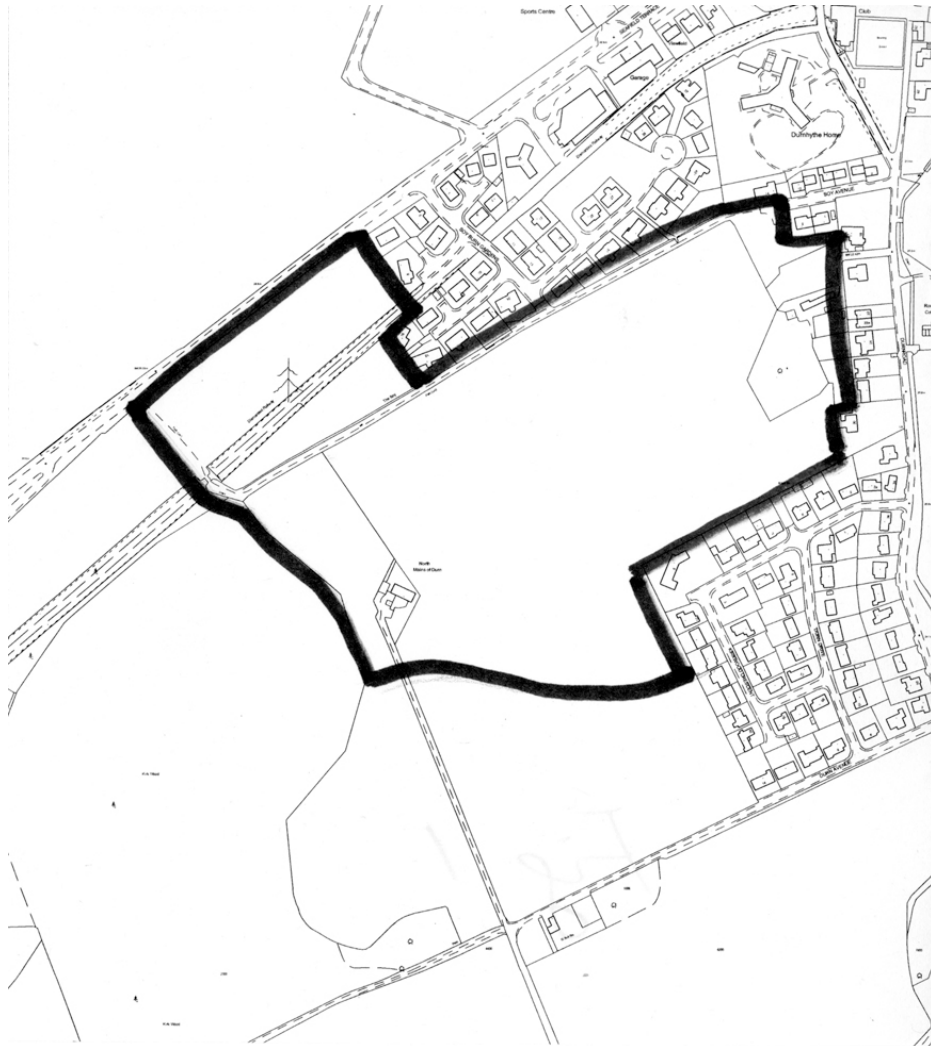


Development Brief for Housing, Durn Road, Portsoy



Developers must have regard to the contents of this brief in preparing their scheme. Where differences do occur, justification by the developers is required.

1 Context

- The Aberdeenshire Local Plan (Adopted June 2006) identifies seven main opportunities for new residential development within Portsoy. The Plan also identifies potential for future housing sites.
- In recognition of the existing form and nature of Portsoy, these current and future opportunities are concentrated in the south western quadrant of the settlement. An extract of the local plan proposals map, identifying the current and future opportunity sites, is reproduced in Appendix 1.
- There is now a recognition, shared by the planning authority and the principal landowner of the opportunity sites, that the pattern of sites identified in the adopted local plan is perhaps too fragmented and that, in order to achieve the delivery of development, a more integrated and forward-looking approach is required. In particular, it is recognised that a more comprehensive approach would help to deliver the new layout and design aspirations which are sought by both the Scottish Government and Aberdeenshire Council.

1.2 The Way Forward

- The formulation of a more comprehensive approach could wait until the next review of the local plan. However, such a delay could lead to the currently identified sites being brought forward for development on an *ad hoc* basis, thus closing off the potential for a more comprehensive approach.
- An alternative approach, well-established as an acceptable planning model throughout Scotland, is to bring forward a Development Brief which uses the adopted local plan as the basis for evolving a more comprehensive approach.
- This Development Brief adopts that alternative approach.

2 Purpose

2.1 Type of Development Preferred

- Residential development is preferred. The Aberdeenshire Local Plan (ALP) allocates Portsoy 105 Phase 1 & 2 houses in all, of which 65 abut, or lie in close proximity to each other, in the “V” shaped area of land beyond the existing housing contained by the A98 and Durn Road, viz:
 - Site eh1: 40 units/5.0h,;
 - Site eh2: 9 units/0.4h;
 - Site eh5: 6 units/0.5h; and
 - Site fh1: 10 units/1.0h.
- An Area of Future Search for Housing Site(s) designation (fh2*) is shown in the fissure of countryside the settlement envelope opens up between Sites eh1 & fh1 and Sites eh2 & eh5.
- Site eh5 has no vehicle access, and the general configuration of the “V” of development land in this part of the town is anomalous. In view of this and the fact that the fh2* Area of Search designation indicates where a future housing allocation might be made it would seem reasonable to accept that the cavity should be, so to speak, filled in, and to treat any application involving the closed fissure as a Departure from the Adopted Local Plan, should the Council wish to approve it.
- Given the constraint the electricity substation constitutes (see Section 2.8) and the natural boundary the brow of the Kirk Wood ridge offers, an outer limit for infill approximating to a line between the southern angle of the North Mains of Durn curtilage and the southern angle of the No. 8 Kirkwood Crescent curtilage is appropriate. This would give a brief site area of c.11.5h.

2.2 Relevant Government Guidance and Development Plan Policies:

- See Appendix 1

2.3 Key Development Requirements

- Sustainability and the environment will be crucial considerations in all aspects of the development, and the developer should identify the site’s environmental constraints and opportunities prior to designing the layout, and tailor his proposals to accommodate them.
- Kirk Wood provides a habitat for a range of flora & fauna and a species survey and/or environmental impact analysis should be carried out to explore the effect the development will have on it.
- An ecological survey will be required to consider badgers and water voles in particular, and any other species found associated with the burn, woodland edge and open arable land.
- The established green corridor the Soy Burn footway and slope up to the ridge provide, together with the ground enclosed by the footway and the old railway line and the ALP Landscape Project Area constitute

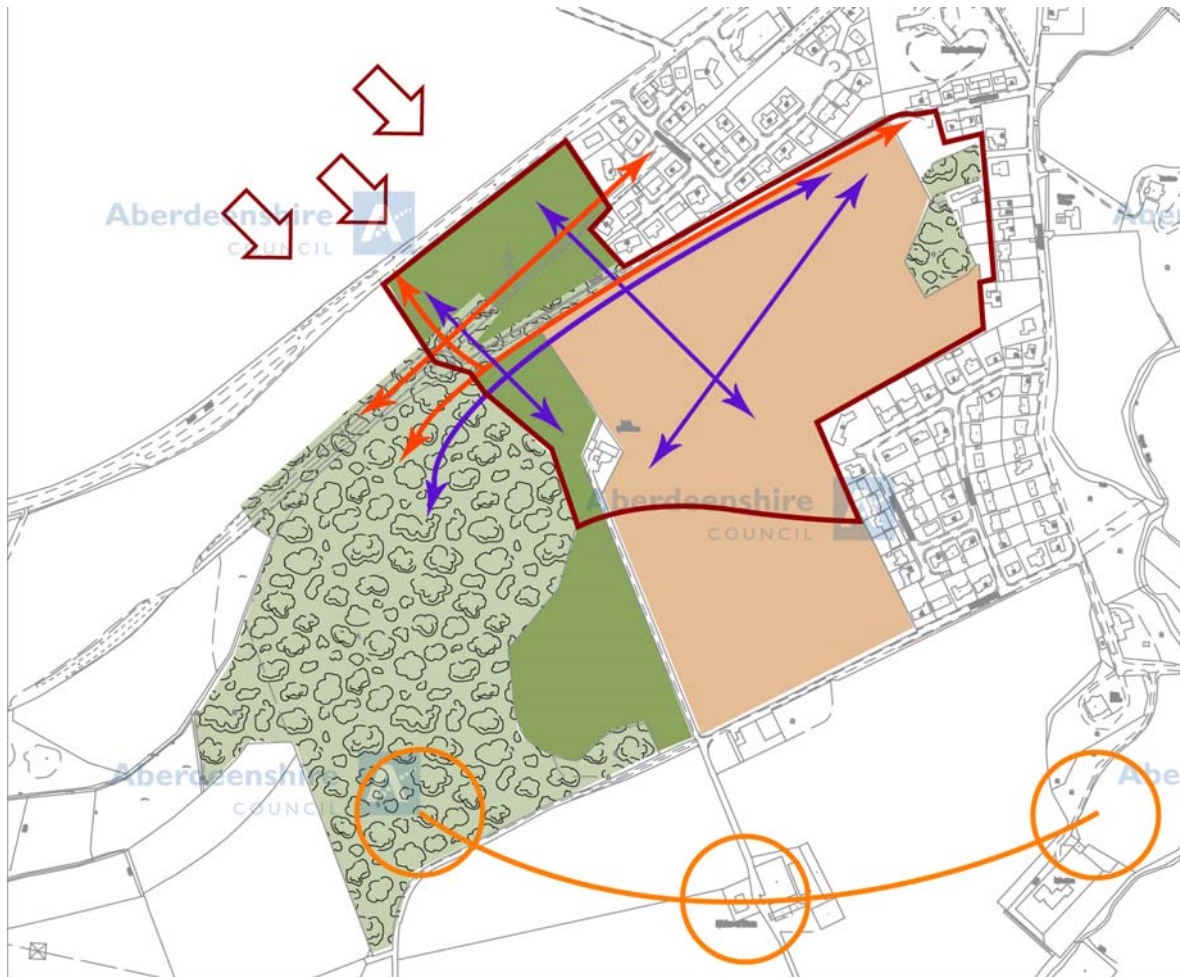
the principal landscape feature, providing a green corridor into the settlement.

- A tree report should be submitted where the Council deems such appropriate and every effort will be made to conserve or adapt existing habitats and species to the development
- Significant natural/landscape features should be exploited and linked with public open space in a hierarchy capable of adoption by Aberdeenshire Council.
- Significant natural/landscape features should be exploited and linked with public open space in a hierarchy capable of adoption by Aberdeenshire Council.
- A statement on the methods proposed to minimise energy use and on renewable energy technologies considered must be submitted with the proposals and justified reasons given for each rejected.
- All housing should be completed in accordance with Index 21 requirements, and articulate at least some the settlement's fishing traditions in a contemporary mode.
- An archaeological evaluation should be conducted prior to the commencement of site works.
- The layout should echo the traditional character of Portsoy, and the development should include at least 25% affordable housing designed, finished and located so as to be indistinguishable from the remainder.
- The mix of housing densities should be:
 - High density 30%
 - Medium density 60%
 - Low density 10%
- Surface water should be dealt with by means of Sustainable Drainage Systems, and a Drainage Impact Assessment will be required to support the proposed drainage proposals for the development and the Council's Flood prevention and Coastal protection Service and Scottish Natural Heritage should be consulted on the proposals.
- Services should be provided in accordance with Aberdeenshire Council's Standards for Adoption.
- Green transport will be given priority over private motorised transport
- It should be the developer's responsibility to agree margins and tolerances with relevant statutory agencies, and to bear connection costs
- Due regard should be paid to the needs of those with sensory or physical disabilities.
- It should be the developer's responsibility to liaise with Scottish Hydro-Electric Power Distribution plc should this be necessary, to establish what measures may be required to ameliorate noise from the main line substation, to undertake such works as may be needed, and to bear the cost of both operations.
- Developer contributions will be required in accordance with ALP Appendix 8.

3. Site Analysis

- The following is not an exhaustive site description, but a list of the key issues that lead to the site requirements in the next section.

Figure 2: Site Analysis



Based on Ordnance Survey mapping. © Crown copyright reserved. Aberdeenshire Council, 0100020767 (2007).



3.1 Location and Setting

- The brief site is located on the southern side of the A98, which is the main east/west coastal transport corridor, where the road swings northeast to enter Portsoy via the shouldow swale between the hill of Arn bath (75m) and the smaller Kirk Wood hill (23m.)

- The greater part of the brief site (something like $\frac{2}{3}$) occupies the flattened ridge-line of Kirk Wood Hill as it slopes down to the east. The ground drops fairly steeply to the Soy Burn at the western end giving the impression of a shelf of sorts on which North Mains of Drum is located when viewed from the north, but clarity will be better served by referring to the whole of the brief site south of the Soy Burn (steep north facing slope apart) as the *Ridge*. Most of the *Ridge* is out of direct line of site when viewed from the A98, although the northern aspect of the higher *Ridge* development to the west would be visible from the A98.
- The old railway line forms a footpath which meets with the Soy Burn (and the footpath which follows it) at the western extremity of the site to form a wedge-shaped tree-lined enclosure which is hereafter referred to as the *Railway Wedge*, because it forms part of the *Railway Site*, so named because the line of the old railway crosses it.

3.2 Climatic Considerations

- The prevailing wind is from the northwest, although the site will be somewhat sheltered by the topography and the adjacent Durn Hill and Kirk Wood. Exposure to north and northwesterly coastal winds is likely in autumn and winter.
- In addition to existing shelter, the ALP strategic landscaping designation will shelter land northwest of the burn. Landscaping along the slope down to it would provide shelter for development to the south.
- Solar gain potential is average on account of the brief site's relative flatness.
- The architect will have to ensure that all houses and sites are sunny while being protected from chill winds.

3.3 Potential for Flooding

- It is obvious that sustained rain might lead to a Soy Burn overflow, but the burn's diminutive size means that it would be unlikely to be significant.
- It is, however, canalised, and has the potential for re-profiling to improve habitat and water holding capacity.

3.4 Other Potential Hazards

- There are no known hazards affecting the brief site.

3.5 Ecological Considerations

- NESBREC conducted a data search to a radius of 0.2km to identify habitat and species data the centre holds for this area. There are no statutory or non-statutory nature conservation designations within the 0.2km radius.

- Nonetheless, this is likely to be a site used by badgers, and a badger survey will be required.

3.6 Urban Context

- Portsoy has grown southwards from the harbour, with roughly half of the village built in a traditional organic style and form, while the other half, which consolidates the southern thrust to the west and abuts the brief site, conforms to the postwar *suburban* volume building norm. There is an embryonic grid in the trident Chapel Street forms with Seafield Street and Aird Street, but it stops there.
- Given the embryonic grid (or trident) identified above, and the facts that gridiron layouts are as characteristic of traditional North-East architecture as the organic, a gridiron would seem a suitable point of departure for the brief site layout.

3.7 Access

- The Council's policy is to require no more than one access for up to 50 unit housing developments (although, of course, more may be provided if appropriate) An emergency access as well as the main access is required for 50/100 units, and two emergency accesses are required for single main access developments of more than 100 units.
- The brief site is envisaged as a single main access development with access via Soy Burn Gardens. As of this moment 35 houses are served by Soy Burn Gardens (which is itself a single access development with no emergency access) and there is still an option for it to access a few more outwith the brief site. This would limit the number of houses in the development to roughly 65, as per the ALP allocation, since this comprises c.100 units, with Soy Avenue providing the emergency access. There is, however, an existing vehicle access to the electricity substation backing on to no.6 Kirkwood Crescent, which could act as a second emergency access, so this number can be exceeded, if all other requirements are met, because the Council accepts ALP allocations as being indicative rather than prescriptive.
- The site would be served by local and regional bus services, as it is on the main Moray Firth coastal transport corridor.
- The old railway line forms one footpath crossing part of the site, as does the Soy Burn footpath. However, the old railway line is wasteland over some sections, overgrown over others, and at one point the bowling green clubhouse and car park have been built over it. The need for two footpaths crossing the site in such close proximity is questionable; particularly as the railway line only begins to make a pleasant walking experience shortly before its line crosses Soy Burn Gardens, going west.

3.8 Utilities

- Scottish Water (SW) have advised that connections are available, but that these are very limited, and will be granted on a first-come-first-served basis.
- Broadband is available in the area.
- Surface water should be dealt with by means of Sustainable Urban Drainage System, in accordance with good practice. Any SUDS system for residential development will be designed in accordance with the “Sustainable Urban Drainage Systems – Design Manual for Scotland and Northern Ireland” published by CIRIA 2000 and PAN61. These require a single level of treatment prior to discharge to a receiving watercourse or existing network. This will require to be designed to the satisfaction of SEPA and SW and will minimise the impact on the water quality and quantity of the receiving watercourse. Adoption of the SUDS measures will be required by SW or by Aberdeenshire Council, in which case a capitalised maintenance charge will be required.
- Scottish Hydro-Electric Power Distribution plc (SHEPDP) have expressed concern that any development in the vicinity of the existing Portsoy main line substation site may be subject to noise levels over the prescribed statutory maximum. However, this comment was made when a development extending as far as the substation access road was under consideration. In the event of there still being a problem with noise, notwithstanding the southern boundary’s revised position, SHEPDP suggests that the developer at his own expense incorporates such measures as are necessary to reduce noise levels to an acceptable level. Alternatively, SHEPDP are prepared to co-operate with the developer in carrying out such studies at his own expense as are necessary to ascertain relevant noise levels. This information would be used in determining the extent of any remedial works required to reduce noise levels. The cost of any such remedial works would be born by the developer.

3.9 Community Facilities

- *Education facilities.* Portsoy Primary School and Banff Academy have sufficient spare capacity to accommodate the estimated demand for places. The primary school is situated c.600m to the east, and may be reached on foot via the bowling club lane and the former railway line.
- *Medical facilities.* There is a medical practice at Seafield Terrace.
- *Dental practices.* These are located in Banff, MacDuff and Buckie.
- *Services.* Banks, a supermarket and other shops commensurate with Portsoy’s status as a local centre in are located in Seafield Street c.600m to the north on foot, via the bowling club lane.

3.10 Archaeology

- There is no known archaeological value to the brief site. However, the site is on the periphery of a settled area of long standing, which being the case an archaeological evaluation should be conducted prior to the commencement of site works.

3.11 Ownership

- The majority of the site is in the ownership of the Seafield Estate. Parts of the land incorporated within the boundary of the brief are owned by Aberdeenshire Council.

3.12 Conclusions

- The brief site will 'announce' the town to eastbound traffic on the main coastal route and have a significant influence on the impression given, and a positive response to design and environmental issues is expected here and throughout the development to accord with this and its location within an Area of Landscape Value.
- The greater part of the brief site is exposed and the layout should provide shelter from the elements.
- The layout should be based on a grid form where practical, and the *Railway Wedge* should be conserved as public open space.
- There is a dichotomy in architectural style and layout between old and new Portsoy, and it is unrealistic to suggest otherwise. Such being the case house design may reflect good contemporary trends (addressed in detail in Section 4.8). Nonetheless, some links with the settlement's fishing past would be appropriate.
- Development should facilitate rather than hinder access to Kirk Wood, and the Old Railway Line should be preserved as it is proposed to incorporate it in the Council's Core Footpaths Initiative.
- The brief site's footpaths should be laid out to complement the Soy Burn footpath and the Old Railway Line, which are an important local feature. Preference should be given to pedestrian and public transport movements over those of private cars in all situations.
- Allowance should be made for a block of flats or group of houses at the higher density to be convertible to future service use.
- As stated at the start of this paragraph, the brief site, and the northwest corner of it in particular will announce the town. Such being the case the project area designated with a P (indicating strategic landscaping) in the ALP proposals map could be combined with a gateway feature. This feature might be the block of flats or group of houses alluded to in the bullet point preceding this.

4 Site Requirements

4.1 General Approach

- The Council wishes to encourage a sensitive, comprehensive development of the site in a way which delivers genuine social and economic investment in the future of Portsoy, acts as an exemplar for good, modern design, and is acceptable in relation to key environmental factors.

4.2 Sustainability

- Development of the site's layout should reflect the approach set out by the 5 Indicators listed in "Index 21:Layout"
- A substantial amount of everyday energy use should be derived from micro-renewables. The Scottish Ministers have set a target of generating 40% of Scotland's electricity from renewable sources by 2020 (SPP6: Consultation Draft). In the meantime this target remains aspirational, but given the continuing improvement in insulating
- materials and building techniques, progress towards 40% is perfectly realistic.
- A statement on the methods proposed to minimise energy use and on renewable energy technologies considered must be submitted with the proposals, and justified reasons given for any rejected. A series of flow-charts suggesting a methodology for achieving this is attached (Appendix 2). The advice of 'SCARF' (see Appendix 3) may also be useful in this respect and any available grants can be discussed with them. However, the methods proposed will be expected to include some form of district heating.

4.3 The Layout

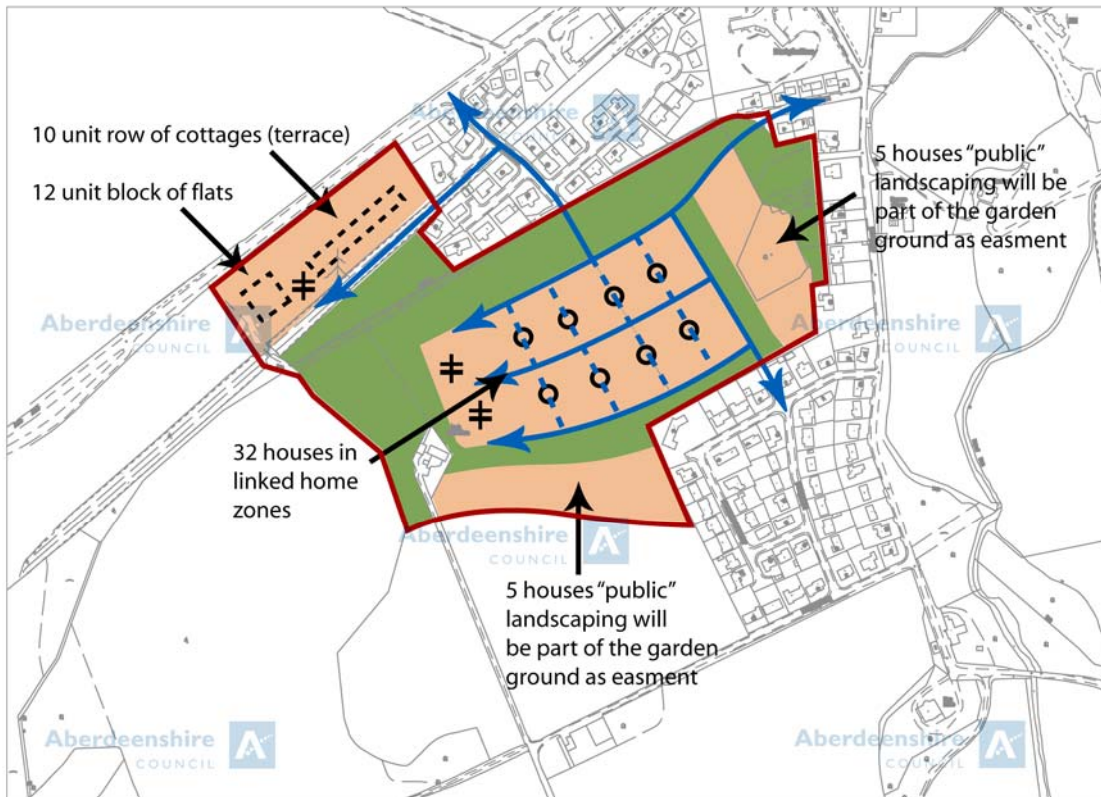
Figure 3: Indicative Land Use Proposal Map showing a form development might take (Overleaf)

4.4 Climatic Considerations

- Strategic and/or shelter planting should be provided throughout the site; in particular planting along the ridge's northern slope will augment the shelter Kirk Wood provides against northwest wind.
- There is potential for conflict between the need to shelter development and the desirability of exploiting the views to the south, and the view across the town to the north. Full details of the landscaping proposals will be required at the Planning Application stage.

¹ Index 21 is a method of assessment that essentially does two things: it identifies a set of key issues that affect the "environment-friendliness" of housing layouts; and integrates them in a framework that gives each element its proper status. It is based on the assessment of five Indicators: climate, energy, resources, biodiversity and social aspects. Crucially it has developed as a *process* by which the quality of layouts can be assessed rather than as a *prescriptive* guide to good and bad ones. However, this development brief also identifies some aspects from Index 21 that will be crucial for this particular site in any circumstances. For more detail see the website at <www.index21.org.uk>.

Fig 3: Layout: A Form Development Might Take



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- Within the limitations of the landscaping requirements, houses within the site and their feus should be located and orientated to optimise solar gain and minimise overshadowing.
- Account should be taken of existing vegetation overshadow.

4.5 Biodiversity

- ALP strategic landscaping, and the slope down to the burn can provide a semi-continuous green corridor, which will link with Kirk Wood and terminate where the burn is culverted and the path merges with the Soy Avenue footway. This will encourage wild life penetration of the brief site, and consideration should be given to an exit route which may utilise garden ground.

4.6 Resource Efficiency

- In order to minimise construction needs, care should be taken to optimise the ratio of road length to the number of buildings/houses.
- It may be that there are wayleaves for water and other supplies. These corridors will have capacity for new development if services are diverted or adapted.
- All surface water should be disposed of using SUDS.

4.7 Possible Conflict

- Scottish Hydro-Electric Power Distribution plc's Portsoy main line substation.

4.8 Identity and Sense of Place

- Within this context, the urban form should reflect a traditional street pattern in which building density and scale create a sense of enclosure in contrast to the suburban models of previous decades.
- Although new residential development in Portsoy during the past few decades has reflected a "suburban" approach to layout and design, the more traditional and historic urban form remains significant in the town and influential in its character.
- A gridiron pattern of development is suggested for the greater part of the *Ridge* to provide a link with the traditional elements in Portsoy's fabric, and given this fact 4-unit modules arranged symmetrically around a common court with a permeable surface (as shown in Figure 3) would seem the most effective way of dealing with the medium density element.
- Elsewhere a gateway feature as suggested in Paragraph 3.12 would contribute positively to identity and sense of place, and provide a focal point for the development. Some encroachment on the ALP Project Area would be acceptable as the loss of landscaping opportunity could be more than compensated for elsewhere. The gateway feature would have to be an aesthetically pleasing addition to the settlement in its own right. A three or even four-storey building could be acceptable and something noteworthy, such as a circular structure, would be in order provided the design is of sufficient quality.
- The key factors in the generation of a sense of place for the brief site must be drawn from the "genius loci" of Portsoy and the particular characteristics of the site, along with the requirement for "connectivity" between the two.
- Notwithstanding the suburban atmosphere of the abutting development Portsoy was a fishing village, and reference to this may be made with regard to materials etc. One or more items of public art celebrating the settlement's link with the sea would also be appropriate.
- The characteristics that need to be reflected in the layout are:
 - The town's fishing traditions, albeit expressed in a contemporary idiom.
 - local building traditions;

- sustainable materials and building techniques;
- preference given to pedestrian, bicycle and public over private motorised transport movements;
- shelter from inclement weather together with best possible use of the pleasant outlook across Portsoy, and the views to the south and west;
- In terms of connectivity what is required is:
 - recognition that the Soy Burn and Olr Railway Line are there to serve the community as a whole rather than the brief site alone;
 - landscaping generally;
 - the need for the local bus service to access the brief site;
- The residential access roads to be “traffic-calmed;” and
- The mix of housing densities should be:

High density	30%
Medium density	60%
Low density	10%

5 Distribution of Land Uses

5.1 Open Space

- In accordance with current Open Space Policy, a hierarchy of public open space should be created on principles outlined in Appendix 6 of ALP. All public spaces should have an obvious designed function, feed into each other, are easily accessed by less able members of the community and especially young children and senior citizens.
- The recreation ground diagonally across the A98 from the brief site will accommodate formal/semi-formal team sporting requirements so that brief site public open space provision may be slanted towards the very young and the elderly.
- The *Wedge* is seen as providing an important area of open space which would fulfil the need for a focal point for the brief site as a whole; doubly so if it was combined with the gateway feature mentioned previously. It should act as a hub or counterweight to Seafield Street for the footpath network, and accommodate the desire lines identified in the analysis (Fig. 2)
- Public open spaces within the development will require adoption by the Landscape Services Section of Aberdeenshire Council, which will be subject to a Section 75 Agreement.

5.2 Land Use

- The development should create a distinctive sense of place in each sub-area.
- In the case of the affordable housing it is essential that the quota of houses is distributed in small groups through the development, with their location and design managed to prevent any potential for them either to stand out from neighbouring houses or to constitute a ghetto.

- A comprehensive scheme for landscaping is a crucial factor in the layout, which should exploit views out of the site wherever possible.

6 Access

6.1 Vehicle Access

- Design principles and road hierarchy of the internal road and pedestrian network for the site should reflect guidance contained in the Department for Transport's Manual For Streets. In addition proposals should take cognisance of guidance contained in the Aberdeenshire Local Plan, the Aberdeenshire Local Transport Strategy and Standards for Roads Construction Consent and Adoption.
- Access to the site maybe taken via Soy Burn Gardens (principal access) with possible emergency accesses being available at Soy Avenue and Kirkwood Crescent.
- A comprehensive development approach to the site may allow other access options to be considered and the council will be flexible, subject to compliance with the required standards.
- Two footpaths currently cross the site, one along the line of the old railway line and the other along the Soy Burn. Both existing and potential footpaths should be integrated into the comprehensive development proposals.

6.2 Pedestrian and Cycle Routes

- Soy Burn path, which gives access to Kirk Wood should be maintained and enhanced as part of the development. Pedestrian, cycle and possible equestrian access may be required through the site to link with existing footpaths, circular routes etc. The Core Footpath Initiative should be consulted in this regard.
- Pedestrian and cycle access should be provided in accordance with the requirements of Section 3.1: *Identity and Sense of Place*.

6.3 Public Transport

Bus halts will be negotiated with the relevant bus companies, and the Council's Transportation and Infrastructure Service, whose advice will be required for detailed standards'

6.4 Emergency and Service Needs

- All emergency and service needs will be accommodated by internal access roads, to be constructed in accordance with the requirements of the Fire Officer and the Council's T&I Service. Emergency access would be via Soy Avenue and the access to the electricity substation off Kirkwood Crescent.

6.5 Car Parking

- Parking provision must accord with the Council's adopted 'Car Parking Standards for Development Control'.
- Public/visitor parking areas should be provided at the western termini of the local access roads for visitors' convenience and to facilitate public access to Kirk Wood.

6.6 Inclusion

- The design of the footpath and road layout, the parking areas and all accesses to buildings must accommodate provision for all potential users, including those with sensory or physical disabilities.

7 Utilities

7.1 Supply and Distribution of Water

- A mains extension is likely to be required to service the brief site, and it should be the developers' responsibility to liaise with Scottish Water and bear the cost of connection.

7.2 Drainage

- As of this moment Scottish Water's sewer network has spare capacity to accommodate some, but not all, of the brief site's sewerage requirement. It is, however, allocated on a first come first served basis and such being the case, it will be the developers' responsibility to satisfy themselves that connection to a proper foul water treatment facility can be provided, and if necessary to bear the cost thereof.
- The developers of the site must take account of any requirements following from an "appropriate assessment" carried out in accord with Appendix 1 or the Drainage Impact Assessment.
- An appropriate SUDS scheme(s) and the production of a construction method statement will be required.
- Surface water should be dealt with by means of Sustainable Drainage Systems (SUDS), in accordance with the "Sustainable Urban Drainage Systems – Design Manual for Scotland and Northern Ireland" published by CIRIA, 2000 and PAN61. This requires a single level of treatment prior to discharge to a receiving watercourse or existing network, and will need to be designed to the satisfaction of SEPA and SW to minimise the impact on the water quality and quantity of the receiving watercourse. Adoption of the SUDS measures will be required by SW or by Aberdeenshire Council, in which case a capitalised maintenance charge will be required.

7.3 Energy

- Electricity will be supplied from the nearest connection and the developers should check with the service provider.
- The developer should investigate and provide costs and options on schemes for micro-sustainable heating individually, and on a communal basis.
- In the high density area appropriate forms of district heating will be investigated, costed, and if feasible implemented, and in all areas a high insulation/low energy design should be used to make energy consumption for heating near to zero.

7.4 Lighting and Fencing

- Street lighting and fencing should be provided in accordance with the requirements of the Council's T&I Service, and should be agreed at the outset. Common details should be used throughout the development area to create a continuous and coordinated design character.
- An element of low-level lighting may be necessary in some areas of public open space. Reflectors will be required in all cases to prevent the unnecessary pollution of neighbouring properties or the night sky.

8 Community Facilities

8.1 Education

- Play and informal recreation areas must be integrated into the overall layout design and not proposed as an afterthought involving 'left over' land. These areas can include defined play areas with grass or other surfacing suitable for active use, and should be accessible to all members of the public.
- No additional educational facilities will be required within the brief site. However, good pedestrian access must be provided, and developer contributions will be required in the light of the additional number of children attending Portsoy primary school and the academy.

9 Landscaping

- The site's topographical features should be exploited to ensure that the development will sit in the landscape rather than dominating it.
- A comprehensive scheme for landscaping will be required which should include a tree report that should be submitted with any Planning Application.
- Woodland linkages should be enhanced as part of the development, and the Soy Burn footpath will provide a green corridor into the development area and an alternative exit route for wildlife (which could

incorporate designated ground in private gardens) should be introduced.

- The planting proposed should be based on native planting and be appropriate to the character of the area,
- Common landscape features should be established throughout the area covered by the Brief with features such as entrances and appropriate boundaries potentially being established using traditional dyking appropriate to the character of the area. Hedges may also be appropriate.
- Details of material specifications for hard and soft landscaping should be provided as part of the supporting information for the planning application.
- The main access should be designed as an avenue featuring appropriate species of tree planted initially at standard size or bigger at regular intervals.
- All work should be undertaken in accordance with SEPA's Pollution Prevention Guideline

10 Landscape Maintenance

- Wherever possible the landscape proposals should be designed to require minimum maintenance and be of conservation value.
- The applicant should provide a detail landscape maintenance plan with the Planning Application, which should cover both the short-term establishment of landscaping and the long-term maintenance of these areas. Information should be in plan form with an accompanying programme of annual maintenance operations.

11 Developer Contributions

- Circular 12/1996: Planning Agreements states that planning agreements should be related in scale and kind to the proposed development. Developers may, for example, reasonably be expected to pay for or contribute to the cost of infrastructure, which would not have been necessary but for the development. The effect of such infrastructure investment may be to confer some wider benefit, but payments should be consistent with the scale of the proposed development.
- The subject of developer contributions should be discussed with Aberdeenshire Council's Developer Contributions Co-ordinator at the earliest opportunity. The agreement may contain contributions in cash or kind in line with policy requirements. ALP states that in Portsoy developer contributions may be required for transportation and infrastructure and services, and sustainable travel options within the settlement or in Banff; primary school provision at Portsoy; healthcare facilities serving the settlement; and sports facilities serving the settlement for which the development will create or add to an identified

unmet need. These should be tailored to the specific requirements identified in this brief.

12 Design

- Aberdeenshire is committed to securing good design in new buildings, and is especially looking for advances in the quality of houses built for sale. A detailed Design Statement will be required, explaining the design principles of each part of the development and how these have emerged in relation to the site and its wider context. For this purpose it is recommended that the developer adopts the process proposed in the Aberdeenshire Design Forum's recent publication, Index21: House Design.
- The Design Statement will clearly state how a balance of densities, the nature and size of public open space and the character expected from this site will be achieved.
- The Design Statement will specify a standard palette of materials, colours, textures and finishes. There should a strong emphasis on reflecting treatments indigenous to Portsoy, and wood and metal finishes are encouraged as echoing the settlement's maritime heritage.
- Details of all paving, lighting fixtures, fencing, boundary treatments and the like should be part of the Design Statement. Common details should be used throughout the development area to create a continuous and coordinated design character.
- Guidance on the design can be found in the Finalised Aberdeenshire Local Plan, under Policy Gen\2 (The Layout, Siting & Design of New Development) and Appendix 1 (The Design of New Development in Aberdeenshire). Further guidance can be found in PAN 67 (Housing Quality), Index21: House Design and the Council's recent publication on Index21, Implementing Design Policy. Consultation with the Development Control Service is recommended on this matter.

13 Phasing

- The developer will provide a phasing plan, which will indicate how the roads, footpaths, open spaces and other planting areas etc will be formed.



14 Further Information

- The developer is encouraged to contact the Planning Service of Aberdeenshire Council at the earliest opportunity to discuss details of any application. Any application will be dealt with primarily by the Banff and Buchan Area Development Control Team, based at the following address:

Planning & Environmental Services
Town House
34 Low Street
Banff
Aberdeenshire
AB45 1AY

Tel: 01261 - 813200
Fax: 01261 – 813281

15 Other useful numbers:

- Council's Planning Gain Co-ordinator 01330 - 825518
- Transportation and Infrastructure 01467 - 620981
- Scottish Water 01224 - 675000
- SEPA 01224 248338
- SCARF 01224 213005



Appendix 1

Relevant Government Guidance and Development Plan Policies

- **NEST**

- Policy 9: Housing Allocations 2006 – 2010
- Policy 10: Indicative Housing Allocations: 2011 – 2015
- Policy 11: General Housing Considerations
- Policy 12: House Building in the Countryside Beyond the Green Belt
- Policy 13: Developer Contributions
- Policy 14: Affordable and Special Needs Housing
- Policy 16: Sport and Recreation Facilities
- Policy 17: Countryside and Open Space Access
- Policy 19: Wildlife, Landscape and Land Resources
- Policy 21: Design
- Policy 22: Water Management
- Policy 31: Connecting Communities within the North East
- Policy 33: Sharing Responsibility for Transport

- **ALP**

- Policy Hou\2: Future Housing Land 2006 – 2015
- Policy Hou\4: New Housing in the Countryside including the Aberdeenshire part of the Cairngorms National Park
- Policy Hou\8: Affordable Housing
- Policy Hou\13: Public Open Space for Housing
- Policy Env\4: Biodiversity
- Policy Env\16: Water Catchment Areas
- Policy Env\8: Trees and Woodland
- Policy Env\9: Forestry and Woodland Creation and Enhancement
- Policy Inf\1: Roads and Accesses
- Policy Inf\2: Parking, Servicing and Accessibility
- Policy Inf\3: Access for the Less Mobile
- Policy Inf\4A: Foul Drainage Standards
- Policy Inf\4B: Surface Water Drainage Systems: Sustainable Urban Drainage Systems (SUDS)
- Policy Inf\5: Water Supply
- Policy Inf\6B: Waste Management Requirements for New Development
- Policy Inf\8: Other Renewable Energy Sources
- Policy Gen\1: Sustainability Principles
- Policy Gen\2: The Layout, Siting and Design of New Development
- Policy Gen\3: Developer Contributions
- Policy Gen\5: Landscaping Standards
- Policy Gen\6: Hazardous Developments
- Policy Gen\12: Project Areas
- Appendix 1: The Design of New Development in Aberdeenshire
- Appendix 5: Landscape Design Guidance
- Appendix 6: Provision of Public Open Space
- Appendix 7: Affordable Housing Provision
- Appendix 8: Developer Contributions

- **National Planning Guidance**

- A Policy Statement for Scotland – Designing Places

- Scottish Planning Policy 1: the Planning System

- Scottish Planning Policy 3: Housing

- Scottish Planning Policy 7: Planning and Flooding

- Scottish Planning Policy 17: Planning for Transport

- NPPG11 Sport, Recreation and Open Space

- PAN 44 Fitting New Housing into the Landscape

- PAN 51 Planning and Environmental Protection

- PAN 52 Planning for Small Towns

- PAN 61: Sustainable Urban Drainage

- PAN 65 Planning and Open Space

- PAN 67: Housing Quality

- PAN 72 Housing in the Countryside

- PAN 75 Planning for Transport

- PAN 76 New Residential Streets

- PAN 77 Designing Safer Places

- Aberdeenshire Council Housing Land Release 2006 –2010

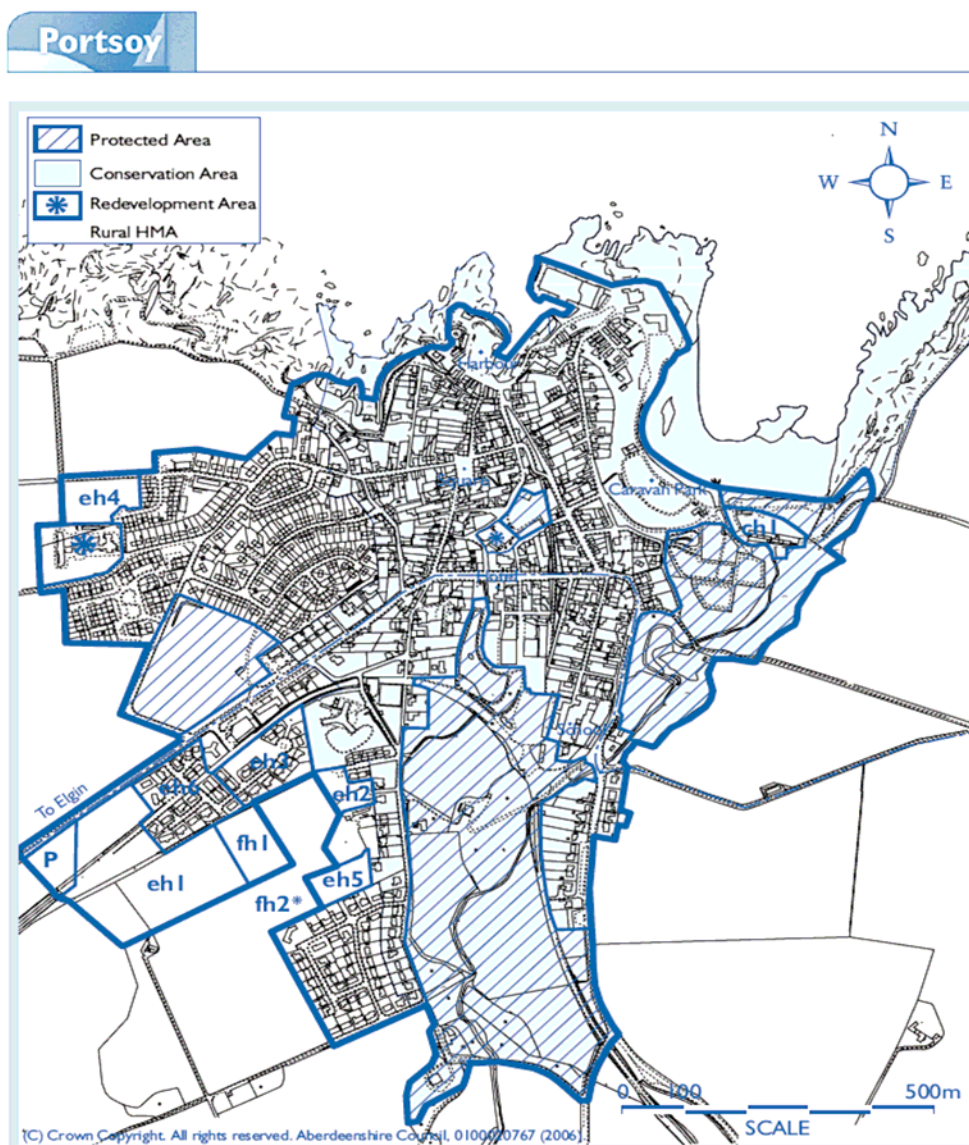
- Aberdeenshire Council Micro-Renewable Energy Developments

- **NEST (North East Scotland Together)**

- **Circulars**

- 12/1996: Planning Agreements

An extract from Aberdeenshire Local Plan is shown overleaf



In Portsoy there are seven main opportunities for new development.

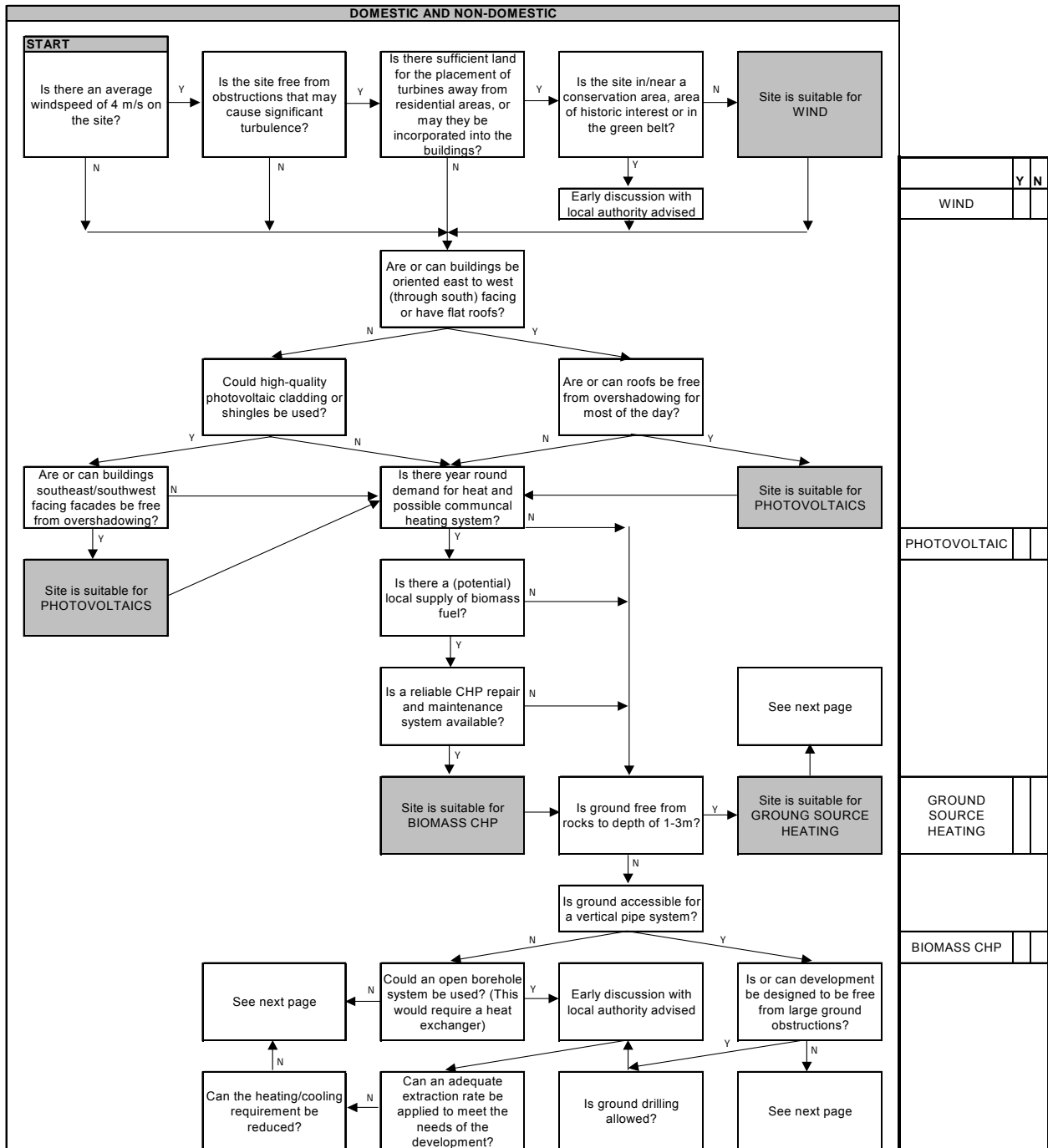
- **Site eh1** is suitable for around 40 houses.
- **Site eh2** is suitable for around 9 houses.
- **Site eh3** is suitable around 24 houses.
- **Site eh4** is suitable for around 15 houses.
- **Site eh5** is suitable for around 6 houses.
- **Site eh6** is suitable for around 2 houses.
- **Site ch1** is suitable for around 9 houses.

For a full explanation of the land use allocations in the Plan's settlements and the main policies which relate to these please see the Glossary.

Appendix 2

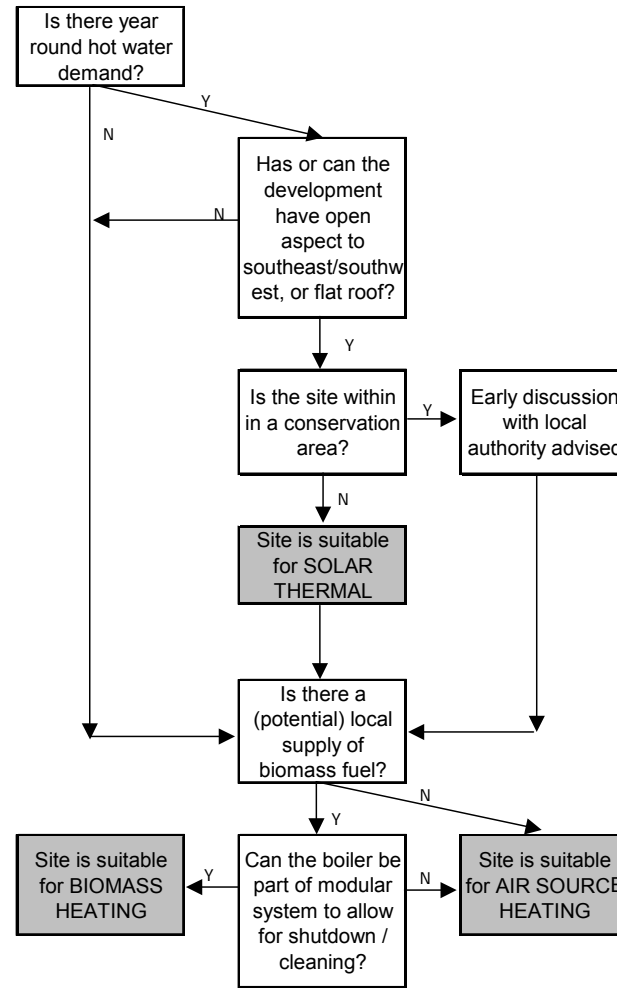
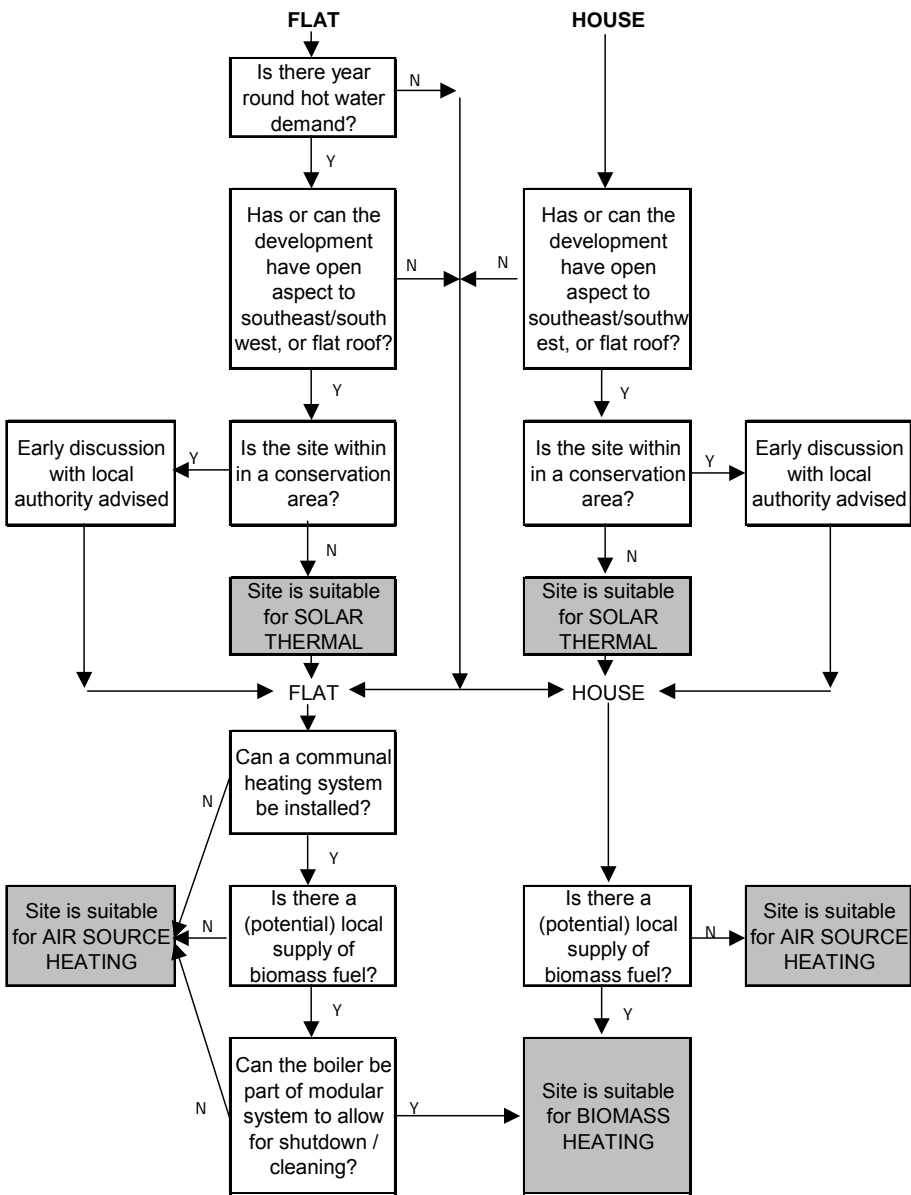
INSTRUCTIONS:

1. The flowchart below has been designed to lead you through various types of renewable energy technologies. By answering these questions, potentially suitable sources of renewable energy will be identified.
2. Start at the top left corner ('START') and answer the questions as 'yes' or 'no' and follow the appropriate arrow.
3. The columns on the right should be used for your reference to highlight technologies that should be examined further.
4. The first page highlights energy sources that are relevant to houses, flats and other developments, such as retail or industrial and should always be completed.
5. The second page is split between domestic and non-domestic i.e. houses/flats and other developments. You may need to consider the charts more than once depending on your proposal (e.g. a mixed-use development of houses, flats and retail will need to consider the charts for each use)
6. These energy sources should then be discussed in a statement submitted as part of the proposal outlining which sources are to be incorporated in a development, or why they have been rejected.



DOMESTIC

NON-DOMESTIC



Appendix 3

SCARF (Save Cash and Reduce Fuel) a company limited by guarantee (No. 94819) and registered charity. It was established in 1985 as an Urban Aid funded project in Aberdeen SCARF now delivers front line services in Aberdeen, Aberdeenshire, Angus, Dundee, Moray and Perth & Kinross. SCARF has 45 employees (44.5 WTE) and provides 18 New Deal training for work places. SCARF is registered as both City & Guilds Examination

SCARF provides householders, businesses and organisations with independent, free and impartial advice on sustainable use of energy that will not only reduce the amount of energy they use or save them money on fuel bills, but give them a warm, dry environment that puts less strain on natural resources and combats climate change. Centre and a NVQ Assessment Centre for energy efficiency services.