

Hopeman

Hierarchy Status/Objectives/Issues

Hopeman is a third tier settlement

- To protect and enhance the setting of the harbour and foreshore areas
- To provide for additional housing development
- To safeguard the Coastal Protection Zone and prevent the coalescence of Hopeman and Cummingston
- To safeguard the village character

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

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 Manse Road

2.3ha, capacity 25 houses

This site extends to 2.3ha and has capacity for 25 houses within the plan period and a further 30 houses in adjacent LONG designation.

A masterplan should be prepared for R1 and LONG. Connections into adjacent streets and into footpaths and cycleways should be provided. A landscaped strip should be provided to the western edge of the site. Buildings should present a frontage onto Manse Road.

A Transport Assessment will be required. A vehicular link between the B9040 and Manse Road will be required. A north to south link between B9040 and the Coastal Path and east to west connections to Cooper Street, Duff Street and Manse Road must be provided. Provision of a footway along the length of the site frontage onto Manse Road will be required.

Ground clearance work should avoid breeding bird season. An archaeological evaluation would be required prior to development commencing.

Proposals should ensure that surface water and drainage do not adversely impact on the interests of the Special Area of Conservation. Avoidance of new drainage outfalls direct to the sea should mean there is no impact on the interests of the Special Area of Conservation.

A landfill gas risk assessment is required.

LONG

In order to indicate the longer term direction of growth and provide a reserve housing land supply, a LONG site has been identified on the settlement statement map. This site is not proposed to be developed during the currency of this Local Development Plan, but should any of the “triggers” for early release apply, the site can be brought forward under the terms of Policy H2.

LONG Manse Road south

Business Activities

I1 Forsyth Street

This site is occupied by Tullochs of Cummington

HBR1 Harbour Area

The harbour has scope for further recreational or tourism use. The setting of the harbour and the cluster of the buildings at the harbour promontory must not be adversely affected by new development.

Tourism

T1 The Caravan Park

This area provides Hopeman with a major tourist asset. Facilities appropriate to tourist developments will be encouraged within this area, but must not intrude, physically or visually, on the foreshore area to the north.

Moray Coastal Trail

The Moray Coastal Trail passes through Hopeman and its route will be protected.

Environment

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

ENV3 Amenity Greenspace

Farquhar Street

ENV4 Playspace for Children and Teenagers

Beach Play Area, Golf View

ENV5 Sports Areas

Skate Park and playing fields

ENV8 Foreshore Areas

West Foreshore, East Foreshore

Wider Environmental Designations

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

SAC Special Area of Conservation

AGLV Area of Great Landscape Value

CPZ Coastal Protection Zone

Parts of Hopeman lie within aircraft noise contours published by the Ministry of Defence. Developments within such areas will be subject to consultation with MoD and consideration against Policy EP8 regarding noise pollution.

HOPEMAN
 Population: 1724
 Households: 701
 2011 Census

