



Population
1,945



Households
835



Settlement Hierarchy
Smaller Towns &
Villages

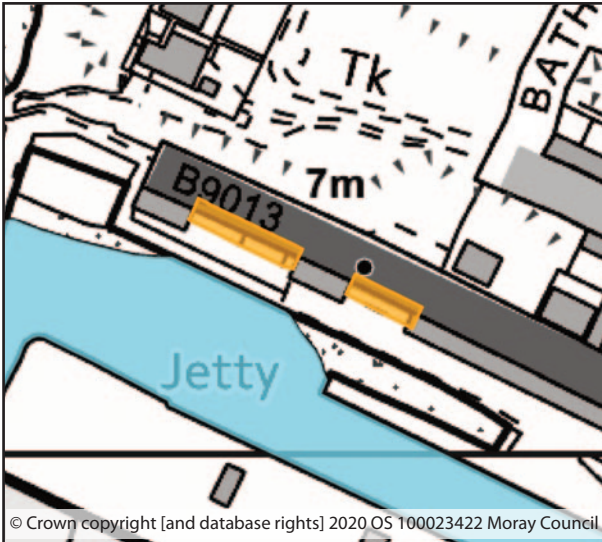
Development Strategy / Placemaking Objectives

- To identify a longer term housing area at Clarkly Hill.
- New development to reflect the traditional grid pattern and key vista of the village.
- To encourage the continued viability of the harbour for both commercial and recreational activity.
- To continue to support Burghead as a tourist destination.
- To continue to improve the overall environmental setting and visual appearance of the town.

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

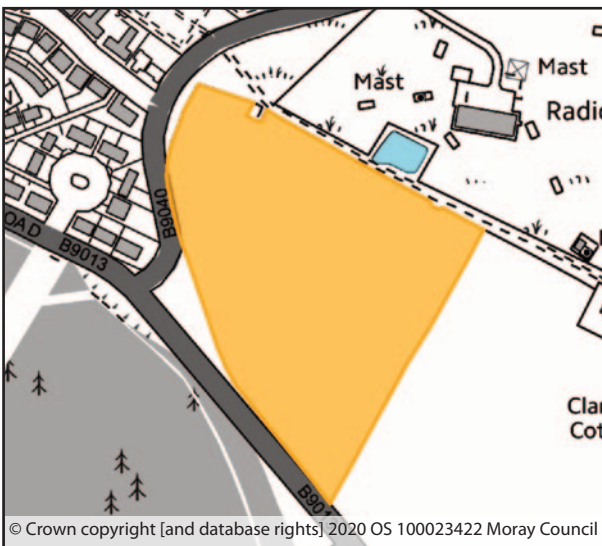
HOUSING

R1 North Quay 0.05ha



- Several gap sites along the frontage of the building line are suitable for development.
- Development must respect the scale and design of the original buildings and historic importance of the harbour.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- 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 Moray Firth Special Area of Conservation (SAC) or cause changes in water quality affecting the habitats and prey species that SAC bottlenose dolphin rely on.

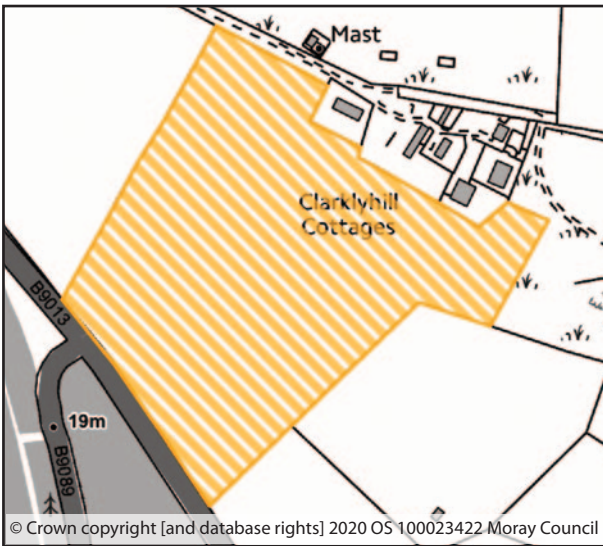
R2 Clarkly Hill 3.8 ha 60 houses



- Proposals must comply with Key Design Principles set out in Development Brief and Figure 1.1.
- Masterplan required for R2 Clarkly Hill and LONG Clarkly Hill, including relocated access on B9013 in the form of a roundabout and an emergency access point.
- Buildings required to be a maximum of 1½ storeys in height on the lower (south) part of site and a maximum of one storey in height in the upper (north) part, with houses stepping up the B9040 to Cummington.
- Land constraints relating to the operational radio masts must be incorporated into the layout.
- Buildings must not breach the ridgeline.
- Buildings on primary routes must be set back from the pavement behind low stone walls.
- Transport Assessment required.
- Connections to adjacent LONG Clarkly Hill must be safeguarded.
- Provision of pedestrian crossing facilities across the B9040 and B9013 required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

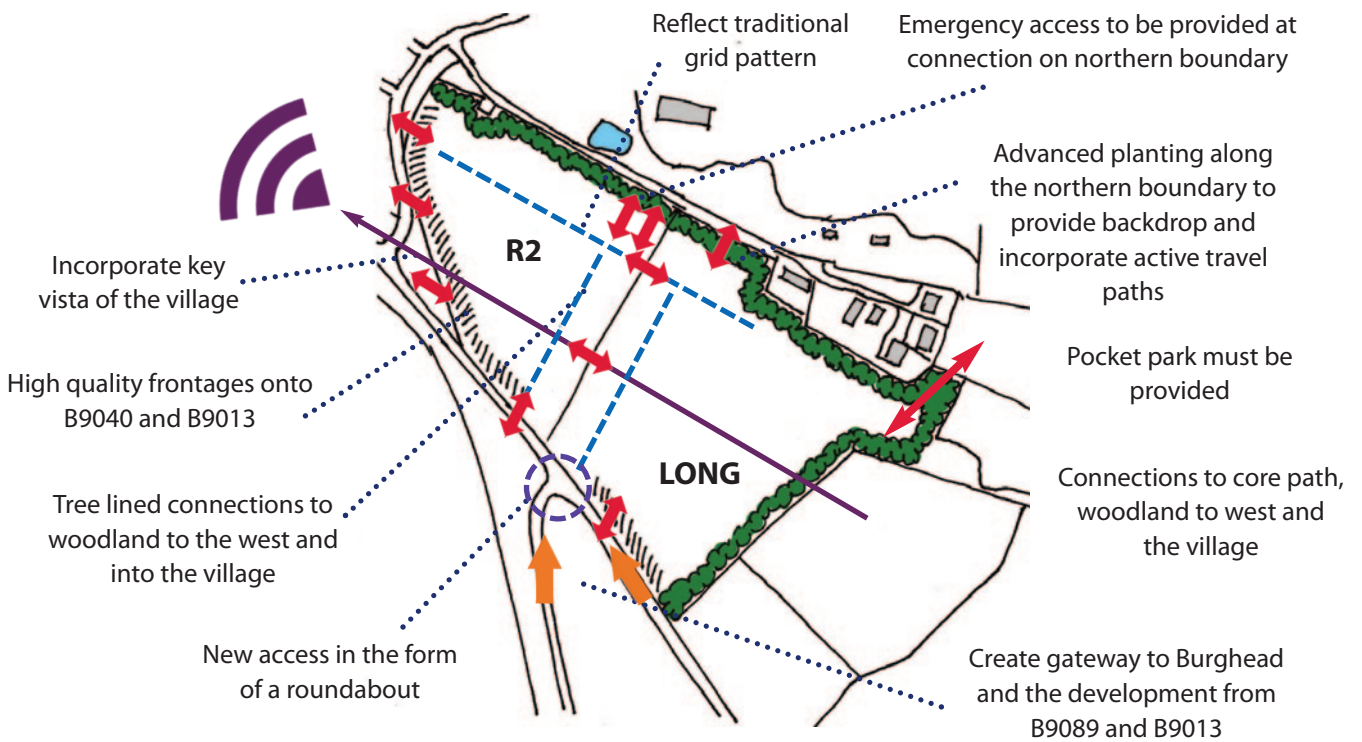


LONG Clarkly Hill 5.7 ha



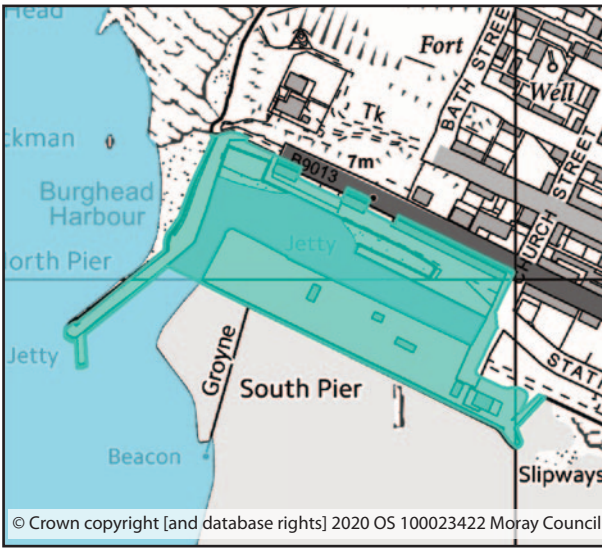
- Proposals must comply with Key Design Principles set out in Development Brief and Figure 1.1.
- Masterplan required for R2 Clarkly Hill and LONG Clarkly Hill, including relocated access on B9013 in the form of a roundabout and an emergency access point.
- Proposals must comply with requirements set out in the required Masterplan and the site requirements of R2 Clarkly Hill.
- Land constraints relating to the operational radio masts must be incorporated into layout.
- Phase 1 Habitat Survey required.

Figure 1.1 Key Design Principles R2 and LONG Clarkly Hill



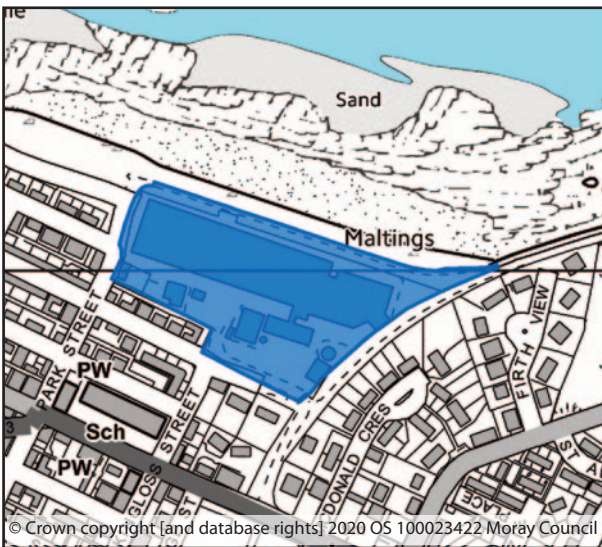
EMPLOYMENT

HBR1 Harbour Mixed Harbour (Fishing and Recreational uses)



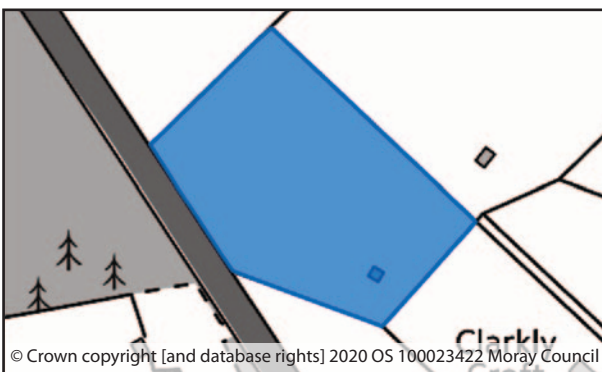
- Tourist and recreational uses will be encouraged.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.

I1 Burghead Maltings Existing Business Area



- Redevelopment of surplus land or premises within the site will be encouraged where such proposals do not create a nuisance for neighbouring uses.
- 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 Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.
- Flood Risk Assessment (FRA) may be required.

I2 Crematorium Other Uses

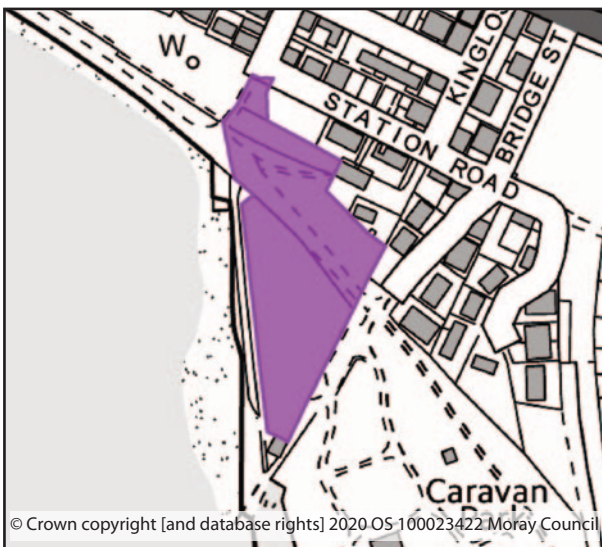


- Proposals must be related to the operation of the crematorium and adjacent burial ground.
- Landscape planting along southern boundary required.



OPPORTUNITY SITES

OPP1 West Foreshore 1 ha

**Suitable Uses**

Small Scale Business or Residential

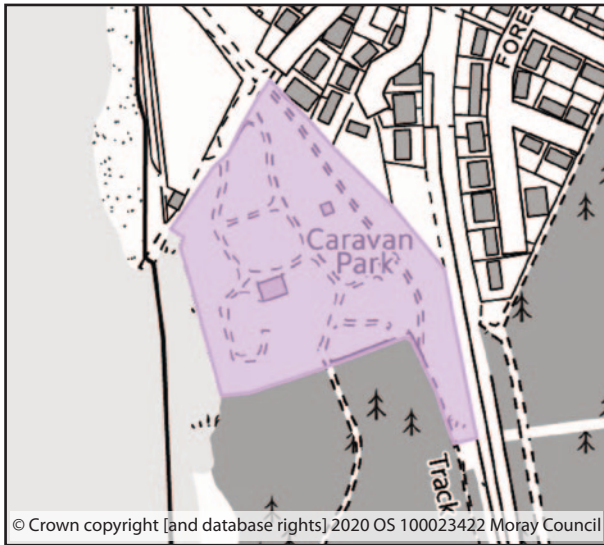
Site specific requirements

- Piecemeal development will not be accepted.
- Single planning application for a comprehensive redevelopment of site required, which provides footways/cycleways from T1 Caravan Park through the site to the foreshore area, beach and harbour.
- Esplanade/walkway, equipped with street furniture and lighting required on the foreshore embankment adjacent to site.
- Buildings must not be sited within 10m of the top of the sea defence embankment.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- 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 Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.
- Contamination Assessment required.
- Transport Assessment required.
- Archaeological evaluation of 7-10% required.



TOURISM

T1 Caravan Park



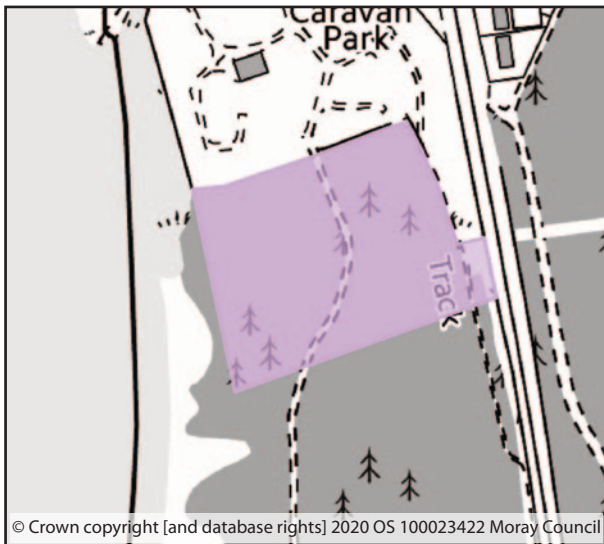
Suitable Uses

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

Site specific requirements

- Environmental improvements including access, car parking, landscaping and improved visitor facilities could be linked to the redevelopment of OPP1 West Foreshore.
- 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 Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality or disturbance affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Flood Risk Assessment (FRA), taking account of predicted coastal change, may be required.

T2 Caravan Park Extension



Suitable Uses

- Extension of Caravan Park including chalets and camping provision.
- This site must remain as a holiday caravan site as part of Burghead's tourism infrastructure.
- Development for alternative uses will not be permitted.

Site specific requirements

- Trees containing squirrel dreys must be retained and incorporated into the layout.
- Transport Statement and widening of Bridge Street from the B9013 to the car park is required, with alternative route signage.
- 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 Moray Firth Special Area of Conservation (SAC) or the proposed

Moray Firth Special Protection Area (pSPA) or cause changes in water quality or disturbance affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.

- Proposals must be lower density than the existing caravan park to retain a woodland setting for any chalets/caravans/camping.
- Proposals must minimise woodland removal by locating development in natural clearings where physically possible and maximising woodland retention.
- Proposals must not negatively impact on the Moray Coastal Trail that runs through the site.
- Flood Risk Assessment (FRA), taking account of predicted coastal change, may be required.

T4 Moray Coastal Trail

- The Moray Coastal Trail runs through Burghead and will be safeguarded from inappropriate development.

ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Burghead will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Davidson Place/Keith Road; Fraser Road; Mackenzie Place and Sigurd Street
ENV3	Playspace for Children and Teenagers	St Aethans and Sigurd Street
ENV4	Sports Areas	St Aethans
ENV5	Green Corridors	Former Railway Line and St Aethans Road
ENV6	Natural/Semi-Natural Greenspace	East Foreshore; Headland and West Foreshore
ENV9	Cemeteries and Proposed Extensions	Cemetery; Churchyard and Crematorium.
ENV11	Other Functional Greenspace	Burghead Well

WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Burghead Conservation Area
SAC	Special Area of Conservation	Moray Firth
SLA	Special Landscape Area	Culbin to Burghead Coast and Burghead to Lossiemouth Coast
pSPA	Proposed Special Protection Area	Moray Firth
SSSI	Site of Special Scientific Interest	Masonshaugh

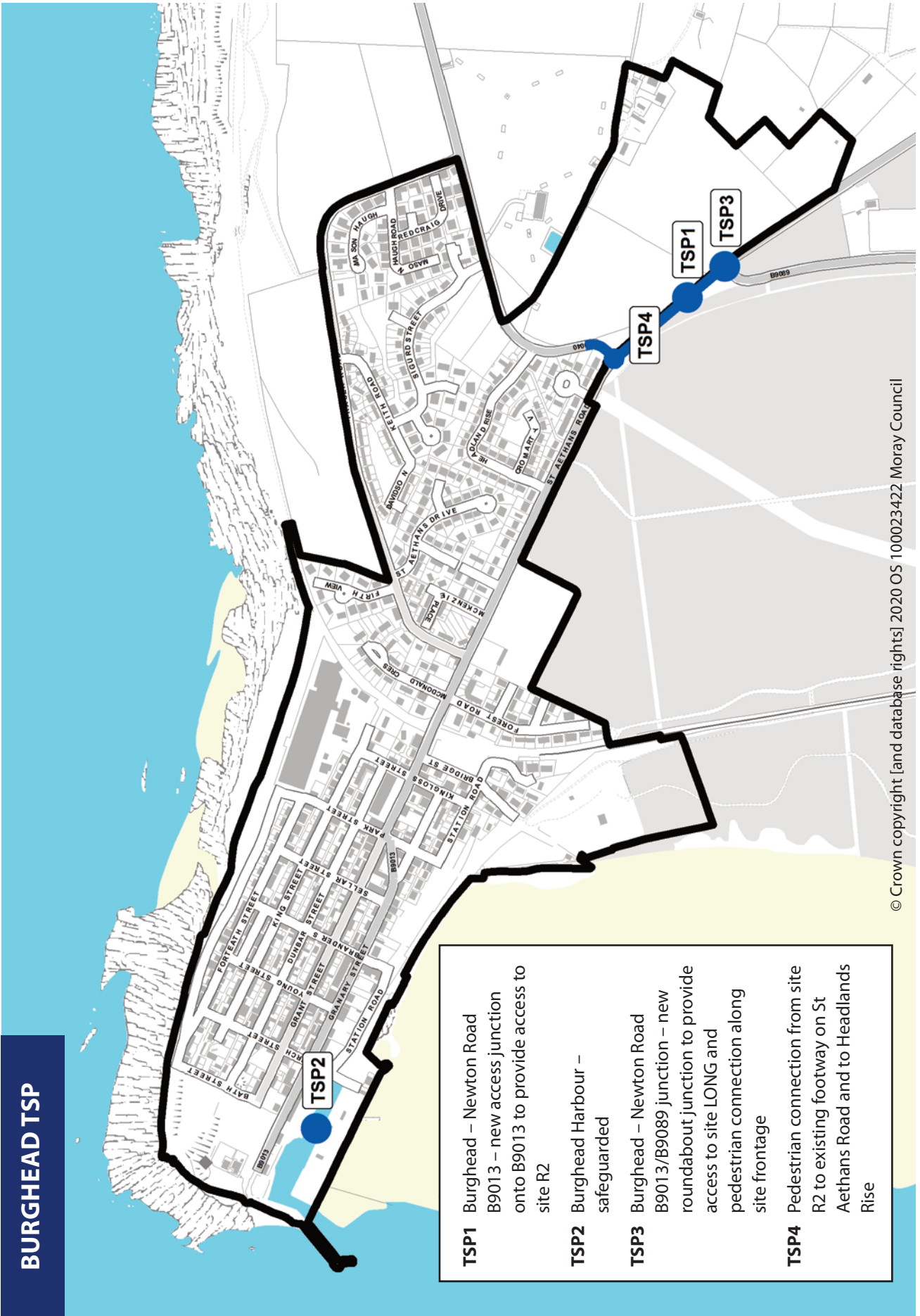
INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map 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 below are not exhaustive and do not pre-empt 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
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, LONG, OPP1



BURGHEAD TSP

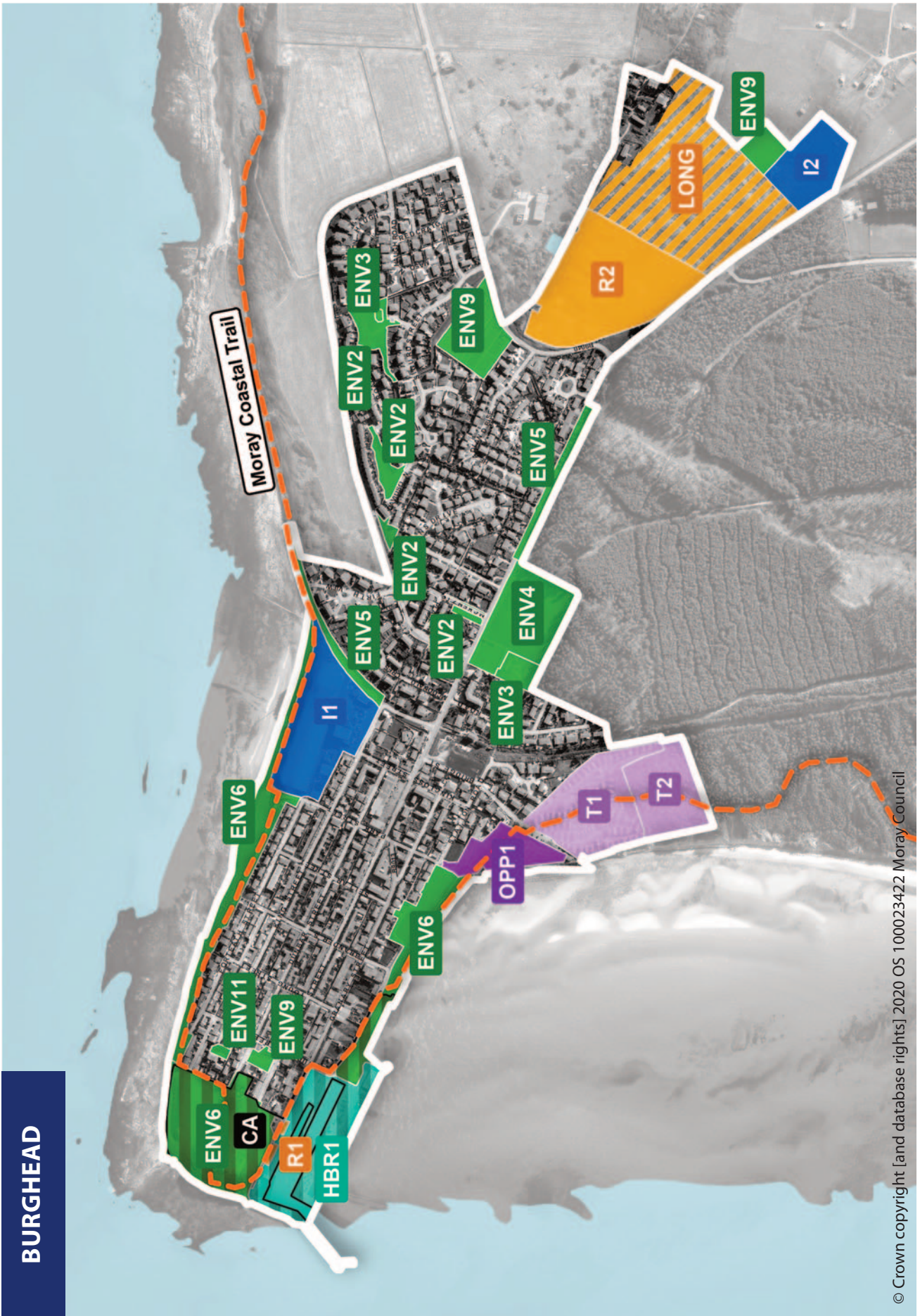


- TSP1** Burghead – Newton Road B9013 – new access junction onto B9013 to provide access to site R2
- TSP2** Burghead Harbour – safeguarded
- TSP3** Burghead – Newton Road B9013/B9089 junction – new roundabout junction to provide access to site LONG and pedestrian connection along site frontage
- TSP4** Pedestrian connection from site R2 to existing footway on St Aethans Road and to Headlands Rise

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BURGHEAD



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