

### PLANNING BACKGROUND

In the Moray Local Plan 1993-1998 the emphasis for Burghead centred on the revitalisation of the harbour area and the provision of housing land to the eastern end of the town and this approach has been largely successful. Environmental improvements have been carried out by the Council along the quayside to create an attractive frontage. Buildings at the Harbour, and at the Old Granary, have been rehabilitated for housing. The site at Firth View is now complete. In all, some 45 new houses have been provided since 1993, including gap sites. The "potato store" and "chemical works", require comprehensive treatment and a development brief has been prepared for this important site.

### CHARACTER OF THE TOWN

There is a marked difference in character between the areas east and west of the old railway line. The area to the west is the older established town of Burghead where the streets are laid out to a strict grid pattern and the plots tightly adhere to established building lines. Density in this area is high and consequently plots are small. Stone and slate dominates as the main material finishes and buildings range from single to two, sometimes three storey.

This part of Burghead is also characterised by the open foreshore to the east and west, the harbour areas and the headland to the north hosting the old Coastguard station and the remains of an ancient pictish fort. These are important areas to the character of Burghead, providing attractive open spaces and possessing a number of buildings, some listed, which are distinctive landmarks to Burghead.

To the east of the railway line the character is one of more modern estates where areas of Council housing mix with private bungalow developments. Density is significantly lower, and open space more prevalent.

### OBJECTIVES

- (i) To improve the overall environmental setting and visual appearance of the town, but to concentrate on upgrading the historically important promontory site.
- (ii) To encourage the continued viability of the harbour area for both commercial and recreational activity.
- (iii) To consolidate the existing ample supply and choice of land for new housing.

### POLICIES AND PROPOSALS

In addition to the site specific requirements identified below and in development briefs, all developments must meet the terms of the Implementation policies (L/IMP1-8) in Chapter 8 (relating to siting, layout and design, character impact, landscaping, drainage, environmental and traffic impact). Subject to the scale of the development having a measurable impact on local community facilities, amenities or infrastructure, funding policies L/F1 Developer Contributions and L/F2 'Commuted Payments' in Chapter 7 may also apply.

### BUSINESS ACTIVITIES

The Local Plan policies for business development are contained in Chapter 1 'Economic Development'.

#### The Harbour Area (L/T6)

##### HBR1

**It will remain policy to regard Burghead Harbour as primarily a commercial harbour, including fishing and industrial activities. Nevertheless, in view of the volume of cargo presently handled, and the level of fishing activity, the harbour area is seen to have scope for recreational and residential use, for which proposals related to the revitalisation of the harbour and its surrounding premises (as defined on the map) for tourist, recreational or residential use, will be encouraged.**

#### Established Business Area (L/ED4)

##### I1 Burghead Maltings

**A dominant but vital industrial land use in the town in close proximity to residential property. Redevelopment of surplus land or premises within the site will be encouraged, where such proposals would not create a nuisance for neighbouring uses.**

## TOURIST FACILITIES

The governing policies for Tourism are L/ED16 and 17 in Chapter 1 (Tourist Facilities and Accommodation and Roadside Signs). The Economic Development policies in Chapter 1 apply where relevant and policy L/CF4 in Chapter 5 safeguards established routes for walking, cycling, trails.

### T1 The Caravan Park

**As an important element of Burghead's tourism infrastructure the park will remain in use as a holiday caravan site and change of use to an alternative activity will not be permitted. Environmental improvements including access, car parking and visitor facilities could be linked to the proposals for site R4.**

## ENVIRONMENT

Burghead benefits from a dramatic coastal setting with coastal views north, east and west. An objective of the Plan for Burghead is to protect and enhance its setting and to effect environmental safeguards and improvements.

The policies for the maintenance and enhancement of the environment are found in Chapter 2 (Environment).

The principal policies for the local environment are L/ENV10 'Settlement Boundaries' and L/ENV18 'Public Amenity and Open Spaces' in Chapter 2, and L/IMP1 'Development in Built Up Areas' in Chapter 8.

Under the terms of policy L/ENV18 (Public Amenity and Open Spaces) a number of spaces have been identified which contribute to the environment and amenity of the town. The purpose of policy L/ENV18 is to protect the integrity of these spaces from inappropriate development and to ensure that their contribution to the amenity of the built up area is not compromised.

### ENV1 The East Foreshore

**This contains the coastal footpath from Lossiemouth to the headland tip of Burghead, along the backlands of Forteach Street and the maltings building. The Council is to investigate upgrading the area in connection with the coastal walk.**

### ENV2 The Promontory

**This is where the old town of Burghead is situated and contains, at its most elevated point, the old Coastguard buildings; the Doorie Hill; and in the hollow to the east, the ancient site of a pictish fort. It is also an area of considerable natural heritage value. The Council will pursue an environmental improvement scheme for this area in association with SNH and Historic Scotland whose permission and assistance will be sought to provide interpretative facilities to the site.**

### ENV3 The West Foreshore

**This links the harbour and the beach area west of the caravan site. It is probably the main focus for visitors to the town by way of a short promenade leading to the beach. The former District Council carried out an improvement scheme for this area focusing on the quayside, but further scope for improvement remains at the south eastern end. The redevelopment of the West Foreshore site (R4) will be an integral extension of the environmental upgrading of this area.**

### ENV4 The former railway and sheds

**Including the rail sheds for the Maltings, this area is now derelict and requires environmental upgrading, incorporating a footpath link along its length and the removal of unnecessary boundary fencing.**

### ENV5 St Aethans Road

**This belt of amenity woodland shall be retained as an important edge to the settlement.**

### ENV6 Redcraig Hotel

**The setting of the Redcraig Hotel merges the built-up-area with the countryside. It contains areas of open space between the caravan site and the main B9013 road, and between the hotel and Fraser Road, which must remain open and unobstructed by development. The remainder of the hotel grounds, caravan park and ancillary buildings is restricted to the operation of these facilities.**

### ENV7 St Aethans Sports Fields

**This area which includes the bowling green shall be retained.**

### ENV8 Cemetery

**To be retained. Car parking and access shall be improved in association with development of R1 housing site.**

There are wider environmental designations relating to areas of local, national and international scientific importance and to areas of high scenic and landscape quality which in most cases may relate to areas just beyond the settlement boundary. Where sites of scientific importance are found within settlement boundaries, these are designated as ENV in the Proposals Map.

- AGLV**    **The Area of Great Landscape Value designations south and east of Burghead are outwith the settlement boundary.**
- CPZ**    **The coastal area east and south of the town boundary is designated as a Coastal Protection Zone. The coastline is also noted for birdlife, however the SINS designation stops short of the settlement boundary.**
- SSSI**    **Part of the Masonhaugh Site of Special Scientific Interest lies just outwith the Burghead boundary. Designated for its geological and fossil interest, it includes the coastal rock out crops on Burghead's north shore.**
- SINS**    **The North Foreshore, and Burghead Bay are designated as Sites of Interest to National Science.**

*Detailed maps of all the above are held by The Moray Council.*

## HOUSING

Sites R1 and R3 are currently being developed. Site R1 is owned by Moray Council as housing authority. Site R2 constitutes a second phase of the St Aethans Road development which has a long-standing planning consent. No development has yet commenced.

The capacity of the existing Burghead Primary School has been reduced due to new government requirements to provide comprehensive nursery school education and reduce class sizes of primary 1-3. The Council may now require to re-assess the catchment boundaries in the area in an effort to meet demands created by the housing sites R1, R2 and R4 and may require to seek a developer contribution from these developments should pressures be placed on the facilities at the existing school.

The main governing local plan policy for new housing developments is L/H3 in Chapter 3 (Servicing and Layout of new Housing Developments). Policy L/H7 in Chapter 3 (Affordable Housing provision) may also apply depending on the size and location of the development.

### **R1 Keith Road**

**Owned by The Moray Council and previously designated for public sector housing and for a cemetery extension, part of the site is now approved for an initial phase of 12 plots for private housing. Access to phase 1 is from Keith Road, and for phase 2 will be from the B9013 (improving access to the cemetery car park). As a site of approximately 2.2 ha (6 acres), in total, some 30-35 detached plots would be appropriate. A landscaped edge to the cemetery should be provided, as well as pedestrian links to the grounds of the Redcraig Hotel and to site R2, (St Aethans). A cycle track and footpath must be provided along the B9013 frontage to the junction with Fraser Road. Five houses have been built on this site to date.**

### **R2 St Aethans Road (2.7 ha)**

**This site has remained undeveloped for some considerable time and a revised layout from that initially approved in the 1970's should now be designed to take account of developments on R1 and R3 and should provide appropriate footpath linkages to each. A landscaped edge to the road and to the cemetery should also be incorporated, and a cycle track provided along the frontage to the B9013 up to site R1 frontage. The development of R1 will permit drainage connection to a first phase of housing. The main access to the site is from St Aethans Road.**

### **R3 Seaschool**

**This site has planning consent for 40 houses. Access has been accommodated from Fraser Road and a number of houses have now been constructed.**

### **R4 West Foreshore (0.6 ha)**

**This site includes the former "chemical works" and "potato store" buildings which have recently been demolished. It also includes the former railway ground, largely in the Council's ownership, between Park Street and Bridge Street.**

The site extends to the existing sea defence embankments. An outline consent has recently been granted for holiday accommodation and commercial uses on the most westerly part of the site.

It is the Council's objective to promote a comprehensive development of the area R4, which links the proposals stated in T1 for enhancement of the foreshore area, the caravan site and the beach. The site has the potential not just for housing use but also for holiday accommodation, tourist and recreational uses and complimentary commercial uses such as restaurants, bars and shops etc. The Council as principal landowner will seek to assemble the site for joint disposal.

The development of R4 must meet the following requirements:

(i) A single planning application must be submitted covering the area assembled for joint disposal by the Moray Council and the other proprietors. Individual applications for parts of the site will not be approved in advance of the Council granting consent for a comprehensive development of the site.

(ii) Access must be taken via Bridge Street (which will require upgrading) and Park Street. The road extension to Park Street must be 5.5 m wide with one footway. Junction improvements at Grant Street/Granary Street/Park Street to improve visibility at the War Memorial, may also be required. Bridge Street shall require to be widened to 5.5m with two 1.8m footpaths as far as its junction with Station Road. The link between Station Road and the site must also be upgraded as a minor access road with traffic calming features.

(iii) An "esplanade" pedestrian link must be provided through the development from the harbour end to the beach (which must include works to the foreshore embankment satisfactory to the Council). No buildings should be sited within 10 m of the top of the sea defence embankment. The esplanade requires to be equipped with street furniture (seats, bins etc.) and lighting to the satisfaction of the Council.

(iv) A development of some architectural prominence is sought which enhances the foreshore of the town and makes a positive contribution to the tourist and leisure attraction of the west foreshore. Design policy L/IMP3(iii) will apply as this is a prominent landmark location.

(v) A layout must be submitted which respects the exposed coastal location of the town and which is not dictated by ownership boundaries. Proposals must establish a relationship between the site and its neighbouring land to the east and west by integrating existing public spaces into the development and providing footpath access linking with the caravan park.

(vi) A complex of buildings is required of mixed scale taking account of the proximity of existing dwellings. As an indication, a development of 30 dwellings would seem appropriate. A higher density may be acceptable for an apartment/flatted complex.

(vii) A study of the site must be submitted to establish the extent of possible contamination from previous uses and the remedial actions required to deal with any clean up measures. The Council's Environmental Health Department, SEPA and the Health and Safety Executive should be fully consulted as part of the study.

## COMMUNITY FACILITIES

The governing local plan policy for community facilities is L/CF1 in Chapter 5.

### CF1 COMMUNITY HALL

The site can accommodate a new community/visitor centre facility for Burghead (incorporating the listed former station building) with the balance of the site suitable for the accommodation of a number of single house plots fronting Bridge Street and Station Road. The attached railway siding can be utilised for car parking in association with the new community centre and if so developed has the potential to be extended to provide a new access to the caravan park. The housing proposal on the remainder of the site must be sufficiently set back to enable the improvements of Bridge Street to an adoptable standard (as a minor access road).

## WASTE WATER TREATMENT

Currently, all minor outfalls are pumped into a long sea outfall. Burghead, like all other coastal towns, will require appropriate local treatment by the year 2000 in order to comply with the EC Urban Waste Water Directive. Present proposals envisage the works at Roseisle Maltings being enlarged to cater for the Maltings, Burghead, Roseisle, Cummington and possibly even Hopeman and Duffus. The Council is awaiting NOSWA's finding on this subject.

