategic landscaping and buffer strips could also form part of the open space obligations for this site. A Flood Risk Assessment may be required.

Future development in Rosehearty is likely to be to the south of the village, between Pitsligo Street and Castle Street, and a link road should be provided through the site which could double as secondary access to Cairnhill Road. The main vehicle access point is to be taken from the B9031 Pitsligo Street with extended footways to meet the existing network. Provision for active travel is required, including links to the core path to the northeast of the site. A new southbound bus stop is required, and a safe pedestrian crossing facility as part of a safe route to school. Pedestrian permeability with adjacent sites at Ritchie Road and Blairmore Park should be investigated. The link road would provide the opportunity to connect to the core path as well as the existing footway network.

Consideration should be given to including self-build plots. A Masterplan will be required to demonstrate integration of the development as a whole with the existing village, and to ensure that land for business units, strategic landscaping and link road are accommodated to make provision for potential future expansion of the site. Infrastructure to service any self-build plots would be required to be in place prior to construction of individual self-build homes.

The site will act as the new 'gateway' into Rosehearty and should be designed with this in mind. Consideration should be given to designing the development that would not give the appearance of urban sprawl (i.e. replicating neighbouring development styles). For example, it could reflect the historic part of Rosehearty and/or include vibrant colours typically seen in coastal settlements. The business units and houses could be similarly designed to give a unified appearance on the site.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

## **OP2: Murison Drive**

### **Allocation:** 10 homes

This site was previously allocated as OP2 in the LDP 2017. Located along the western edge of Rosehearty, the development site is located in a prominent coastal location. For this reason, strategic landscaping should be planted along the western boundary to minimise potential adverse impacts to the setting of Rosehearty and to provide a clear boundary to the settlement. Buffer strips will be required for a watercourse that runs alongside the northern site boundary which should be integrated positively into the development. Enhancement through re-naturalisation and de-culverting will be required to be investigated. The strategic landscaping and buffer strip could also form part of the open space obligations for this site. A Flood Risk Assessment may be required.

The site is currently accessed from Mid Street via an existing business. The new development would be served off Murison Drive but should take into account the cumulative total of units served from the existing single access.

The design of new houses should be sympathetic to the historic character of existing houses in neighbouring streets, and should ensure that the risk of surface water flooding is taken into account. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

## **OP3: Cairnhill Road/adj Bowling Green**

### **Allocation:** 10 homes

This site was previously allocated as OP4 in the LDP 2017 and has been retained in order to provide an opportunity for development should there be demand.

The existing field rises up sharply and the site overlooks the village. As such, the design of the development should respect the historic character of Rosehearty. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

Road access to the site from Cairnhill Road (a private roadway) may be achievable. However, consideration is required of the cumulative total of properties already serviced by this single access, and if numbers exceed capacity, the road will need to meet the required standards for road adoption. Future development in Rosehearty is likely to be to the south of the village and east of site OP1 between Pitsligo Street (through OP1) and Castle Street. Therefore a vehicular link road may potentially run along the southern boundary of OP3. An existing core path running along this southern boundary should however be retained with suitable connections made to it through the site layout.



# SANDEND

## Vision

Sandend is a small fishing village situated to the east of Portsoy where the Fordyce Burn flows into the firth at Sandend Bay. The old part of the village is made up of traditional cottages and has been designated as a Conservation Area. There are a number of local businesses within the village including the caravan park and fish wholesalers. Future development in the settlement should not detract from the attractive coastal setting of the village.

There is a local aspiration to re-purpose the historic 'King's Road' as a foot and cycling path between Portsoy and Cullen, passing through Sandend. This would provide an extension of the Moray Coastal Trail with the potential to boost tourism by encouraging visitors to the area.

## Natural and Historic Environment

Cullen to Stake Ness Coast Site of Special Scientific Interest (SSSI) and Cullen to Whitehills the Local Natural Conservation Site (LNCS) are located to the northeast of the settlement.

## Settlement Features

Protected Land	
PI	To protect the playing field and playground as amenities for the village, and to protect the setting as a contribution to the character of the place.
Other Designations	
CA	Sandend Conservation Area.

## Flood Risk

- Parts of Sandend are in an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Local transport infrastructure:** All residential development will be required to provide footpath connections to the existing network.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Sandend, including the local public hall, or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Sandend or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.



- **Recycling and waste:** All developments must comply with the standards for recycling and waste facilities and may need to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at Portsoy Health Centre. Contributions towards the expansion of existing pharmacy facilities may be required.
- **Open space:** All residential development should contribute to improving local built heritage and Cullen/Sandend/Portsoy pedestrian/cycle paths.

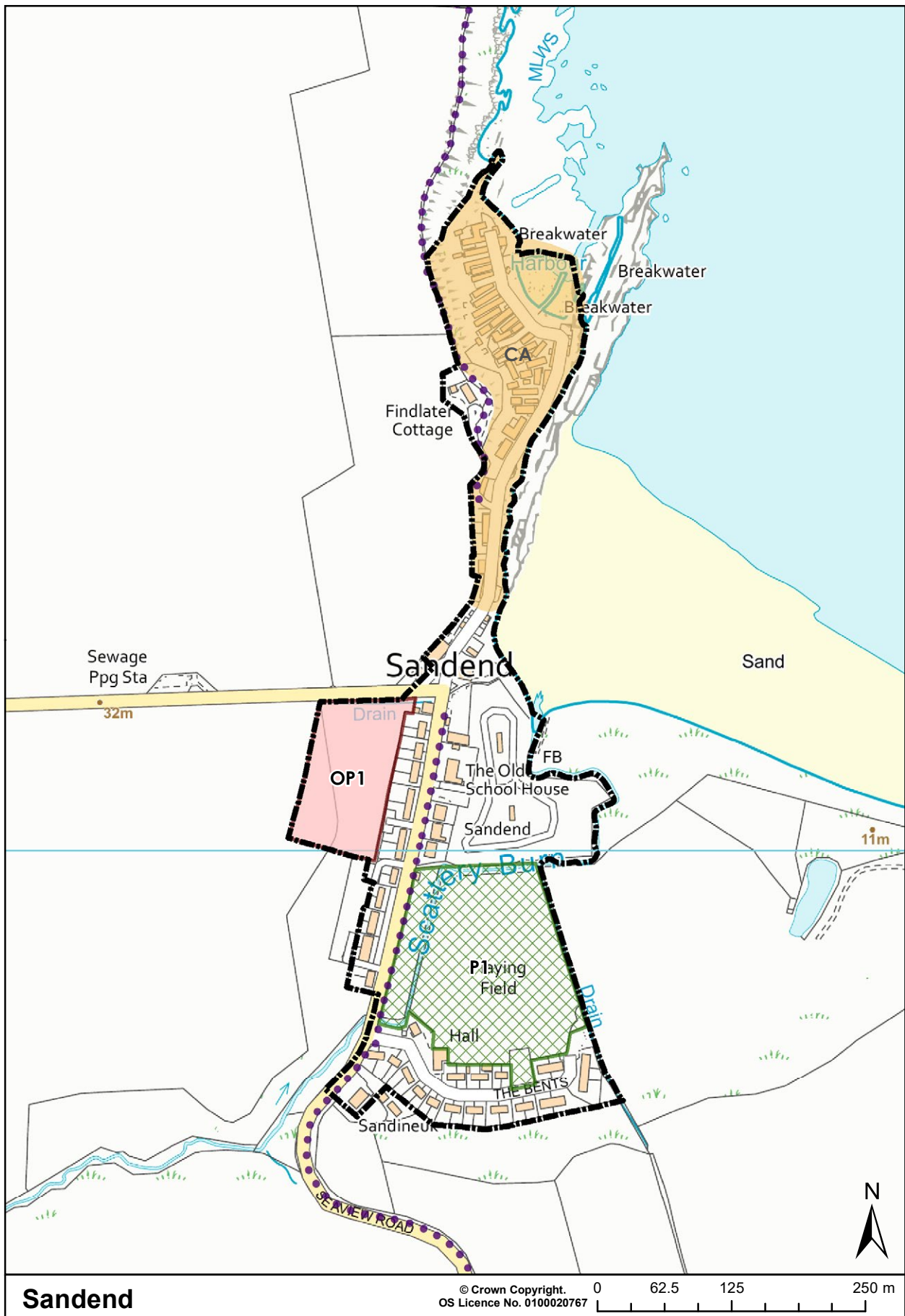
## Allocated Sites

### OPI: Rear of Seaview

#### Allocation: 8 homes

This site was previously allocated as OPI in the LDP 2017. The development site overlooks existing houses on Seaview Road and is visible to those approaching the settlement from the east. For these reasons, development should be orientated in a linear layout to reflect the existing houses along Seaview Road, and designed to respect the historic character and coastal setting of the village. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Footpath connections to the existing network are required. A Flood Risk Assessment may be required.

The site may be suitable for self-build plots, subject to planning permission being granted for the development site as a whole, not as separate individual plots. Furthermore, for self-build plots the landowner would be responsible for ensuring that all infrastructure to service all plots is in place prior to any homes being constructed. This is to include waste water treatment, road access through the site to an adoptable standard and open space provision. In addition, all necessary site surveys and assessments deemed to be required through the planning permission process such as Archaeological Survey, Drainage Impact Assessment, and Flood Risk Assessment must also be carried out on the development site as a whole.



# SANDHAVEN AND PITTULIE

## Vision

Sandhaven is a small fishing village situated between Fraserburgh and Rosehearty. Immediately to the west of Sandhaven is the smaller village of Pittulie. Both are characterised by traditional housing styles, and the Sandhaven pier and harbour provide an attractive coastal setting. The villages contain limited local services due to the proximity to Fraserburgh, although there is a primary school. Future development should not detract from the setting of the village and respect the existing vernacular.

## Natural and Historic Environment

Rosehearty to Fraserburgh Coast Site of Special Scientific Interest (SSSI) and Aberdour Bay to Kinnaird Head Local Natural Conservation Site (LNCS) are located to the north and east of the settlements.

## Settlement Features

Protected Land	
P1	To protect the setting of Pittulie as a contribution to the character of the place.
P2	To protect the recreation ground as an amenity for the settlement.
P3	To protect recreational open space as an amenity for the settlement.

## Flood Risk

- Parts of Sandhaven and Pittulie are in an area potentially vulnerable to flooding as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- **Local transport infrastructure:** All residential development may be required to provide links/infrastructure/contributions to a future Sandhaven to Rosehearty strategic cycle route.
- **Strategic drainage and water supply:** Local mains water reinforcement may be required.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Sandhaven and Pittulie, or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Sandhaven and Pittulie, or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.

- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at health facilities in Fraserburgh. Contributions may be required for additional pharmacy facilities.

## Allocated Sites

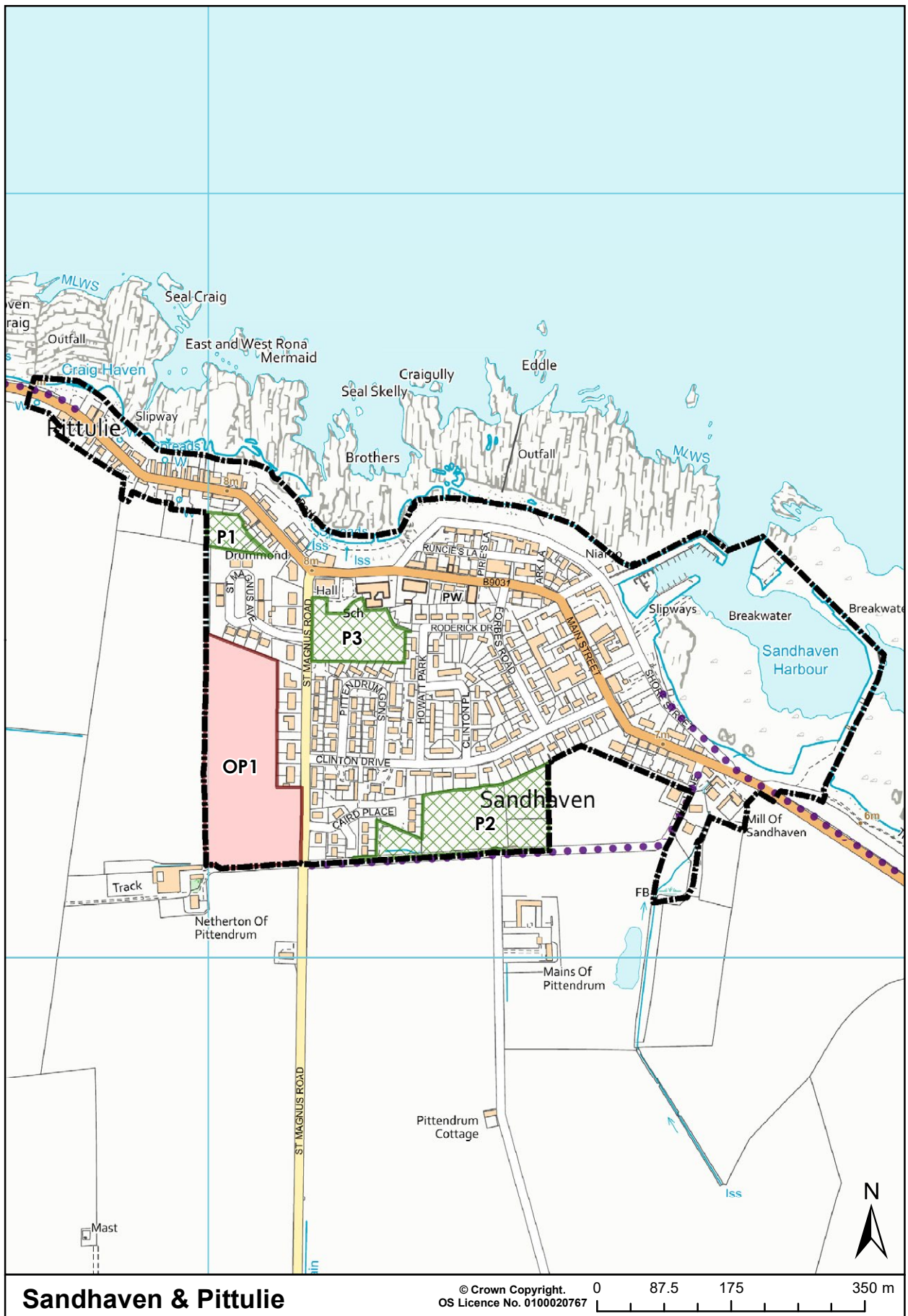
**OPI:** St Magnus Road, land opposite Caird Place

**Allocation:** 31 homes

This site was previously allocated as OPI in the LDP 2017. Located along the western edge of Sandhaven, the development site will be visible to those approaching from the west and from Pittulie. For these reasons the design of new houses should respect the historic character of the existing settlement. Road access to the site would be achieved from St Magnus Road primarily through an existing gap site. An internal loop road should be provided with two links to St Magnus Road. In order to provide the opportunity to develop west of this site, consideration should be given to providing at least two vehicle access points along the western boundary into the adjacent field. A core path is located in close proximity to the site and suitable connections to it should be made through the site layout.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.





## Sandhaven & Pittulie

© Crown Copyright.  
OS Licence No. 0100020767

0 87.5 175 350 m

# WHITEHILLS

## Vision

Whitehills is a small coastal settlement located to the west of Banff and Macduff, and to the east of Portsoy. Along the coastal and harbour area traditional buildings cluster around each other, painted distinctively in a variety of colours. The town has since developed inland and to the east, and is characterised by lower density, modern housing which has little in common with the traditional buildings. Nonetheless the settlement overall has a strong sense of place and identity due to its coastal setting and traditional townscape character. There is a local aspiration for football dedicated car parking in the recreation area.

## Natural and Historic Environment

Whitehills to Melrose Coast and Cullen to Stakeness Coast Sites of Special Scientific Interest (SSSI), and the Cullen to Whitehills Local Natural Conservation Site (LNCS) are located in close proximity to the settlement.

## Settlement Features

Protected Land	
<b>P1</b>	To protect the setting of Whitehills as a significant contribution to the character of the place.
<b>P2</b>	To protect the playing field and recreation ground as amenities for the settlement.
<b>P3</b>	Marks the proposed strategic landscaping required for site OPI.
<b>P4</b>	To protect recreational open space as an amenity for the settlement.
<b>P5</b>	To protect the setting of the ancient 'Red Well' as a significant contribution to the character of the place.
Other Designations	
<b>CA</b>	Whitehills Conservation Area.

## Flood Risk

- Parts of Whitehills are in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Whitehills has land drainage/overland highway flooding issues and parts of the settlement may be at risk from coastal flooding. Flood Risk Assessments may be required.

## Services and Infrastructure

- Primary education:** All residential development may require to contribute towards the provision of additional capacity at Whitehills Primary School.

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Whitehills or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Whitehills or towards facilities in the wider catchment area at Banff. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All developments will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix I5.
- **Health and care facilities:** All residential development will be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Macduff. Contributions may be required for expansion of existing pharmacy facilities or to be provided within a new facility.
- **Open space:** All residential development may be required to contribute towards a public footway connecting Whitehills to Ladysbridge.

## Allocated Sites

### OPI: Knock Street

#### Allocation: 30 homes

This site was previously allocated as OPI in the LDP 2017. The landscape and visual sensitivities of the site are key considerations in developing this site, given its prominent coastal location along the eastern edge of a plateau overlooking the lower coastline and sea. Strategic landscaping should be planted along the northern and eastern boundary to minimise potential adverse impacts on the setting of Whitehills. The proposal should incorporate strategic planting into a coherent landscape design for the whole site and take into account the elevated coastal location in terms of species choice, scale and form of planting character.

It is recommended that the site is brought forward in phases, taking into account that the development site has a single point of vehicular access off Knock Street. Permeability should be provided to Knock Street where gaps are available. Access from Knock Street to be to the standard required for Aberdeenshire Road adoption with footways each side. Provision for active travel is required, including links to the core path network.

This edge-of-settlement site provides an opportunity for the new houses to reflect the style of traditional houses and echo the colours painted on the traditional buildings along the seafront and contribute to Whitehills' sense of place. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



