

Burghead

Hierarchy Status/Objectives/Issues

Burghead is a third tier settlement

- To encourage the continued viability of the harbour for both commercial and recreational activity
- To continue to improve the overall environmental setting and visual appearance of the town, especially the former chemical works and gap sites on the North Quay.
- To identify new opportunities for housing development
- To continue to support Burghead as a tourist destination

Infrastructure

Water and Drainage

Developers are advised to contact Scottish Water as early as possible in order to confirm that there is sufficient drainage capacity and water supply available to accommodate proposals.

Scottish Water has advised that they will work with developers to ensure that new development can be accommodated.

Roads

A number of potential roads improvements have been identified for each settlement. The most significant of these are shown on the settlement map as TSP and the full extent is shown in the pages following the map. Comments on road access arrangements are provided in site designation texts. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to service the site, along with the need for any off-site improvements. These requirements are not exhaustive, and do not pre-empt anything that might result through the Transport Assessment process. It is essential that developers contact Transportation at an early stage, especially where there is a requirement for a Transport Assessment identified in the site text.

Developer Contributions

Contributions may be sought towards some public facilities (eg core paths; library; schools; sports/leisure facilities; transportation) and this will be confirmed at application stage. Developments over 4 houses will be required to make an affordable housing contribution

Layout and Design

High quality design and layouts in new development is an important aspect for “placemaking”, in order to achieve an attractive and interesting living environment. This is a priority objective of the Scottish Government (see Primary Policy 3).

Pre-application discussions and community consultation are only requirements for Major Applications (50 or more houses; or on sites exceeding 2 hectares). The Council would encourage early discussion pre-application on ALL proposals, and is willing to engage with developers to identify any aspects of site development that should be taken into consideration from the outset.

Some sites being proposed for development have had some “key design principles” identified for them, highlighting the key design elements that should be observed when layouts are being drafted.

Housing

R1 North Quay, Harbour

This site consists of several gap sites along the frontage of the building line. Proposals should respect the scale and design of the original buildings and the historic importance of the harbour. One of the sites is listed category B.

Proposals should be supported by a flood risk assessment (FRA), the outcome of which may affect the developable area.

R2 Redcraig Hotel (south)

This site extends to 2.8 hectares and was formerly a caravan site. The site is currently being developed.

R3 St. Aethans Road

The site is currently under construction and nearing completion.

R4 Clarkly Hill**3.8 ha, capacity 60 houses**

This is a new site identified to meet the housing land requirements for the plan period. The site extends to 3.8 hectares and forms a key gateway to the town with capacity for 60 houses. Development proposals should ensure a well designed road frontage along the B9013 which should create a green corridor into the village.

Consideration should be given to the straightening of the B9040 past the cemetery as part of developing this site.

Buildings should be set back from the ridgeline when viewed from the north and avoid intrusion into the right of way and access to Clarkly Hill. Public access routes should link into the town, Clarkly Hill and into the nearby woodland across the B9013. Boundary treatments should be low stone walling which is a common feature in the village.

Existing trees on the site should be retained. A new junction will be required onto the B9013 with a visibility of 4.5 x 215 metres. A Transport Statement will be required. Footway/ cycleway extension along frontage with provision made for crossing B9040 and B9013 will be required.

Foul drainage should meet the standard necessary to avoid impacts on dolphins in the Moray Firth.

Part of the site lies within a consultation zone in which the Ministry of Defence must be consulted upon all developments. The safeguarding requirements on this particular part of the site may constrain or even prevent residential development.

R5 Redcraig Hotel (north)

The site is currently under construction and nearing completion.

Opportunity Sites (policy ED5 applies)**OPP1 West Foreshore**

This site extends to 1 hectare and includes the former chemical works and potato store buildings and former railway ground. The site is suitable for housing and/or small scale business activities. The Council wish to see a comprehensive redevelopment of this site which links the proposals stated in T1 with the enhancement of the foreshore area, caravan park, beach and harbour. Development of this site must meet the following requirements:-

A single planning application must be submitted covering the whole site. Individual applications for parts of the site will not be approved in advance of the Council granting consent for the comprehensive redevelopment of the site.

A Transport Assessment should be prepared. The development will be expected to include an esplanade/walkway on the foreshore embankment adjacent to the site. This must include works to the foreshore embankment satisfactory to the Council. No buildings should be sited within 10m of the top of the sea defence embankment. The esplanade requires to be equipped with street furniture and lighting to be agreed with the Council. A study of the site must be submitted to establish the level of contamination on the site and possible mitigation measures. A detailed Flood Risk Assessment will be required.

Business activities

HBR1 Harbour area

Burghead harbour will be considered as a mixed harbour for fishing and recreational uses. Proposals for the harbour and its surrounding facilities for tourist, recreational or residential uses will be encouraged.

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.

Tourism

T1 Caravan Park

This forms an important element of Burghead's tourism infrastructure and should remain in use as a caravan park. Change of use to an alternative activity will not be permitted. Environmental improvements including access, car parking, landscaping and improved visitor facilities could be linked to the redevelopment of OPP1.

Proposals should take account of the impact of surface water and drainage to the Moray Firth SAC.

T2 Caravan Park Extension

The boundary of T1 has been expanded to allow for growth of the facility. A tree survey in accordance with the Council's Trees and Development Guidance will be required. Tree felling will only be acceptable to form discrete clusters to accommodate caravans.

A Transport Statement will be required. Widening of Bridge Street from the B9013 to the car park is required, with alternative route signage. A red squirrel survey is required. Any drey trees should be left and incorporated into the layout.

Surface water and drainage proposals should consider the impact upon the Moray Firth Special Area of Conservation.

Topographical survey is required to check that parts of site are not a risk of flooding. An archaeological watching brief will be required.

Contaminated land studies may be required to assess risks from the adjacent former chemical works site.

Proposals should be supported by a flood risk assessment (FRA), the outcome of which may affect the developable area.

Transportation Improvements (TSP)

A number of potential road improvements have been identified in association with the development of sites. In addition to individual site requirements, these take account of the cumulative impact on the road network. The most significant of these are shown as TSP on the settlement plan. Details of these, along with a list of all potential improvements, and other transportation related sites to be safeguarded, are contained in the attached TSP schedule.



Environment

The following sites are identified as open spaces which contribute to the environment and amenity of Burghead. The over-riding policy E5 applies to each of these sites.

- ENV3 Amenity Greenspace**
Sigurd Street, Keith Road, Mackenzie Place
- ENV4 Playspace for Children and Teenagers**
St. Aethans play area, Sigurd Street
- ENV5 Sports Areas**
St. Aethans playing fields and bowling green
- ENV6 Green Corridors/Natural/ Semi Natural Greenspaces**
St. Aethans Road, the former railway line
- ENV8 Foreshore Areas**
The east foreshore, the headland, the west foreshore
- ENV9 Other Functional Greenspace**
Burghead well, Former railway station site

ENV11 Cemeteries

Burghead cemetery

Wider Environmental Designations

There are a number of environmental designations immediately outside of the settlement boundary which will require to be observed.

SPC Special Area of Conservation

AGLV Area of Great Landscape Value

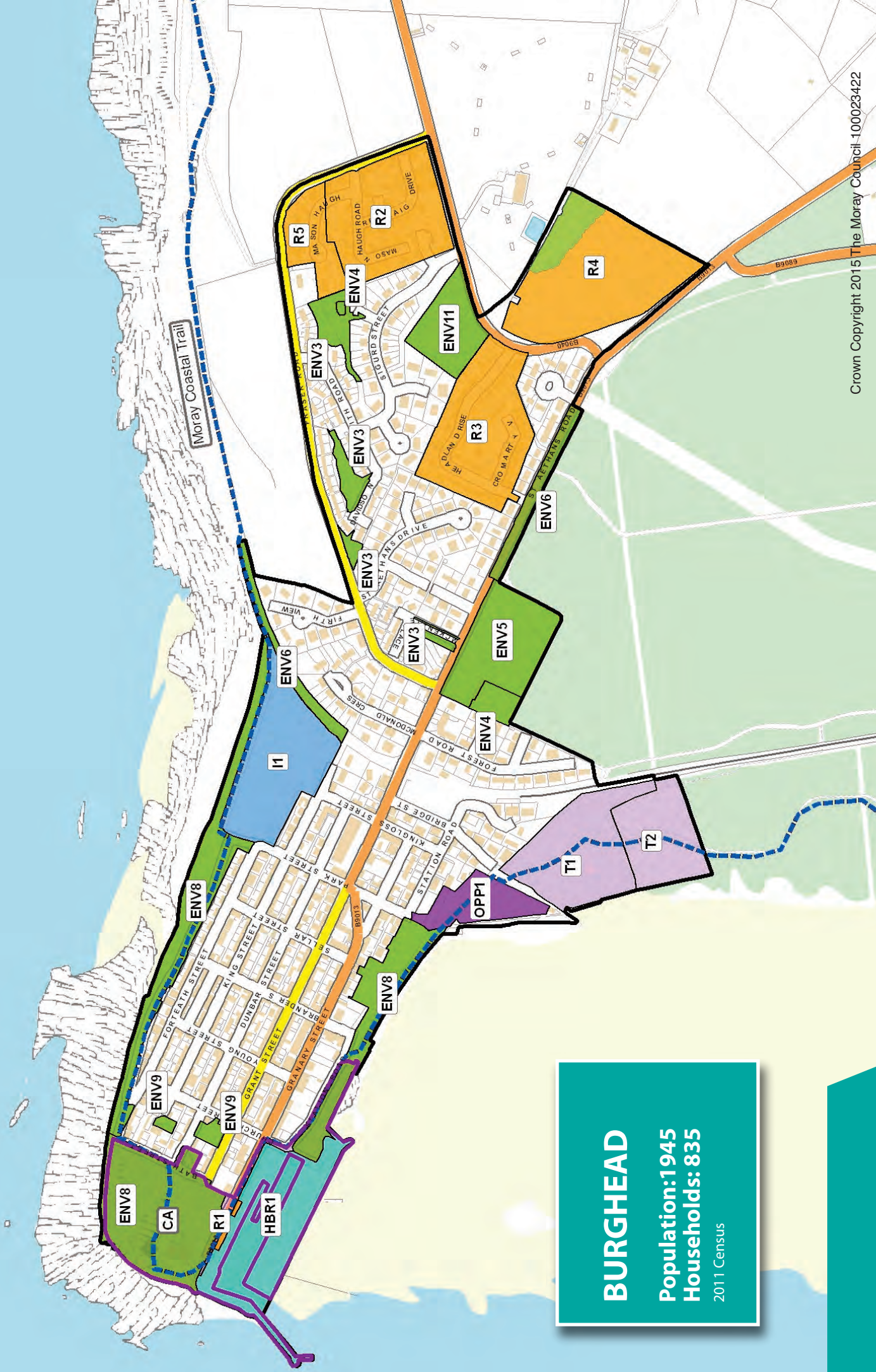
CPA Coastal Protection Zone

SSSI Site of Special Scientific Interest

CA Conservation

Proposals within the Conservation Area will be considered against Policy BE3.





BURGHEAD
 Population: 1945
 Households: 835
 2011 Census

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