



Population  
**8,541**



Households  
**3,782**



Settlement Hierarchy  
Secondary Growth  
Area

### Development Strategy / Placemaking Objectives

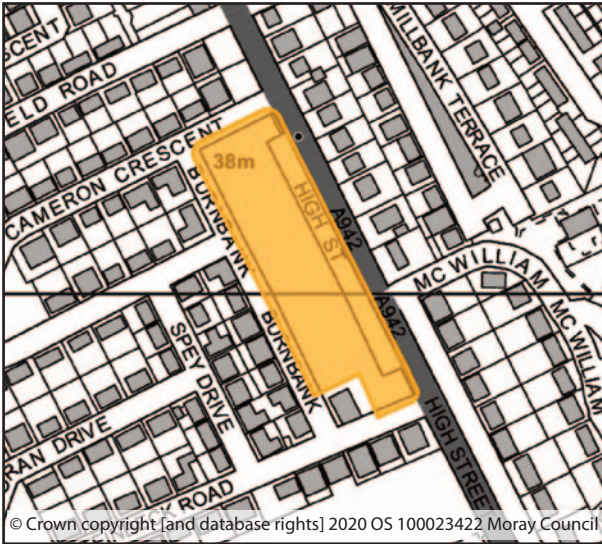
- To identify sites for an additional 250 new houses within the Buckie LHMA in addition to existing sites.
- Identification of a strategic reserve of employment land at March Road.
- Promote the diversification of Buckie Harbour.
- Identification of long term growth area to south west of Buckie to include community facilities and the potential location for a new school campus.
- To promote active travel connections and east-west connectivity across Buckie.
- To identify green infrastructure and connect to wider green/blue network.
- Protect and enhance the existing network of open and green spaces.
- To identify a network of new play areas and parks.
- To support and enhance the vitality and viability of Buckie Town Centre.
- Conserve and enhance Buckie's distinctive built heritage and the integrity of Yardie Conservation Area.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation.



Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

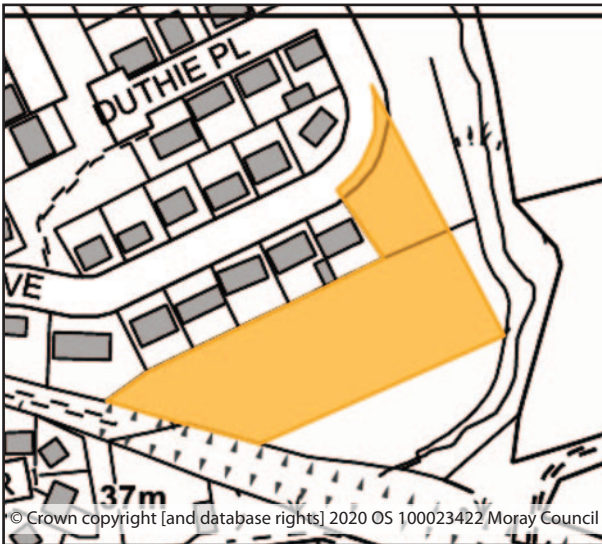
**HOUSING**

**R1 Burnbank 3.04ha 20 units**



- Development commenced.

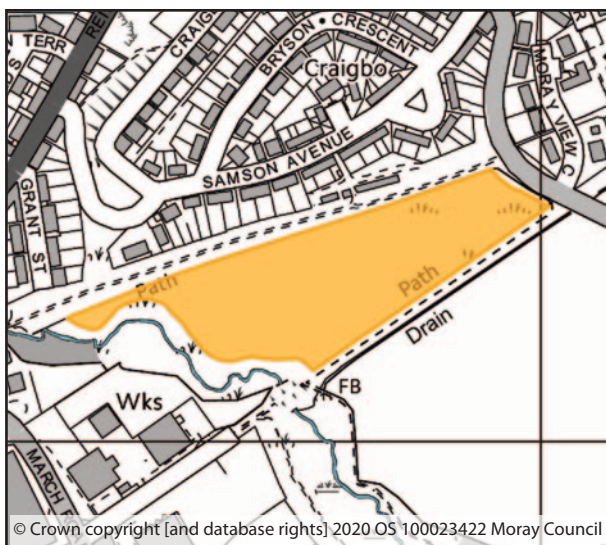
**R2 Archibald Grove 0.76ha 10 units**



- Access to the neighbouring ENV must be provided.
- A Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- A Phase 1 Habitat Survey will be required.

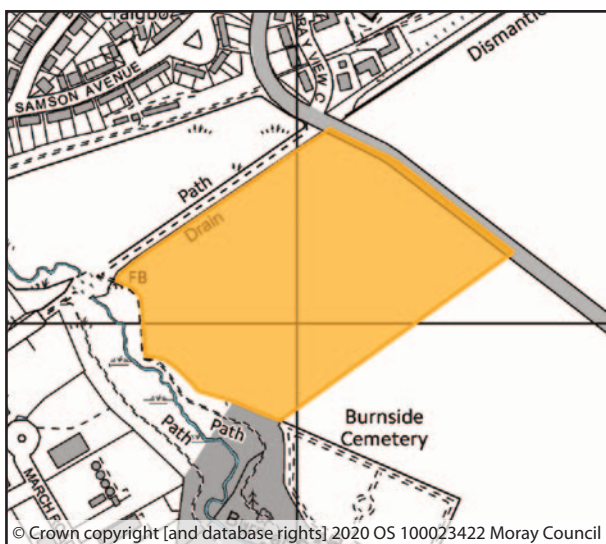


**R3 Rathburn (N) 2.44ha 60 units**



- Access must be taken from March Road North utilising the old railway. The proximity of Site R4 will have implications for the design of this new access road which will need to accommodate traffic from both sites.
- Transport Assessment required.
- Road widening improvements at crossing of Rathven Burn and junction improvements at connection with March Road will be required. This must provide a 5.5.m (minimum) road with cyclepath on one side and footway on opposite side.
- Link to the footway/cycleway and to former railway line to north must be provided.
- Provision of a Neighbourhood Park with playspace and sports pitch must be provided between Sites R3 and R4.
- High risk of noise and odours affecting western part of site due to adjacent industrial activity. Houses to be set back and other mitigation measures may be deemed necessary.
- Noise Impact Assessment (NIA) required.
- Drainage Impact Assessment (DIA) required.
- Badger Survey required. Mitigation measures may be necessary.

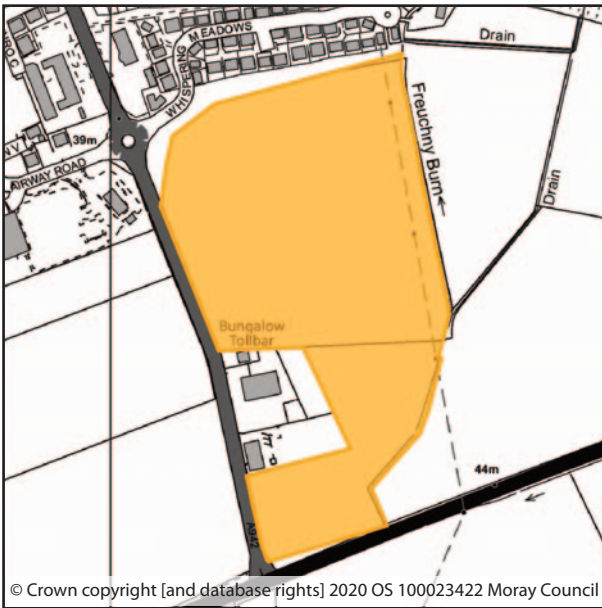
**R4 Rathburn (S) 5.88 ha 60 units**



- Access should be as per Site R3 including footway/cyclepath arrangements. Links into path network within the Rathven Burn must be provided.
- Development will be restricted to the lower, more level part of the site.
- The sloped area to the south must be planted with trees with recreational footpaths.
- Provision of a Neighbourhood Park with playspace and sports pitch must be provided between Sites R3 and R4.
- High risk of noise and odours affecting western part of site due to adjacent industrial activity. Houses to be set back and other mitigation measures may be deemed necessary.
- Transport Assessment required.
- Drainage Impact Assessment (DIA) required
- Noise Impact Assessment (NIA) required.
- Archaeological evaluation may be required.



**R5 High Street (E) 10.98 ha 170 units**



© Crown copyright [and database rights] 2020 OS 100023422 Moray Council

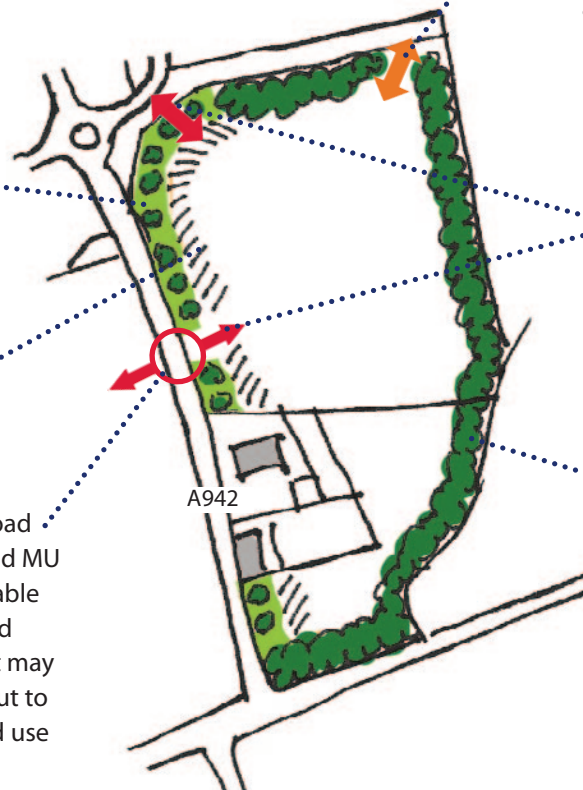
**Figure 1.1 Key Design Principles R5 High Street (E)**

- Proposals must comply with Key Design Principles set out in Figure 1.1.
- A Neighbourhood Park must be provided.
- Cycle/pedestrian connections must be provided along the A942.
- Badger Survey required.
- A Transport Assessment for Sites R5 and MU site will be required to support any planning application.
- Flood Risk Assessment (FRA) required.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.

Open space corridor with tree planting must be provided along A942.

Buildings must provide a frontage to A942.

Integrated approach to road infrastructure for Sites R5 and MU to be taken to ensure suitable provisions for access and connectivity. Development may necessitate new roundabout to serve it and adjacent mixed use designation.



A pedestrian and cycle connection from the site to the turning head at the eastern end of Whispering Meadows should also be formed to improve connectivity between adjacent developments.

Two points of access will be required. The second point of access should be taken from the entrance to Whispering Meadows to the north.

Substantial landscaping must be provided. This must include a 15m landscape strip to be provided along the eastern boundary, feature tree or hedge planting along the A942, and substantial advance planting to create a robust settlement edge. Landscaping must provide connecting paths to encourage more active use of the space.

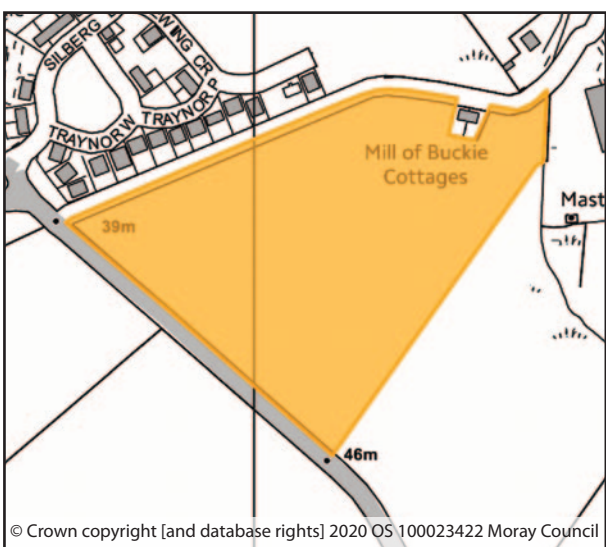




**R5 High Street (E) 10.98 ha 170 units**



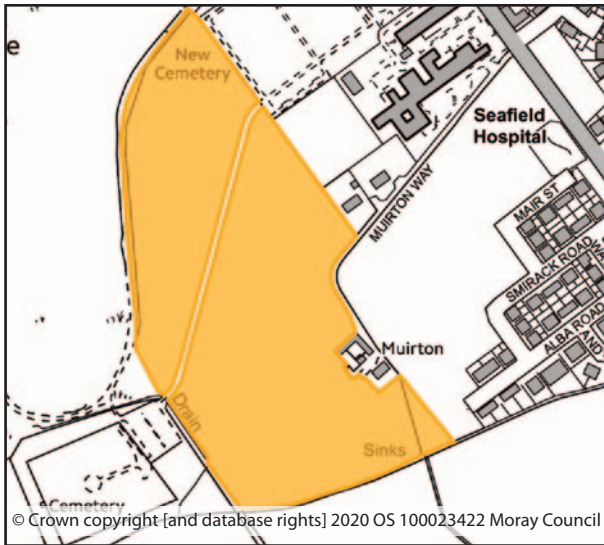
**R6 Barhill Road (S) 5.51ha 110 units**



- Extant consent on the site with development commenced.
- A Pocket Park must be provided.
- Provision of substantial structural planting to create robust site edge required.
- Flood Risk Assessment (FRA) required.
- SUDS and construction phase water management plan required.
- Drainage Impact Assessment (DIA) required.
- Transport Assessment required. Safeguarding of land for future roundabout in association with an access junction to site off Barhill Road required.

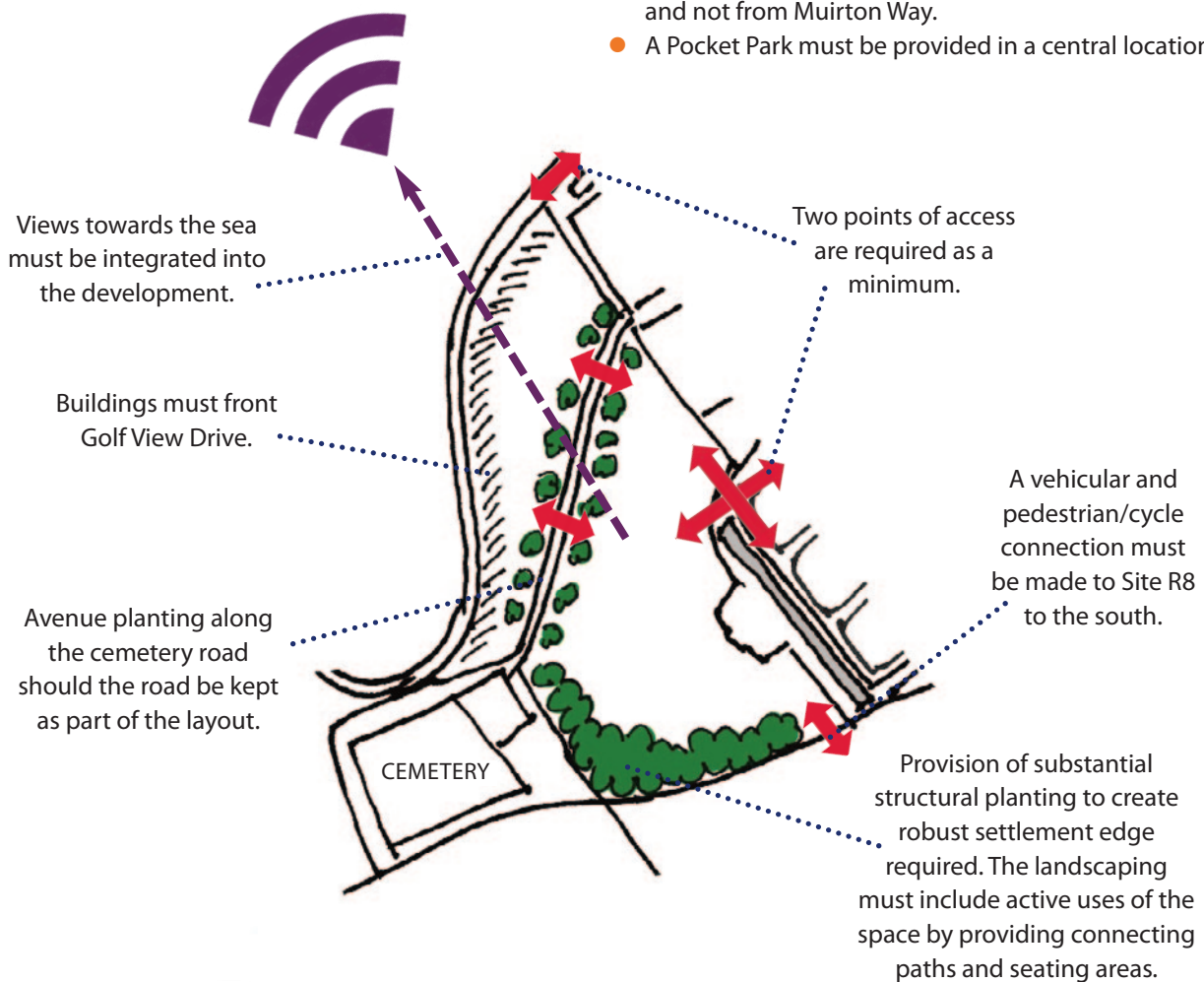


**R7 Land at Muirton 5.19 ha 140 units**



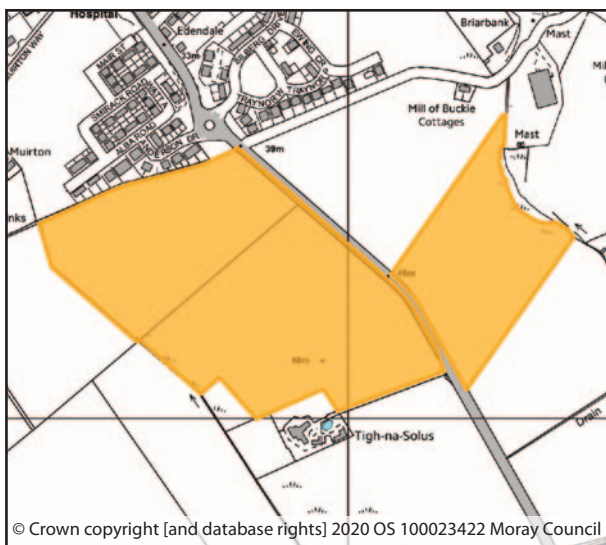
- Proposals must comply with Key Design Principles set out in Figure 1.2 below.
- Links to core paths BK01 & BK06 must be provided.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- SUDS and construction phase water management plan required.
- Transport Assessment required.
- Two points of access are required as a minimum. Vehicular access via the cemetery is not acceptable and proposals must include measures to close off vehicular access to the old part of the cemetery and provide alternative access to the new part of the cemetery. The recommended vehicular access points are onto Alba Road and Golf View Drive subject to approval of detailed proposals. Both parts of the site must be connected to provide a permeable network for walking, cycling, and vehicular traffic.
- Access improvements required to remove pinch point at Golf View Road and provide 5.5m wide access road and 2m footway on south side.
- Access to Muirton Way for emergency access only. Muirton Farm must be accessed from new site access and not from Muirton Way.
- A Pocket Park must be provided in a central location.

**Figure 1.2 Key Design Principles R7 Land at Muirton**



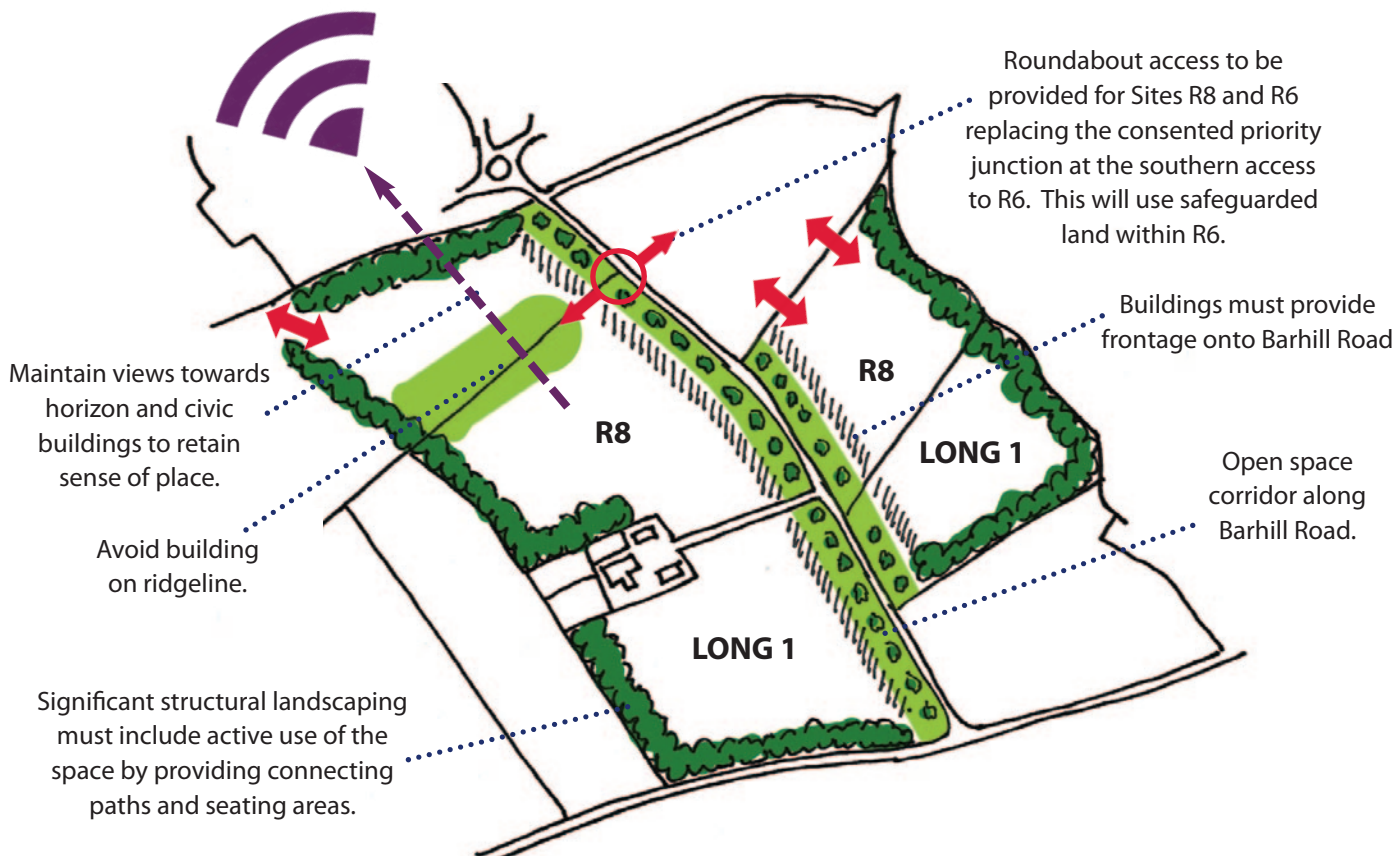


**R8 Land at Barhill Road 250 units**



- Proposals must comply with Key Design Principles set out in Figure 1.3 below.
- Masterplan required for Site R8 and LONG 1 for wider south west expansion of Buckie.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- 2.5 ha Primary School could be required on the site.
- The masterplan must include provision for local shops and services.
- Connections to be made to core path network to the north of the site.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- Transport Assessment required.
- Provision for bus waiting facilities may be required along the site frontage onto Barhill Road.
- Pedestrian/cycle and vehicular connections must be made to Sites R6, R7 and LONG1.
- Two points of access required before the development exceeds 100. Access points shown on the design principles map are indicative.
- A Neighbourhood Park must be provided on the western part of the site. A Pocket Park must be provided on the eastern part of the site.

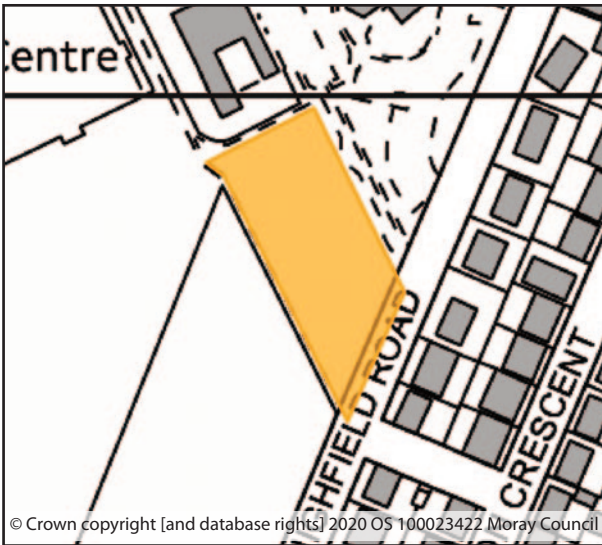
**Figure 1.3 Key Design Principles R8 Land at Barhill Road and Long 1 Land to South West of Buckie**



**R9 Site at Ardach Health Centre**

**0.44ha**

**5 units**

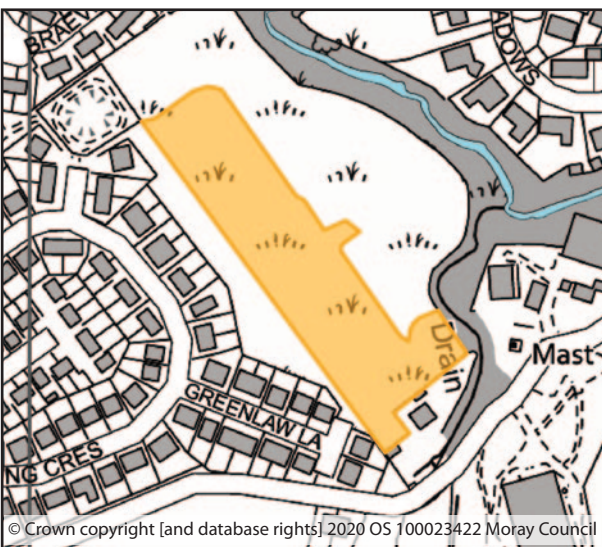


- Opportunity for a small low density development. Development must not restrict access to the school, existing paths, or the area of open space.
- To maintain the character of the area, a low density development of up to 5 houses is appropriate.
- Buildings must be single storey to reflect the existing character of Highfield Road.
- Footway along frontage of the site must be widened to 2m.
- Opportunities to provide improved connection to school along west side of site must be included within the site layout.
- A Transport Statement may be sought.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required.

**R10 Mill of Buckie**

**1.13ha**

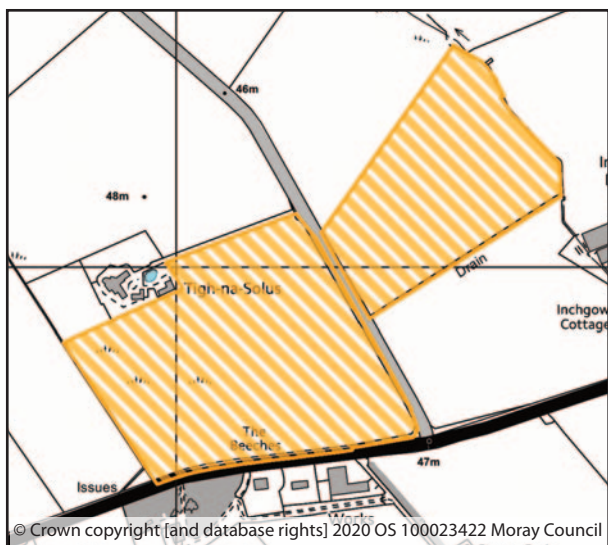
**11 units**



- Planning consent has previously been granted for development.
- Buildings must front onto the large area of open space to the east.
- A 5m buffer strip of mature planting must be provided along the eastern and southern boundaries of the site to provide screening.
- Soft boundary treatments must be used to reflect the setting.
- Vehicular connection into the site must be taken from Greenlaw Lane. A Pedestrian footpath and cycle connection must be provided from Barr Close.
- Core path BK09 runs through the site. A pedestrian footpath and cycle connection must be provided across the site and open space to provide a connection to Doocot Lane.
- The area of open space in front of the site must be improved with landscaping and planting to create an attractive and usable space.
- Phase 1 Habitat Survey required.
- Drainage Impact Assessment (DIA) required.

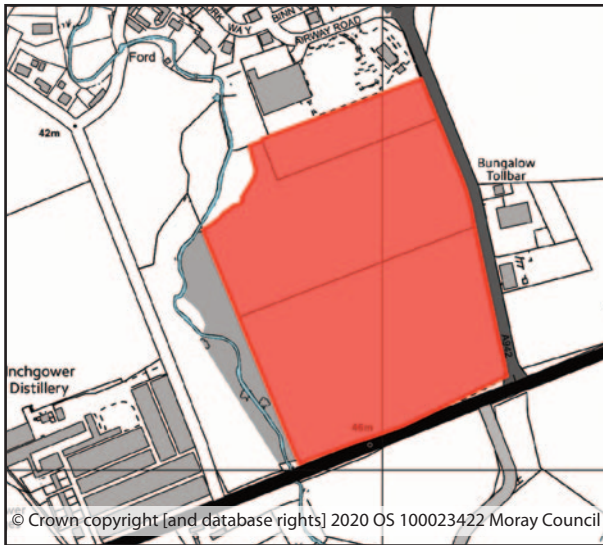




**LONG 1 Land to South West of Buckie****13.02ha**

- Proposals must comply with Key Design Principles set out in Figure 1.3.
- Masterplan required for LONG 1 and Site R8 for wider south west expansion of Buckie.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- Part of site is within close proximity to the distillery. Proposals must demonstrate that there is no potential for any land use conflict.
- Continuation of Open Space corridor along Barhill Road required.
- Buildings must provide a frontage onto Barhill Road.
- Significant structural planting is required to provide containment and settlement edge. Landscaped areas must incorporate recreational footpaths.
- Public transport provision for new bus stops and active travel provisions.
- A Pocket Park and sports pitch must be provided.
- Noise Impact Assessment (NIA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Multiple access connections must be provided between Sites R8 and LONG1.
- Transport Assessment is required the scope of which will need to include the full masterplan. Access proposals to provide direct access onto Barhill Road and to provide connections through to R8 to the north, east and west sides of Barhill Road.
- There is a drain on the east side of the road which flows into the Buckie Burn. Another drain runs on the western boundary. Pollution must be avoided.
- Flood Risk Assessment (FRA) required.



**MU HIGH STREET (W)****12.4 ha**

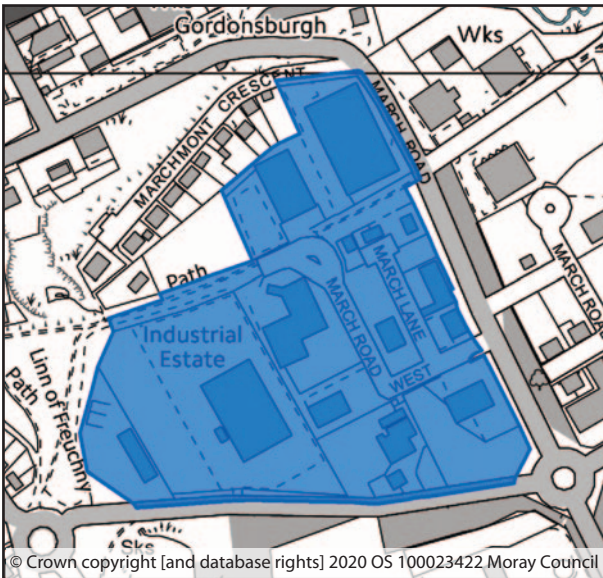
- A mixed use site on an edge of town location that can accommodate residential and Class 2 Financial, Professional and other Services & Class 4 Business uses which require a higher quality environmental setting. The site would also be appropriate for a hotel should there be the demand.
- The site will not be acceptable for general industrial use.
- To provide a higher environmental setting the provision of substantial advanced structural landscaping to create a robust settlement edge must be provided including structure and feature tree planting. The landscaping must include active use of the space by providing connecting paths and seating areas.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- A Pocket Park must be provided.
- The site can be developed in phases but it must be done as part of a comprehensive layout/masterplan to ensure there are no land use conflicts. This will ensure that a single phase does not prejudice the development of the remainder of the site.
- Residential development on part of the site may be deemed acceptable with an indicative capacity of 100 units.
- A Transport Assessment for the combined Sites R5 and MU designations will be required. Integrated approach to road infrastructure for Sites R5 and MU to be taken to ensure suitable provisions for access and connectivity. Development may necessitate a new roundabout to serve R5 and MU.
- Proposals must be supported by a Flood Risk Assessment (FRA) which could reduce the developable area of the site.
- Drainage Impact Assessment (DIA) required.
- Badger Survey required.
- Phase 1 Habitat Survey required.



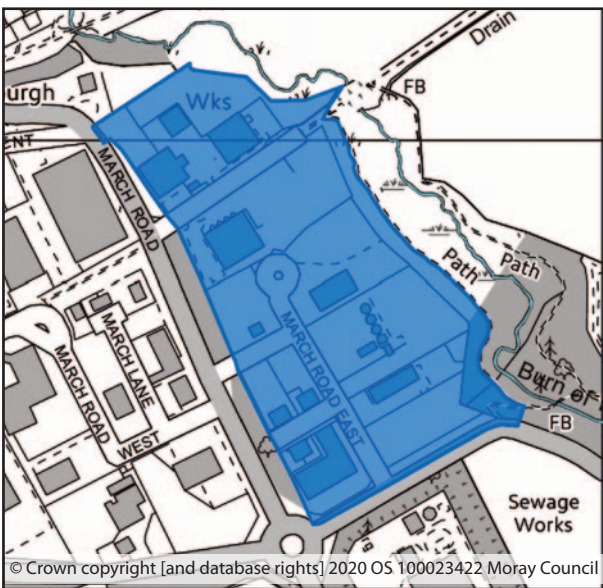


EMPLOYMENT

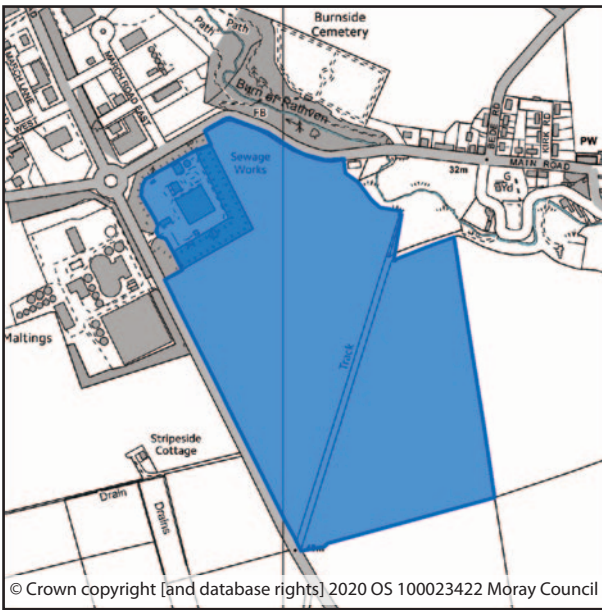
**I1/I2 March Road (NW)/March Road (NE) Industrial Estate**



- Fully occupied. New development will comprise redevelopment, extension or change of use.

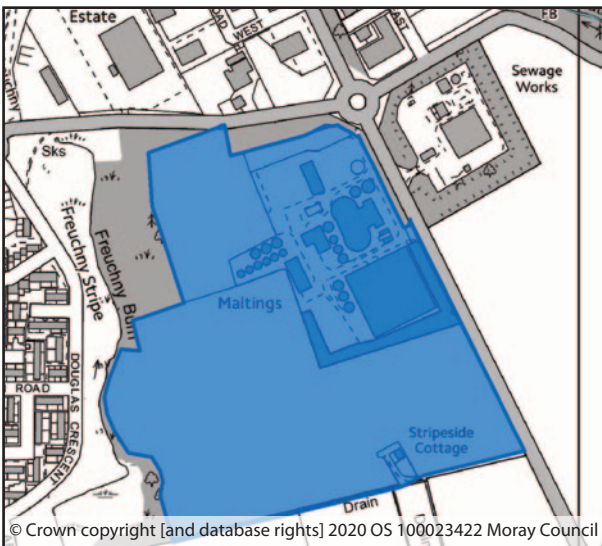


**13 Rathven Industrial Estate Industrial Estate**



- Substantial landscaping is required to provide visual containment to the site. Landscaping must encourage active use of these areas by including connecting paths and seating areas.
- It is desirable to leave some additional land around the waste water treatment works.
- Industrial development at the site will require to take account of potential noise impact emissions affecting the adjacent village of Rathven. A Noise Impact Assessment (NIA) may be required.
- Transport Assessment required. Development of the site may require junction improvements at the A98/March Road junction.
- Badger Survey required.
- As the site is within close proximity to a sewage treatment works and local maltings, the developer should consult with the local maltings and Scottish Water in case this impacts upon their operations due to perceived pollution.
- Drainage Impact Assessment (DIA) required.

**14 Maltings Existing Business Area**

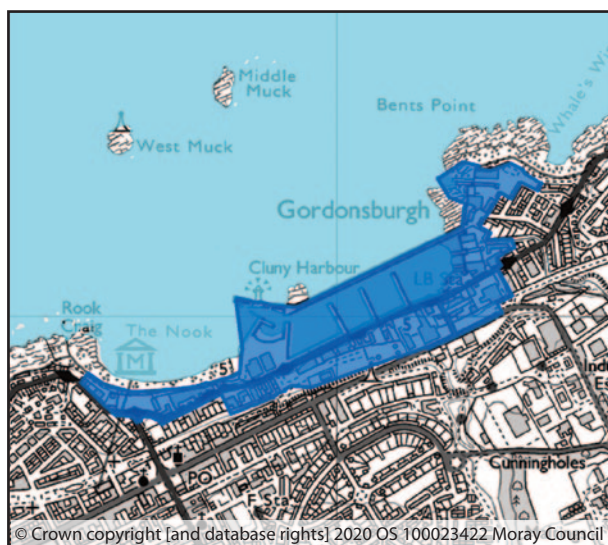


- The undeveloped area around the maltings has in the past been reserved for expansion purposes, and as such, there may be scope for alternative business activities to be introduced.
- Proposals must be compatible with the operations of the maltings.
- Impact of noise from the maltings must be considered.
- Potential noise impact on new housing areas to the west of the site must be considered.
- As the site is within close proximity to a sewage treatment works and local maltings, the developer should consult with the local maltings and Scottish Water in case this impacts upon their operations due to perceived pollution.
- Drainage Impact Assessment (DIA) required.



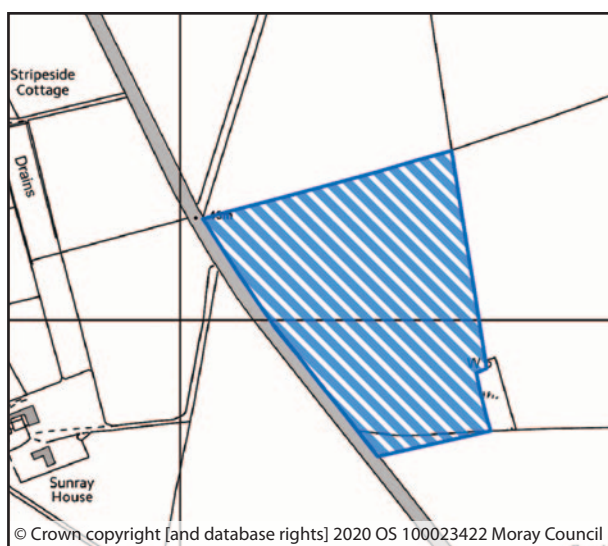


## 15 Harbour Area Existing Business Area



- Changes in the fishing industry and ancillary trades have meant that there is no longer a requirement to restrict activities within the harbour area to harbour related uses only.
- The operational needs of the harbour will still have priority and there will be a presumption in favour of proposals with a requirement to be located in the area.
- Developments should ensure no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) in particular through increased disturbance to bottlenose dolphins for example (but not limited to) as a result of any noise, vibration or increase in water based activity likely to disturb dolphin or their prey species.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Scope to redevelop and regenerate the area with the introduction of a wider range of uses. Proposals for retail, residential or tourist related developments can be considered on their merits.
- Proposals must be supported with a Flood Risk Assessment (FRA).
- Drainage Impact Assessment (DIA) required.
- A Transport Statement or Assessment may be required.
- Parts of the site are covered by Opportunity Sites (see OPP4 Bank Street and OPP5 Former Jones Shipyard).

## LONG2 March Road Industrial Estate



- Landscaping and tree planting must be provided along March Road.
- Advance structural landscaping must be provided along the site boundaries to provide visual containment.
- The development must provide connections to the I3 designation to the north.
- A cyclepath along or parallel to the frontage of the site onto March Road will be required.
- Drainage Impact Assessment (DIA) is required.
- Transport Assessment likely to be required as part of a wider masterplan with I3 to identify any junction/road improvements.
- Consideration to setting of scheduled monument Carrieclerach Long Cairn to the SE.



OPPORTUNITY SITES

**OPP1 Highland Yards**



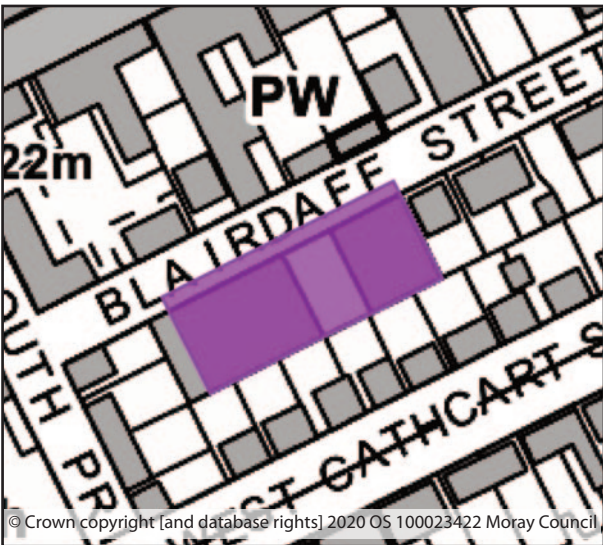
**Suitable Uses**

Residential

**Site specific requirements**

- Freuchny Lane and Well Road must not be used to gain vehicular access.
- Drainage Impact Assessment (DIA) required.

**OPP2 Blairdaff Street**



**Suitable Uses**

Residential

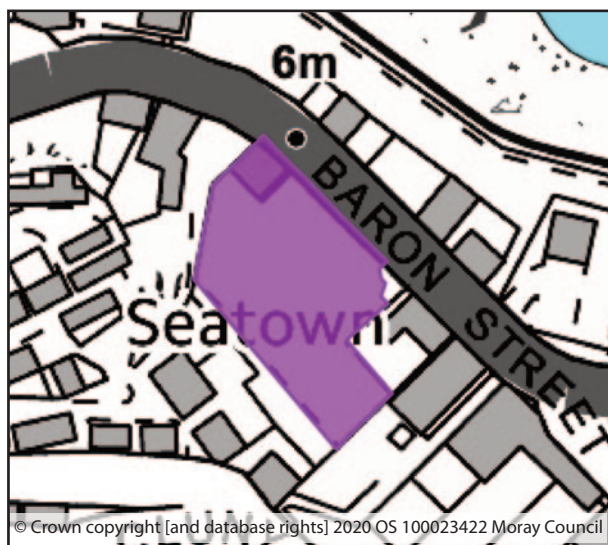
**Site specific requirements**

- The site of the old lemonade factory is considered suitable for redevelopment. Any new use should be compatible with the residential character of the surrounding area.
- Drainage Impact Assessment (DIA) required.





## OPP3 Barron Street



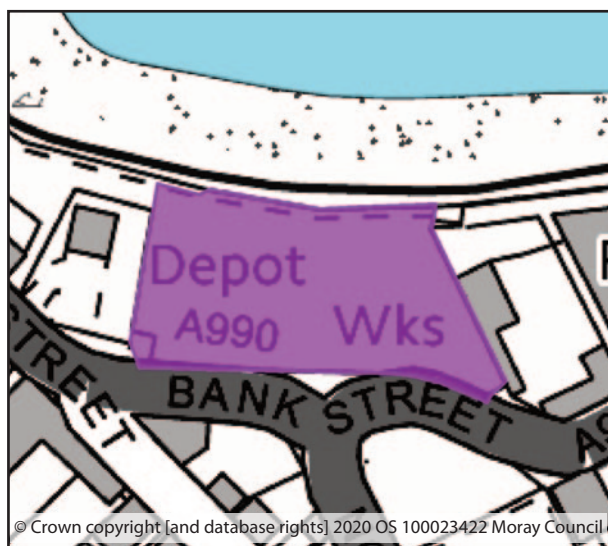
### Suitable Uses

Class 4 Business or Residential

### Site specific requirements

- The site has various contaminative uses including a fuel tank, gasworks, and boatyard. A Contamination Assessment will be required.
- Likely amenity issues given the adjacent commercial uses in the vicinity and in particular the extent of fish processing activities. These will require to be addressed in proposals.
- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- A Noise Impact Assessment (NIA) will be required.
- A Drainage Impact Assessment (DIA) is required.
- A Transport Statement will be required.
- Buildings to respect scale of adjoining properties with taller buildings located to the south of the site.

## OPP4 Bank Street



### Suitable Uses

Business or Storage

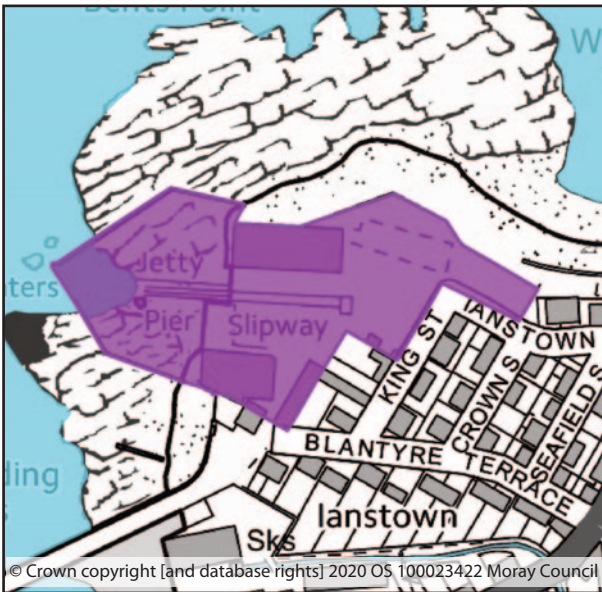
### Site specific requirements

- An opportunity site within the I5 site on it's western edge is available for redevelopment.
- Vehicular access is constrained which may restrict potential uses.
- Likely amenity issues given the adjacent commercial uses in the vicinity and in particular the extent of fish processing activities. These will be required to be addressed in proposals.
- Potential contamination issues may need to be addressed depending on the proposed use.
- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example

caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

- A Flood Risk Assessment (FRA) is required for coastal flood risk to support development for more vulnerable uses. This must consider risk from wave action as well as tides.
- Drainage Impact Assessment (DIA) required.
- Archaeological structural recording or photographic record may be required.

**OPP5 Former Jones Shipyard**



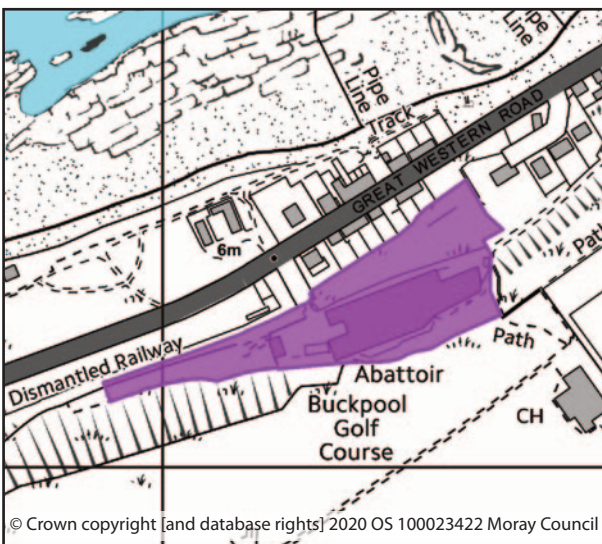
**Suitable Uses**

Residential

**Site specific requirements**

- Constrained road access into the site despite there being a previous consent and will be extremely difficult to achieve.
- The site has known contamination issues that need resolved.
- Implications for marine environment, climate change, and rising sea levels need to be taken into account.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

**OPP6 Former Grampian Country Park**



**Suitable Uses**

Residential (preferred) or low impact/low activity industrial/business use

**Site specific requirements**

- Identified traffic issues which may affect suitability of new proposals.
- Whilst established use rights' would allow continued industrial/business use, such activity may be restricted given the adjacent residential properties.
- There may be some contamination/ground treatment necessary before residential use can take place.
- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Drainage Impact Assessment (DIA) required.





**OPP7 Former Millbank Garage Site**



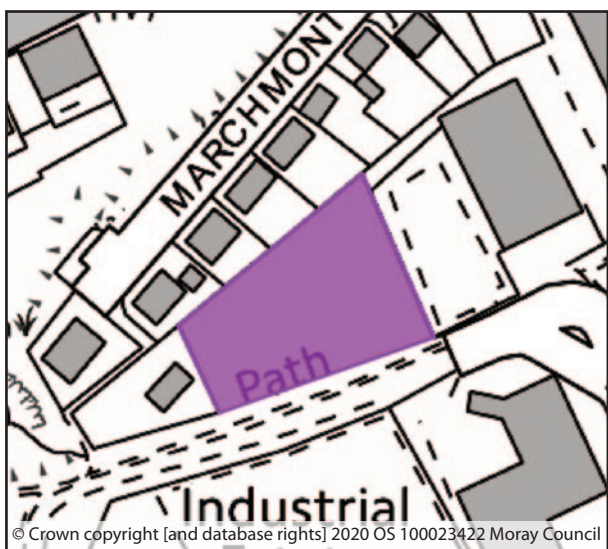
**Suitable Uses**

Class 1 (retail), 2 (financial/professional) or 3 (food/drink) uses on ground floor with residential above

**Site specific requirements**

- The site has planning permission for 20 houses and 3 shops. The site is located within the core retail area and therefore ground floor properties must remain Class 1, 2 or 3 uses in line with Policy DP7.
- Drainage Impact Assessment (DIA) required.

**OPP8 Site at March Road West**



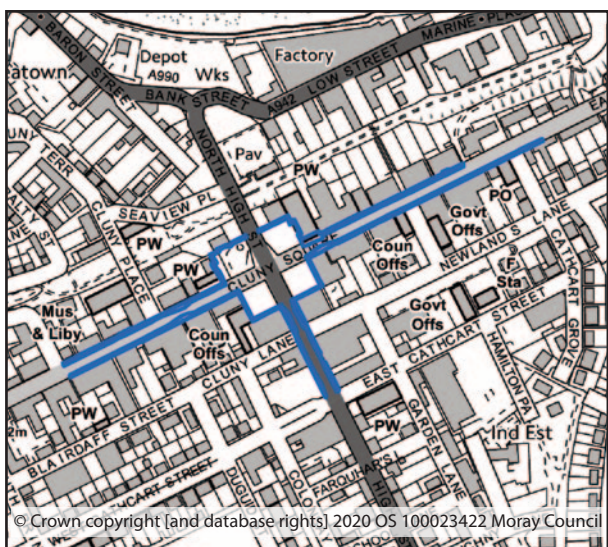
**Suitable Uses**

Residential/Commercial

**Site specific requirements**

- An opportunity site to the west of I1 site is available for redevelopment.
- Commercial/office/studio uses would be appropriate. This may include a small residential element.
- A direct link to core path BK04 must be provided.
- Development must not adversely affect the amenity of surrounding properties.
- A Noise Impact Assessment (NIA) must be provided to ensure that there is no land use conflict if any residential element is proposed.
- Drainage Impact Assessment (DIA) may be required.
- Transport Statement is likely to be sought.

**CRA Town Centre/Core Retail Area**

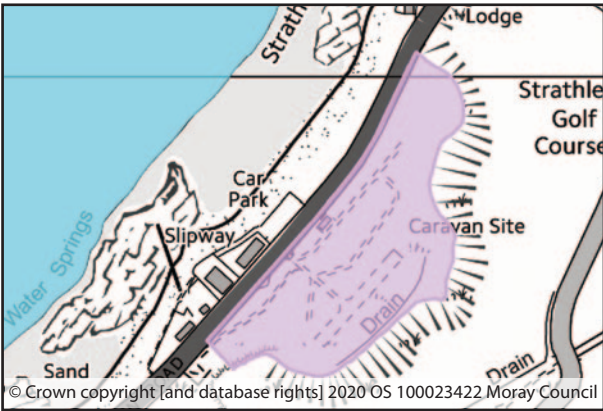


The retention of Buckie's shopping centre (referred to as Core Retail Area on the town map) is of primary importance to the town. Only development for Class 1 shops, Class 2 financial, professional and other services, or Class 3 food and drink at ground level will be supported. Proposals must comply with Policy DP7 Retail/Town Centres and other relevant policies of the LDP.



**TOURISM**

**T1 Strathlene Caravan Site**



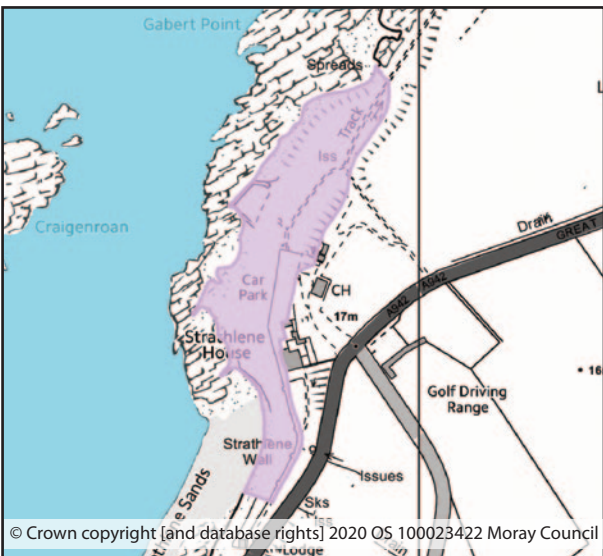
**Suitable Uses**

- This site must remain as a holiday caravan site as part of Buckie’s tourism infrastructure.
- Development for alternative uses will not be permitted.

**Site specific requirements**

- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

**T2 Coastal Strip, Strathlene**



**Suitable Uses**

- Foreshore will be protected as open space. Only development which adds to its tourist potential will be permitted.

**Site specific requirements**

- Development must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA), for example caused by changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

**T3 Speyside Way**

- Long distance footpath which starts/terminates at Buckie Town Centre will be protected from development.

**T4 Coastal Footpath**

- Route of footpath which continues from Speyside Way along coast to Cullen will be safeguarded from development.

**T5 Sustrans Cycle Route**

- Sustrans National Cycle Route that will be protected from inappropriate development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Buckie will be safeguarded from development that is not related to their current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Queen Street Gardens (BC/OS/013); Linzee Gordon Park (BC/OS/017); Ian Johnston Park (BC/OS/014); Buckpool Harbour (BC/OS/003)
ENV2	Amenity Greenspace	The Bow/Lady Road Buckpool (BC/OS/007); Cliff Terrace (BC/OS/024); Linn of Freuchny (BC/OS/027); March Road (BC/OS/031); Well Road (BC/OS/026); Linn Crescent (BC/OS/0025) Whispering Meadows (BC/OS/045); Carlton Terrace (BC/OS/020), Shearer Ave/Duthie Place (BC/OS/044)
ENV3	Playspace for Children and Teenagers	Letterfourie Road (BC/OS/010); Barhill Road West (BC/OS/046)
ENV4	Sports Areas	Merson Park (BC/OS/006); Victoria Park; Millbank Primary School; Portessie Primary Schools; Buckie High School (BC/OS/016); Victoria Pavilion Bowling Green; Buckie Bowling Club Green
ENV5	Green Corridors	Burn of Buckie(BC/OS/011) (within the Burn of Buckie ENV development is restricted to brownfield sites and proposals within the curtilage of existing buildings only); Freuchny Burn (BC/OS/028); Rathven Burn (BC/OS/032); Portessie Station/Cycle Path (BC/OS/037) Buckpool Coast/Coastal Trail (BC/OS/01, 02, 19, 43), Coastal Slope/Former Railway (BC/OS/004); Old Station Yard (BC/OS/023); Old Railway South East (BC/OS/029)
ENV6	Natural/Semi-Natural Greenspace	Mill of Buckie (BC/OS/042); Coastal Slope East (BC/OS/033); Portessie Coast (M/BC/039); Harbour
ENV7	Civic Space	Cluny Square (BC/OS/022)
ENV9	Cemeteries and proposed extensions	Buckie and Rathven
ENV10	Private Gardens and Grounds	Seafield Hospital
ENV11	Other Functional Greenspace	Small agricultural field at Highfield Road

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
CA	Conservation Area	Yardie Conservation Area
SLA	Special Landscape Area	Portgordon to Cullen Coast



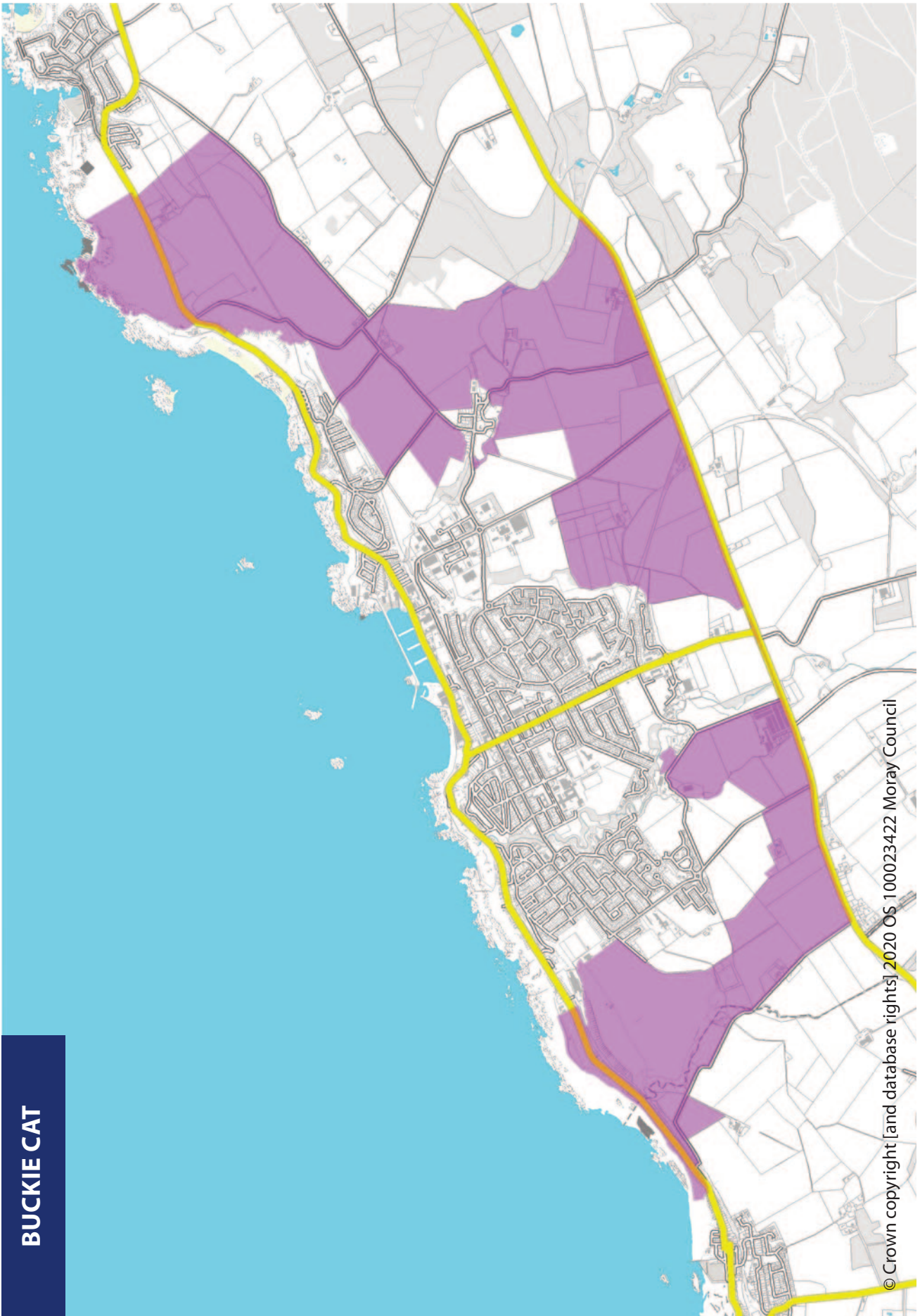
**INFRASTRUCTURE**

Sites denoted on the Infrastructure, Green Network Map and Transport Proposals (TSP) maps will be required to contribute to and/or provide the infrastructure identified to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out on the maps are not exhaustive and do not preempt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New Build or alternative provision	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, LONG1, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, OPP8, MU
Healthcare	Extension to Ardach Medical Practice	R1, R2, R3, R4, R5, R9, OPP1, OPP2, OPP3, OPP4, OPP5, OPP7, OPP8, MU
Healthcare	Reconfiguration of Seafield and Cullen Medical Practice	R6, R7, R8, R10, LONG1, OPP6







**BUCKIE CAT**

© Crown copyright [and database rights] 2020 OS 100023422 Moray Council



