

Buckie

Hierarchy/Status/Objectives/Issues

Buckie is a second tier settlement in the settlement hierarchy.

- Provide for new employment opportunities with the allocation of additional industrial land at March Road.
- Promote Buckie Harbour for a wide range of employment options, including as an Operations and Maintenance base for offshore wind.
- Identify more land for development without encouraging a spread along the coastline and threatening coalescence with Portgordon and Findochty
- Soften the edge of the built up area through the promotion of advanced planting on new sites.

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 is available to accommodate proposals.

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

The following sites are designated for housing. Existing allocations are continued, the LONG site has been brought forward and a new site has been identified at Barhill Road.

R1 Burnbank

3.04 ha 20 houses

Approximately 20 house sites remain available in development which was commenced in the 1960's.

R2 Parklands**3.21 ha 64 houses**

Planning consent was granted for 64 houses in 2010. The site is under construction and over 40 house sites remain available within the development.

R3 Archibald Grove**0.76 ha 5 houses**

This small area of land could be developed for up to 5 house plots. A Flood Risk Assessment will be required to support any proposal and this may impact on the developable area of the site.

R4 Steinbeck Road**1.47 ha 30 houses**

To continue the density and character of the Highfield area, a capacity of 30 has been allocated. Provision of an emergency access/cycleway link from the site onto Munro Way as well as footway/cycle links into Linzee Gordon Park should be formed as part of the layout of this site.

R5 Rathburn (N)**2.44 ha 60 houses**

Access to this site must be taken from March Road, utilising the route of the old railway. The proximity of the R6 designation to the south will have implications for the design of this new access road, which will need to accommodate traffic from both sites. Road widening improvements at the crossing of Rathven Burn and junction improvements at the connection with March Road will be required. A slightly higher than average density can be permitted, with a capacity of 60 allocated. The site layout should allow for a footway/cycle path to continue the existing cycle path from March Road to the old railway. Links to this, and to the former railway line to the North should also be provided. Due to the presence of industrial activity to the west there is a high risk of noise and odours affecting the nearest part of this site. A noise impact assessment will be

necessary with houses set back and other mitigating measures taken as appropriate. A badger survey will require to be carried out to confirm the presence of badgers on site, with mitigation measures as appropriate. A buffer zone should be provided to the Burn of Rathven/Rannas.

R6 Rathburn(S)**5.88 Ha 60 houses**

Access should be as per site R5, including footway/cycle path arrangements. Links into the path network within the Rathven Burn valley should be provided. Development will be restricted to the lower, more level part of the site, with the sloped area to the south to be planted up possibly as an eventual community woodland. In addition to providing a recreational facility this planting will help contain the built development within the land form and create a natural edge of town barrier. In light of this requirement and as a balance to the higher density development to the north, this site should have a medium to low density and a capacity of 60 has been allocated.

Due to the presence of industrial activity to the west there is a high risk of noise and odours affecting the nearest part of this site. A noise impact assessment will be required, with houses set back, and other mitigating measures implemented as necessary.

An archaeological evaluation should be carried out prior to development, and a badger survey will be required to confirm the presence of badgers, with mitigation measures as appropriate. A buffer zone should be provided to the Burn of Rathven/Rannas.

R7 Barhill Road (E)**7.43 ha 149 houses**

Planning consent was granted for 149 units in 2009. The site is currently being developed and there are under 100 units remaining on site.

R8 Barhill Road (W)**7.08 ha 175 houses**

Planning consent was granted for 175 units in 2009. The site is currently being developed and 90 units remain to be constructed.

R9 High Street (E)**10.98 ha 170 houses**

This site is capable of accommodating up to 170 houses. As an edge of town site, a 15 m landscape strip must be provided along the eastern boundary, with some feature tree or hedge planting along the west/north west edge as part of the creation of the longer term entranceway into Buckie. Design principles for the site have been prepared and are set out in an accompanying map.

An integrated approach will require to be taken particularly in respect of road infrastructure provision to serve R9, R10 and BP1 to ensure suitable provisions will be made for access and connectivity.

Development of the site is likely to require a new roundabout to serve it and the adjacent business park designation and R10 housing site. A Transport Assessment for R9, R10 and BP1 will be required to support any planning application.

A Flood Risk Assessment will be required to support any proposal and this may impact on the developable area of the site. A buffer zone to the Freuchny Burn will also be required.

R10 High Street (W)**6.37 ha 115 houses**

This site is identified for 115 houses it sits on the edge of Buckie and offers the opportunity to enhance the settlement boundary through the provision of substantial advanced planting (see section below) to create a robust edge to this settlement extension. A significant area of the site has been identified for structural planting to achieve this. Design principles for the site have been prepared and are set out in an accompanying map.

Proposals should be supported by a Flood Risk Assessment which could reduce the developable area of the site. There is also a requirement for a buffer to the watercourse. To the west of the site is a known wetland and there is a requirement for a Phase 1 Habitat survey and potentially any National Vegetation Community assessments.

An integrated approach will require to be taken particularly in respect of road infrastructure provision to serve R9, R10 and BP1 to ensure suitable provisions will be made for access and connectivity.

Development of the site is likely to require a new roundabout to serve it and the adjacent business park designation and R9 housing site. A Transport Assessment for R9, R10 and BP1 will be required to support any planning application.

R11 Barhill Road (S)**5.51 ha 105 houses**

This is a large new designation that is capable of accommodating up to 105 houses. This development is on the edge of Buckie and offers the opportunity to enhance the settlement boundary through the provision of substantial advance planting (see section below) to create a robust edge to this settlement extension. A significant area of the site has been identified for structural planting to achieve this. Design principles for the site have been prepared and are set out in an accompanying map.

A Flood Risk Assessment will be required to support any proposal and this may impact on the developable area of the site. A SUDS and a construction phase water management plan will also be required.

The site will require two points of access with suitable spacing and a Transport Assessment will be required to support any planning application. Safeguarding of land for a future roundabout will be required at one of the junctions to the site.

Advance Planting

Opportunities for expanding Buckie are limited by the lack of strategic planting required to establish a context and setting for new development. Sites R10 and R11 are sites being taken forward in this plan and require extensive structural landscaping to provide strategic containment for the town. These sites are considered to have limited scope for development without established landscaping and therefore this must be provided in advance of development commencing on site.

Design principles with accompanying maps have been produced that show the level of planting required. Requirements will be placed on planning consents stating that no development shall commence until planting is established to a level sufficient to provide adequate containment. Ideally developers should be seeking to undertake planting prior to applying for planning permission using well established native species to create the required enclosure.

Business Land

Industrial Estates

I1 March Road (NW): Fully occupied. New development will comprise redevelopment; extension or change of use.

I2 March Road (NE): Fully occupied. New development will comprise redevelopment; extension or change of use.

I3 March Road (SE): This site has been extended and represents the 'follow on' from I1/I2 for new employment land provision. It would be desirable to leave some additional distance around the Waste Water Treatment Works, otherwise the layout should accord with policy ED1. There is a requirement to include a buffer to the Burn of Rathven/Rannas. Industrial development at this site will require to take account of potential noise impact emissions affecting

the adjacent village of Rathven. Development may therefore require the submission of a Noise Impact Assessment, with appropriate mitigation measures. Development of the site may require junction improvements at the A98/March Road junction.

As the proposal is in close proximity to a sewage treatment works and local maltings, the developer should consult with the local malting and Scottish Water in case this impacts upon their operations due to perceived pollution.

Existing Business Areas

I4 Maltings: The undeveloped area around the Maltings has in the past been reserved for expansion purposes but has never been required, and as such, there may be scope for alternative business activities to be introduced. Any such proposals must be compatible with the operation of the Maltings, and the impact of any noise from the Maltings must be taken into account. Similar consideration must also be given to any potential noise impact from new developments on the housing areas to the west of the site. There is requirement to include a buffer zone to the Burn of Freuchny.

As the proposal is in close proximity to a sewage treatment works and local maltings, the developer should consult with the local malting and Scottish Water in case this impacts upon their operations due to perceived pollution.

I5 The Harbour Area

Changes within 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 within the area.

The Council will continue to promote the harbour as a location for an Operations and Maintenance base to support the offshore wind industry. However, there is scope to redevelop and regenerate the area with the introduction of a wider range of alternative uses. Proposals for retail; residential; tourist related developments can be considered on their merits. Proposals should be supported by a Flood Risk Assessment the outcomes of which may reduce the developable area of the site.

Business Parks

BP1 High Street

Although the initial concept for a high quality business park has receded the site is still allocated at High Street (w). This edge of town site provides a good location for Class 2 or Class 4 uses which require a higher environmental setting than that on conventional industrial estates. A high degree of on site and boundary landscaping will be required in order to achieve this, including structure and feature tree planting.

Retail use may be considered acceptable subject to compliance with Policy R2 in respect of the sequential test and town centre impact. Where there is considered to be an impact, only after agreement with the Council of appropriate mitigation measures will consent be granted.

An integrated approach will require to be taken particularly in respect of road infrastructure provision to serve R9, R10 and BP1 to ensure suitable provisions will be made for access and connectivity. Development of the site is likely to require a new roundabout to serve it and the adjacent R9 and R10 housing sites. A Transport Assessment for R9, R10 and BP1 will be required to support any planning application. Design principles for the site have been prepared and are set out in an accompanying map.

Proposals will have to be accompanied by a Flood Risk Assessment the outcomes of which may reduce the area of the site that is developable. A badger survey will be required in order to confirm the presence of badgers on site, with mitigation measures as appropriate.

Opportunity Sites

These are vacant, derelict or under-used sites which would lend themselves to redevelopment, and have been identified as 'opportunity sites' where a range of alternative uses may be appropriate.

OPP1 Highland Yards

This site is partially developed. In respect of the remaining area of the site, Freuchny Lane should not be used to gain vehicular access to the site. Any new access via a new connection with Well Road, may necessitate improvements at the Well Road/High Street junction, depending upon the use proposed.

OPP2 Blairdaff Street

The site of the old lemonade factory is considered suitable for redevelopment. Any new use should be compatible with the primarily residential character of the surrounding area.

OPP3 Barron Street

This site has contamination issues to resolve. Once this has been overcome, the most obvious uses would seem to be class 4 business or residential, which could include flats. To respect the scale of adjoining properties, taller buildings should be located to the south of the site.

OPP4 Bank Street

An opportunity site within the wider I5 designation, the site of the former Thomsons Boatyard has been cleared and is available for redevelopment. Vehicular access into the site is constrained which may restrict potential uses. Business use; storage; residential use would all be appropriate. There may still be a

need to address contamination from the site's former use depending on the activity proposed. An archaeological structural recording or photographic record may be sought prior to any redevelopment.

OPP5 The former Jones Shipyard

An opportunity site which sits within the wider I5 designation, the shipyard is no longer operational and is available for redevelopment to some other activity. Despite a previous planning consent for residential development, satisfactory road access into the site will be extremely difficult to achieve, and will be a significant factor determining the feasibility of any alternative use. This site has contamination issues to resolve.

Whilst the site is identified for potential redevelopment, any future proposals will still have some matters to resolve. Implications for the marine environment will have to be taken into account, as well as implications from climate change and rising sea levels/coastal flooding. Proposals for development would have to be accompanied by a Flood Risk Assessment and this could reduce the developable area of the site.

OPP6 Former Grampian Country Pork

This is the site of the former Grampian Country Pork factory. The site's location in a residential area had given rise to traffic issues, and this may restrict the suitability of any new proposals. Whilst 'established use' rights would allow continued industrial/business use, this should be restricted to low impact/low activity, with redevelopment to housing being the preferred option. There may be some contamination/ground treatment necessary before residential use can take place.

OPP7 Former Millbank Garage Site

This vacant site has planning permission for 20 houses and 3 shops. The site is located in the core retail area and therefore ground floor properties must remain Class 1, 2 or 3 uses in line with Policy R1.

Buckie Town Centre (TC)

The retention of Buckie's shopping centre is of primary importance to the town. Within the area identified as Town Centre (TC), existing premises may be redeveloped for retail purposes, and within the Core Retail Areas (CRA) existing ground floor properties must remain as class 1, 2 or 3 uses (policy R1).

New retail developments will require in the first instance to locate within the defined Town Centre (R1). Proposals for retail uses outwith this area will be subject to policies R2 (which requires the sequential approach to be observed, and have no adverse impact on town centre vitality/viability) and R3, (neighbourhood shops).

Tourism

A number of sites have been identified which support the contribution of tourism to the local economy, and will be safeguarded.

T1 Strathlene Caravan Site

This will be retained for holiday accommodation use, and ancillary developments associated with this will be permitted within the site boundary.

T2 Coastal Strip, Strathlene

The foreshore area will be retained as an open space, popular with visitors. Only developments which will further add to its tourist potential will be permitted within this area.

T3 Speyside Way

The long distance footpath now starts/terminates at Buckie Town Centre. No development will be permitted to compromise this route.

T4 Coastal Footpath

This route continues from the Speyside Way along the coast to Cullen. The route of this footpath will be safeguarded from inappropriate development.

T5 Sustrans Cycle Route

The national cycle route passes through Buckie and will be safeguarded from inappropriate development.

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, contributing to the environmental amenity of Buckie. In line with E5- Open Spaces these areas should be safeguarded from development not related to their current use.

ENV1 Public Parks and Gardens

Queen Street Gardens

ENV2 Private Gardens or Grounds

Seafeld Hospital

ENV3 Amenity Greenspace

Lady Road Buckpool; Cliff Terrace;
Linn of Freuchny; March Road

ENV4 Playspace for Children and Letterfourie Road, Bruce Teenagers:

Avenue, Well Road

ENV5 Sports Areas

Merson Park; Victoria Park;
Linzee Gordon Park; Ian Johnston
Park, Millbank, Cluny, Portessie
Primary Schools; Buckie High School,
Bowling Greens

ENV6 Green Corridors/Natural Coastal Braes/slopes; Valleys Semi Natural Greenspaces

of Buckie; Freuchny and Rathven
burns; old railway lines, Portessie
Station

ENV7 Civic Space

Cluny Square

ENV8 Foreshore Areas

Coastal Strips; Buckpool Harbour

ENV9 Other Functional Greenspace

Small agricultural field at Highfield
Road

ENV11 Cemeteries

Buckie and Rathven

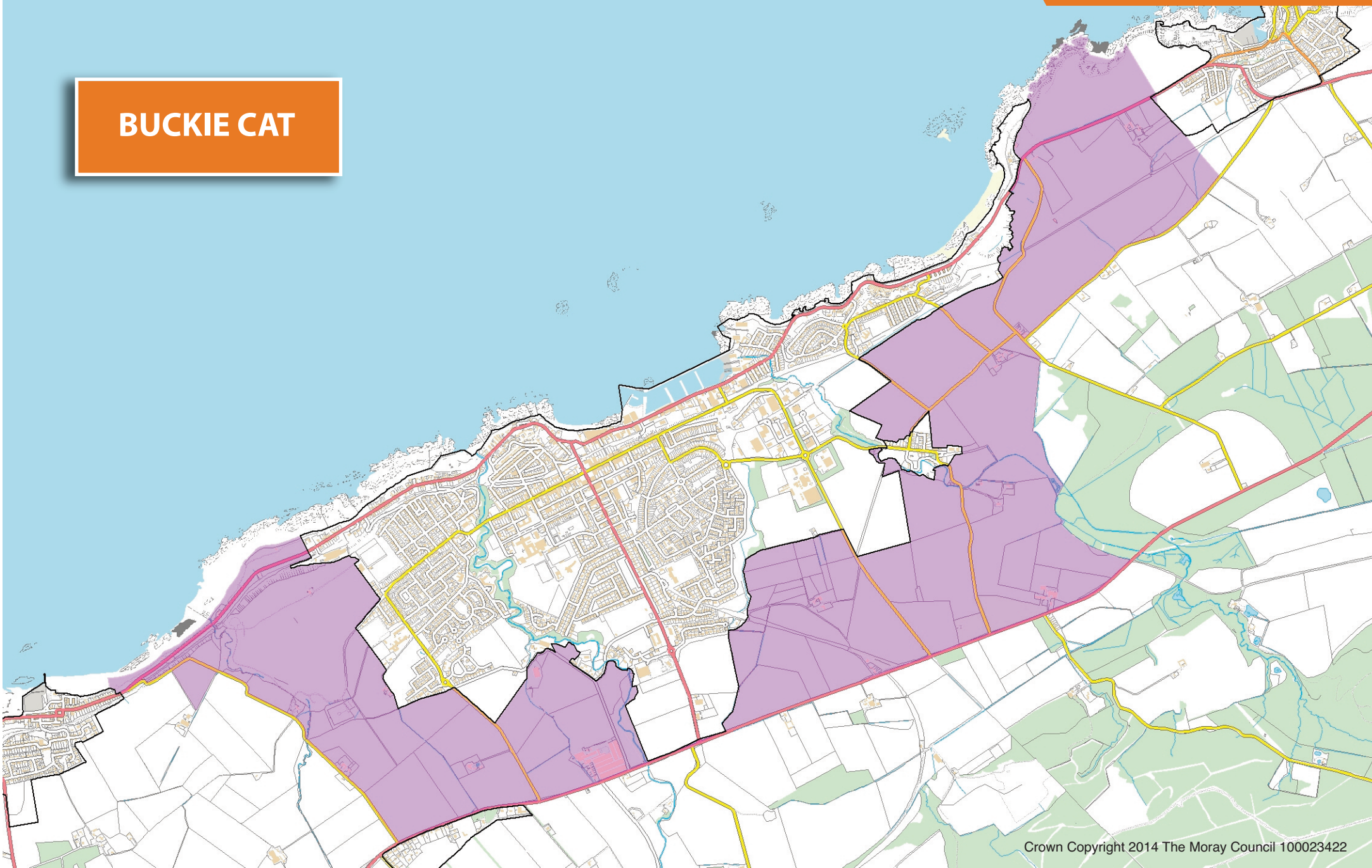
Wider Environmental Designations

Immediately outside the settlement boundary are some wider environmental designations.

CAT The Countryside Around Towns
area protects the area around the town from development**CPZ Coastal Protection Zone****CA Conservation**

The boundary of the Yardie Conservation Area has been retained.

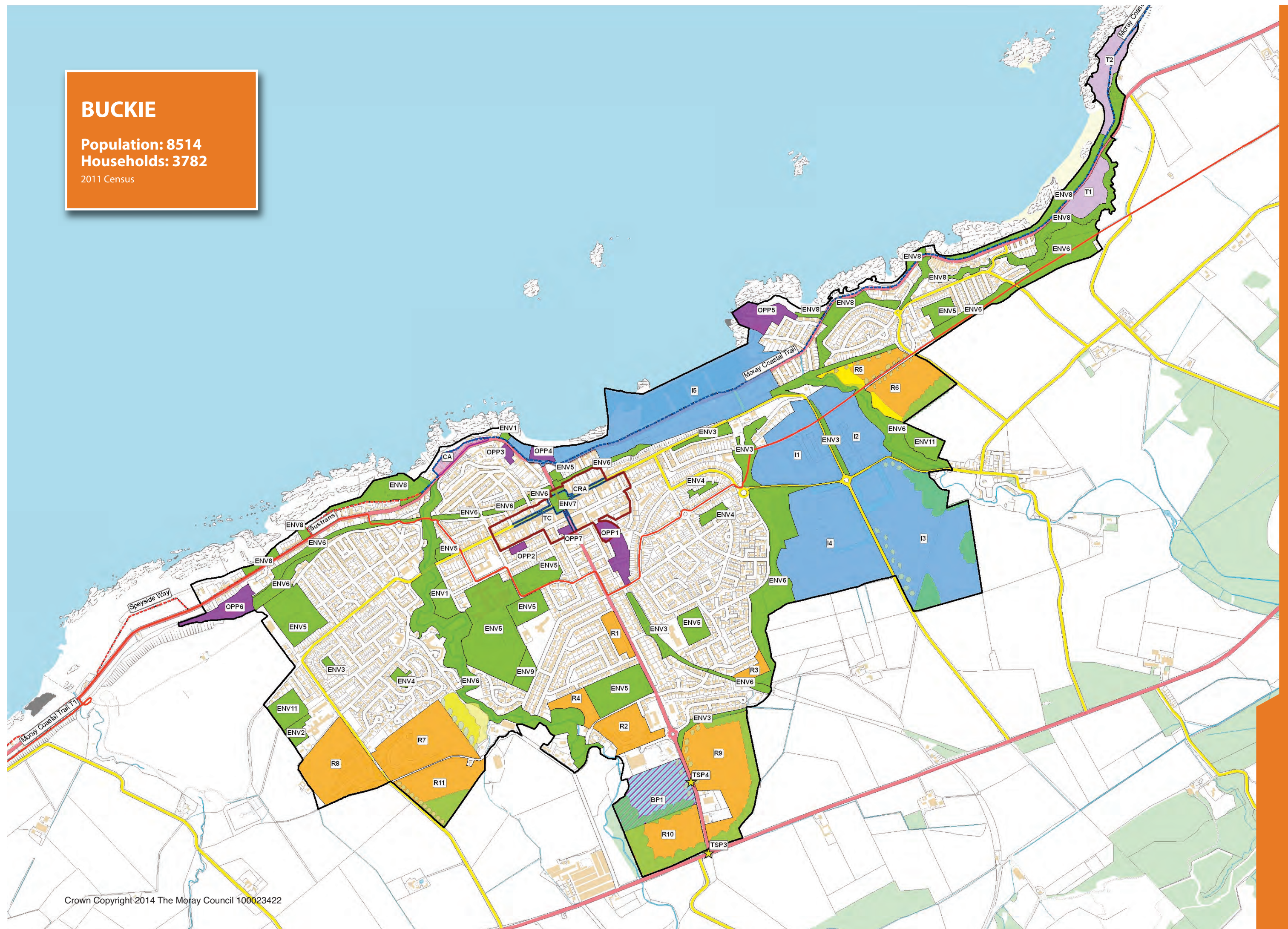
BUCKIE CAT



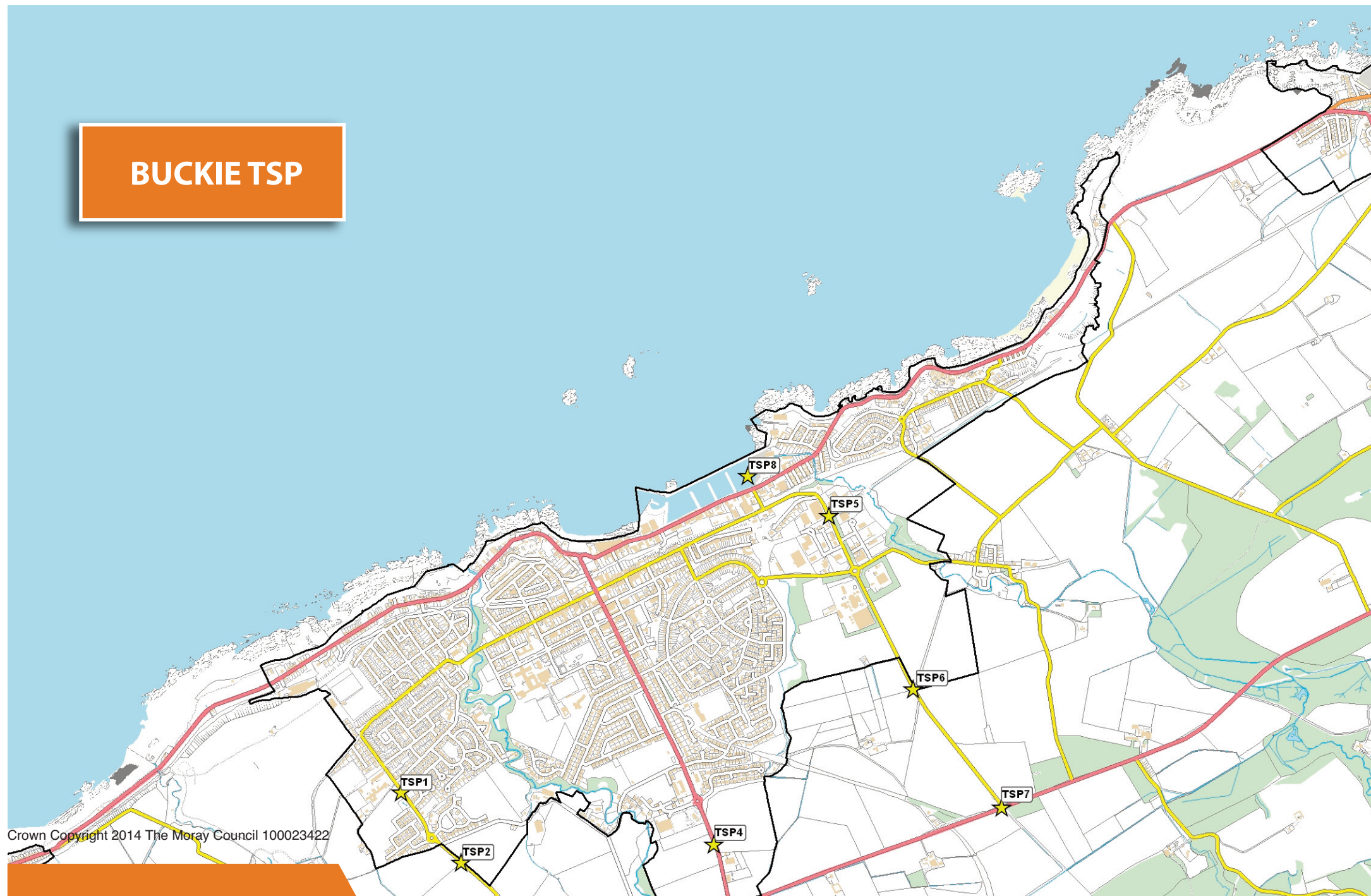
BUCKIE

Population: 8514
Households: 3782

2011 Census



BUCKIE TSP



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BUCKIE TSP

- 1 **Barhill Road**
Junction onto Barhill Road required to provide 2nd point of access from site R8
- 2 **Barhill Road**
Two new points of access onto Barhill Road (C31L) to serve the R11 designation, extension of street lighting and relocation of speed limit. Safeguarding for a future roundabout will be required at one of the junction locations.
- 3* **High Street/A98**
A98/A942 possible junction improvements required associated with development to the south of Buckie (BP1, R9 and R10).
- 4* **High Street**
New junction on the A942 to provide access to R9 and BP1. To also be point of access for R10.
- 5 **March Road**
Improvements (including road widening and junction improvements) to March Road North U176E required associated with R5 and R6.
- 6 **March Road**
2 new points of access required to service industrial areas.
- 7 **March Road/A98**
Possible need for junction improvements as a result of development on site IND3
- 8 **Harbour**
Commercial role to be safeguarded in line with Policy T4

