

Dumfries and Galloway Council

Local Development Plan 2

OCTOBER 2019



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1. INTRODUCTION

1.1 Dumfries and Galloway Councils second Local Development Plan (LDP2) covers all of Dumfries and Galloway; it provides the planning framework and guides the future use and development of land in towns, villages and the rural area. It also indicates where development, including regeneration, should happen and where it should not.

Map 1: Location of Dumfries and Galloway in UK



1.2 LDP2 and accompanying supplementary guidance replaces the Dumfries and Galloway Local Development Plan 2014.

1.3 The contents of the Plan have been informed through extensive public consultation and engagement with key agencies, Community Councils, members of the public, developers, landowners and planning agents. The Main Issues

Report (MIR) was published in January 2017 and the Proposed Plan in January 2018. This went through a Public Examination which started in October 2018 and concluded April 2019. The Plan was adopted by the Council in September 2019.

1.4 The Plan has been subject to Strategic Environmental Assessment (SEA), a Habitats Regulations Appraisal (HRA) and an Equality Impact Assessment (EIA). These documents are published alongside the Plan.

How to Use the Plan

1.5 The Plan should be read in its entirety, individual policies and land allocations do not set out the whole picture for the various types of development. The vision and spatial strategy are intended to be as much part of the decision making process on development proposals as the detailed policies and supplementary guidance.

1.6 The settlement boundaries shown in Chapter 6 of the Plan indicate the extent of the settlement for the purposes of future development. This may result in areas of the settlement that are considered by the community to be part of the settlement being outside the settlement boundary. Site reference numbers are not in sequential number order due to when the site was included in the Plan. For example, DFS.H1 was included at LDP1 stage, DFS.H218 was included at LDP2 stage.

1.7 The Plan has been divided up into several sections: the vision, spatial strategy, policies, proposals maps, settlement statements and inset maps. The policies have been split into topic groups.

Overarching Approach to the Plan

1.8 The policies contained in the Plan have been informed by and taken account of a number of other plans and strategies. At the national level they include the Scottish Government's planning policies as set out in:-

- National Planning Framework 3,
- Scottish Planning Policy (SPP),
- National Marine Plan,
- Designing Places,
- Designing Streets,
- various Circulars.

At the regional and local level they include the:-

- Dumfries and Galloway Council Local Outcome Improvement Plan,
- Dumfries and Galloway Council Priorities and Commitments,
- Dumfries and Galloway Regional Economic Plan,
- Dumfries and Galloway Local Housing Strategy,
- Regional Transport Strategy,
- Local Transport Strategy,
- Solway Tweed River Basin Management Plan.

1.9 The Scottish Government's overarching aim is to foster sustainable economic growth. The planning system has a key role to play in helping deliver this. Sustainable development is accepted as contributing to this. Developers are expected and encouraged to embrace sustainable development – and this Plan assumes that 'development' always means 'sustainable development'. Planning has an obligation to contribute towards sustainable development, sustainable economic growth, reducing the impact of climate change and creating high quality places.

1.10 The need to tackle climate change, and in particular reduce emissions of the greenhouse gases that contribute to it, is a principal challenge to sustainable economic growth. The Climate Change (Scotland) Act (2009) and other recent legislation and associated regulation provides a broader background to factors such as the design and operation of buildings, river basin management, sustainable flood management, conservation of biodiversity, renewable energy development, promotion of active travel and so on.

1.11 Therefore, the overarching principle of this Plan is that all development proposals should support sustainable development, including the reduction of carbon and other greenhouse gas emissions. The following broad principles have been followed when identifying sites for development:

- reduce overall flood risk by avoiding areas at risk of flooding and erosion;
- where possible, avoid the use of prime quality agricultural land;
- consider reusing brownfield, vacant and derelict land and buildings instead of greenfield land;
- maximise the use of existing infrastructure including public transport;
- consider opportunities to develop mixed communities.

1.12 The following broad principles should guide the preparation of all development proposals:

- the provision of efficient and effective energy management solutions, having regard to the energy demands of the area and the sources of renewable generation available;
- maximise passive solar gain through design, layout and orientation of the building(s);
- use sustainable construction techniques;
- a SuDS scheme;
- maximise the use of existing infrastructure;
- enhance the environment of, and protect access to, open space, green networks and recreational opportunities;
- movement hierarchy as outlined in "Designing Streets" and maximise linkages with existing public transport and other sustainable transport options;
- consider future proofing development to accommodate any future changing requirements such as energy management, waste management regimes, technological advancement in telecommunications infrastructure and so on;
- a net biodiversity gain.

2. LOCAL DEVELOPMENT PLAN 2 VISION

What will Dumfries and Galloway look like in 20 years' time?

It will be a thriving region with a sustainable economy built on sustainable principles, which recognises the importance of its landscape, natural and historic environments and the need to maintain and enhance its distinctive landscape character while facilitating positive change, promoting growth, maximising the use of existing infrastructure and enhancing connectivity. It will have maximised its location to attract investment to create employment and investment opportunities which will in turn attract people of working age to the region. Dumfries will have

consolidated its position as the Regional Capital; Stranraer waterfront will have been transformed into a sustainable extension of the town centre; new jobs will have been created within the Gretna, Lockerbie, Annan regeneration corridor; and the other towns across the region will occupy niche positions making the most of their geographical locations. There will be opportunities in the rural area for economic development, housing and recreation. There will also be more opportunities for people to access affordable housing.



There will also be.....

A viable rural economy and community characterised by –

- more rural businesses
- more houses in small groups
- more recreational activity
- more woodlands
- high quality distinctive landscapes
- high quality accessible viewpoints, paths and green networks
- a range of renewable energy developments
- a protected and enhanced natural and historic environment
- access to sustainable transport
- ready access to higher education and opportunities for knowledge transfer

Vibrant towns and villages that have –

- more businesses and people working from home
- more opportunities to meet locally arising affordable housing needs
- housing developments of a scale and character appropriate to their location that incorporate features such as open space, green networks, SuDS and are based around sustainable transport modes
- high quality, affordable housing
- a range of services and facilities that help support the local community
- enhanced historic environment, streetscape and open spaces
- a distinctive landscape setting or sense of place
- more green networks providing a range of environmental, social and economic benefits
- more sustainable developments linked to allotments, waste recycling, energy generation and so on, that are based around sustainable transport modes
- access to a wide range of good quality sport, recreation and leisure facilities
- developments served by district heating systems

A successful Regional Capital in Dumfries characterised by –

- attractive office space and business/industry parks to attract inward investors
- housing developments that incorporate features such as open space, green networks, SuDS and are based around sustainable transport modes
- high quality affordable housing choices available
- conservation led approach to regeneration of the historic environment
- a vibrant town centre with a range of uses and enhanced public realm
- visually enhanced town edges, gateways and approach roads
- more sustainable developments linked to allotments, waste recycling, energy generation and so on
- access to a wide range of good quality sport, recreation and leisure facilities
- developments served by district heating systems
- a full range of educational opportunities, including a thriving and vibrant university campus at the Crichton as a key economic driver for the regional economy

3. SPATIAL STRATEGY

3.1 The spatial strategy sets out what the vision means on the ground. The aim of the spatial strategy is to get the right type of development in the right place which meets the needs of the community whilst promoting a more sustainable pattern of development, creating opportunities for sustainable economic growth and active travel, reducing carbon emissions and minimising the need to travel.

3.2 SPP supports a settlement strategy which promotes a more sustainable pattern of growth, and the use of policies which encourage the level of development most appropriate to each settlement. Dumfries and Galloway is a large rural region with a dispersed settlement pattern and high levels of private car usage, therefore the need to reduce carbon and greenhouse gas emissions is challenging.

3.3 The spatial strategy set out in the Plan recognises and responds to this challenge

by promoting a pattern of development that seeks to minimise the need to travel and where sustainable transport is integral to development. The spatial strategy also allocates the majority of future development to those settlements with a good range of services and facilities, employment opportunities and which have the physical ability to grow and for the surrounding landscape to absorb the proposed development. In villages and throughout the rural area, the policy framework provides opportunities for people to live and work locally and reduce car dependency.

3.4 Therefore the majority of new development is focused on Dumfries and the District and Local Centres shown on Map 2. A smaller amount of development is proposed in villages and the wider rural area. Development in villages and the rural area should not undermine the spatial strategy. A full list of settlements and where they sit in the settlement hierarchy is contained in Appendix 1.

Map 2: Spatial Strategy



3.5 This approach should maximise the use of existing infrastructure, promote the efficient use of land and buildings and make travel smarter and more sustainable by providing the opportunity to link trips and promoting a choice of travel modes.

3.6 Where possible, priority has been given to the re-use of previously developed land (i.e. brownfield land) by identifying it for future development, although it must be acknowledged that, compared to other more urban regions, there are limited opportunities for brownfield development in Dumfries and Galloway. Despite this, there are several such sites which may become vacant over the lifetime of the Plan. These opportunities are highlighted in the settlement statements. There are policies contained in the Plan which allow unallocated sites to be considered favourably for development.

3.7 Some new sites provide the opportunity to create mixed use developments. These sites can accommodate a mixture of land uses such as (Class 4) business units alongside housing and are identified in the settlement statements.

Economic Strategy

3.8 It is important that the Plan acts as a facilitator of economic development and this will be achieved through a policy framework which supports the principles of the South of Scotland Competitiveness Strategy, Dumfries and Galloway's Regional Economic Strategy, Dumfries and Galloway's Regional Tourism Strategy and the Borderlands Inclusive Growth Initiative.

3.9 The Borderlands Inclusive Growth Initiative brings together the five cross-border local authorities to promote the economic growth and competitiveness of this area which straddles the Scotland-England border. The Borderlands Initiative is based around the twin drivers of a future economy focused on top class digital provision and a zero carbon approach. The Initiative will seek to address the region's poor productivity performance, low levels of innovation and lack of internationalisation by delivering the infrastructure, both place and people, to surmount these barriers to inclusive growth. The key investment need is to build the economy through leading edge digital technology and develop the region's low carbon

credentials, generating and distributing cheap, clean energy to power the electrification of the economy. These developments will be supported by investing in people and places to build on the traditional strengths of the towns to create an agile and flexible future, making the most of cross-border collaborations.

3.10 Delivery of the region's major strategic projects will require significant private sector investment and the Plan has an important role to play in achieving this. Dumfries and Galloway Council in partnership with Scottish Enterprise and regional business organisations will promote and support sustainable economic development. Proposals which grow and develop the key sectors of Dumfries and Galloway's economy and which introduce new inward investment opportunities such as the development of data centres and telecommunications including broadband will be supported.

3.11 Dumfries and Galloway's businesses are the key driver of sustainable economic growth in the region. Maintaining and improving their competitiveness is vital to the local economy. Therefore, the provision of improved broadband connectivity and promotion of the opportunities arising from low carbon technology are crucial areas for investment. Access to superfast broadband will continue to be rolled out. The importance of the renewable energy sector and its contribution to the economy and a low carbon place is recognised. Tourism is a key sector within Dumfries and Galloway's economy and is worth £302M to the local economy supporting 7,000 jobs. The Plan supports the further development of the tourism sector.

3.12 Dumfries is the Regional Capital and investment will be encouraged to strengthen this role. The Crichton Quarter, Whitesands river frontage and the town centre are areas which are recognised as being key to the overall position and performance of Dumfries. A degree of physical change will be required to maximise the benefits these areas bring to the town and the investment required will be delivered through a balanced approach between conservation and new development. The Council will work with all stakeholders to support the Crichton Quarter to become locally, nationally and internationally

recognised as a beacon for knowledge and innovation based on sustainable development that will benefit Dumfries and Galloway and Scotland as a whole.

3.13 The regeneration masterplan for Stranraer waterfront seeks to create a mixed use development which will support the overall ambition for the town: to reposition Stranraer and Loch Ryan as a distinctive and successful marine leisure destination. The regeneration proposals set out the vision to develop an attractive seaside town and a high quality service hub for residents, businesses and visitors. To achieve this, public, private and community partnerships will be required to attract investment.

3.14 A regeneration masterplan is being progressed for Annan which promotes opportunities for investment from both the public and private sectors to facilitate a more sustainable future for the town. The plan promotes diversification in the town centre including housing, business and community uses.

Business and Industry Land Requirement (2017-2037)

3.15 Employment creation is an important material consideration for the Plan and crucial to this is supporting the availability of appropriate land for business and industry. SPP requires planning authorities to ensure that there is a range and choice of marketable sites and locations for businesses allocated in development plans. The Employment and Property Land Study (March 2017) found that while there is sufficient business and industry land available, the area lacks available serviced employment sites with over half of the available supply constrained due to lack of infrastructure and services and ownership issues. Market support and intervention is required to address issues of market failure and lack of development viability. The Study also recognised a lack of quality office space in Dumfries and Lockerbie town centres. An Action Plan is being developed which looks to remedy some of the issues identified by the study. The business and industry land requirement is based on past take up rates across Dumfries and Galloway of 5.6

hectares a year, which gives a requirement of 112 hectares over a 20 year period.

3.16 In order to meet the requirement of 112 hectares, the Plan will: safeguard established business and industry areas within settlements in which turnover will accommodate new businesses; allocate new sites to accommodate new businesses or enable existing businesses to expand; and provide the opportunity for businesses to develop in the rural area. The majority of new sites are in Dumfries, the District Centres adjacent to the A75 corridor, within the Gretna-Lockerbie-Annan regeneration corridor and other District Centres to meet local needs. All these sites are close to settlements and have good transportation links thus reducing travel distances.

3.17 The sites adjacent to the A74(M) corridor offer strategic inward investment opportunities over the longer term. They have good access to the A74(M) and have a reduced impact on the environment. However, they are constrained due to infrastructure and services and this will require to be addressed. The former MOD site at Eastriggs is likely to be available during the plan period and may provide scope for business/industry use and/or tourism sector development.

3.18 Chapelcross is a former nuclear power station currently undergoing the process of decommissioning and defueling. The current decommissioning contract should be complete within the first five years of the Plan. As it is a large brownfield site within the Gretna-Lockerbie-Annan regeneration corridor, it provides expansion potential for existing businesses and opportunities for inward investment projects. There are opportunities for energy generation and the development of an energy park, as set out in the Chapelcross overview.

3.19 All business and industry allocations will be reviewed at least every five years to ensure there is an effective land supply throughout the region.

Energy Strategy

3.20 The Climate Change Bill looks to a 90% decarbonisation of national energy use by 2050 and identifies the steps and interim goals towards this. Decarbonisation will be a combination of energy efficiency measures and changes of energy supplies from fossil fuels to those generated by renewable sources and low carbon supplies such as hydrogen, biomass, bioethanol or methane gas.

3.21 The Climate Change Plan sets out a decarbonisation pathway across seven sectors of the economy to 2032. The planning system is seen as an essential element of the Scottish Government's approach to meeting statutory climate change targets. The Scottish Government's Energy Strategy (2017) sets two targets for the Scottish energy system to be achieved by 2030; the equivalent of 50% of the energy for Scotland's heat, transport and electricity consumption to be supplied from

renewable sources; an increase by 30% in the productivity of energy use across the Scottish economy. To support the transformational change to a low carbon economy the Council proposes to prepare a Regional Energy Strategy.

3.22 National Planning Framework 3 identifies a need for an enhanced high voltage energy transmission network to facilitate renewable electricity development and its export, including improvements to the network that lies in Dumfries and Galloway. Significant investment in the network is anticipated during the plan period, which the Council supports in principle in appropriate locations. Proposals will be assessed against the provisions of Policies OP1 and IN1.

Retail Strategy

3.23 There is a clear network of centres within Dumfries and Galloway which takes the form of a hierarchy. The network comprises the following centres:

Table 1: Network of Centres

Regional Centre	<i>Dumfries</i>
Larger Town Centres	<i>Stranraer, Annan, Castle Douglas, Newton Stewart,</i>
Town Centres	<i>Dalbeattie, Gretna, Kirkconnel/Kelloholm, Kirkcudbright, Langholm, Lochmaben, Lockerbie, Moffat, Sanquhar, Thornhill, Whithorn, Wigtown</i>
Commercial Centre	<i>Gretna Gateway Outlet Centre</i>

There is also a network of centres within Dumfries:

Town Centre	<i>Dumfries Town Centre</i>
Commercial Centres	<i>Cuckoo Bridge, bulky goods Dumfries Retail Park, bulky goods Peel Centre, comparison goods</i>
Neighbourhood Centres	<i>Calside, Georgetown, Heathhall, Lincluden, Locharbriggs, Lochside, Troqueer</i>

3.24 The Dumfries and Galloway Retail Study (2016) which is published as a technical paper alongside the Plan identifies the potential for additional retail floorspace in particular locations.

3.25 As the main shopping centre for the region, Dumfries has a good range of national and independent retailers and is also the focus for commercial interest and cultural activity in the area. The Plan seeks to support and reinforce this role by supporting a range of uses in the town centre and through regeneration projects. Uses compatible with the role and function of the commercial centres will also be supported.

3.26 Stranraer is the main shopping centre for the west of the region and is mainly served by independent retailers. The provision of a supermarket on the waterfront will help support the regeneration of the waterfront and the role of the town centre. The supermarket should be well related to the town centre and be of an appropriate scale not to have an adverse impact on the town centre.

3.27 Town centre boundaries have been defined for the larger town centres and town centres listed in the network of centres. The boundaries of the town centres shown on the settlement statement inset maps will be kept under review. Boundary changes may be recommended through the preparation of supplementary guidance. Development proposals within these centres would need to comply with the relevant Plan policies.

3.28 Long term retail requirements for Dumfries and Galloway are more difficult to predict due to the future economic uncertainties of the retail market. The performance and environmental quality of defined town centres will be monitored regularly. Where appropriate, the Council, working with partners, will prepare town centre strategies to identify development opportunities and deliver improvements.

Housing Strategy

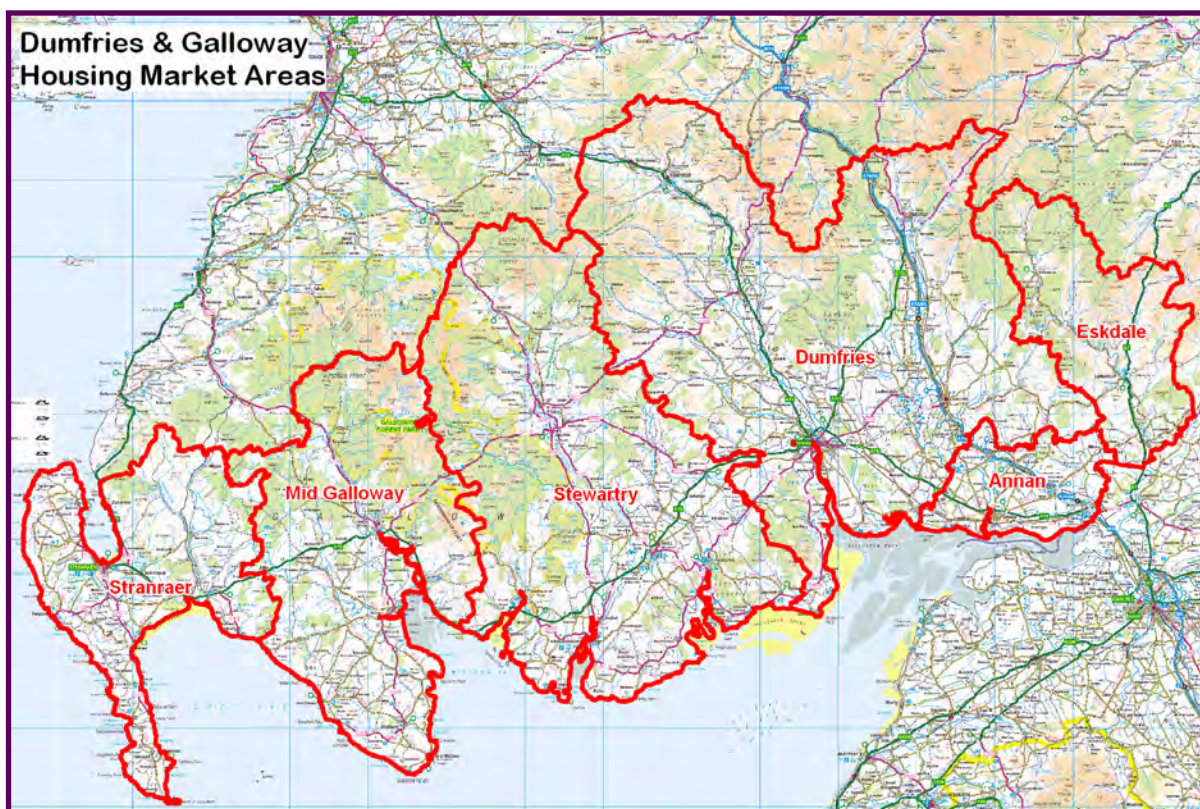
3.29 The Housing Need and Demand Assessment (HNDA) provides an estimate of the additional housing units required in the future to meet the housing need over the Plan period and splits total need into those who can afford: owner occupation; private rent; below market rent and social rent. The Housing Supply Target (HST) (separated into affordable and market sector) is the planning and housing authorities' settled view of the housing to be delivered over the development plan period. The HST is a policy view of the number of homes that the authority has agreed can actually be delivered in each functional housing market area (HMA) over the Plan period. In setting the HST, the Dumfries & Galloway Housing Market Partnership has taken into account wider strategic economic, social and environmental factors, and issues of capacity, resource and deliverability, in determining an appropriate scale and distribution of the housing land supply. Table 2 and the supporting Housing Land Requirement Technical Paper set out how the Plan meets the housing requirement.

Table 2: Housing Supply Target 2017-2029

HOUSING MARKET AREA (HMA)	HOUSING SUPPLY TARGET					
	MARKET HOUSING	PER ANNUM	AFFORDABLE HOUSING	PER ANNUM	TOTAL	PER ANNUM
ANNAN	378	29	176	14	554	43
DUMFRIES	2,134	164	664	51	2,798	215
ESKDALE	35	3	42	3	77	6
MID GALLOWAY	369	28	182	14	551	42
STEWARTRY	564	43	229	18	793	61
STRANRAER	331	25	178	14	509	39
DUMFRIES & GALLOWAY	3,811	293	1,471	113	5,282	406

NOTE: The figures presented in the table are rounded to the nearest whole number. Consequently totals may not equal the sum of its parts.

Map 3: Housing Market Areas



3.30 The Housing Land Requirement (HLR) is the HST increased by a margin of 20% in order to ensure that there is a generous provision of housing land to meet the HST. The additional land will allow the Council to achieve the strategic objectives of the Local Housing Strategy, address existing needs and demands, and support economic growth. The margin of generosity applied to the HST also allows for unforeseen circumstances and permits additional

development to take place should the delivery of more housing be possible within the plan period than originally planned for. Tables 3 and 4 show numerically the level of generosity applied to the HST as a whole and for each housing market area and how the HLR will be met by existing and new land supply, respectively. Windfall sites can also contribute to the housing land supply, however, they are not relied upon to achieve the HLR and are not included in Table 3 below.

Table 3: Housing Land Requirement

HOUSING MARKET AREA (HMA)	HOUSING SUPPLY TARGET (HST)	+ 20% GENEROSITY	HOUSING LAND REQUIREMENT (HLR)
ANNAN	554	111	665
DUMFRIES	2,798	560	3,358
ESKDALE	77	15	92
MID GALLOWAY	551	110	661
STEWARTRY	793	159	952
STRANRAER	509	102	611
DUMFRIES & GALLOWAY	5,282	1,056	6,339

NOTE: The figures presented in the table are rounded to the nearest whole number. Consequently, totals may not equal the sum of its parts.

Table 4: Programming of Sites With Planning Permission and Existing LDP Allocations 2017-2029

HOUSING MARKET AREA (HMA)	HLR 2017-2029	PROGRAMMING 2017-2029			SHORTFALL
		SITES WITH PLANNING PERMISSION	EXISTING LDP ALLOCATIONS	TOTAL NO'S OF UNITS	
ANNAN	665	171	1,062	1,233	0
DUMFRIES	3,358	1,164	1,404	2,568	790
ESKDALE	92	138	175	313	0
MID GALLOWAY	661	47	531	578	83
STEWARTRY	952	318	538	856	96
STRANRAER	611	158	536	694	0
DUMFRIES & GALLOWAY	6,339	1,996	4,246	6,242	969

3.31 The majority of the overall HLR identified in Table 2 has been allocated to Dumfries and the District and Local Centres. These are the larger settlements where there are concentrations of facilities, employment opportunities and transport options. At least 20% of the HLR is expected to be delivered in villages and housing in the countryside. This approach will provide the opportunity for housing development in villages and the countryside whilst still supporting housing development in line with the vision and spatial strategy.

3.32 New sites have also been identified to meet the shortfall and to provide flexibility and choice. The settlement statements in Chapter 6 provide more detail on this. The continuing economic recession has had an impact on the house building industry as both house builders and potential buyers face difficulties accessing finance and mortgages. This has resulted in completion rates falling in Dumfries and Galloway. It is therefore likely that a number of the sites identified in this Plan will take longer than the 10 years covered by this Plan to deliver. However, the demand for housing both in terms of need and aspiration still remains. The generous land supply will help to ensure that a lack of effective housing land does not become a constraint on economic recovery.

3.33 Sites within some of the larger settlements may need the long term comfort of allocated land beyond 2029, especially if there is a need to carry out costly infrastructure works or the site forms part of a larger planned expansion to the settlement. The inclusion of these sites can give the developer certainty that investment made now in infrastructure to allow any development at all to happen will allow development on the site beyond 2029. The inclusion of longer term land also gives an indication to communities and infrastructure providers the scale and location of housing land being proposed. The phasing of sites is shown in the settlement statements and in Appendix 2.

Transport Strategy

3.34 Dumfries and Galloway functions as an important western gateway to Scotland and the United Kingdom. The port at Loch Ryan provides a

modern international gateway between Scotland and Ireland, offering increased freight capacity, reduced journey times and new opportunities for tourism.

3.35 Car ownership and use is higher in Dumfries and Galloway than the national average as many people are dependent on cars for access to services and employment in this large, mainly rural region and therefore the modal share for public transport, walking and cycling is correspondingly low. Whilst private motorised transport will remain critical to the functioning of the regional economy, investment in alternatives such as public transport and associated infrastructure and encouraging and enabling walking and cycling will be necessary to help minimise the impact of the region's transport network on the environment. This will also reduce carbon and other greenhouse gas emissions (road transport remains by far the biggest source of emissions from a selection of transport modes) and help to maintain accessibility for those people without access to a car and facilitate modal shift. Walking and cycling reduces health inequalities and builds community cohesion and increases footfall in town centres.

3.36 The spatial strategy supports a pattern of development which reduces the need to travel, facilitates travel by public transport and freight movement by rail or water, and provides safe and convenient opportunities for walking and cycling. The Plan expects good quality development that builds in sustainable transport modes, making provision for the use of electric vehicles and those driven by other sustainable power sources, at the beginning of the design process.

3.37 There are also national transport projects which will have an influence on the region. Of the 29 recommended interventions within the Scottish Government's current Strategic Transport Projects Review (STPR) 2008-2032, three are located or partly located within Dumfries and Galloway:

- Intervention 5 – Route management on other road corridors (this includes a series of initiatives to implement road based improvements with a combination of network optimisation through route management and

targeted local investment. The routes identified within this include the A76 between Ayrshire and Dumfries).

- Intervention 11 – Targeted programme of measures to improve links to the Loch Ryan port facilities from the [A75] Trans European Network in order to improve journey time reliability.
- Intervention 27 – Enhancements to rail freight between Glasgow and the Border via West Coast Main Line intended to improve capacity for rail freight between Scotland and England.

3.38 The delivery of some of the above interventions has been achieved and others are subject to the transport allocation within the Scottish Government's future spending reviews and affordability. The Scottish Government has announced the second Strategic Transport Projects Review (STPR). This will consider the rationale for improvements to road, rail, public transport and active travel on the key strategic corridors throughout Scotland.

3.39 In Dumfries and Galloway, the South West Scotland Transport Study will consider the rationale for potential improvements to the A75, A76, A77 and A701 together with the railway corridors to Stranraer and Carlisle via Kilmarnock and Dumfries, the study will also focus on access to the ports at Cairnryan. This will report by Winter 2018-19 and is intended to inform the update to the STPR. The Council recognises that should development proposals intended to rely on STPR interventions come forward prior to the intervention being identified for delivery in future spending reviews, it will need to identify an alternative funding and delivery mechanism (i.e. they will not receive Scottish Government funding).

Active Travel and Green Networks

3.40 The Active Travel Strategy sets out the Council's priorities. The Cycle Action Plan for Scotland 2013 states that by 2020, 10% of everyday journeys taken in Scotland will be by bike. Improvements to active transport networks, such as paths and cycle routes will support more sustainable travel choices, as well as recreational opportunities. Transport policies contained

in this Plan have strong linkages with design/ place-making and access route policies, as well as open space and green network policies. The policy section on community facilities and services discusses the other benefits of green networks including their role in enhancing health and well-being, builds community cohesion and increases footfall in town centres, biodiversity, climate change mitigation and adaptation, tourism and so on.

3.41 Dumfries and Galloway potentially has a vast network of green spaces across its entire area and there is still a considerable amount of work to do to specifically identify a coherent green network. Development of the green network strategy will be on-going throughout the Plan period. For the purposes of this LDP, policy will largely focus on those parts of the network which are within close proximity to settlements where they can be relatively easily accessed by the local population or constitute part of the existing designated core path network. However, other sites outwith this may also need to be safeguarded and enhanced. The recent work carried out on both a region-wide open space audit (which identifies and assesses open space within and around settlements) and the Core Path Network, as well as emerging national good practice on green networks, provides an opportunity to develop the green network concept further.

3.42 Open spaces within settlements can contribute to wider green networks and play a role in encouraging and supporting more active travel options but in order to do this, they need to be well connected and this connectivity should be considered in all development proposals. This LDP contains policies on protecting existing open space, providing new and enhanced spaces and also on the protection of green networks.

Waste Management Strategy

3.43 The Council is working towards implementing the national Zero Waste Plan objectives in accordance with the waste hierarchy of Prevention, Reuse, Recycling, Energy Recovery and Disposal and the Council's Waste Management Strategy.

3.44 Annex B to the Scottish Government's Zero Waste Management Plan indicates that additional waste management infrastructure capacity will be required to deal with 100,000 tonnes of mixed waste in Dumfries and Galloway. The following approach will enable the Council to deal with this additional waste.

3.45 The Stranraer Zero Waste Park at Fountain Way and the proposed Dumfries Zero Waste Park at Lochar Moss will be used to manage the waste collected through new source separate collections which will provide additional mixed waste processing capacity in the Ecodeco Plant. The Zero Waste Park (Dumfries) will also contain new facilities to improve the quality of outputs from Ecodeco through the extraction of recyclates to meet the new requirements associated with thermal treatment and ensure all biodegradable waste is diverted from landfill. The Council, in accordance with the current licensing regime regulated by SEPA, will use its existing waste management facility Ecodeco to process

mixed waste collected from households and commercial businesses. In parallel, the Council will continue to operate a network of Household Waste Recycling Centres and transfer stations.

3.46 Commercial and construction related waste collected by third parties is typically disposed of at privately operated waste disposal sites or transferred outwith the region. Special waste will continue to be transported outside the area for processing.

3.47 Proposals for new waste management facilities or extensions to existing sites will be supported where they meet the objectives of the Zero Waste Plan. Proposals for waste management facilities will, in principle, be acceptable on sites identified or safeguarded in the Plan for business and industry.

3.48 The location of existing and proposed waste management facilities are identified on the proposals maps in Chapter 5.



4. POLICIES

OVERARCHING POLICIES

4.1 Individual policies and land allocations do not set out the whole picture for the various types of development. The overarching policies set out the key considerations that need to be taken into account when assessing development proposals. The aim of the overarching policies is to deliver a

high standard of development on the ground. All development proposals will be assessed against the policies in this section where considered relevant by the Council. Please note that this list is neither exhaustive, since other additional site-specific issues may require assessment in considering individual proposals, nor should it be treated as a checklist.

Policy OP1: Development Considerations

Development will be assessed against the following considerations where relevant to the scale, nature and location of the proposal:

a) General Amenity

Development proposals should be compatible with the character and amenity of the area and should not conflict with nearby land uses. The following issues which may result from the development will be a material consideration in the assessment of proposals:

- noise and vibration;
- odour and fumes;
- potential loss of privacy, sunlight and daylight on nearby properties;
- emissions including dust, smoke, soot, ash, dirt or grit or any other environmental pollution to water, air, or soil; and
- light pollution.

b) Historic Environment

Development proposals should protect and/or enhance the character, appearance and setting of the region's rich historic environment principally by ensuring they are sympathetic to nearby buildings, sites and features, integrate well and complement the surrounding area. The information contained within the Council's Historic Environment Record and the Historic Environment Scotland Policy Statement, and any subsequent revised or amended document, will be a material consideration in the assessment of proposals.

c) Landscape

Development proposals should respect, protect and/or enhance the region's rich landscape character, and scenic qualities, including features and sites identified for their landscape qualities or wild land character as identified on the 2014 Scottish National Heritage map (or any subsequent revised or amended map) of wild land areas. They should also reflect the scale and local distinctiveness of the landscape. The detailed guidance set out in the Dumfries and Galloway Landscape Assessment, and any subsequent revised or amended document, will be a material consideration in the assessment of proposals.

d) Biodiversity and Geodiversity

Development proposals should respect, protect and/or enhance the region's rich and distinct biodiversity, geodiversity and sites identified for their contribution to the natural environment at any level including ancient and semi-natural woodland. The guidance contained within the Local Biodiversity Action Plan, and any subsequent revised or amended document, will be a material consideration in the assessment of proposals.

e) Transport and Travel

Development proposals should minimise the need for travel by car and encourage active and other more sustainable forms of travel whilst avoiding or mitigating any adverse impact on the transport network or road safety.

f) Sustainability

Development proposals should limit the impacts of climate change, support resilience, and promote sustainable development by:

- assisting the development of the local economy through sustainable economic growth;
- minimising adverse impacts on water, air and soil quality;
- reusing and/or regenerating previously used land and property, including derelict and contaminated land;
- making the most efficient use of land. This means looking for and where practical making use of opportunities to reduce greenhouse gas emissions, including low carbon district heating networks;
- integrating with existing infrastructure where possible;
- supporting the Scottish Government's Zero Waste objectives and the Council's waste resource management objectives;
- avoiding areas of significant flood risk;
- using sustainable drainage systems (SuDS);
- supporting reduction in carbon emissions through:
 - o a reduction in carbon dioxide emissions through the introduction of energy efficiency measures and, where feasible, the installation of on-site renewable energy generation technology (information on this matter is provided in supplementary guidance: Design Quality and Placemaking);
 - o passive aspects of design, including consideration of: location, layout, orientation, massing, materials, detailed design, topography, and vegetation; and
 - o all new buildings being required to demonstrate that a proportion of the carbon emissions reduction standard set by Scottish Building Regulations will be met through the installation and operation of low and zero carbon technologies. The relevant building standards and percentage contribution required is set out in supplementary guidance. The supplementary guidance will be kept under review to ensure that the proportion of the carbon emissions reduction standard to be met by these technologies will increase over time.*

* Supplementary guidance provides further detail on this including its application to existing buildings and the circumstances where exceptions should apply.

g) Water Environment

Development proposals should maintain or enhance water quality, and take account of the need to manage water quantity, including flooding. In securing these objectives they should also seek to contribute positively to the general environmental quality of their area.

Policy OP2: Design Quality and Placemaking

Development proposals should achieve high quality design in terms of their contribution to the existing built and natural environment contributing positively to a sense of place and local distinctiveness.

Where relevant proposals should:

- relate well to the scale, density, massing, character, appearance and use of materials of the surrounding area and in so doing be sympathetic to the local built forms as well as respecting the important physical, historic and landscape features of the site and its vicinity;
- be designed with people, not vehicle movement, as the primary focus, incorporating the principles set out in 'Designing Streets' and where possible increase connectivity to nearby places, paths, streets and open spaces;
- ensure that any open space required is of high quality, appropriate and integrated to the development and where possible provides linkages to the wider green network;
- incorporate a hard landscaping and planting scheme which includes the proposed treatment of existing trees and other landscape features;
- be designed to create safe, accessible and inclusive places for all people which are well integrated into existing settlements and respect the established historic layout and patterns of development, that are also adaptable to future changes;
- integrate sustainable energy and design measures.

Supplementary guidance provides further detail on the above elements.

A Masterplan and/or development brief may be needed for some sites, the site guidance in Chapter 6 outlines where this is required.

Policy OP3: Developer Contributions

Developer contributions will be sought where a development proposal (or a combination of developments) creates an identified need: to secure the mitigation required to address an adverse environmental impact; or to provide for new, extended or upgraded public infrastructure facilities or services. Contributions secured through a planning obligation or other suitable legal agreement, as necessary, will be consistent with the tests set out in Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Developers will be required to make a fair and reasonable contribution (financial or "in kind"), proportionate to the scale and nature of the development, towards these additional costs or requirements, relative to:

- affordable housing;
- open space and green networks;
- leisure, recreation and tourism infrastructure;
- education;
- biodiversity;
- community facilities, including health facilities;
- waste management infrastructure;
- offsite infrastructure works including transport infrastructure.

The proposals listed in the settlement statements and shown on the Inset Maps will be subject to a planning obligation or other suitable legal agreement to secure the required contributions towards the relevant actions specified in the Council's Action Programme. For other proposals, individual assessments may be necessary to identify the impacts arising from the development and the mitigation required.

Supplementary guidance provides further details on the scale and nature of developer contributions; any exceptions that may apply; and the submission of development appraisal information where development viability issues arise.

Guidance on measures to conserve and enhance biodiversity is provided in the Local Biodiversity Action Plan.



ECONOMIC DEVELOPMENT

4.2 Sustainable economic growth is a key element of the Plan's vision. Dumfries and Galloway is primarily a rural economy with agriculture, forestry, tourism and food processing being important sectors. A new and increasingly significant part of the area's economy is generation of renewable energy. The policies set out in the Plan provide opportunities to grow, develop, diversify and regenerate the economy in a sustainable manner whilst at the same time protecting the natural and built environment upon which so much of the region's economy depends.

Business and Industry

4.3 The business and industry land requirement outlined in the spatial strategy has been met by safeguarding existing and allocating new sites for business and industry in Dumfries, the District and Local Centres, Chapelcross and along the A74(M) corridor. Whilst the strategy is for business and industry proposals to locate on identified sites, the Plan acknowledges that for a variety of reasons not all business and industry proposals can be accommodated on the allocated sites. The Plan therefore provides the opportunity for proposals to locate elsewhere should they not be able to locate within either established or allocated sites.

Policy ED1: Business and Industry

a) Established and Allocated Business and Industrial Areas

The Council will support business and industrial development within established and allocated business and industry sites as shown on inset maps. Development must be compatible with business or industrial uses, and not result in the material loss of business and industrial land.

Alternative uses on individual plots within these sites will only be considered favourably by the Council if:

- the plot contains a building that has previously been used for business or industry;
- the plot has been disused for at least twelve months;
- it is demonstrated that despite marketing of the site for at least twelve months (planning guidance provides more detail) there has been no viable interest for other business and industry use; and
- the alternative use would not be materially detrimental to the specific character and amenity of the immediate area.

Proposals for waste management facilities will in principle be acceptable on sites identified or safeguarded for business and industry.

b) Business and Industrial Development on Unallocated Land

Business and industrial development will normally be encouraged to locate on sites allocated or established for such development in the Plan. It will be possible to support business and industry development on unallocated land within or outwith settlements where established or allocated sites are unable to accommodate proposals and where there is a requirement for inward investment or the retention, relocation or expansion of an existing business subject to other policies in the Plan. Where a proposal is not located on an allocated or established business and industry site, the developer will be required to demonstrate the need for the proposal at that location.

Policy ED2: Business Development and Diversification in the Rural Area

Proposals which expand existing businesses or create new ones in the rural area will be considered favourably subject to other policies in the Plan. There is a preference that this will generally be within or adjacent to existing settlements. Sites outwith settlements may be acceptable where they offer opportunities to diversify an existing business, or are related to a site specific resource or opportunity.

Farm and rural estates diversification proposals which support and complement the existing business, subject to other policies in the Plan, will be supported by the Council. Priority should be given to the use of existing farm and rural estate buildings.

Policy ED3: The Crichton Quarter

The Council will encourage development proposals in the Crichton Quarter which sustain and grow the existing economic and community benefits provided by the houses, offices, business park, education, leisure and cultural uses which currently occupy the site. This will be achieved by protecting, maintaining and enhancing the quality of the setting, the environment and buildings of the Crichton whilst encouraging new investment.

This policy is supported by the Crichton Quarter Development Framework Supplementary Guidance which sets out a development strategy for the area.

Policy ED4: Chapelcross

The Council will encourage business, industrial and energy generating development proposals at Chapelcross. Priority will be given to the re-use of brownfield land. A Masterplan or Simplified Planning Zone (SPZ) will be prepared to inform development proposals for the area.

Retailing and Town Centres

4.4 In order to realise the Plan's vision of vibrant town centres the role and function of town centres needs to be seen as wider than just retail. SPP states that town centres should be the focus for a mix of uses including retail, business, leisure, entertainment, recreation, cultural and community facilities. The Council are keen to encourage a range of uses within town centres that will provide economic and social activity during the day and the evening.

4.5 The Council supports the Town Centre First principle which is an approach to decisions that considers the health and vibrancy of town centres from the outset. It is a principle which is based on open, measured and transparent decision making that takes account of medium to longer term impacts on town centres.

4.6 Neighbourhood centres typically comprise a group of shops anchored by a small supermarket or convenience store (maximum 500 sq.m gross floorspace) and tend to serve the immediate residential area that is within a five minute walking or cycling radius. Neighbourhood centres currently exist in Dumfries and Stranraer. New neighbourhood centres will be encouraged where they are of a scale to serve a large new development and are accessible by foot and bicycle.

4.7 Small shops in Local Centres and Villages play an important social and economic role especially to those who do not have access to private transport. Where a settlement does not have a shop, or the facility has been lost, the Council will encourage the development or replacement of the retail use.

Policy ED5: Development in Town Centres

The Council will encourage and support a range of uses within town centres identified on the inset maps if it can be demonstrated that they will add to:

- the vitality and viability of the town centre; and
- the character and amenity of the immediate area or the town centre in general; and
- the general retail role of the area either individually or cumulatively, having regard to the existing balance between retail and non-retail uses; and
- the visual amenity of the area by providing an attractive frontage appropriate to the location.

Class 3 proposals together with public houses and hot food takeaways should not have a detrimental impact on the amenity of adjacent residential properties.

On upper floors, particularly where property is underutilised, the Council will encourage the retention and development of housing and other complementary town centre uses.

Policy ED6: A Sequential Approach to Town Centres

Proposals for uses which generate significant numbers of people including new or expanded retail development, commercial leisure development, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries and education and healthcare facilities, must demonstrate that a sequential assessment has been made of the following locations:

- town centre;
- edge of town centre;
- other identified commercial centre; and
- out of centre locations.

Proposals outwith the town centre must also demonstrate to the satisfaction of the Council:

- why sequentially preferable sites (including brownfield) have been discounted as being unsuitable or unavailable;
- that there will be no significant individual or cumulative adverse effect on the vitality and viability of the town centre where the development is proposed or of any centre within the catchment area;
- that the proposal will address an identified qualitative or quantitative deficiency in provision;
- that the development is of a scale appropriate to the centre; and
- that it can be easily accessed by a range of transport modes.

Applications to vary existing restrictions, such as the sale of bulky goods, will be assessed under this policy.

Policy ED7: Town Centre Accessibility

In town centres, the Council will expect development to improve accessibility for all by:

- developing improved pedestrian, cycling and public transport facilities, where appropriate;
- providing additional car and coach parks, when required;
- ensuring that proposals do not result in the loss of established parking facilities, unless it can be demonstrated to the satisfaction of the Council that either:
 - o the spaces are no longer required; or
 - o that compensatory sustainable and/or active travel access is provided to the town centre; or
 - o that satisfactory compensatory parking provision is provided elsewhere in the town centre.

Policy ED8: Neighbourhood Centres, Small and Rural Shops

The Council will support small-scale (maximum 500 sq.m gross floorspace) supermarket or convenience store developments that serve the needs of an existing neighbourhood or new residential/employment/mixed use sites which are within a walk-in catchment of the proposed development, and are in a highly accessible location for walking and cycling.

Individual shops in Local Centres and Villages will be supported where they are of an appropriate scale to the size of the settlement and meet a local need.

Isolated shops in the rural area will be supported where they are an integral part of, and ancillary to, an existing workshop facility, farm business, recreation or tourist facility. The re-use or conversion of existing buildings will be encouraged.

Tourism

4.8 Tourism is a key sector within Dumfries and Galloway's economy. The quality of tourism attractions, facilities and accommodation is integral to the performance of this sector. Planning has an important role of supporting the tourism economy throughout Dumfries and Galloway, whilst safeguarding the tourism assets of the region and ensuring sites are suitably serviced.

4.9 There are numerous types of tourist accommodation. The tourism policy aims to support new groups of accommodation in locations which complement the natural

environment and do not jeopardise the scenic landscapes which local residents and tourists come to appreciate.

4.10 Dumfries and Galloway is fortunate to have two international designations in the Biosphere and Dark Sky Park. The main objectives of the designation of the Biosphere are conservation, learning and research, and sustainable development. These are unique tourism and ecological assets which require safeguarding to ensure future development proposals which require planning permission do not adversely impact upon these unique tourism assets.

Policy ED9: Tourism

a) Tourist Attractions and Recreational Facilities

The Council will favourably consider the development of indoor and outdoor tourist attractions and recreational facilities subject to other policies in the Plan.

b) Tourist Accommodation

The Council will support the provision of a range of serviced and non-serviced tourist accommodation subject to other policies in the Plan.

Proposals will be supported where they:

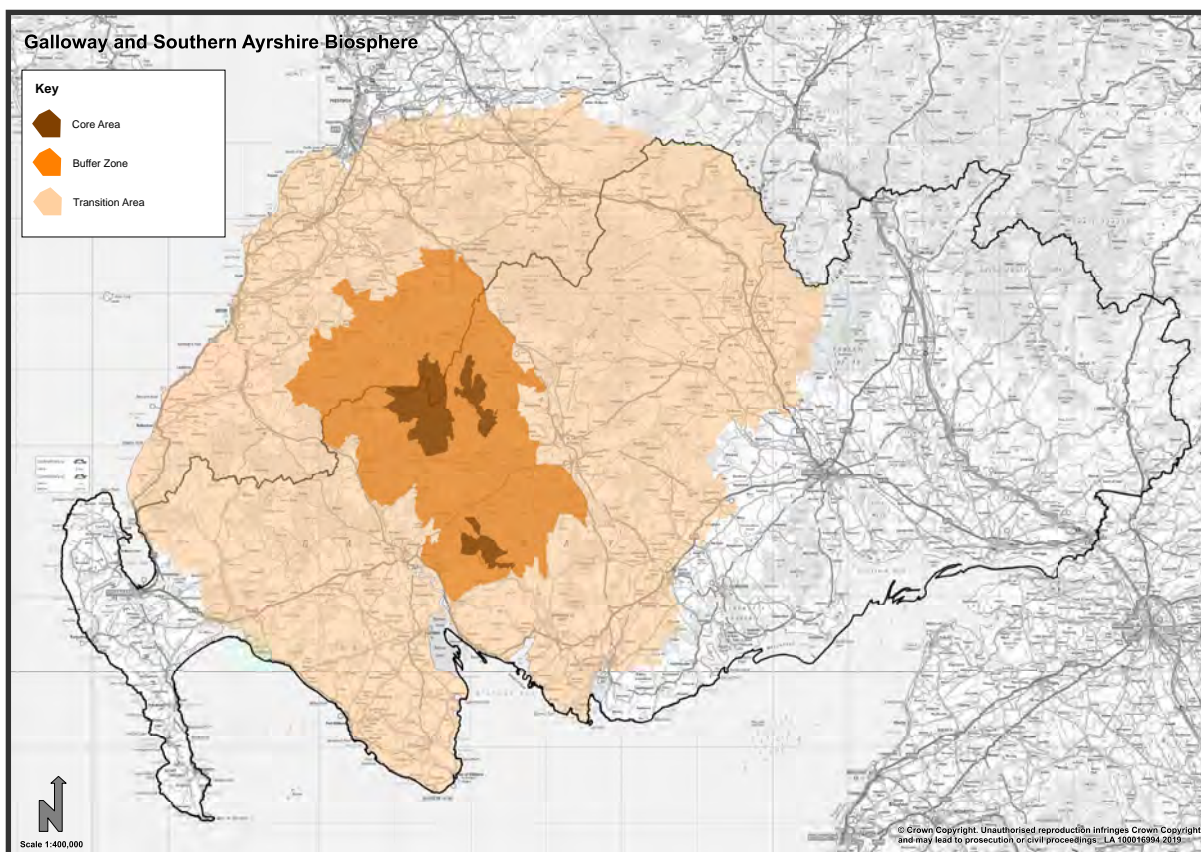
- redevelop or form extensions to existing tourist accommodation sites; or
- support a tourist attraction, facility or recreation facility; or
- involve the conversion of a traditional building; or
- create new groups of accommodation in locations which complement the natural environment and do not jeopardise the scenic landscape which local residents and tourists come to appreciate.

In all cases there will be a presumption against tourism accommodation being used for permanent residence.

Policy ED10: Galloway and Southern Ayrshire Biosphere

The Council supports the designation and aims of the Biosphere and will encourage development that demonstrates innovative approaches to sustainable communities and the economy, and supports the enhancement, understanding and enjoyment of the area as a world class environment. Development must be appropriate to the role of the different zones within the Biosphere.

Map 4: Galloway and Southern Ayrshire Biosphere



Policy ED11: Dark Skies

a) Galloway Forest Dark Sky Park

The Council supports the designation of the Galloway Forest Dark Sky Park, and will assess proposals for development on their merits, securing levels of lighting that are appropriate to the nature of the development, contribute to sustainable development, and do not adversely affect the objectives of the Dark Sky Park designation.

b) Dark Skies

Supplementary guidance provides guidance on the adoption of good lighting principles and practice for Dumfries and Galloway, including those relating particularly to the Galloway Forest Dark Sky Park.

Fish Farming

4.11 Fish farming in Dumfries and Galloway can be considered in three distinctive areas: inland; intertidal; and seaward out to 12 nautical miles. Overall, the area has a diverse range of fish and shellfish species. Fish farms in the intertidal or seaward areas are likely to require land based facilities. These facilities should be considered as part of or simultaneously with the application for a fish farm.

4.12 To date, there have not been proposals for fish farming below the low water mark and only a very limited number of proposals in the extensive intertidal area. If pressures for fish farm development in these areas emerge during the lifetime of the Plan, the Council will consider producing supplementary guidance. This could consider the full range of interests, including nature conservation, the water environment, visual impacts, recreation and the historic environment. It could identify the extent and locations of suitable sites.

4.13 The Marine (Scotland) Act 2010 has established a new marine planning framework, which is being implemented by Marine Scotland (a directorate of the Scottish Government). Policy ED12 sets out the Council's policy for the consideration of fish farming proposals, having regard to the National Marine Plan. A Regional Marine Plan (to be prepared by the Solway Marine Planning Partnership) will guide decision making for the Solway Firth up to the mean high-water

mark. Once adopted, the Council will also have regard to the Regional Marine Plan. The Council will work closely with the Solway Marine Planning Partnership to ensure the Regional Marine Plan complements the Local Development Plan and vice versa. In the consideration of supplementary guidance to inform the Council's approach to fish farming under Policy ED12, the Council will have regard to the National Marine Plan and future Regional Marine Plan.

Policy ED12: Fish Farming

The Council supports fish farming developments where it can be demonstrated that no likely significant adverse effects would occur. The Council will determine planning applications taking into account direct and cumulative effects on the natural or built environment. This will, as relevant, include consideration of:

- the carrying capacity of the area;
- the visual impact, including landscape and seascape;
- impacts on the marine historic environment;
- impacts on the sea bed;
- operational requirements;
- impact on local communities;
- impacts on and access to outdoor sports and recreation interests;
- impacts on the water environment and on habitats influenced by the quality of the water environment.

Mineral Assets

4.14 Mineral extraction can provide important economic benefits through the creation of jobs and supporting development. Any decision must be based upon a comprehensive evaluation of the economic and environmental effects. A balance must be struck between the need to work the resource in support of the local economy, and to protect our local communities and natural environment.

4.15 Permanent development that would result in the sterilisation of mineral resources which are viable at present or may become viable in future and which either could be extracted in accordance with LDP policy or which are the subject of extraction interest will not be permitted.

4.16 SPP requires development plans to identify areas of search where surface coal extraction is most likely to be acceptable during the plan period. SPP also outlines the need for

local authorities to ensure that there is a minimum 10 year landbank for construction aggregates at all times in all market areas through the identification of areas of search.

4.17 In order to do this, an assessment using defined criteria was undertaken to identify areas where surface coal extraction may be acceptable. An analysis of mineral reserves, the market area and the availability of each mineral worked was also assessed. A 10+ year landbank was identified for the market areas supplied by each reserve. This analysis determined that there was adequate supply of each mineral without any deficiencies and therefore it was not necessary to identify search areas in the LDP. The minerals supplementary guidance sets these out in more detail.

4.18 Unlike minerals, peat is, in general, to be protected as a carbon store to be protected in perpetuity. (See Policy NE14: Carbon Rich Soil).

Policy ED13: Minerals

Permanent development that would result in the sterilisation of mineral resources that are viable at present or that may become viable in future and which either could be extracted in accordance with LDP policy or which are the subject of extraction interest will not be permitted.

Proposals for new mineral workings or the extension of existing workings will be supported where the following have been addressed to the satisfaction of the Council:

- disturbance and disruption from noise, blasting and vibration and potential pollution of land, air and water;
- the impact on local communities and residential property, landscape, visual amenity, the historic environment and areas of nature conservation interest during and after development;
- the impact on surface and ground water resources, drainage and fishery interests and soil (see Policy NE13 and NE14);
- effective and sustainable waste solutions in the reuse of mineral waste or any secondary material;
- the cumulative effect of all of the above, especially if there are already two or more consented sites that could raise similar impacts within 5km of a nearby settlement;
- transport assessment demonstrating that the development will not have a significant negative impact on local communities;
- a site restoration scheme where appropriate including an aftercare programme and a financial guarantee to ensure the programme can be fully implemented; and
- an appropriate method statement.

Proposals for surface coal mining should address all of the criteria set out in the bullet points above, to show that the proposal is environmentally acceptable (or can be made so by planning conditions) and, if relevant, provide evidence to show that there are local or community benefits which clearly outweigh the likely impacts of extraction.

This policy is supported by supplementary guidance. The guidance includes maps showing consented extraction sites that are underlain by the mineral reserves that make up the landbank of mineral reserves. It also identifies areas where surface coal extraction is most likely to be acceptable.

Unconventional Oil and Gas

4.19 Unconventional Oil and Gas (UOG) covers different extraction methods including hydraulic fracturing (fracking), dewatering and underground coal gasification. There are understood to be coal bed methane reserves in the Canonbie/Evertown area with Petroleum and Exploration Licences (PEDL) previously issued for this area.

4.20 The Scottish Government's preferred policy position on unconventional oil and gas in Scotland is that it does not support the development of unconventional oil and gas in Scotland. The preferred policy position is now subject to a statutory assessment, including a Strategic Environmental Assessment. Should development proposals be received during the lifetime of this Plan and the Scottish Government's policy has changed, applications will be assessed against the relevant policies.

Policy ED14: Unconventional Oil and Gas

The Council will not support proposals which involve the extraction of unconventional oil and gas.

Advertisements

4.21 Advertisements are necessary to support businesses throughout the region. Advert proposals should be designed in consideration of their position and surrounding local environment both in terms of visual impact and amenity.

Policy ED15: Advertisements

The Council will support applications for consent to display advertisements on land or buildings to which it relates where all of the following criteria are met to the satisfaction of the Council:

- it respects the scale, proportion and architectural features of any building to which it is attached;
- it would not detract from the visual amenity of the area in which it is sited;
- the style of the sign and finishes used should be sympathetic to the building and area, particularly if located within a conservation area or attached to or within the curtilage of a listed building; where box signage would be discouraged;
- the number of individual signs on a building should not materially alter the appearance of the building or detract from the amenity of the area;
- internally illuminated box signage will be discouraged;
- public/road safety would not be prejudiced, especially impeding pedestrian/cyclist flow; and
- lighting should be designed and installed so that any nearby woodland is not affected by light pollution.

Adverts not on the land or buildings to which they relate, will only be supported:

- for a limited short term period for the promotion of events in the region; or
- where they are considered by the Council to be beneficial on road safety grounds or on other statutory health and safety grounds, and where such advertisements have addressed as far as practicable the criteria set out in the bullet points above.

Advertising will only be permitted on trunk roads where strict criteria are met and there is no adverse impact on safety; early consultation should take place with Transport Scotland.



HOUSING

4.22 The housing land requirement outlined in the spatial strategy provides a generous supply of land for housing, the majority of which will be delivered in Dumfries and the District and Local Centres through allocated sites shown on the inset maps.

4.23 Within settlement boundaries, there will be opportunities for housing on sites not allocated for this purpose. The development of infill and brownfield opportunity sites can assist in bringing vitality and environmental improvement to an area and the development of these sites will be considered favourably. Where possible, these sites have been allocated for housing development in the inset maps. However, it should be noted that the inclusion of land within a settlement boundary does not necessarily mean that the land is suitable for development. Development proposals will be assessed against the relevant policies contained in this Plan.

4.24 The Plan also recognises that some people need to or want to live in more dispersed settlements or in individual houses in the rural area. The Plan provides opportunities for housing and employment development in the rural area whilst at the same time seeks to protect and enhance environmental quality of the region. Within the remote rural areas of the region, the Plan provides the opportunity for the development of a single house provided it meets the criteria outlined in the policy.

4.25 There are a number of villages throughout the region with at least one community facility. In order to support this important asset and to

provide flexibility in allowing villages to develop in a more sustainable and incremental manner, inset maps have not been prepared. Instead, proposals will be assessed against Policy H2: Housing Development in Villages and supporting supplementary guidance.

4.26 The Housing Need and Demand Assessment demonstrated that without intervention, the shortfall in the number of affordable houses in the region would increase. Planning conditions or legal agreements will be used to secure the provision of affordable housing as part of a development and to ensure that the house remains affordable for the initial and subsequent occupants. Affordable housing can be provided through a number of mechanisms which are outlined in the supplementary guidance. Housing for older people and those with particular needs will be provided through the Council's Strategic Housing Investment Plan and the Council will support proposals for such particular needs housing through Policy H6: Particular Needs Housing.

4.27 With respect to other specialist housing provision, there is no identified need within Dumfries and Galloway for additional sites for gypsy travellers and travelling show people, and there is no identified need for additional housing in multiple occupation, in the context of paragraphs 133 and 134 of Scottish Planning Policy. Any proposals for such housing provision will be assessed against the relevant policies of the plan that apply in the circumstances of the case, taking into account the provisions of the Council's local housing strategy and housing need and demand assessment that apply at the time.

Policy H1: Housing Land

a) Allocated Sites

The Council will at all times maintain an effective five year supply of land for house building to meet the housing land requirement identified for each Housing Market Area. The Council will support housing development on allocated housing sites shown on inset maps.

Sites allocated for housing after 2029 can be assessed to be brought forward for development during the 2017-2029 period where the annual housing land audit clearly demonstrates that an effective five year land supply is not being maintained for the housing market area concerned.

The development of sites will require to accord with the site guidance shown in the settlement statements. The settlement statements and Appendix 2 set out the number of units proposed for each site. If a development proposes more units than proposed in the Plan, the developer will have to demonstrate that the proposal can provide any infrastructure needed and there is no negative impact on the environment.

b) Infill/Windfall Sites

Within settlement boundaries defined on inset maps, proposals for residential development on sites not allocated for development will need to demonstrate to the satisfaction of the Council that the proposed development:

- would result in the development of a brownfield site; and/or
- would not prevent or restrict the physical development of an allocated site; and
- is not of a scale to adversely affect the overall spatial strategy of the Plan.

Definition of Infill Sites – Generally small in scale relative to the settlement and capable of accommodating one or two units.

Definition of Windfall Sites – Sites that have unexpectedly become available during the plan period.

Policy H2: Housing Development in Villages

The Council will support housing development proposals in villages, subject to other policies in the Plan where:

- the number of units proposed relates to the scale and size of the existing village; and
- it does not on its own or in combination with other developments in the housing market area undermine the overall objective of the spatial strategy; and
- it relates to the layout, density and design of the character and form of the existing village; and
- it would not lead to ribbon development; and
- the proposal would not result in the loss of open space shown in the Open Space and New Developments Supplementary Guidance.

Supplementary guidance sets out additional detail on the considerations set out above including ribbon development.

Policy H3: Housing in the Countryside

The Council will support housing proposals in the countryside where the proposal meets one or more of the following criteria:

- it is within and/or well related to a Small Building Group which is either identified on lists contained in supplementary guidance or is defined as three or more separate habitable or occupied houses which are well related to each other and which create a sense of place;
- it is essential for the needs of agriculture or other business requiring a rural location;
- it is a single house associated with succession planning of a viable farm holding where there are no buildings suitable or economically viable for conversion to residential use on the farm unit;
- it would involve the beneficial redevelopment of a brownfield site;
- it would replace an existing habitable dwelling with a house of an appropriate scale within the same curtilage;
- it would convert a traditional building;
- it is for a single house within a remote rural area which is well related to its landscape setting, is of an appropriate scale and design, and would provide a low carbon house and lifestyle.

Supplementary guidance sets out in more detail how the above criteria will be applied.

Policy H4: Housing Development Immediately Outside Settlement Boundaries

Settlement boundaries defined on the inset map indicate the extent to which the Regional Capital, District and Local Centres should be allowed to develop during the course of the LDP. Housing development should be contained within the settlement boundary and proposals for housing developments immediately outside the defined settlement boundaries will only be considered where a shortfall has been identified by the Council through the housing land audit with regard to the provision of an effective 5 year housing land supply in the Housing Market Area. Proposals will need to provide an element of affordable housing in line with Policy H5.

Proposals must:

- represent a logical extension to the built up area; and
- be of an appropriate scale in relation to the size of the settlement; and
- not prejudice the character or natural built up edge of the settlement; and
- not cause any significant adverse effect on the landscape setting of the settlement or the natural or cultural heritage of the surrounding area.

Policy H5: Affordable Housing

In all housing developments which will, either individually or through phasing, result in the development of 5 or more units, 20% of those units will need to be affordable. Development proposals will be assessed on a case by case basis by the Council.

If the developer is unable to provide the affordable housing on the application site, the Council will seek off-site provision in the form of units or serviced land on another viable site in the developer's ownership within the same Housing Market Area of the site being developed. In exceptional circumstances, a commuted sum payment may be considered.

The details of provision, including tenure, house size and type, will be a matter for agreement between the developer and the Council and based upon local housing need and individual site characteristics.

Supplementary guidance sets out, in more detail how the above will be applied along with further information on the submission of a development appraisal where development viability issues arise.

Policy H6: Particular Needs Housing

The Council will support proposals for particular needs housing and accommodation (including adaptations to the existing housing stock) for people with particular needs such as housing for the frail, older people and those with special and varying needs. Proposals for public and private nursing/residential care homes must meet locally generated demand and the needs of local client groups. Particular needs housing should be integrated into the local community with access to local services and facilities.

Policy H7: Temporary Residential Development

The Council will not normally support proposals for the development of, or change of use of, caravans, chalets or other temporary structures to houses. In exceptional circumstances, residential caravans or other suitable forms of temporary accommodation may be permitted on a site to meet a justified short term need, providing they can be adequately serviced and would not be visually intrusive. In such cases occupancy conditions will be imposed.

Policy H8: Alterations and Extensions to Dwellings

Alterations and extensions to dwellings will be supported where:

- the massing, scale, design and external materials are sympathetic to the scale and character of the existing dwelling and its immediate neighbourhood, such that they comply with the design guidance set out in supplementary guidance; and
- the proposal would not result in the over-development of the plot, with sufficient space remaining for garden ground; and
- the proposal would not materially reduce the privacy or amenity of adjacent properties; and
- the proposal would not prejudice road safety.

Supplementary guidance sets out advice and guidance in respect of proposals for altering and extending existing dwellings as well as the creation of residential annexes.



HISTORIC ENVIRONMENT

4.28 The historic environment can play a key role in building, supporting and regenerating communities and engendering community spirit, giving a sense of place and identity and help to create a place where people want to live and work. The historic environment can accommodate change, providing it can be carefully and sensitively managed. The degree of permissible change must be judged on a sound understanding of the historic asset in question and its setting, and in some cases may not be desirable or possible.

4.29 The Council is committed to supporting the conservation led management of our rich and diverse historic environment. It will ensure that this is undertaken in a way that promotes sensitive and sustainable development whilst retaining the historic character and quality of the area.

4.30 There is a need to improve the resilience of the historic environment to climate change; to improve the energy efficiency of occupied historic buildings using appropriate materials; and to use micro-renewable energy sources when the opportunity arises. The Council recognises that while some alterations may be detrimental to architectural or historic character there are also a number of alternative methods which may be effective without detriment to the character of a building or place. Further information is contained in the Historic Built Environment Supplementary Guidance.

4.31 The Council has undertaken an assessment of the significance of the assets recorded in the Historic Environment Record.

This assessment is material to the Council's consideration of development proposals.

Listed Buildings

4.32 Some listed buildings may need to accommodate new uses if they are to be prevented from falling into disrepair, ultimately leading to their loss. Alterations and adaptations must be thought through carefully to minimise harm to the special architectural or historic interest of the building. In all cases which involve alteration or any element of demolition, the Council will expect a recording of the existing structure to be carried out to the appropriate level.

4.33 Development within the setting or vicinity of a listed building should avoid harm to the special interest and character of the listed building and should not compromise its future use through the unacceptable loss of amenity space.

4.34 The Council may, at their discretion, agree measures which relax some Building Standards requirements in order to conserve the character of the building, where this would not compromise the health, safety and welfare of the occupants and the general public.

4.35 The Council recognises the importance of the sustainable use and management of listed buildings, through retention, conservation, restoration and sensitive adaptation. The requirement for listed building consent and/or planning permission should be checked with the Council.

Policy HE1: Listed Buildings

The Council will support development that makes effective, efficient and sustainable use of listed buildings. In considering development that impacts on the character or appearance of a listed building or its setting the Council will need to be satisfied that:

a) Alterations

- proposals to extend or alter a listed building respect the appearance, character and features which contribute to its listing as a building of special architectural or historic interest; and
- the layout, design, materials, scale, siting and the future use shown in any development proposals are appropriate to the character and appearance of the listed building and its setting; and
- proposals for a change of use will not result in loss of character or special architectural or historical features.

Proposals to extend or alter a listed building should include written justification demonstrating a full and proper understanding of the character and special interest of the building.

b) Demolition or Partial Demolition of Listed Buildings

Proposals that involve the demolition or substantial demolition of a listed building or buildings or structures within its curtilage will only be supported where it is demonstrated that one of the tests below is met:

- the building is not of special interest; or
- the building is incapable of repair; or
- the demolition of the building is essential to the delivery of significant benefits to economic growth or the wider community; or
- the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.

c) Recording Schemes

In considering proposals that involve the alteration, demolition or partial demolition of a listed building or buildings or structures within its curtilage the Council will require that a scheme for recording of the building is submitted, agreed with the Council and implemented by the developer where there will be loss of historic fabric, detail or changes to the general arrangement.

The Historic Built Environment Supplementary Guidance provides further information in respect of justifying the design of alterations or extensions, the evidence required in the Historic Environment Policy for Scotland 2019 for demolition to be supported; and Association of Local Government Archaeological Officers (ALGAO) survey information for recording the existing fabric.

Conservation Areas

4.36 It is important that the character of a conservation area and its historical development is clearly understood to properly manage the area. To that end, the Council has undertaken and published conservation area appraisals for some areas. It is the Council's intention to have appraisals for every conservation area, some of which will incorporate a management plan.

Further appraisals will be prepared during the lifetime of the Plan.

4.37 New development, within a conservation area, should preserve or enhance the special character and appearance of the conservation area and its setting. Proposals for new buildings within a conservation area must be accompanied by a Design Statement or a Design and Access

Statement¹. A site where conservation area consent is required for demolition should demonstrate that approved development proposals will be implemented immediately following demolition. Furthermore, it is unlikely that the Council will consider applications for planning permission in principle in a conservation area given the importance of assessing the impact of design and detail on the character of the conservation area. Further information and individual conservation area boundaries are set

out in the Conservation Areas Technical Paper which is published alongside the Plan and Map 5.

4.38 Trees often contribute positively to the general character of a conservation area so their loss may be detrimental to that character. There is a requirement to notify the Council a minimum of 6 weeks in advance of the intended works. Further information is provided in the Trees and Development Supplementary Guidance.

¹ *Planning Advice Note: Design Statements (PAN 68) 2003 or any subsequent amendment.*

Policy HE2: Conservation Areas

The Council will support development within or adjacent to a conservation area that preserves or enhances the character and appearance of the area and is consistent with any relevant conservation area appraisal and management plan. In considering such development the Council will need to be satisfied that:

- new development, as well as alterations or other redevelopment of buildings, will preserve or enhance the character, appearance and setting of the conservation area through appropriate design, general scale, massing and arrangement, use of materials and the detailing of such development; and
- the quality of views within, from and into the conservation area will be maintained or enhanced.

In the case of the proposed demolition of any building in a conservation area, if the Council considers that the building, either in itself or as part of a group, is of value to the character or appearance of the area, the Council will require to be satisfied that retention, restoration and, where appropriate, sympathetic conversion to some other compatible use is not practical before considering proposals for demolition.

If the building is of little townscape value, demolition may be approved if its structural condition rules out retention at a reasonable cost or its form or location makes re-use extremely difficult.

Where redevelopment of the site is proposed, prior to granting consent for demolition, the Council must be satisfied that the proposals for the new building will protect or enhance the appearance of the conservation area.

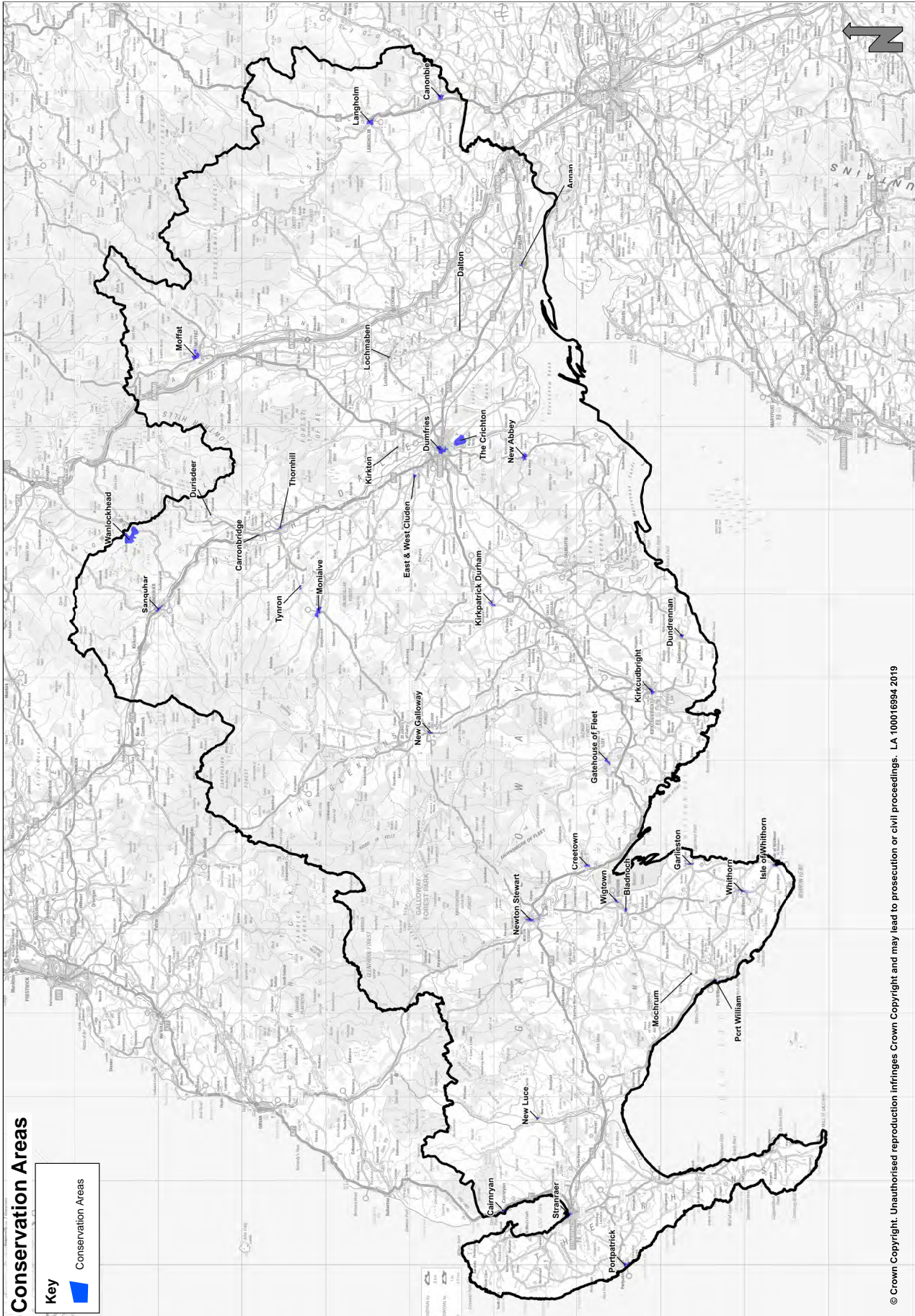
The Historic Built Environment Supplementary Guidance and individual conservation area character appraisals and management plans provide further advice regarding development proposals in conservation areas, including any requirement for a design and access statement.

Map 5: Conservation Areas

Conservation Areas

Key

Conservation Areas

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Archaeology and Archaeologically Sensitive Areas (ASAs)

4.39 The Council will protect and preserve archaeological and historic assets in situ in an appropriate setting wherever feasible.

4.40 In determining planning applications that may impact on historic environment assets or their setting, the balance of the benefits of the development against the importance of the features will be assessed. The weight given to archaeological considerations and the case for refusal will depend on a number of factors, including:

- relative rarity of the archaeological features;
- completeness of the features and whether it is a particularly good example;
- historical and cultural associations;
- value given to the features by the local community;
- potential value as an educational or research resource; and
- potential value of retaining the features for tourism or place making.

4.41 Prior Scheduled Monument Consent is required for any works that would demolish, destroy, repair, alter or add to a designated monument. Historic Environment Scotland administers the relevant process which is entirely separate from planning legislation.

4.42 Archaeological remains can also exist in the marine environment and need to be considered in offshore development proposals as well as onshore. There is a legal requirement to report the discovery of human remains and archaeological artefacts whether recovered in planned investigation or by chance. Human remains should be reported to the police in the first instance. Unexpected archaeological discoveries made during the development works should be reported by the developer to the Council's Archaeology Service in order that appropriate advice can be given on the mitigation measures which should be applied by the developer to ensure appropriate excavation, reporting and analysis if preservation in situ cannot be achieved.

4.43 Developers should seek appropriate archaeological advice at an early stage in developing their proposals.

Policy HE3: Archaeology

a) The Council will support development that protects significant archaeological and historic assets, and the wider historic environment from adverse effects.

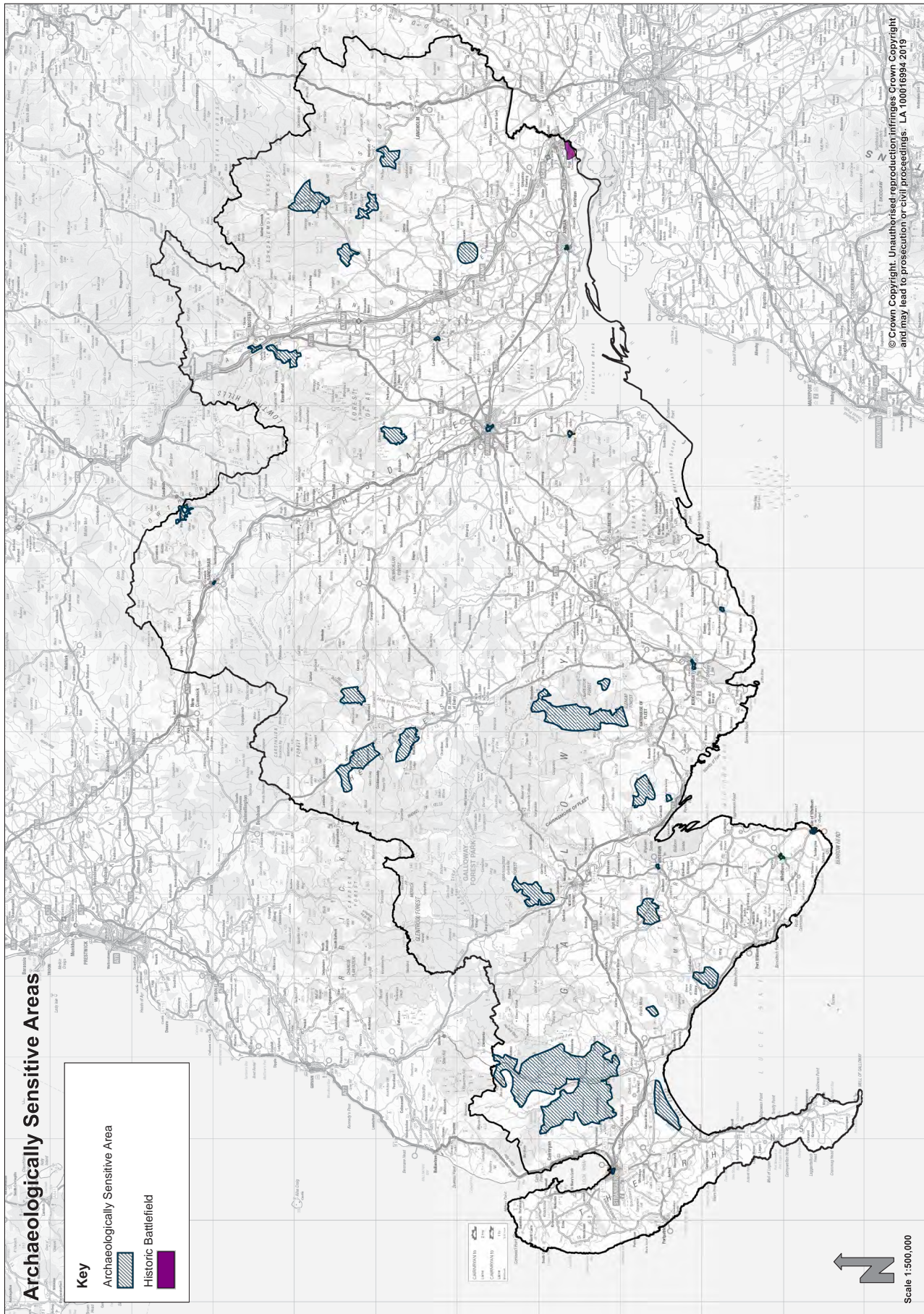
In considering development proposals the Council will need to be satisfied that:

- the development preserves or enhances the appearance, fabric or setting of the site or asset in situ; and/or
- where there is uncertainty about the location, extent or significance of these assets an agreed scheme of assessment and evaluation to inform the application is included with the proposal; and/or
- due consideration has been given to the significance and value of the site or asset in relation to the long-term benefit and specific need for the development in the location proposed.

b) Where, due to exceptional circumstances, development is to proceed and the preservation of historic assets in situ including buildings is not possible, a scheme of mitigation involving excavation, recording, analysis, publication and archiving and any other measures appropriate to the case has been agreed with the Council.

The Historic Built Environment Supplementary Guidance provides further advice in respect of this policy.

Map 6: Archaeologically Sensitive Areas



4.44 In some parts of Dumfries and Galloway, the archaeological interest is not confined to a particular site but extends over a large area. In order to highlight to potential developers of large scale projects, such as wind farms, mineral extraction or forestry, that there is a particular need to consider these extensive archaeological

interests and issues that might arise from their proposals at an early stage, Archaeologically Sensitive Areas have been designated by the Council and occur both within settlements and within rural areas. A technical paper is produced alongside the Plan which explains this designation and shows boundaries.

Policy HE4: Archaeologically Sensitive Areas

The Council will support development that safeguards the character, archaeological interest and setting of Archaeologically Sensitive Areas (ASAs) as designated by the Council.

Boundaries of ASAs are shown on Map 6 and the Proposals Maps.

Hadrian's Wall

4.45 Hadrian's Wall is inscribed as a UNESCO World Heritage Site under the Frontiers of the Roman Empire and Historic England will be consulted on development proposals where appropriate as determined by the Council.

4.46 Planning authorities should protect World Heritage Sites and their settings from inappropriate development. The setting of a

World Heritage Site, important views to and from the site, and other areas which are important to the site should be protected.

4.47 Parts of the region are visible from Hadrian's Wall and proposals, particularly large scale developments such as wind farms, should include an analysis of visual and setting impacts based on the zone of theoretical visibility for the particular proposal.

Policy HE5: Hadrian's Wall

There will be a presumption against development which would have an adverse impact on those aspects of the setting which contribute to the Outstanding Universal Value and setting of Hadrian's Wall World Heritage Site, as set out in the Hadrian's Wall World Heritage Site Management Plan and any subsequent documents, unless mitigating action can be taken to redress the adverse impact.

Gardens and Designed Landscapes

4.48 The Inventory of Gardens and Designed Landscapes in Scotland identifies sites of national importance for a range of designed or ornamental landscapes which can be of artistic, historical, horticultural, scenic, architectural, nature conservation or archaeological importance. Where development may affect such a site or its setting there is a statutory obligation for the Council to consult Historic Environment Scotland.

4.49 Scotland's Garden and Landscape Heritage (SGLH) supported by the Council and SNH, produced a list of Non-Inventory sites of regional and local significance, identifying their key features. Since then work has been undertaken to identify and define the extent and condition of these areas of interest. The Council encourages the production of management plans for gardens and designed landscapes both to identify conservation needs and direct how change can be best accommodated.

Policy HE6: Gardens and Designed Landscapes

a) The Council will support development that protects or enhances the significant elements, specific qualities, character, integrity and setting, including key views to and from, gardens and designed landscapes included in the Inventory of Gardens and Designed Landscapes or the Non-Inventory List.

In considering development proposals the Council will need to be satisfied that:

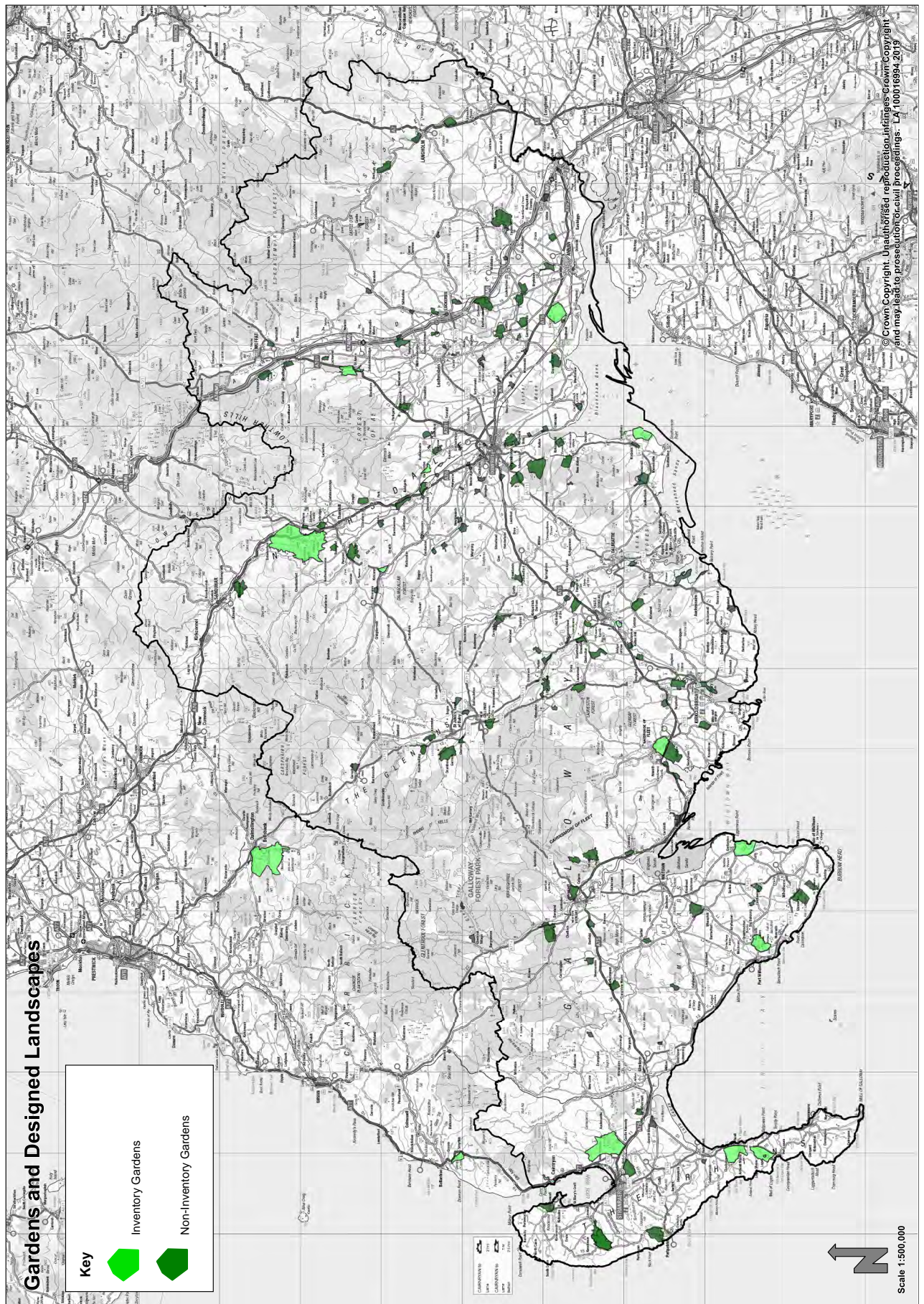
- the development protects or enhances the significant elements of the garden or landscape in situ; and
- due consideration has been given to the significance and value of the asset in relation to the long-term benefit and specific need for the development in the location proposed.

b) Developers will be required to submit the results of an assessment of the impact of their proposals on the sites and their settings including details of any potential mitigation measures.

c) Proposals that would have a detrimental effect on the specific quality, character or integrity of a garden or designed landscape will not be approved unless it is demonstrated that the benefits of the proposal are of sufficient public interest to override that detriment.

Boundaries are shown on Map 7 and the Proposals Maps.

Map 7: Gardens and Designed Landscapes



Historic Battlefields

4.50 Historic Environment Scotland holds and manages The Inventory of Historic Battlefields: areas of land where a battle, or significant action related to a battle, took place. To be included in the Inventory there should be strong associations with historical events or national figures; significant physical or potential for archaeological remains; and/or the landscape of the battle. The Inventory describes the battlefield and the reason for its inclusion. The Battle of Sark has been

included in the Inventory of Historic Battlefields [reference: BTL40], see Map 6: Archaeologically Sensitive Areas. Further information is contained in the Historic Built Environment Supplementary Guidance.

4.51 As with other historic assets, the Council seeks to protect, conserve and manage the historic battlefields within its boundary to ensure that development does not adversely impact upon its character, appearance and setting or key characteristics.

Policy HE7: Historic Battlefields

Where it would not have an adverse impact on the character, appearance, setting or key features of the battlefield, the Council will support development within a site listed in the Inventory of Historic Battlefields.

The siting, scale and design of development, new buildings or alterations and extensions to existing buildings must preserve, conserve or enhance the key characteristics of the battlefield. These may include landscape characteristics, key viewpoints which assist the understanding of the battle and any historic assets (including the potential for archaeological deposits found in situ).

The Historic Built Environment Supplementary Guidance identifies where this policy applies.

Enabling Development

4.52 The Council recognises that there are historic assets, i.e. buildings and structures of historic and architectural interest or within historic places, that are currently unused and in poor order which without significant intervention and investment are unlikely to be restored and brought back into use. In order to create opportunities to generate the finance necessary to give these historic structures a beneficial use, development on sites with a visible connection to the historic asset which might otherwise not be acceptable will be considered.

4.53 Development proposals which would be considered favourably would be of a form and scale sufficient to generate funding for the works

necessary to bring the historic asset back into use. The proposals should be sensitively designed so as not to harm the setting of the historic asset they intend to cross finance and should comply with other policies of this Plan.

4.54 In addition the financial and delivery arrangements will be closely scrutinised to ensure that the restoration and re-use of the historic asset will be co-delivered with the development and that the scale of the proposal is proportionate to the finance it is required to generate. Therefore developers would be expected to disclose, as restricted information, the financial plan including costed schedules, for the whole development. An approved form of legal agreement and planning conditions would be used to define a formal permission.

Policy HE8: Enabling Development

New development which, through cross-financing, will result in the re-use of a Listed Building or another identified historic asset(s) through restoration, adaptation or repair, may be acceptable where:

- a)** it is demonstrated that the proposed development is the only means of funding works to secure the long term use of the Listed Building, or identified historic asset(s), through restoration, adaptation or repair; and
- b)** the proposed development is in the vicinity of the Listed Building or identified historic asset(s), the reuse of which it will enable; and
- c)** it is demonstrated that the scale of the proposed development represents the minimum necessary (subject to the development costs being independently verified*) to enable the long term use of the Listed Building or identified historic asset; and
- d)** the resulting development is of a high quality design in which the setting and historic features of the Listed Building or the other identified historic asset(s) are respected.

*[*the developer will bear the reasonable costs of independent financial advice required to assess the planning application]*

Supplementary Guidance for the Historic Built Environment includes additional information on how enabling development will be assessed.



NATURAL ENVIRONMENT

4.55 It is one of the Scottish Government's national outcomes to protect and enhance the natural environment and the sustainable use and enjoyment of it. SPP states that "the environment is a valued national asset offering a wide range of opportunities for enjoyment, recreation and sustainable economic activity". The Council will respect, protect and enhance the environment.

Landscape

4.56 The region's rich and diverse landscapes make an important contribution to quality of life, contributing to a strong sense of place and local distinctiveness. The landscape supports a wide range of habitats, recreational interests and different land uses. How these landscapes are perceived and experienced by both local communities and visitors to the region are also important considerations. The Council will take account of all of these factors when considering planning applications, to ensure positive outcomes.

4.57 The Dumfries and Galloway Landscape Assessment (SNH/Land Use Consultants, 1998) divides the region into a number of landscape units, describing the particular qualities and characteristics that contribute to their landscape character. This 'baseline information' is applicable to the assessment of all forms of development. The Dumfries and Galloway Wind Farm Landscape Capacity Study (part of the Wind Energy Supplementary Guidance) builds on this and assesses the capacity of the landscape areas to accommodate wind energy development and should therefore be used in relation to all wind energy developments.

4.58 Especially valued landscapes within the region are identified through designation at a national level as National Scenic Areas (NSAs) and at a regional level as Regional Scenic Areas (RSAs).

4.59 Management strategies have been produced for all the NSAs within the region and developers should have regard for the guidance contained in these strategies and the design statements that have also been produced for specific settlements within the NSAs, such as Glencaple and Palnackie.

4.60 RSAs were designated for their special scenic qualities in the 1999 Structure Plan. These were based on a review of existing designations and parameters identified in the development of the Dumfries and Galloway Landscape Assessment. A technical paper is produced alongside the Plan which explains the designation process and shows boundaries.

4.61 Some of Scotland's remoter upland, mountain and coastal areas are recognised as being of national importance because of their specific wild land character. SNH identified two such areas within Dumfries and Galloway; the 'Merrick Wild Land Area' in Galloway and the 'Talla Hart Fell Wild Land' to the north of Moffat. These areas are very sensitive to any form of intrusive human activity and therefore have little or no capacity to accept new development. Policy NE3: Areas of Wild Land sets out the criterion to be applied to any development proposals submitted within or in close proximity to an identified area of wild land.

Policy NE1: National Scenic Areas

Development within or that would have an effect on a National Scenic Area (NSA) should only be permitted where:

- it will not adversely affect the integrity of the area or the qualities for which it has been designated; or
- any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.

Further guidance is contained within the NSA management strategies. Boundaries of NSAs are shown on the Proposals Maps.

Policy NE2: Regional Scenic Areas

The siting and design of development within a Regional Scenic Area (RSAs) should respect the special qualities of the area. Development within, or which affects Regional Scenic Areas, may be supported where the Council is satisfied that:

- the factors taken into account in designating the area would not be significantly adversely affected; or
- there is a specific need for the development at that location.

Boundaries of RSAs are shown on the Proposals Maps.

Policy NE3: Areas of Wild Land

Development which would affect the Merrick Wild Land Area in Galloway and the Talla Hart Fell Wild Land Area north of Moffat would not be supported unless the Council is satisfied that it is demonstrated that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.

The boundaries of these sites are shown on the Proposals Maps.

National Park

4.62 Scotland's two National Parks were designated in 2002/3 to protect and enhance the enjoyment of nationally outstanding areas. The Scottish Campaign for National Parks published a report in 2013 ("Unfinished Business – A National Parks Strategy for Scotland") which outlined additional areas across Scotland that would be appropriate to designate as National Parks. One such area identified was Galloway with the potential to bring together a number of existing designations such as the National Scenic Areas, Galloway Forest Park, Galloway Dark Sky

Park and the Galloway and Southern Ayrshire Biosphere. A report has now been produced, "A Galloway National Park", by the Southern Uplands Partnership on behalf of the Council to consider the benefits, constraints and values that a National Park designation could bring. Further engagement is being carried out before formal support and approval from the Council would be sought for the designation. Should this matter be taken forward, the process to designate would take several years, therefore although this is an ongoing issue, it is expected that it would become more of a consideration for LDP3.

Biodiversity and Geodiversity

4.63 The region's biodiversity and geodiversity are critical components of ecosystems and represent an economic asset and a community resource, as well as being of intrinsic importance. Maintaining and enhancing biodiversity and geodiversity habitats and the wildlife which occurs within them is an important aim of the Plan.

4.64 Large areas of the region are afforded statutory protection at the international and national level through a number of designations (Natura sites, SSSIs, Ramsar Sites, NNRs, etc.). The level of protection depends on the designation concerned.

4.65 A number of species receive statutory protection through international and national legislation, whether or not they are found within protected sites. The level of protection depends on the species concerned. European Protected Species (EPS) receive the highest level of protection. All proposals will be assessed for their impact on European Protected Species and other

nationally protected species. All proposals should also adhere to the Code of Practice on Non-Native Species made by the Scottish Ministers under Section 14c of the Wildlife and Countryside Act 1981.

4.66 The statutory duty placed on the Council by the Nature Conservation (Scotland) Act 2004 to further the conservation of biodiversity is not restricted to sites, habitats or species that are subject to statutory protection. A number of Local Nature Conservation Sites have been identified and assessed as being of known local importance for biodiversity or geodiversity, further detail is provided in a technical paper. These consist of Local Nature Reserves (LNRs) and non-statutory Local Wildlife Sites, Local Geodiversity Sites and nature reserves of conservation organisations. However, other features of local importance for biodiversity can be found outside of these sites, but their importance may never have been surveyed or assessed. Any development proposals being submitted in relation to any of these aspects will be considered against Policy OP1: Development Considerations.

Policy NE4: Sites of International Importance for Biodiversity

Development proposals likely to have a significant effect on an existing or proposed Special Protection Area (SPA), existing or candidate Special Area of Conservation (SAC) or Ramsar Site, including developments outwith the site, will require an appropriate assessment and will only be permitted where:

- the development does not adversely affect the integrity of the site; or
- there are no alternative solutions; there are imperative reasons of overriding public interest, including those of a social or economic nature; and compensatory measures have been identified and agreed to ensure that the overall coherence of the Natura network is protected.

The boundaries of these sites are shown on the Proposals Maps.

Policy NE5: Species of International Importance

Development proposals that would be likely to have an adverse effect on a European Protected Species will not be permitted unless it can be shown that:

- there is no satisfactory alternative; and
- the development is required for preserving public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment; and
- the development would not be detrimental to the maintenance of the population of the species at a favourable conservation status in its natural range.

Policy NE6: Sites of National Importance for Biodiversity and Geodiversity

Development that affects Sites of Special Scientific Interest, not designated as International Sites, and other national nature conservation designations will only be permitted where:

- it will not adversely affect the integrity of the area or the qualities for which it has been designated, or
- any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.

The boundaries of these sites are shown on the Proposals Maps.

Trees, Forestry and Woodland

4.67 Trees and woodland are important features of a sustainable environment, including contributing to carbon capture. They provide a wide range of social, economic and environmental benefits and are a key part of the region's rich and diverse landscapes. They create employment through the forestry industry and through tourism as well as maintaining and improving the quality of life for residents through the creation of attractive and healthy places. It is therefore important to look after trees, to enhance their condition and to consider their resilience to climate change.

4.68 The Council is supportive of appropriate expansion of tree and woodland cover. The Dumfries and Galloway Forestry and Woodland Strategy, which is published as supplementary guidance to the Plan provides guidance on the preferred location of new planting and also economic, social and environmental considerations. It guides the future expansion and restructuring of forests and woodlands in Dumfries and Galloway, to maximise the benefits for the local economy, communities and environment.

4.69 Ancient and semi-natural woodlands are important and irreplaceable features which should be protected and enhanced. The same applies

to other native and long established woodlands with high nature conservation value. Other woodlands, hedgerows and individual trees may also have significant biodiversity value and make a significant contribution to landscape character and quality, so should be protected from adverse impacts resulting from development.

Forestry

4.70 Forestry is a significant land use covering approximately 28% of the region. Forestry and associated activities also provide a major source of employment within the region. Many of the early softwood plantations have been harvested over the last few years, creating opportunities to improve the design and mix of species. Forests are now designed and managed to meet strong sustainability, biodiversity and landscape standards under the UK Forestry Standard. The Dumfries and Galloway Forestry and Woodland Strategy as supplementary guidance provides further information, advice and guidance in respect of felling, new planting and replanting schemes.

4.71 Forests are also increasingly becoming a focus for recreational opportunities and activities. The Galloway Forest Park alone is estimated to attract 1.1 million visitors a year, with Ae Forest attracting approximately 413,000 visitors per annum.

Policy NE7: Forestry and Woodland

The following policy will apply to those woodland/forestry felling, planting and replanting proposals which do not require planning permission but where the Council acts as a consultee to Forestry Commission Scotland.

The Council will support the creation and protection of sensitively designed and managed forests and woodlands.

Proposals should seek to ensure that ancient and semi-natural woodlands and other woodlands with high nature conservation value are protected and enhanced.

In determining its response to individual forestry felling, planting and replanting consultations where Forestry Commission Scotland are the determining authority, the Council will:

- take into account environmental and other interests identified in the Forestry and Woodland Strategy including biodiversity, water (including flood risk management), soil and air, landscape setting, historic environment and land restoration;
- consider the scheme's location as set out in the Forestry and Woodland Strategy;
- seek to ensure an appropriate balance between both afforested and un-afforested areas in the locality;
- encourage planting of a type, scale, design, age, composition and species mix that is appropriate to the locality;
- actively encourage proposals to have a positive effect on nature conservation and/or natural and historic environment interest;
- encourage proposals to take account of possible recreational use in the design of any planting schemes and indicate how such recreational uses have been investigated; and
- ensure that proposals do not have an adverse impact on the road network.

Protected Trees

4.72 Tree Preservation Orders (TPOs) can be actively used to sustain the contribution of trees and woodland to the landscape character of an area or to protect the cultural, biodiversity or amenity value of particular trees. TPOs are made by the Council and can influence the layout of new development. In particular, they will be used to ensure the retention of the mature treescape where development occurs in order to maintain the visual amenity of an area.

4.73 Trees in Conservation Areas are covered by legislation. Anyone planning to work on trees in a Conservation Area or a tree covered by a TPO must notify the Council 6 weeks in advance of the proposed works to allow the cultural, biodiversity or amenity value of the tree to be assessed. Trees can also be protected under a

planning application or through the terms of a felling licence. Further information on all of these aspects is provided in the Trees and Development Supplementary Guidance.

Trees and Development

4.74 Developers are expected to give priority to the retention of trees and hedgerows on development sites in accordance with British Standard "BS5837:2012 - Trees in relation to design, demolition and construction" and any subsequent amended document. It is therefore important that where individual or groups of trees are of landscape or amenity value or the tree is an important element of the character of a conservation area, they are retained and that developments are designed to fit around existing trees. If this is not possible then appropriate replacement planting may be required. The

Council's Forestry and Woodland Strategy and the Scottish Government's Control of Woodland Removal Policy provide more guidance on managing the relationship between proposed development and trees and hedgerows.

4.75 Where trees are considered to be at risk from development or construction, the Council may require information and safeguarding measures to prevent damage.

Policy NE8: Trees and Development

In assessing development proposals, the Council will support proposals that:

- promote additional tree planting;
- protect and enhance ancient woodland sites;
- maintain trees, woodlands (in particular ancient and semi-natural woodlands), and hedgerows (thereafter referred to as the 'woodland resource') and require developers to incorporate, wherever feasible, the existing woodland resource into their schemes;
- encourage planting of a type, scale, design, composition and species mix that is appropriate to its locality and appropriately incorporates the woodland resource into the overall design of the scheme; and
- show how existing trees will be appropriately protected during the construction period.

In submitting development proposals, details should be provided of the arrangements to be made for the long term maintenance of both the existing woodland resource and any proposed new planting, including providing adequate room for further growth.

If it is demonstrated to the satisfaction of the Council that it is not possible to retain the woodland resource then an appropriate replacement planting scheme will be required to be agreed by the Council. Any such replacement planting scheme should normally be located within the site.

The processes and recommendations contained in BS 5837:2012, and any subsequent revised or amended document, should be taken into account in designing and implementing development proposals.

Where the works to a protected tree or trees forms part of a development proposal, the applicant should also demonstrate that:

- the benefits of the development, including any replacement planting, will outweigh the loss of or potential harm caused by the works to the tree or trees; and
- the development has been designed and located in order to minimise potential adverse impacts on the protected tree or trees.

Supplementary guidance provides further advice and guidance in respect of survey work, designing around trees, new planting, protection during construction, maintenance and removing existing trees.

Coastal Development

4.76 Dumfries and Galloway has 1,028¹ kilometres of coastline and, although the majority is undeveloped, it is a major focus for economic activity, recreation and tourism. The sustainable development of coastal areas is an important contributor to sustainable economic growth. Planning policy must respond to rising sea levels and extreme weather conditions resulting from climate change.

4.77 The Marine (Scotland) Act 2010 established a new marine planning system, overseen by Marine Scotland. Potential effects on marine health or seascape can arise from land-based developments and these are not necessarily restricted to developments on the shoreline.

Conversely, potential offshore developments may impact on onshore interests. Under the Act, Local Authorities and Marine Planning Partnerships (MPPs) are expected to work together in planning and managing these onshore and offshore effects. Prior to the establishment of the Solway MPP, Dumfries and Galloway Council will seek to ensure coherence with the National Marine Plan (NMP). A Regional Marine Plan which will guide decision making for the Solway Firth up to the mean high water mark is to be prepared by a MPP. The Council will work closely with the MPP to ensure the Regional Marine Plan complements the Plan and vice versa. At the same time, proper account should be taken of the Shoreline Management Plan, 2005 and possible cross-border interactions with the North West Marine Plan.

Policy NE9: Developed and Undeveloped Coast

Areas of developed coast are identified on the proposals map. All other areas of the coast are considered undeveloped. Development proposals outwith the developed coast are unlikely to be suitable for development unless the Council is satisfied that:

- the proposal has a requirement for a coastal location that cannot be satisfied within the developed coast; and
- taking account of climate change and in particular sea level rise, the proposal would maintain or improve the integrity and quality of the coastal environment.

Erosion and Coastal Protection

4.78 Areas where there may be a risk from coastal erosion have been identified on the proposals map. These are based on areas identified by the Shoreline Management Plan of 2005. The Local Flood Risk Management Plan (2016) includes an action to build from and update the Plan of 2005. This should take account of Scotland's Coastal Change Assessment. The work for the new Shoreline Management Plan has yet to be commissioned and in the meantime the Plan will have to continue to take the 2005 Plan as a starting point in respect of issues of coastal erosion. Potential developers will have

to ascertain the extent of the risk and if it could potentially be avoided or overcome. This should include climate change and flooding and have regard to the Shoreline Management Plan of 2005 but may require a more detailed level of assessment. Operations which are proposed to protect properties from coastal erosion must consider the impact they may have on the coastline or adjoining areas. Proper account should also be taken of the National Marine Plan, the Regional Marine Plan, once adopted, and possible cross-border interactions with the Cumbria Coastal Strategy and North West England and North Wales Shoreline Management Plan.

¹ Same methodology as for National Coastal Change Assessment (NCCA). Includes island coastlines.

Policy NE10: Erosion and Coastal Protection

Areas where there may be a particular risk from erosion have been identified on the proposals map.

Planning applications for works to protect natural and built assets against coastal erosion must identify their design life and arrangements for maintenance in the context of the impacts of climate change and, in particular, adverse effect on:

- local amenity; and
- the adjoining coastline; and
- the wider shoreline management.

There is a presumption in favour of maintaining, restoring or improving natural flood defences and natural sediment processes. Built defences will be accepted only where there is no other reasonable alternative to protect key assets.

The Water Environment

4.79 The 'water environment' comprises inland, coastal and transitional waters, groundwater and wetlands. The individual parts into which these can be divided are referred to as 'waterbodies'. There are also associated water margins.

4.80 Management of the water environment falls under the Water Environment and Water Services (Scotland) Act 2003. The overall objective is to protect and where appropriate improve the quality, or 'status', of the water bodies that make up the water environment. The Solway Tweed River Basin Management Plan (2015) identifies the status of all waterbodies in Dumfries and Galloway and sets objectives for their maintenance or improvement.

4.81 Under the 2003 Act, the Council is a 'responsible authority'. This means that its

functions, including planning, should be carried out in ways that help to maintain or enhance the water status of waterbodies.

4.82 The Council will continue to work with SEPA and other partners during the Plan period towards the implementation of the Water Environment and Water Services Act. This is now supported by the Water Environment (Controlled Activities) (Scotland) Regulations 2011 and the Solway Tweed River Basin Management Plan.

4.83 The policy for Water Margins provides specific support for the maintenance or enhancement of waterbody status. It should also support green networks, landscape and townscape quality, and biodiversity. It applies to development proposed adjacent to or in the immediate vicinity of water bodies. This policy applies for all margins of water bodies in accordance with detailed standards which are set out in planning guidance.

Policy NE11: Supporting the Water Environment

The Council will not permit development which would result in deterioration in the status of a waterbody or which would likely impede the improvements in waterbody status as set out in the Solway Tweed River Basin Management Plan (2015) or any update or adopted review of it, unless there are exceptional justifying circumstances. This includes minor watercourses draining into the waterbodies identified in the Solway Tweed plan. Development proposals should not normally include the culverting of any waterbody. If culverting would be the only way to enable a proposed development, then permission could be granted if the Council is satisfied that there would be acceptable mitigation measures to protect habitats, passage of fauna, and river form and flow.

Other physical alterations and changes to waterbodies should, if possible, and in general be avoided. An exception to this is where re-naturalisation or natural flood management is proposed. Thus, existing culverted or canalised watercourses or barriers to fish movement in redevelopment and land rehabilitation schemes should be restored when this is practical, neutral or positive in respect of flood risk elsewhere, and consistent with the relevant Regulations.

Development proposals which could adversely affect Drinking Water Protection Areas identified by the Scottish Government will be subject to consultation with SEPA. Where the likely adverse effect cannot be avoided or mitigated against, the development will not be permitted.

Policy NE12: Protection of Water Margins

Where new development is proposed adjacent to or in the vicinity of waterbodies, the water margins will, subject to Policy NE11 and Section 18 of the Flood Risk Management (Scotland) Act 2009, be protected unless there are compelling reasons to justify why this should not be done.

Soil, Peat and Carbon Rich Soils

4.84 SPP (Para 80) states that development on prime agricultural land, or land of lesser quality that is locally important should not be permitted, except for a limited number of specified circumstances. In Dumfries and Galloway, where there is a scarcity of prime quality agricultural land, the policy has broadened the definition

to “good quality agricultural soils”, to also include land of slightly lower quality as worthy of protection.

4.85 Unlike minerals (see Policy ED13), peat is, in general, to be protected in perpetuity as a carbon store. This approach of protection as a carbon store applies also in relation to carbon rich soils.

Policy NE13: Agricultural Soil

Developments proposed on areas of good quality agricultural soil* will only be supported where they conform to the Spatial Strategy of the Plan and there is no alternative on less good quality land.

All developments should adopt:

- means of minimising impact on soil resources;
- soil management measures; and
- opportunities to re-use soils necessarily excavated from the site.

(* Defined for the purposes of this policy as Land Capability for Agriculture (LCA) Classification 3.2 or better).

Policy NE14: Carbon Rich Soil

Support for the role of soils as natural carbon sinks will be material in development decisions. Developments proposed on areas of carbon rich soil² will need to clearly justify the loss of the carbon sink. Development may be permitted if it can be demonstrated that in accordance with the Scottish Government's 'carbon calculator' or other equivalent independent evidence the balance of advantage in terms of climate change mitigation lies with the development proposal.

All developments should take account of soil carbon content and, as appropriate, should adopt:

- means of minimising impact on carbon rich soil; and
- management measures relative to carbon rich soil.

Any proposal affecting peat accumulations will be subject to Policy NE15.

² Categories 5 and 6 (over 12% organic carbon concentration) on Scotland's Soils website Map 'topsoil organic carbon concentration'.

Policy NE15: Protection and Restoration of Peat Deposits as Carbon Sinks

The role of natural carbon sinks in retaining carbon dioxide will be maintained by safeguarding and protecting peat deposits³, including those not already designated for habitat conservation.

The Council will support peatland restoration, including rewetting.

Developments proposed affecting peat deposits not already designated for habitat conservation reasons may be permitted in the following circumstances:

(a) In areas of degraded peatland where all of the following apply:

- The deposits have been significantly damaged by human activity; and
- The conservation value is low; and
- Restoration to functioning peatland is not possible.

In all such cases appropriate site restoration measures, to something other than functioning peatland, will be required; or

(b) Where renewable energy generating development is proposed and it can be demonstrated (in accordance with the Scottish Government's 'carbon calculator' or other equivalent independent evidence) that the balance of advantage in terms of climate change mitigation lies with the energy-generation proposal; or

(c) Where surface coal extraction requires removal of peat as an overburden to access the coal and where, following extraction of the coal, the site will be restored to a wetland habitat with a biodiversity value that is no less than the biodiversity value of the site prior to development. Grassland and woodland should not be considered as restoration options. If these requirements cannot reasonably be achieved within the development site, creation of a wetland within the vicinity of the site may be an acceptable alternative.

³ As identified by Scotland's Soils website Map 'carbon_and_peatland_2016'.



COMMUNITY SERVICES AND FACILITIES

4.86 Community facilities along with the wider green network (open space within settlements and surrounding greenspaces) are vital assets for every community. Local shops and services provide an important social and practical function whilst green networks and access routes encourage physical activity and contact with the outdoors, all of which are important contributors to healthy lifestyles. Therefore, the policies within this section seek to safeguard and enhance existing provision and support new facilities where appropriate.

4.87 Given the geographically dispersed and rural nature of Dumfries and Galloway, the type of facility present within that community was a key consideration when identifying what position District Centres, Local Centres and villages occupied in the LDP2 settlement hierarchy.

4.88 The development of new residential areas will apply pressure on existing facilities and therefore developer contributions will be sought for the improvement of existing and/or provision of new facilities. Further detail on the use of developer contributions for community facilities and open space is contained in supplementary guidance.

4.89 The Council will ensure that there is appropriate community engagement through the provisions of the Council Plan with respect to the development and management of community services and facilities in the context of Policies CF1 to CF4 below.

Community Facilities

4.90 There are a range of community facilities located in settlements throughout Dumfries and Galloway. The safeguarding and development of these facilities improves the sustainability and functionality of these settlements. The facilities and services provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. The following is a non-exhaustive list of community facilities:

- Health – hospitals, medical centres, GPs, dentists, pharmacies;
- Commercial – shop, supermarket, public house, café, restaurant;
- Recreation – sports halls, gymnasiums, health suites;
- Cultural – theatres, museums and libraries;
- Other – church, community halls, post office.

Paragraph 68 of Scottish Planning Policy requires a sequential approach to town centres with respect to community facilities (amongst other uses) which generate significant footfall, and it is therefore important that proposals for the above types of use which generate significant numbers of people are also consistent with the provisions of the Council's sequential approach to town centres which is set out in Policy ED6: A Sequential Approach to Town Centres.

4.91 Proposals for new sports facilities will be guided by good practice provided by **sportscotland**. At a local level within Dumfries and Galloway future development in relation to leisure and sport facilities and formal sports

pitch provision will be directed using the outcomes of the Dumfries and Galloway Leisure and Sport Facilities Strategy and Dumfries and Galloway Sports Pitch Strategy. In terms of these documents the key themes/areas for future development include:

- an evidenced demand for future provision for indoor tennis;

- a programme of drainage works to existing grass sports pitches and rejuvenation of existing all weather/3G pitches is required.

4.92 In addition to the above the requirement to maximise partnership working with community groups in regard to the development and operation of Leisure and Sport facilities is also a priority.”

Policy CF1: Community Facilities

a) Provision of Community Facilities

Proposals that provide new or enhanced community facilities will be supported. New community facilities should be located so they can be integrated with public transport and path and cycle routes. Proposals on the edge of settlement boundaries must:

- represent a logical extension to the built up area; and
- be of an appropriate scale in relation to the size of the settlement; and
- not prejudice the character or natural built up edge of the settlement; and
- not cause any significant adverse effect on the landscape setting of the settlement or the natural or cultural heritage of the surrounding area.

Proposals for community facilities that generate significant numbers of people will also be required to accord with the sequential approach to town centres set out in Policy ED6.

b) Reuse of Existing Community Facilities

In considering proposals which seek to reuse or redevelop a community facility for another purpose the Council will need to be satisfied that:

- the facility is surplus to the needs of the community; or
- there would be an overall community gain from a development and the particular loss of land or facilities will have no significant effect on the overall provision of facilities in the locality; or
- alternative provision or equivalent community recreational benefit is made available at a suitable location within the local area.

In the case of a commercial facility alternative uses will only be considered favourably by the Council if it can be demonstrated that, despite marketing the site for at least 12 months, there has been no viable interest from other commercial operators.

Green Networks

4.93 SPP states that development plans should identify and promote green networks where this will add value to the provision, protection, enhancement and connectivity of open space and habitats. Such networks provide opportunities to connect urban areas with their surrounding rural environments. This policy provides a broad framework in which the policy relating to open space in settlements (Policy CF3) can also be found. The policy is important as it recognises that access to the wider network of green spaces should be valued alongside the open space within the settlement.

4.94 Well planned and designed green networks can create attractive settings, a distinctive local identity and can help guide future development growth. Not only does this have social and health benefits through encouraging physical activity and time spent outdoors but also has important economic benefits. Green networks can greatly increase the perceived value of areas, making them more attractive to businesses and homebuyers who appreciate the benefit of easy access to parks, playgrounds and natural open space. Other benefits include enhancing biodiversity, providing educational resources, climate change mitigation and encouraging tourism.

4.95 Green networks comprise of a network of green and blue spaces (such as bodies of water and wetlands) as well as green corridors within and around settlements, linking out into the wider countryside and across administrative boundaries. These networks can help to enhance the area's biodiversity, quality of life and sense of place. A green network also provides the setting in which high quality, sustainable development can occur. Green network considerations should take account of access requirements, see Policy CF4 below.

A green network can be made up of:

- open spaces as identified in Dumfries and Galloway's Open Space Audit;
- designated Natural Heritage Sites;
- green corridors (strips of land, such as railway embankments, rivers banks and grass verges, that could provide habitats and movement corridors for wildlife, as well as access routes for people);
- lochs, ponds, wetlands and other watercourses (blue spaces);
- woodland, hedgerows and trees;
- other natural and semi-natural habitats such as grassland;
- active travel routes, including core paths;
- opportunities for physical activity and access to the outdoors.

Policy CF2: Green Networks

Green networks comprise of a network of green and blue spaces (such as bodies of water and wetlands) as well as green corridors within and around settlements, linking out into the wider countryside and across administrative boundaries.

Proposals that add to and/or enhance green networks or connections to them will be supported.

Open Space

4.96 In Dumfries and Galloway, the policy on open space relates to that space found within the built up area of a settlement and which is seen as an integral part of the settlement. Such spaces include parks and gardens, play areas, allotments, residential amenity space, natural and semi-natural spaces, paths and green corridors and outdoor sports facilities, although this is not an exclusive list, and a more detailed breakdown of the types of open space that constitute valuable open space in Dumfries and Galloway will be provided in supplementary guidance. Other important areas of open space are also found around settlements but may not necessarily be included within the settlement boundary. These

areas of open space often have linkages with open space within the settlement and also play an important role for the local community. Protection and enhancement of these wider spaces is sought through Policy CF2 Green Networks.

4.97 Open space can play a number of different functions ranging from the provision of active play areas and sports pitches to providing a landscape setting for a group of buildings. The temporary use of unused or underused land as green infrastructure will be encouraged. This will not prevent any future development potential that has been identified from being realised. Further detail regarding the quality and quantity of current provision along with future requirements can be found in supplementary guidance.

Policy CF3: Open Space

a) Protection of Open Space

Within settlements, there will be a presumption against the development of open space identified for protection on the inset maps. Supplementary guidance for the protection of open space in villages has been prepared. Development of open space for a purpose unrelated to use as open space will not be allowed unless:

- the open space can best be retained and enhanced through the redevelopment of a small part of the site; or
- an adequate and acceptable replacement for the open space lost as a result of the development can be provided and/or paid for by the applicant in an equally convenient and accessible location within the locality; and
- alternative sites have been considered and no other appropriate site can be identified.

Proposals to redevelop outdoor sports facilities should ensure that the conditions set out in the bullet points of paragraph 226 of Scottish Planning Policy have been met.

b) Provision of Open Space

In all housing developments which will, either individually or through phasing, result in the development of 5 or more units, there will be a requirement to provide or contribute towards good quality publicly usable open space (which may also include linkages to wider green networks or to the development of blue-green networks using existing watercourses). Other development may also need to provide or contribute towards open space/green network provision. Supplementary guidance will provide detailed information relating to the standards for open space provision in housing developments.

Proposals to provide new open space or to enhance existing open space will usually be supported. There will be a presumption in favour of the provision of allotments, community gardens and community food growing initiatives.

c) Maintenance of Open Space

The provision of new open space will require to be supported by appropriate maintenance arrangements set out in supplementary guidance.

Supplementary Guidance for Open Space and New Development includes additional information on open space requirements and guidelines.

Access

4.98 Access routes provide recreational opportunities, help reduce car use and can improve people's health through physical activity and contact with the outdoors. Access routes and, in particular, Core Paths, can also contribute to the local economy by encouraging visitors to stay in the area longer. Protecting a network of well-defined paths also has the potential to improve people's confidence about accessing the countryside. Access policies will link closely with other open space and green network objectives.

4.99 The Land Reform (Scotland) Act 2003 provides rights of responsible access to most land and inland water in Scotland. Access issues and the protection of core and other important routes and access rights therefore need to be considered when making decisions on planning applications

and access rights will be material considerations in considering planning applications. New development should also incorporate new and enhanced access opportunities, linked to wider access networks.

4.100 The Dumfries and Galloway Outdoor Access Strategy contains a number of objectives relating to access issues and, along with the Dumfries and Galloway Core Path Plan, will be used when considering planning applications that may affect or require access routes.

4.101 New housing developments should be integrated with public transport and active travel networks, such as paths and cycle routes, rather than encouraging dependence on the car. New streets should connect well with existing streets and with walking and cycling networks and allow for links into future areas of development.

Policy CF4: Access Routes

a) Development Affecting Existing Access Routes

The Council as Access Authority will assert, protect and keep open and free from obstruction any route, waterway or other means by which access rights may reasonably be exercised. Development proposals should not impact adversely on any of the aforementioned access routes and Core Paths.

The Council will not grant planning permission to development proposals which would result in the loss of such access routes unless a satisfactory alternative route or mitigating measures can be secured. In such cases, future access provision, including any changes to existing access, must be shown in an Access Route Plan.

b) Provision of New Access Routes

New development should consider access issues at an early stage of the design process and, where appropriate, incorporate new and enhanced access opportunities, linked to wider access networks and green networks. For small scale developments these considerations can be demonstrated in an Access Route Statement but for all residential development of 5 units or above and other major developments, an Access Route Plan demonstrating how access routes will be incorporated may be required.

New or alternative access routes and enhancements to existing routes will be supported, especially if these can form part of green networks.

The Council will seek reasonable opportunities from developers to create, manage, maintain and improve access through planning conditions or legal agreements.



INFRASTRUCTURE

4.102 The delivery of supporting infrastructure is important in mitigating the impact of development and helping to create balanced and sustainable communities. The provision of infrastructure is fundamental to the deliverability of a development proposal and in many circumstances development will not be allowed to proceed if the infrastructure and service improvement requirements cannot be met.

Renewable Energy

4.103 The Scottish Government is committed to increasing the amount of electricity generated by renewable sources which are expected to be met from a range of renewable energy sources. To date, a large share of renewable energy generation in Scotland has been delivered by large scale onshore wind and hydroelectricity schemes. It is anticipated that these schemes will increasingly become part of a wider range of productive renewable technologies, including off-shore wind power, wave and tidal power, solar, biomass, heat recovery and energy from waste and landfill gas as they become more feasible and viable.

4.104 The renewable energy field is constantly evolving with existing technologies developing and new technologies coming forward. It is expected that the current renewable energy policies and other policies contained within the Plan will provide a basis to consider these emerging changes. Such technologies include, but are not confined to, the following:

- Heat mapping – heat mapping can help identify where heat is needed and where possible sources might be, in order to consider if there is potential for decentralised energy projects such as district heating systems.
- Energy hubs – where more than one energy source is located on a site, such as solar and wind energy production. This is a developing field but there are local examples such as Glenmuckloch where it is proposed to incorporate a pumped hydro storage scheme with a wind farm. This will ensure greater efficiency by enabling energy to be stored during highly productive periods then fed into the grid when demand is high.
- Energy storage is becoming more important at both domestic and commercial levels. Energy can be stored when production exceeds demand, then released when demand exceeds production, leading to a much more efficient energy system. There are a range of developing technologies for energy storage, including the use of batteries, hydrogen, and pumped hydro storage. A domestic-scale pilot scheme is being explored in Carsphairn involving the use of battery storage facilities so the community can access cheaper electricity.
- Improving the efficiency of existing wind farm schemes for example, through blade extensions, modifications to the turbines or repowering.
- Tidal barrages/turbines – tidal flows are predictable and can provide a consistent source of potential energy. However, there are few examples of such schemes worldwide so establishing potential feasibility and viability is difficult. Tidal barrages and underwater turbines can also have detrimental environmental effects.
- Anaerobic digestion - Biogas production (methane and carbon dioxide) can be used to generate electricity and heat. By removing the carbon dioxide, biomethane is produced which has a number of different uses including as a vehicle fuel. This process can be used at both domestic and commercial scales and can be a means of managing waste to produce fuels.

4.105 Policy IN1 provides a general framework for the assessment of all forms of renewable energy whilst Policies IN2 and IN5 address Wind Energy and Energy Recovery from Waste respectively. Future local plans and/or supplementary guidance may require a more tailored policy approach to address other specific forms of renewable energy technology.

4.106 The Council has been supportive of the development of renewable energy and continues to be supportive of a diverse range of renewable energy sources. However support for

renewable energy proposals must be balanced against the impacts that such developments can have on the environment and communities. The Council will screen proposals to assess whether an Environmental Impact Assessment (EIA) is required to be undertaken. Factors such as the scale of the proposal and its potential impact on the surrounding areas will be taken into account. In all cases, particular attention will be paid to the need for sensitive siting and design, including the consideration of reasonable alternatives by the developer.

Policy IN1: Renewable Energy

The Council will support development proposals for all renewable energy generation and/or storage which are located, sited and designed appropriately. The acceptability* of any proposed development will be assessed against the following considerations:

- landscape and visual impact;
- cumulative impact;
- impact on local communities and individual dwellings, including visual impact, residential amenity, noise and shadow flicker;
- the impact on natural and historic environment (including cultural heritage and biodiversity);
- the impact on forestry and woodlands;
- the impact on tourism, recreational interests and public access.

To enable this assessment sufficient detail should be submitted, to include the following as relevant to the scale and nature of the proposal:

- any associated infrastructure requirements including road and grid connections (where subject to planning consent);
- environmental and other impacts associated with the construction and operational phases of the development including details of any visual impact, noise and odour issues;
- relevant provisions for the restoration of the site;
- the scale of contribution to renewable energy generation targets;
- effect on greenhouse gas emissions; and
- net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.

The Council will support proposals for district heating systems. Planning applications for major applications will be required to include an energy statement which includes the consideration of the feasibility of meeting the developments heat demand through a district heating network or other de-carbonised alternatives. All proposed developments located adjacent to significant heat sources or proposed/existing heat networks should be designed in such a way as to be capable of connecting to a heat network from that source and any land required for the heat network infrastructure is connected should be protected.

* Acceptability will be determined through an assessment of the details of the proposal including its benefits and the extent to which its environmental and cumulative impacts can be satisfactorily addressed.

Wind Energy

4.107 The Council has developed a spatial framework to identify those areas that are likely to be most appropriate for onshore wind farms, following the requirements of the SPP, Paragraph 161. The Spatial Framework covers all wind turbines in excess of 20m to blade tip and Table 3 below sets out the elements included:

Table 5: Spatial Framework

<p>Group 1: Areas where wind farms will not be acceptable:</p> <ul style="list-style-type: none"> • NSAs
<p>Group 2: Areas of Significant Protection:</p> <p>Recognising the need for significant protection, in these areas wind farms may be appropriate in some circumstances. Further consideration will be required to demonstrate that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.</p> <ul style="list-style-type: none"> • Ramsar & Natura 2000 • World Heritage Sites (not directly) • SPAs/SACS • SSSIs • NNRs • Inventory of Gardens and Designed Landscapes • Inventory of Historic Battlefields • Wild land areas • Carbon rich soils, deep peat and priority peatland (subject to recent SNH consultation) • 2km area around settlements in the Plan with identified settlement envelope or edge
<p>Group 3: Areas with potential for wind farm development</p> <p>Areas beyond Groups 1 and 2, where wind farms are likely to be acceptable, subject to detailed consideration against all relevant plan policies.</p>

4.108 Policy IN2: Wind Energy, supported by Supplementary Guidance: Wind Energy Development, sets out the issues that will be taken into account for all specific proposals, assessed through the development management process.

4.109 Different landscapes will have a different capacity to accommodate new development, and the scale, siting and design of development should be informed by local landscape character. The Dumfries and Galloway Wind Farm Landscape Capacity Study (DGWLCS) is a supportive study and is attached as an appendix to the supplementary guidance. It assesses landscape sensitivity, the capacity of individual landscape units to accommodate change and

provides advice on how the scale, siting and design of development should be informed by local landscape character. Consideration of the DGWLCS does not replace the need to assess the landscape or visual impacts of individual wind energy proposals. Guidance and advice for offshore wind energy developments is also provided within the supplementary guidance.

4.110 Cumulative impacts can occur between two or more developments and this can be a potential constraint to further development. Established patterns of development can also be susceptible to potential cumulative impacts from new development. This could include clusters of similar types of development, a group of turbines within the same landscape character area or

where two groups of wind farms are separated by an undeveloped, distinct landscape feature such as a valley or prominent ridgeline. These

considerations are set out in more detail in the supplementary guidance.

Policy IN2: Wind Energy

Assessment of all Wind Farm Proposals

The Council will support wind energy proposals that are located, sited and designed appropriately. The acceptability* of any proposed wind energy development will be assessed against the following considerations:

Renewable energy benefits

The scale of contribution to renewable energy generation targets, effect on greenhouse gas emissions and opportunities for energy storage.

Socio-economic benefits

Net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.

Landscape and visual impacts

- The extent to which the landscape is capable of accommodating the development without significant detrimental landscape or visual impacts, including effects on wild land; and
- That the design and scale of the proposal is appropriate to the scale and character of its setting, respecting the main features of the site and the wider environment and that it addresses fully the potential for mitigation.

Cumulative impact

The extent of any cumulative detrimental landscape or visual impact or impacts on existing patterns of development from two or more wind energy developments and the potential for mitigation.

Impact on local communities and residential interests

The extent of any detrimental impact on communities, individual dwellings, residents and local amenity, including assessment of the impacts of noise, shadow flicker, visual dominance and the potential for associated mitigation.

Impact on infrastructure

The extent to which the proposal addresses any detrimental impact on road traffic, adjacent trunk roads and telecommunications, particularly ensuring transmission links are not compromised.

Impact on aviation and defence interests

The extent to which the proposal addresses any impacts arising from location within an area subject to potential aviation and defence constraints, including the Eskdalemuir Safeguard Area.

Other impacts and considerations

a) the extent to which the proposal avoids or adequately resolves any other significant adverse impact on the natural environment, including biodiversity, forests and woodland, carbon-rich soils, hydrology, the water environment and flood risk, the historic environment, cultural heritage, tourism and recreational interests and public access.

b) the extent to which the proposal addresses any physical site constraints and appropriate provision for decommissioning and restoration.

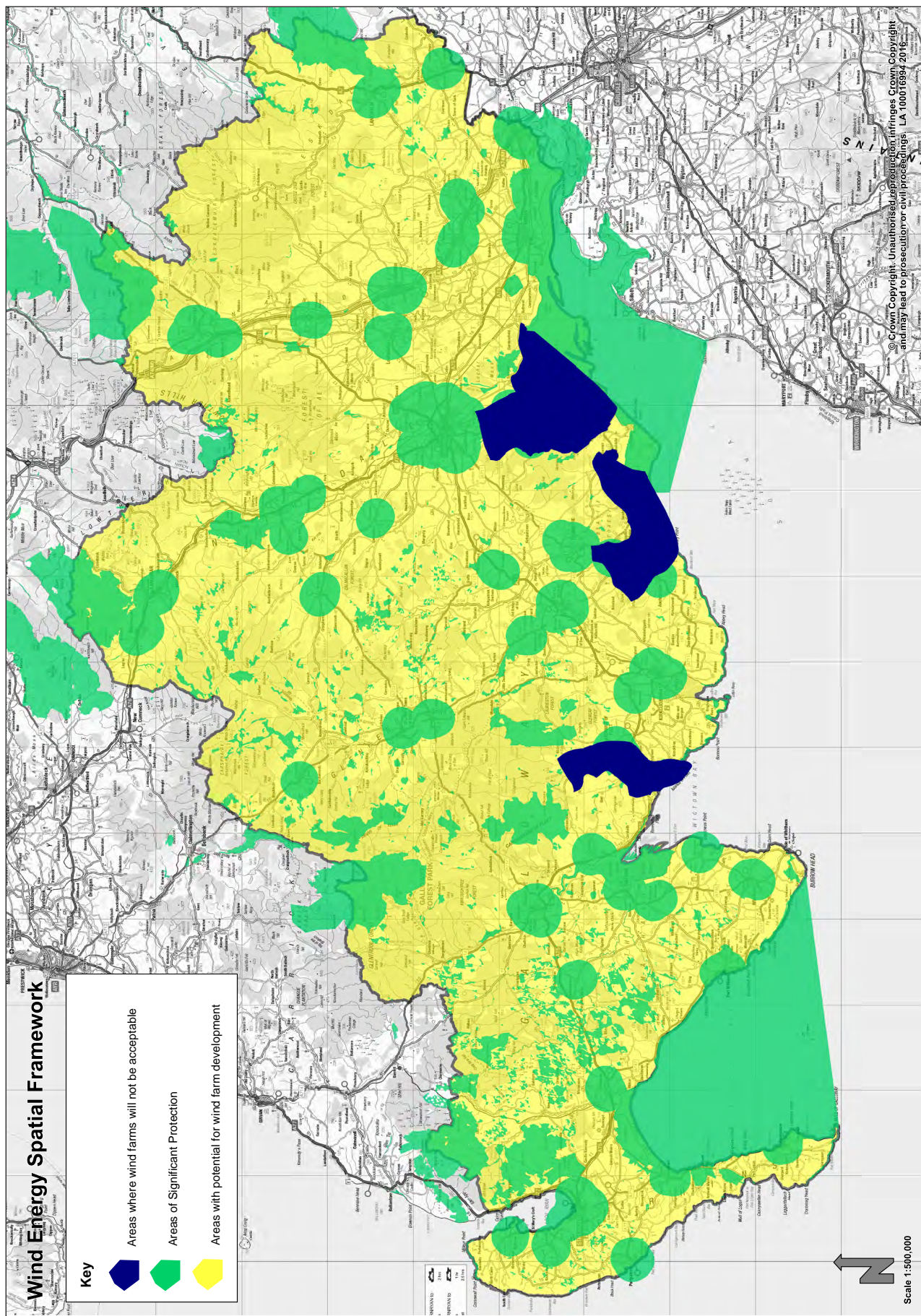
Further details on this assessment process, including its application to smaller wind farms and more detailed development management considerations, are provided through supplementary guidance on Wind Energy Development. This will also include separate mapping of the constraints relevant to the considerations above.

The Spatial Framework Map** (Map 8) provides strategic guidance. However, it must be read in conjunction with the supplementary guidance and its Appendix, the Dumfries and Galloway Wind Farm Landscape Capacity Study. The landscape capacity study is a supportive study, the consideration of which does not replace the need to assess the landscape or visual impacts of individual proposals.

* Acceptability will be determined through an assessment of the details of the proposal including its benefits and the extent to which environmental and cumulative impacts can be addressed satisfactorily.

** The Spatial Framework Map relates to one turbine or more over 20 metres.

Map 8: Spatial Framework



Waste Management

4.111 New regulations will impact on how waste is collected and processed during the period of this Plan. The potential for waste is such that it must be treated as a resource through keeping materials separate to maximise their value. The Council is committed to reducing waste through prevention, followed by recycling and energy recovery with disposal as the last option, in accordance with the waste hierarchy. Proposals for new landfill sites will not be supported unless an applicant can demonstrate there is no viable alternative. The purpose of this policy is to support waste management facilities in appropriate locations, preferably close to the source of waste, where they will help to achieve these aims.

4.112 A Site Waste Management Plan may be required by the Council depending on the type and quantity of waste expected. In such circumstances where a development proposal exceeds £300,000 a Site Waste Management Plan will be required but where the proposal is less than £300,000 a Lite version of a Site Waste Management Plan would be required. Each proposal will be considered on a case by case basis.

4.113 The eventual decommissioning of Chapelcross power station is likely to require the disposal of radioactive waste. Radioactive waste

management policy, which is a devolved matter, is considered under Scottish legislation and policies. Scotland's Higher Activity Radioactive Waste Policy (2011) provides the framework for the long-term management of higher activity radioactive waste arising in Scotland. The land use issues arising from the disposal of nuclear waste are handled by the Scottish Environmental Protection Agency as a Scottish national organisation. This would include responsibility for any cross-border issues. Dumfries and Galloway Council in consultation with the SEPA is committed to dealing responsibly with radioactive waste that may arise from Chapelcross, and from the health sector within the area.

4.114 The Nuclear Decommissioning Agency in partnership with Magnox Ltd has produced a decommissioning strategy for Chapelcross which considers on-site storage and possible phased removal off-site of any remaining nuclear waste. The Council recognises that the agency provides a competent regulatory regime. The LDP is compliant with local land use issues arising from this approach.

4.115 Consultation with the Scottish Environmental Protection Agency and the National Health Service has determined that health service activities within the Dumfries and Galloway Region will not result in low level radioactive waste as defined in the Radioactive Substances Act 1993.

Policy IN3: New Waste Management Infrastructure

Proposals for new waste management facilities or extensions to existing facilities will be supported where they deliver the objectives outlined in the Zero Waste Plan to move waste as high up the waste hierarchy as possible and meet the requirements of the Waste (Scotland) Regulations 2012 or subsequent publications. It must also be demonstrated that the proposal will bring an overall net social, environmental and economic benefit without having a likely significant adverse impact:

- on natural and built heritage designations; and
- in terms of air, noise, or water pollution; and
- on the amenity of the surrounding area particularly in terms of communities in the locality.

Proposals for waste management facilities will in principle be acceptable on sites identified or safeguarded in the Plan for business and industry, employment or storage and distribution uses.

Policy IN4: Protection of Existing Waste Management Infrastructure

Existing Council and private sector operated waste management facilities are identified on the proposals maps. These facilities will be safeguarded to ensure that they meet long-term waste management needs. Proposals on land adjoining existing waste management facilities should not compromise their operation and future regulatory needs directly or indirectly.

The Council will work with SEPA, private sector operators and other organisations to monitor changes in waste management and identify when required any additional provision for waste management facilities.

Policy IN5: Energy Recovery from Waste

Proposals for energy recovery from waste will be supported in appropriate locations provided they comply with Policy IN3. Consideration will be given to:

- SEPA's Thermal Treatment of Waste Guidelines or subsequent documents;
- connection to the electricity grid and/or gas network and the ability to provide heat and power to neighbouring uses.

Policy IN6: Waste Management Requirements for New Development

Any planning application which in the view of the Council requires to address the issue of waste should be supported by a Site Waste Management Plan. Any such Site Waste Management Plan should be tailored to the scale of the proposed development and prepared on a template made available through the Council. All new developments will be required to provide appropriate space in the development to accommodate appropriate recycling facilities.

Infrastructure and the Water Environment

4.116 The policy approach for flooding and development follows the SPP and intends to avoid adding to flood risk. This means that community burdens are not increased and long term sustainability is supported. Dumfries and Galloway is fortunate in that there is more than sufficient land available to meet this objective. Following from the Flood Risk Management (Scotland) Act 2009 the Local Flood Risk Management Plan for the Solway Local Plan District was published in June 2016. This sets out the public authority actions for the management of flood risk over the period until 2022. It took account of the LDP adopted in 2014, and in turn informs the terms of LDP2.

4.117 The policy for surface water drainage and SuDS aims to ensure that the management of surface water in new developments is considered at an early stage. In this way there should be the best opportunity to secure the multiple benefits that better quality SuDS can provide. Such designs would include robust arrangements for maintenance in perpetuity.

4.118 The policy for waste water drainage supports both maintenance of the quality of the water environment and effective use of existing infrastructure. Where there is limited or no capacity at the waste water treatment works, Scottish Water is funded to provide strategic capacity for domestic growth within Scotland, and a key factor in the delivery of additional capacity is early engagement. Should any

development necessitate an increase to Scottish Water's treatment capacity, an investment project can be initiated, subject to the development meeting the approved growth funding criteria. Scottish Water will also continue to work with

SEPA to accommodate development needs wherever practical in line with the Memorandum of Understanding, until such time as additional capacity and infrastructure is delivered.

Policy IN7: Flooding and Development

The avoidance principle is the most sustainable form of flood management, in accordance with the policy principle for managing flood risk of SPP and the Flood Risk Management (Scotland) Act 2009. Where proposed development could lead to an unacceptable on-site or off-site flood risk¹, as defined by the Risk Framework in SPP, then it will not be permitted. Where a proposed development could lead to an unacceptable flood risk, it may be that a Flood Risk Assessment (FRA) is able to clarify to the satisfaction of the Council and SEPA that the level of risk both on and off site would be acceptable. For any site a Drainage Impact Assessment (DIA) may be required to ensure that surface water flows are properly taken into account in the development design. Consideration should be given to pluvial flows² especially those which exceed the capacity of the proposed drainage systems. Design of development must avoid flood risk from exceedance flows³. (See also Policy IN8 for Surface Water Drainage and SuDS.)

In order to satisfy the Council in respect of FRAs and DIAs, parties will be expected to provide independent verification of their professional competence, unless it is clear that this is not required.

Supplementary guidance provides further detail on the levels and requirements for Flood Risk Assessments.

¹ Note: The meaning of 'flood risk' is from SPP. It is 'the combination of the probability of a flood and of the potential adverse consequences, associated with a flood, for human health, the environment, cultural heritage and economic activity'.

² Pluvial flooding is a result of rainfall runoff flowing or ponding over the ground before it enters a natural drainage system (eg watercourse) or an artificial one (eg sewer) because for example the system is already full to capacity or the drainage inlets have limited capacity.

³ Those which exceed the capacity of any formal drainage system.

Policy IN8: Surface Water Drainage and Sustainable Drainage Systems (SuDS)

With the exception of single houses and those with direct discharges to coastal waters, Sustainable Drainage Systems (SuDS) will be a required part of all proposed development as a means of treating the surface water and managing flow rates and must form part of any planning permission in principle proposal.

Consideration of drainage issues is a planning requirement for every planning proposal. This consideration should be initiated as part of any preliminary site assessment and should progressively inform the generation of schemes as they develop. For any site a Drainage Impact Assessment (DIA) at the appropriate level may be required to ensure that surface water flows are properly taken into account in the development design.

Planning applications must include appropriate and proportionate details of the proposed SuDS to show how they will:

- ensure the system is designed to avoid flood risk from exceedance flows;
- be accommodated within the proposed site⁴, and understood as an essential factor in determination of the overall capacity of any site;
- be based on a unified approach to cover surface water drainage from on-site roads and from the remainder of the site;
- contribute positively to the biodiversity, general amenity and water quality of the area of the proposal;
- include a coordinated approach between new developments that are adjacent to one another;
- include the arrangements for its long term maintenance.

There should be appropriate arrangements for surface water drainage during the construction phase of a development site. This could be by way of a SuDS scheme or some alternative interim solution.

Supplementary guidance provides further detail on the levels and requirements for Drainage Impact Assessments.

⁴ It should be understood that this means the site for the overall scheme, and does not mean the sites for individual houses or components within an overall scheme.

Policy IN9: Waste Water Drainage

All new development within or immediately adjacent to settlements must connect to the public sewer as defined in the Sewerage (Scotland) Act 1968. Where there is limited or no capacity at the waste water treatment works, early contact should be made with Scottish Water. The provision of private drainage is unlikely in a publicly sewered area but where it is required the following provisions must be made:

- it does not pose or add to the risk of detrimental effect, including a cumulative effect, to the natural and built environment or surrounding uses; and
- the network infrastructure must be built to a standard to allow Scottish Water to adopt once connection to the public sewerage system is available.

Notwithstanding the aims of the above provisions, the site specific foul drainage arrangements would require to be discussed, agreed as acceptable, and authorised by SEPA.

Where there is no public sewer as defined in the Sewerage (Scotland) Act 1968, a private system may be acceptable where:

- it does not pose or add to the risk of detrimental effect, including a cumulative effect, to the natural and built environment or surrounding uses; and
- the discharge to land (either full soakaway or raised mound soakaway) compatible with the Scottish Building Standards Agency Technical Handbooks must be explored prior to considering a discharge to surface waters;
- the sewage treatment and effluent disposal system is capable of being authorised by SEPA in accordance with the requirements of The Water Environment (Controlled Activities)(Scotland) Regulations 2011 (as amended).

Contaminated Land

4.119 Contaminated land remediation is necessary in order to ensure end-users and neighbouring land users are not subject to unacceptable levels of health risk as a result of

proposed development. Contaminated land remediation also helps to ensure that the natural environment is protected. Advice should be sought on whether a site has the potential to be considered contaminated land under the regulations.

Policy IN10: Contaminated and Unstable Land

Where a site is known or suspected to be contaminated or unstable, including due to past mining activity, applicants will be required to undertake investigation and, where applicable, remediation measures relevant to the current or proposed use to prevent unacceptable risks to human health and the environment, in accordance with the guidance contained in Planning Advice Note 33 Development and Contaminated Land.

Telecommunications

4.120 The Council fully recognises the importance of telecommunication development and broadband availability to the region's economic growth and social needs. Growing a digital economy through digital technologies will

form an integral part of the region's transition to a low carbon economy and the cornerstone of economic recovery. The Council recognise and encourage sustainable community-led initiatives which employ new technologies and business models for improving local connectivity, and digital participation particularly in rural areas.

Policy IN11: Telecommunications

The Council supports and encourages the development of telecommunications facilities and services which assist the local economy or support local communities. In assessing proposals for telecommunications the Council will determine applications with regard to PAN 62. Innovative solutions to increase network capability and digital participation will be viewed favourably, particularly in rural communities.

New telecommunication proposals should demonstrate that the option of mast sharing has been fully explored. If there are other practical options for efficiency these also should be explored.

Proposals for new sites will be supported where the following can be demonstrated:

- no possibility exists to share existing facilities or sites or to attach antenna to existing buildings or structures;
- the smallest suitable equipment will be installed.

The Council will encourage developers to explore, in consultation with service providers, opportunities to provide digital infrastructure to new homes and business premises as an integral part of proposed development.



TRANSPORT

4.121 Most new developments and changes of use will have some form of transport implication. Given the policy significance of the links between land use and transport, the likely transport impacts of development proposals need to be identified and dealt with as early as possible in the planning process. The relationship between transport and land use has a strong influence on sustainable economic growth, and this should be taken into account in development management decisions.

4.122 As stated in the Strategy, the Plan expects good quality development that builds in sustainable transport modes and considers accessibility issues and street layout as an integral part of the development at the beginning of the design process.

4.123 National, regional and local transport policy seeks to give priority to active and public transport modes, reducing the need to travel and situating development in sustainable locations. Buildings and facilities should be designed to prioritise the needs of pedestrians and cyclists and make access for these users as easy and convenient as possible. Statutory equal opportunities obligations relating to accessibility for different users, such as wheelchair users, also have to be taken into account in development proposals. Improvements to wider active transport networks, such as paths and cycle routes, will support more sustainable travel choices.

4.124 Planning policy will also take local and regional strategies into consideration, including the Regional Transport Strategy, Local Transport Strategy and the Council's Access Strategy (Open Outdoors). Designing Streets, which states that street design must consider place before movement, is national planning policy and should be taken into account when determining planning applications and producing guidance. This is not just for specific transport and road design issues but also when making wider decisions on overall layouts.

4.125 A comprehensive review of the National Transport Strategy was announced in August 2016 and once complete (July 2019) will set out a vision and the strategic direction for transport in Scotland for the next 20 years. This review will address specific issues and opportunities relating to climate change; integration; air quality; resilience; congestion; reducing inequality and increasing accessibility; sustainable and inclusive economic growth; innovation; behavioural change; and identifying 'game changing' events or technologies.

4.126 The current Regional Transport Strategy (RTS) and accompanying Delivery Plan covers the period up to 2023 and will be refreshed to align regional delivery to the national vision, strategy and outcomes from the National Transport Strategy review. The refreshed RTS will also better reflect current local and regional strategies, plans and programmes including the Regional Economic Strategy, the Anti-Poverty Strategy and Health and Social Care Strategic Plan.

Policy T1: Transport Infrastructure

Proposals for the improvement of existing transport infrastructure and, where appropriate, the provision of new transport infrastructure and/or services will be supported provided they accord with the Regional and Local Transport Strategies; and where it can be demonstrated to the satisfaction of the Council that following appropriate assessment (where needed), the proposal has no adverse effects either alone or in combination on the integrity of any Natura site.

Development of facilities for cyclists and pedestrians will be supported.

a) Strategic Network

The strategic transport network includes the trunk road, motorway and rail networks. Development proposals that have the potential to affect the performance or safety of the strategic transport network need to be appraised to determine their effects. The national and strategic role of these routes should not be compromised by development which individually or incrementally materially reduces the level of service of a route.

b) Regional Network

Development which involves a new direct access onto the regional road network should not, individually or incrementally, materially reduce the level of service of a route.

Policy T2: Location of Development/Accessibility

All development proposals will be expected to:

- prioritise personal travel by mode in the following order: walking, cycling, public transport and lastly car and other motorised vehicles;
- be well served by the most sustainable modes of travel available and provide opportunities for a modal shift from private car use to more sustainable transport, including active travel, wherever possible;
- give consideration to the provision of electric vehicle charging points, and other infrastructure that may be required to support other sustainable power sources, as part of the development;
- fit with the policies and recommendations of the Local Transport Strategy.

Access Requirements

- consider accessibility issues early on and ensure street layout and design are part of the design and planning process from the beginning, taking account of statutory equal opportunities obligations relating to accessibility and be designed for the safety and convenience of all potential users;
- incorporate appropriate on and/or off site mitigation measures, where required provided through developer contributions where necessary, which might include: improvements, enhancements or additions to the walking/cycling network (connecting into existing local pedestrian or cycle networks or wider green networks) and public transport services, as well as road improvements and new roads;
- incorporate an appropriate level of parking provision to the maximum standards as outlined in SPP (having regard to the travel modes and services which will be available) and also include adequate cycle parking;

Where site Masterplans are prepared, they should include consideration of the impacts of proposals on the local and strategic road network, the strategic rail network, paths and cycle routes.

In certain circumstances developers may be required to:

- prepare and implement travel plans to support a development proposal that will result in significant travel generation, by virtue of its size, nature, or location (as determined by the Council);
- prepare a Transport Statement or Transport Assessment in accordance with Transport Scotland's Transport Assessment Guidance and implement appropriate mitigation measures where required.

Policy T3: Established Harbours, Marinas and Slipways

The Council will support the development and use of harbours, marinas and slipways by:

- safeguarding them from development which would preclude public access to, or have a material adverse effect on, the established use of the facility or its potential to expand;
- encouraging development proposals which support the use of such facilities, particularly those with a potential commercial, recreational, sporting or tourist function;
- ensuring that improvement, maintenance or development of harbours and ports and their associated transport connections is co-ordinated with, and aligned to, improvements in other transport infrastructure.

The Council will only support development proposals where it can be demonstrated to the satisfaction of the Council that following appropriate assessment (where needed), the proposal has no adverse effects either alone or in combination on the integrity of any Natura site.

Policy T4: Freight Transport

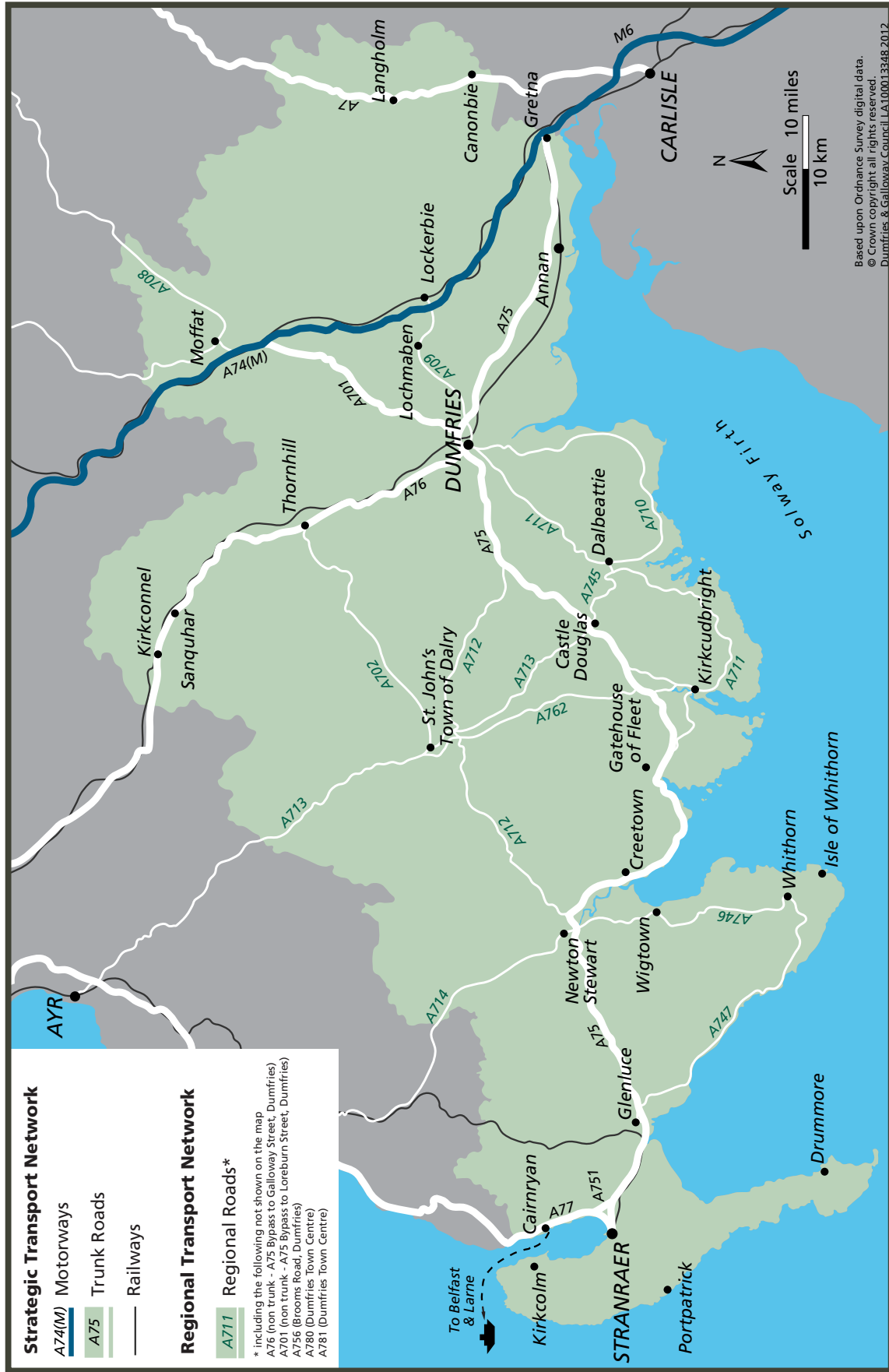
Development which generates significant volumes of haulage traffic will be encouraged to utilise facilities for the transfer of freight from road to rail. Such development should be located close to main transport routes but away from inner urban and residential areas.

Consideration must also be given to the need for improved and additional freight transfer facilities, including rail freight interchanges.

Policy T5: Former Transportation Routes

There will be a presumption against any development on or adjacent to former railway routes with a reasonable prospect of being reused for rail or active transport or recreational purposes and which would adversely affect its potential for reversion to its original use as an operational railway or conversion to other transport uses such as walking, riding or cycling.

Map 9: Strategic and Regional Transport Network

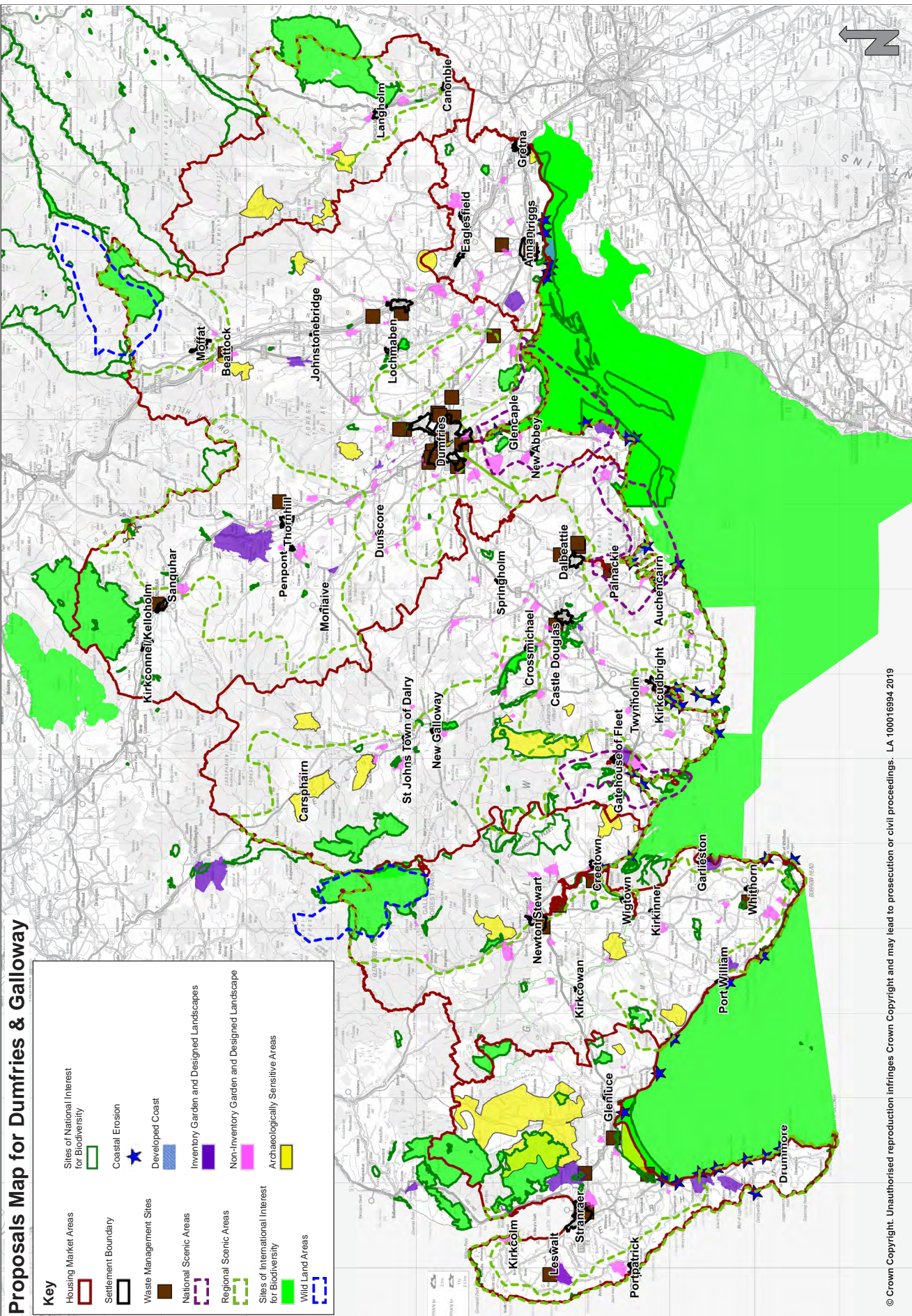


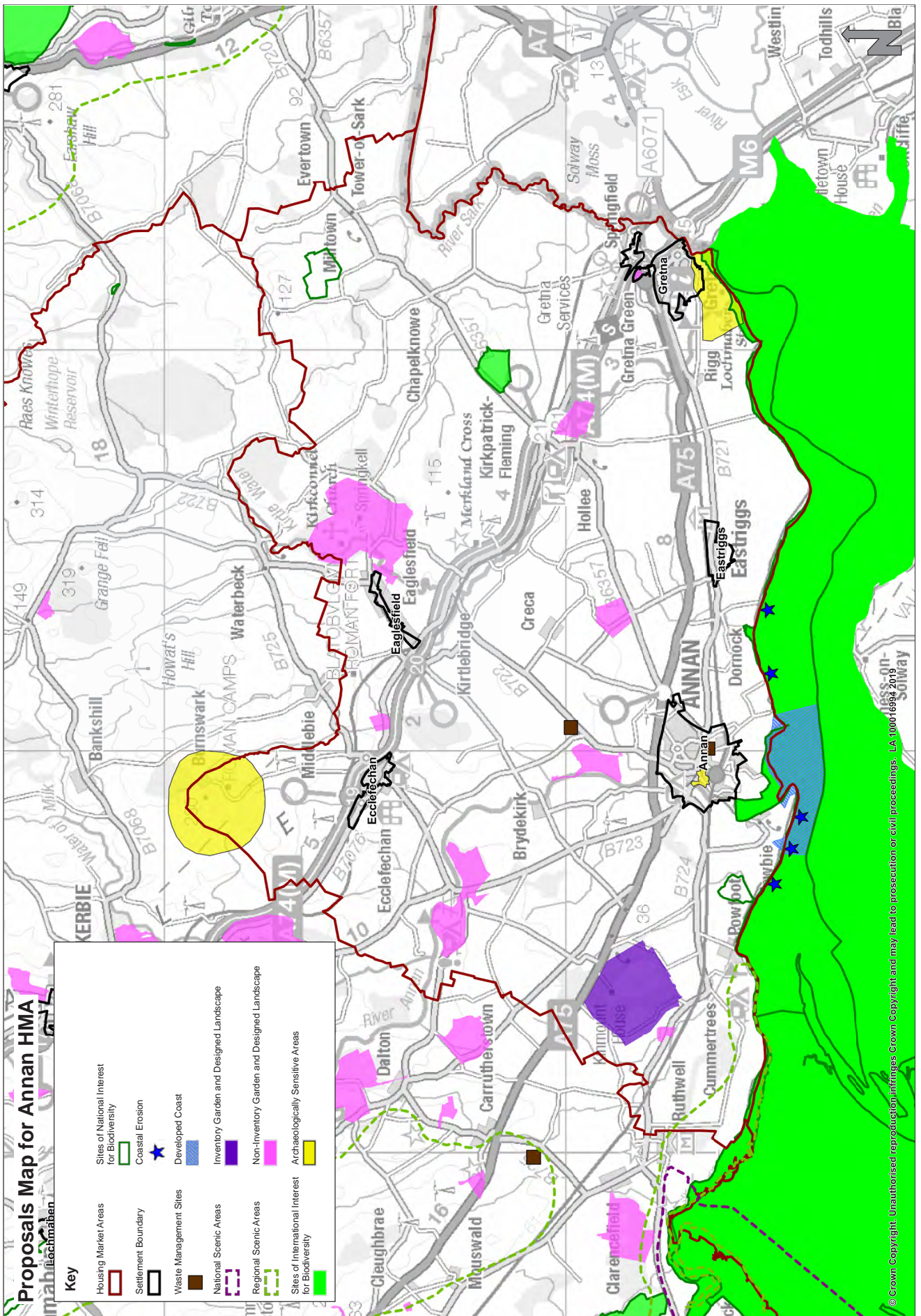
5. PROPOSALS MAPS

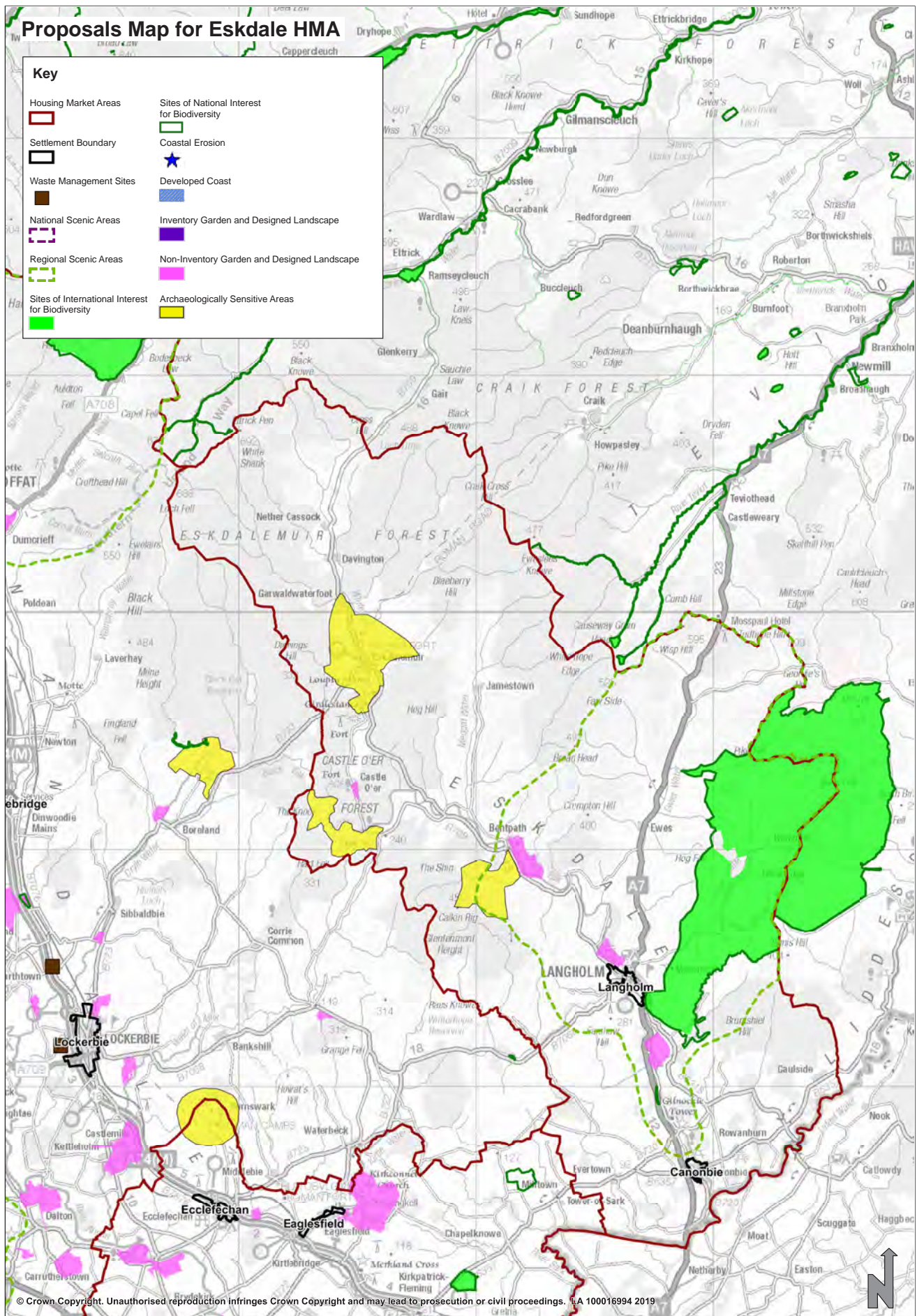
5.1 Proposals maps based on the six Housing Market Areas have been prepared.

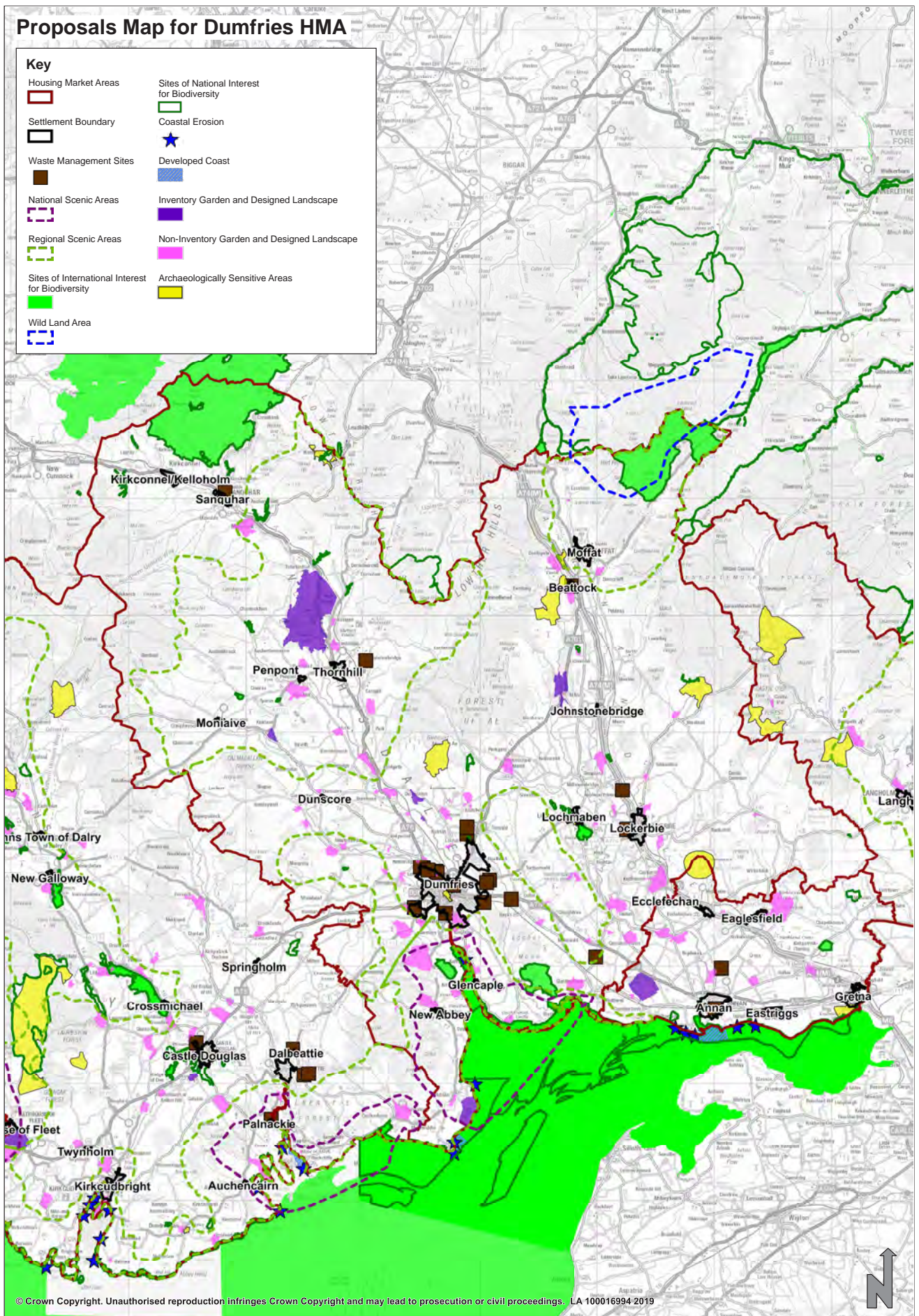
The maps show the following pieces of information:

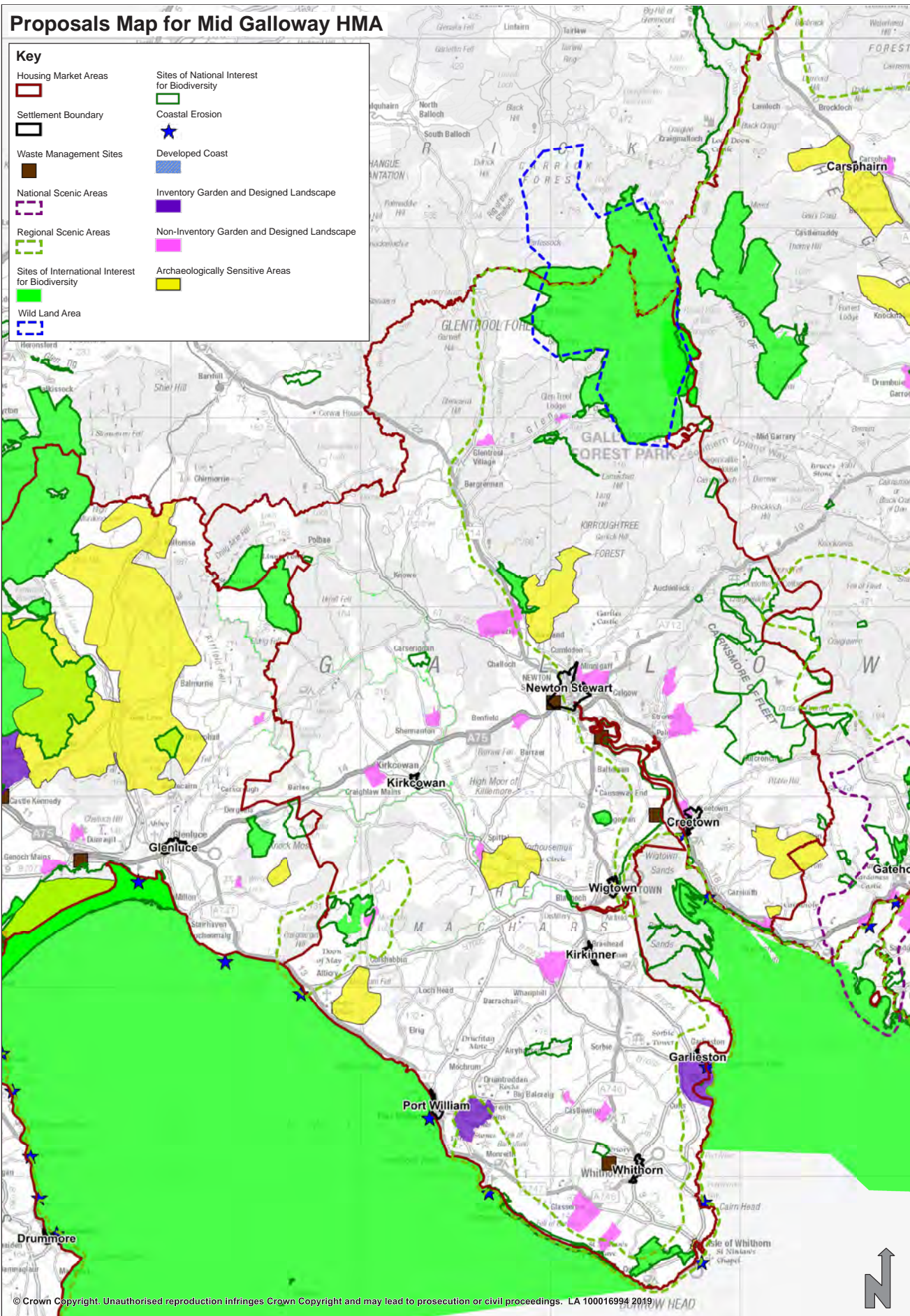
- Settlements
- Waste Management Sites
- National Scenic Areas
- Regional Scenic Areas
- Areas of Wild Land
- Sites of International Interest for Biodiversity and Geodiversity (SSSIs)
- Sites of National Interest for Biodiversity
- Coastal Zone – Developed Coast, Coastal Erosion
- Historic Gardens and Designed Landscapes – Inventory and Non-Inventory Gardens
- Archaeologically Sensitive Areas

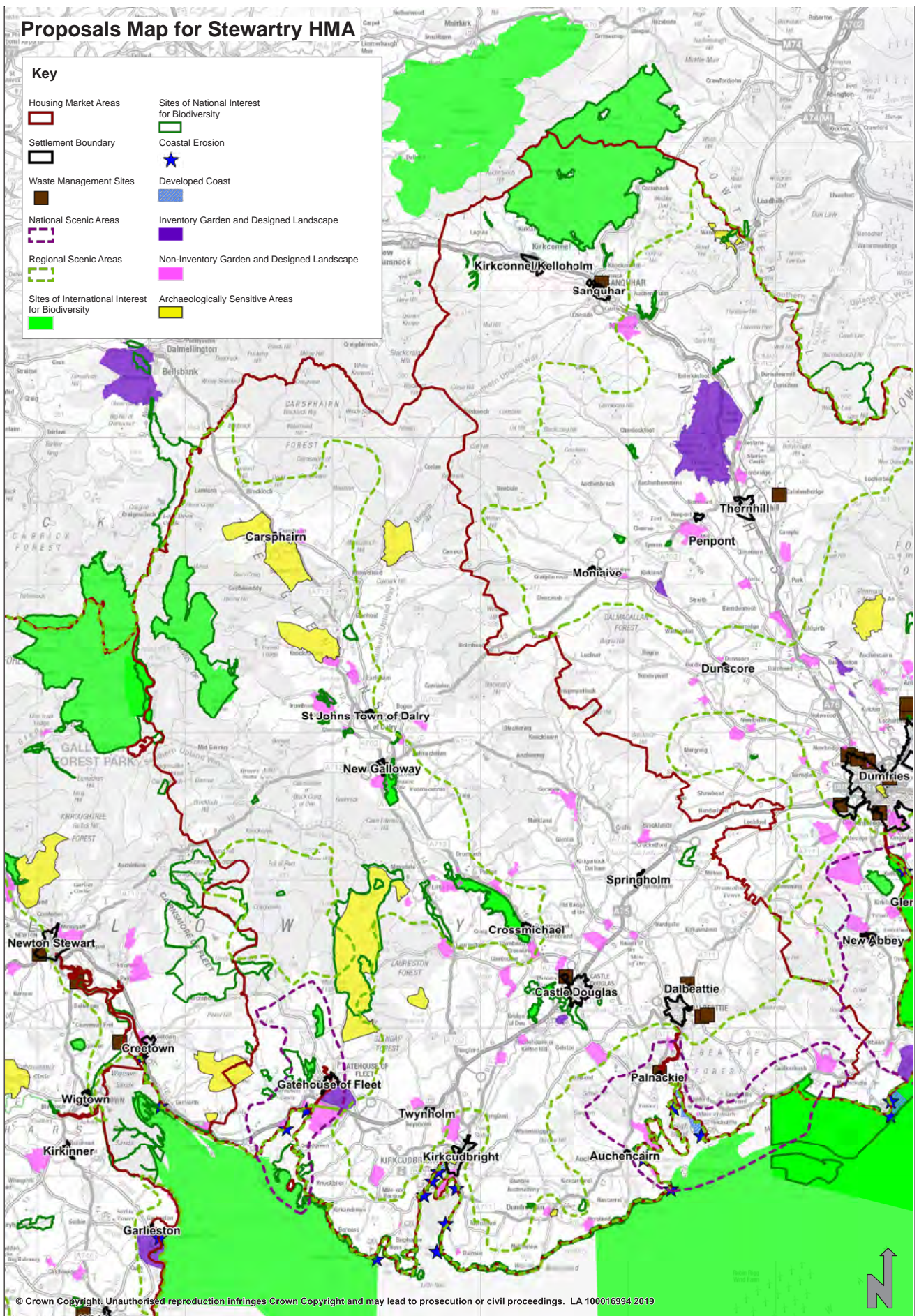






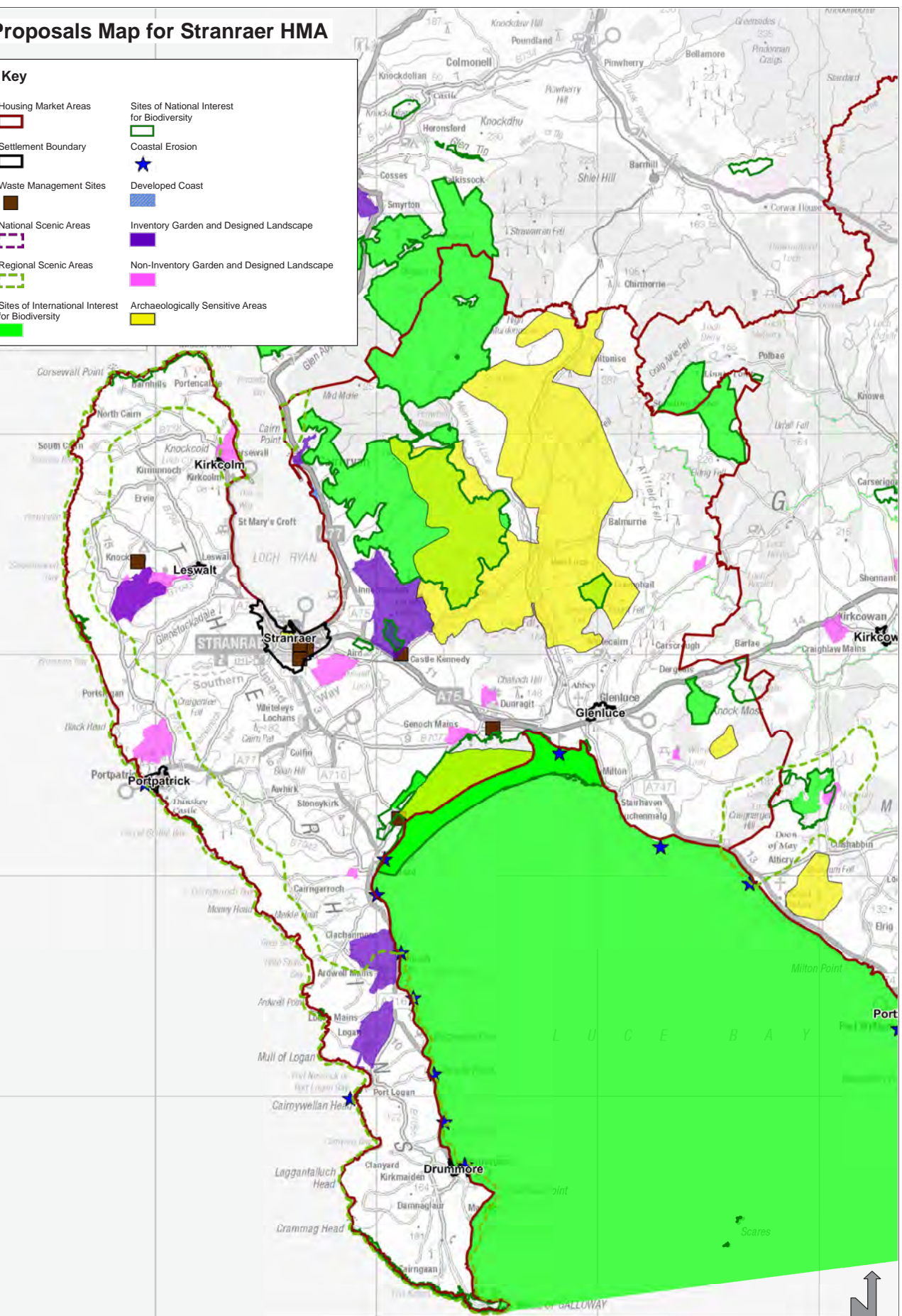






Proposals Map for Stranraer HMA

Key	
Housing Market Areas	Sites of National Interest for Biodiversity
Settlement Boundary	Coastal Erosion
Waste Management Sites	Developed Coast
National Scenic Areas	Inventory Garden and Designed Landscape
Regional Scenic Areas	Non-Inventory Garden and Designed Landscape
Sites of International Interest for Biodiversity	Archaeologically Sensitive Areas



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6. SETTLEMENT STATEMENTS AND INSET MAPS

6.1 Settlement statements and inset maps have been prepared for Dumfries and the District and Local Centres. For ease of reference, Dumfries is presented first with the rest following in alphabetical order.

6.2 The inset maps identify settlement boundaries, development sites and sites safeguarded from future development such as open space.

6.3 The settlement statements give a broad overview of the settlement and set out the planning objectives for the settlement during the lifetime of the Plan. They also contain site guidance for each development site which outlines the scale and type of development expected along with the main elements that need to be taken into account when designing the layout of the site. Site reference numbers are not in sequential number order due to when the site was included in the Plan. For example, DFS.H1 was included at LDP1 stage, DFS.H218 was included at LDP2 stage.

6.4 There are a number of infrastructure requirements that may need to be addressed when developing a site. The requirements that apply to each site are outlined below whilst the specific infrastructure requirements that need to be provided before development can commence on a particular site or package of sites are outlined in the settlement statement.

Education: The school may need to be extended or upgraded to accommodate any additional pupils generated by new residential development. Developer Contributions Supplementary Guidance provides more detail.

Waste Water and SuDS: Waste water from all developments will be required to connect to the public waste water treatment works. All developments will be required to incorporate SuDS and may require a drainage impact assessment. Surface Water Drainage and Sustainable Drainage Systems (SuDS) Supplementary Guidance provides more detail.

Affordable Housing: All residential developments that create 5 or more units will be required to contribute towards the provision of affordable housing in line with the Council's policy and supplementary guidance.

Open Space: All residential developments that create 5 or more units and some other development will be required to provide or make a contribution towards the provision of open space and/or green networks in line with the Council's policy and supplementary guidance.

Waste Management: All developments will be required to provide necessary waste containers. Larger developments will also be required to make a fixed sum towards upgrading waste management facility centres in line with supplementary guidance.

Dumfries Settlement Overview

Dumfries is identified as the Regional Capital in the Dumfries Housing Market Area, it is the Council's aspiration to develop and strengthen this role. The town is well located and easily accessible to the strategic road system at the junctions of the A75, A76, A701 and A709 around the Dumfries bypass.

Housing

A number of sites are allocated for housing development across the town and are considered to provide a range and choice of development opportunities at a variety of scales. There are also a number of smaller infill and brownfield sites throughout the town which could be considered favourably for residential development through Policy H1: Housing Land. These will be considered on a case by case basis.

Although large areas have been identified for development within Dumfries it is not expected that these developments will be completed within the Plan period and may take many years to complete and therefore representing, in reality, incremental growth over a long time period.

Business and Industry

Dumfries provides employment opportunities across all sectors. The allocated business and industry sites provide a supply of land across the town to meet industrial/commercial and mixed use needs. It should be noted that many of the established business and industry estates include vacant land and units which provide a variety of options for the growth of employment opportunities in the town at a range of scales.

The Employment and Property Land Study (March 2017) identified a lack of serviced office space in Dumfries town centre and this will be addressed through a proposed Action Plan. The changing economic climate may result in commercial and office buildings becoming available which would provide opportunities for reuse.

Retailing

Dumfries is the main shopping centre for the region. There is recognition that for critical mass, mobility and the evolution of shopping as a leisure pursuit, Dumfries can never fully compete with higher order centres such as Glasgow. However, it is considered that positive action can stem leakage of comparison spending from Dumfries and enable it to compete with Carlisle. The town is served by three retail parks at the Peel Centre (comparison goods), Cuckoo Bridge and Dumfries Retail Park (both of which provide for the sale of bulky goods), however the main focus for retail provision remains the town centre where additional floorspace should be provided in the first instance.

Town Centre

Dumfries town centre has a distinctive character with a historic street pattern reflecting its origins as a medieval market place. It is at the heart of the Regional Capital providing a focal point for shopping and a range of other uses including housing, business, leisure, entertainment, recreation, cultural and community facilities. Encouraging this wide range of uses is fundamental to ensuring the future vibrancy and viability of the town centre, and underpins its regeneration.

The regeneration of Dumfries town centre is being supported through a range of schemes aimed at improving accessibility, transforming the built fabric and public realm, encouraging town centre living and developing the evening economy.

Crichton Quarter

Relocation of the Dumfries and Galloway Royal Infirmary to a newly built facility on the edge of the town along with the associated rationalisation of other NHS landholdings in this part of Dumfries presents a number of challenges and opportunities.

Supplementary guidance has been prepared to guide the development of the Crichton Estate. The Crichton Quarter Development Framework

has been prepared by the Council, NHS Dumfries and Galloway, the Crichton Trust and the Crichton Leadership Group. A planned approach enables appropriate consideration of any cumulative impacts and provides clarity regarding any consequent developer contributions going forward.

Other Issues and Opportunities

The Midsteeple Quarter project supports the regeneration of Dumfries town centre and seeks to develop new housing and business units in the town centre. The Council will encourage proposals in the Midsteeple Quarter which seek the reuse of the existing buildings and spaces which currently occupy the site in order to provide sustainable economic growth and community benefits. This will be achieved by positive support for reuse of ground floor and upper floors of vacant buildings which protect, maintain and enhance the quality of urban form, the

environment and buildings of the Quarter whilst encouraging new investment.

There is an extensive conservation area in Dumfries which includes the town centre and riverside area. There are numerous opportunities to increase the use of historic buildings which are important to the town's history and townscape. The changing economic climate may result in commercial and office buildings becoming available which would provide opportunities for reuse. Adapting and finding new uses for buildings will be supported in principle and would also enhance civic pride. There may be opportunities to seek external funding to support renovation projects and improvements to the town centres historic environment. Rosefield Mills is a particularly prominent listed building on the riverside and a building preservation trust is investigating a range of potential uses.

Planning objectives for Dumfries

1. Consolidate and enhance Dumfries's role as Regional Capital within the settlement hierarchy.
2. Consolidate the opportunities for expanding the town by allocating sites for housing in close proximity to community facilities, schools and existing sustainable transport infrastructure.
3. Support in principle the redevelopment of brownfield sites.
4. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
5. Identify new business and industrial land to accommodate employment opportunities and growth businesses.
6. Support the pre-eminent role of the town centre in providing a range of retail, leisure, community and other opportunities, and seek further improvements to the town centre historic environment.

Dumfries (DFS) Housing (H) Sites

DFS.H1 Barnhill (259 units allocated up to 2029)

The site is currently in a number of ownerships but it is expected that this should be designed and laid out in a manner that allows the incorporation of all parts of the site in a unified manner. The piecemeal development of these sites will not be acceptable.

A masterplan will be required for the whole allocated site and will need to take account of the following issues:

- appropriate road network and connections in accordance with Designing Streets;
- linkages to the wider settlement, particularly to assist in providing connections to the existing cycleway and bus routes;
- connections with the open space network in the existing Barnhill estate; and
- landscaping and boundary treatment with particular regard to establishing an appropriate western edge to the built up area.

A Transport Assessment would also be required in considering any proposals.

A body of water crosses the site and as a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment will be required to assess the impact of the development on the existing waste water network. An Archaeological Assessment may also be required for this site.

DFS.H2 Marchfield (1000 units allocated up to 2029)

Clumpton Hill to the south eastern end of the site is a local landscape feature and any design and layout of development in this area should respect this feature.

Structural planting will be required to the boundary with the A75 to provide visual enhancement and assist in any noise attenuation that may be required in this location. Existing woodland within the site should be incorporated and enhanced into the overall design of the scheme.

Areas around Ladypark Farm have some potential for localised contamination which should be investigated and any mitigation measures identified should be implemented.

A body of water crosses the site and as a result the existing Drainage Impact Assessment (DIA) and Flood Risk Assessments should be reviewed. The DIA should also identify what impact the development would have on the water and waste water networks.

An Archaeological Assessment may also be required for this site.

An updated Transport Assessment will be required in considering any proposals.

The Marchfield Area Development Framework will provide further detail in respect of the requirements for this development and will be supplementary guidance.

DFS.H4 Heathhall College (176 units allocated up to 2029)

A Masterplan will be required for the site setting out a high quality layout and design.

There is a history of flooding in the area and as a result a Drainage Impact Assessment (DIA) is required along with appropriate surface water management measures. The DIA should also identify what impact the development would have on the water and waste water networks.

Due to the close proximity of the industrial estate to the south east a Noise Assessment and appropriate attenuation measures will be required.

Structural planting should be provided to the south east boundary of the site adjoining the Catherinefield Industrial Estate to provide visual enhancement. Mature trees within the site should be retained and incorporated into the overall layout of any development.

A Transport Assessment will be required for this site.

DFS.H5 Ladyfield (489 units allocated up to 2029)

Proposals should be consistent with the Crichton Quarter Development Framework Supplementary Guidance. A Masterplan will be required for the whole allocated site and will need to take account of the following issues:

- appropriate road network and connections in accordance with Designing Streets;
- linkages to the wider settlement;
- quality and layout of any development as the site is located adjacent and partly within the conservation area at the Crichton and adjacent to the listed buildings at Ladyfield East and West; and
- a phasing plan.

There is a history of flooding associated with this site and as a result a Drainage Impact Assessment (DIA) is required along with appropriate surface water management measures. The DIA should also identify what impact the development would have on the water and waste water networks.

A Transport Assessment will be required to consider any proposals outlining access considerations, traffic volumes, public transport and pedestrian/cycle provision.

A survey of the woodland resource should inform the overall design of the scheme to incorporate the woodland and to show how trees will be appropriately protected during the construction period in accordance with Policy NE8: Trees and Development.

DFS.H6 Lincluden Depot (32 units allocated up to 2029)

There is some potential for contamination as a result of the site's former use as a depot and a site investigation will be required.

The site lies close to an area of flood risk and a Drainage Impact Assessment is required along with appropriate surface water management measures. The site is within close proximity to the Lincluden Waste Water Treatment Works.

The site contains a Listed former stables block, any scheme should be sympathetically designed to incorporate the historic building and ensure that the new building does not harm its setting. Any proposals coming forward should include the conversion and incorporation of the listed building in the earliest stages of any development. Archaeological recording may also be required.

DFS.H7 Brownrigg Loaning (500 units allocated beyond 2029)

This area is considered to be a long term growth opportunity for the town, but it is not envisaged that it will be brought forward until the site at DFS.H2 Marchfield is nearing completion. This site would help to make the most efficient use of recent infrastructure works and is well related to the town with good access links to local facilities.

A joint Masterplan will be required for this area and the site at Marchfield (DFS.H2) which takes into account the following issues:

- appropriate road network and connections in accordance with Designing Streets;
- the provision of a road linking Annan Road and Lockerbie Road;
- pedestrian and cycle routes should be developed to the adjacent Peel Centre and supermarket;
- linkages to the wider settlement; and
- phasing and layout

A Transport Assessment would also be required as part of the Masterplan process.

The site should accommodate a variety of accessible public open spaces for the wider area. An area of ancient woodland to the north of the site should be retained. An archaeological evaluation will be required.

There is a history of surface water flooding on the site and a comprehensive Flood Risk Assessment and Drainage Impact Assessment (DIA) will be required to be agreed with SEPA and the Council to identify the developable area. A drainage and ground investigation study should be submitted along with appropriate surface water management measures. The DIA and a Water Impact Assessment should identify what impact the development would have on the existing water and waste water networks. There is potential to create a green network along the burn corridor.

DFS.H8 and H205 Catherinefield Farm (374 units allocated up to 2029)

Due to the close proximity of the industrial estate to the north a Noise Assessment and appropriate attenuation measures will be required.

A Masterplan will be required for the whole allocated site and will need to take account of the following issues:

- An appropriate road network and connections in accordance with Designing Streets. The primary access to this site will be from the Edinburgh Road A701, this should be provided and brought into use with the first phase of the development at DFS.H205. No further development phases will be agreed until such time as the primary access is operational;
- Provision of landscaping and boundary treatment with particular regard to structural planting along the northern boundary of the site adjoining the existing industrial premises to provide visual enhancement. Mature trees within the site should be retained and incorporated into the overall layout of any development proposal; and
- a phasing plan.

A hydrological study to consider the impact on ecology and peatland is required which may result in the need for a buffer zone to the Local Wildlife Site to the south west of the site.

The area to the north of the site is shown as being previously quarried and this area should be investigated to ensure that infill within the potentially quarried area is suitable for development. The south western part of the site has previously been used as a transport yard and an investigation is required in relation to any resulting contamination.

The site is shown within an area identified as at possible flood risk and as a result a Drainage Impact Assessment (DIA) is required along with appropriate surface water management measures. The DIA should also identify what impact the development would have on the water and waste water networks.

A Transport Assessment will be required. Transport Scotland should be consulted in respect of any impacts on the trunk road network.

There is known to be archaeological remains within the adjacent fields and as result some evaluation may be required.

DFS.H218 Oaklands (111 units allocated up to 2029 and 150 units allocated beyond 2029)

A Masterplan will be required for the whole allocated site and will need to take account of the following issues:

- appropriate road network and connections in accordance with Designing Streets;
- linkages to the wider settlement; and
- a phasing plan.

Trees and hedgerow should be retained and incorporated into any development in line with Policy NE8: Trees and Development.

The site is shown within an area identified as at possible flood risk and as a result a Drainage Impact Assessment (DIA) is required along with appropriate surface water management measures. The DIA should also identify what impact the development would have on the water and waste water networks.

Structural planting to strengthen the existing planting to the southern boundary may be required to provide for noise attenuation from the A75 to the south of the site.

A Transport Assessment will be required for this site.

DFS.H221 Former Oil Depot, Terregles Road (26 units allocated up to 2029)

There is known contamination at this site due to its previous use as an oil depot and as a result remediation will be required.

There is a history of flooding associated with this site and a minor, partly culverted watercourse flows through the site as a result a Flood Risk Assessment is required along with appropriate surface water management measures.

Due to the adjacent commercial garage a Noise Assessment will be required along with any identified attenuation measures.

Mature boundary trees should be retained and incorporated into any development scheme in line with Policy NE8: Trees and Development.

DFS.H236 Nithbank (Mixed Use Site - 3.81 hectares, including 40 units up to 2029)

The site is allocated as a mixed use site which could include a range of uses including office/business use, education and/or residential.

The site contains listed buildings and as a result any scheme should be sympathetically designed so as not to harm the setting of these buildings. Development proposals would need to consider potential impact on listed buildings and ensure the site is not over developed. Any proposals coming forward should include the conversion and incorporation of the listed buildings in the earliest stages of any development. Building recording will be required in respect of any demolition works. The open area fronting onto Bankend Road should be retained as part of the setting of the listed building.

This site is potentially contaminated due to previous uses and therefore an investigation may be required.

The site is shown within an area identified as at possible flood risk and there is a culvert located within the site boundary. As a result a Drainage Impact Assessment (DIA) and Culvert Investigation will be required. Depending on content, a Flood Risk Assessment may also be required. The DIA will also be required to identify what impact the development would have on the water and waste water networks.

Links should be provided to local footpath and cycleway networks. Proposals would also need to ensure they maximised active travel to the town centre and within the site.

Proposals should be in accordance with the Supplementary Guidance Crichton Quarter Development Framework as referenced in the settlement overview.

DFS.H262 Maxwelltown High School (104 units allocated up to 2029)

The development of the site should be guided by a Masterplan which will be required to set out how a high quality development design and layout is to be achieved.

Residential development should be confined to that part of the site currently occupied by school buildings and land immediately to the rear of the former primary school. The northern portion of the site, adjacent to the industrial estate, should be retained as amenity and/or recreation open space to meet the needs of the development.

Due to previous uses on the site, it is possible that land may be contaminated. Accordingly, a desktop study and risk assessment will be required to support development proposals. The site lies within an area identified as being at risk of flooding. Proposals should therefore be accompanied by a Flood Risk Assessment setting out appropriate surface water management measures. In addition, a Drainage Impact Assessment will be required to identify the impact of proposed development on water and waste networks.

Due to the proximity of the Lochside Industrial Estate to the north of the site, a Noise Assessment will be required to support development proposals. The assessment should set out appropriate noise attenuation measures that may be required, including the provision of a substantial buffer zone between new housing and the industrial estate, which may extend beyond the land to be retained as open space, to avoid any potential land use conflict.

Structural planting should be provided along the northern boundary of the site to provide visual enhancement and, together with the requirement to retain land adjacent to the industrial estate as open space, should assist any noise attenuation measures that may be required as part of new development.

Development proposals will be required to be supported by a Transport Assessment.

DFS.H263 Land at Hardthorn Road (7 units allocated up to 2029)

The mature trees to the south eastern boundary should be retained and incorporated into any development in line with Policy NE8: Trees and Development.

The site is shown within an area identified as at possible flood risk and as a result a Drainage Impact Assessment is required along with appropriate surface water management measures.

DFS.H265 Land north of former Interfloor Factory (52 units allocated up to 2029)

The site is shown within an area identified as at possible flood risk, a body of water crosses the site and there is also a culvert located within the site boundary. As a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

Transport Scotland may need to be consulted in relation to any impact to the trunk road network on the A701.

The former factory to the south is a listed building.

DFS.H270 Land at College Mains (30 units allocated up to 2029)

The site is slightly detached from the existing built up area. Layout and design will be a key consideration to ensure development relates well to the surrounding area.

Access will be taken from College Road and provision of a footway will be required.

Flood risk has been identified to the southern boundary of the site. Development should avoid the lower lying land at the south of the site and a Drainage Impact Assessment is required and depending on content, a Flood Risk Assessment may be necessary.

A Traffic Management Plan must be submitted and agreed by the Council prior to commencement of works.

The site lies to the north of an area of archaeological interest associated with Bronze Age burials. An archaeological evaluation would be required before any development commenced to determine the developable area.

Dumfries (DFS) Business & Industry (B&I) Sites**DFS.B&I1 Heathhall – North of Aviation Museum (10.89 hectares)**

There may be possible contamination in relation to the site's previous use as an airfield and as a result site investigation and remediation will be required

The site is shown within an area identified as at possible flood risk as a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment will be required to assess the impact of any development on adjacent residential properties to the north of the site and any attenuation measures identified should be implemented.

An adoptable road should be provided through the site to link Tinwald Downs Road to Catherinefield Road. Links should be provided to local footpath and cycleway networks.

Parts of the former airfield are listed and any development should not detrimentally impact on these listed features.

DFS.B&I2 Cargenbridge (12.31 hectares)

There are a number of mature trees to the site boundary which should be retained in line with Policy NE8: Trees and Development.

The site is shown within an area identified as at possible flood risk and there is a history of surface water flooding, as a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment will be required to assess the impact of any development on nearby residential properties to the south of the site and any attenuation measures identified should be implemented.

Links should be provided to local footpath and cycleway networks.

DFS.B&I4 Heathhall Airfield (7.12 hectares)

The tree belt to the north of the site should be retained, strengthened and, where necessary, extended or replaced to provide visual enhancement in line with Policy NE8: Trees and Development.

There may be possible contamination in relation to the site's previous use as an airfield and as a result a site investigation and remediation will be required.

There is a body of water adjacent to the site and as a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment will be required to assess the impact of any development on adjacent residential properties to the north of the site and any attenuation measures identified should be implemented.

An adoptable road should be provided through the site to link Tinwald Downs Road to Catherinefield Road. Links should be provided to local footpath and cycleway networks.

Archaeological investigation and recording may also be required.

DFS.B&I5 Land south of Dumfries Enterprise Park (8.34 hectares)

There may be possible contamination in relation to the site's previous use as an airfield and as a result site investigation and remediation will be required

The site is shown within an area identified as at possible flood risk and as a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties in the area and any attenuation measures identified should be implemented.

Links should be provided to local footpath and cycleway networks.

DFS.B&I6 Brasswell (8.46 hectares)

This site is allocated for business and commercial uses contained within Class 4 of the Use Classes (Scotland) Order 1997 and the sale/display of motor vehicles. Small scale start-up business units could also be appropriate at this location.

The site is shown within an area identified as at possible flood risk, there is a body of water adjacent to the site and surface water has been raised as an issue. As a result a Flood Risk Assessment is required along with appropriate surface water management measures. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties in the area and any attenuation measures identified should be implemented.

The site is low lying and adjacent to the moss, and therefore it would be advisable to undertake ground gas monitoring as the soils are likely to be peaty.

The primary vehicular access to serve the site should be taken from the A780 Annan Road and links provided to the local footpath and cycleway networks.

DFS.B&I253 Land at Starryheugh (9.12 hectares)

This site is allocated for a high quality business and commercial estate for uses contained within Class 4 of the Use Classes (Scotland) Order 1997 and the sale/display of motor vehicles. Small scale start-up business units could also be appropriate at this location.

A Masterplan will be required for the whole allocated site and will need to take account of the following issues:

- appropriate road network and connections in accordance with Designing Streets;
- links to local footpath and cycleway networks;

- proposals should incorporate structural tree planting along the site's boundary with the A75 and to the rear of Garroch Cottages, extending to Garroch Loaning, in order to reduce the visual prominence of development when seen from the A75 and to protect the general amenity enjoyed by Garroch Cottages. In addition, it may also be necessary to provide a substantial buffer zone between Garroch Cottages and new development to avoid potential conflict between land uses. Mature trees within the site should be retained and incorporated into the overall layout of any development proposal; and
- a phasing plan.

There is a history of flooding associated with this site in relation to surface water and as a result a Flood Risk Assessment is required, including topographical information.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties to the south and any attenuation measures identified should be implemented.

DFS.B&I266 Land west of former Interfloor Factory (0.54 hectares)

Ancient woodland lies to the north, west and south of the site which should be protected and retained in line with Policy NE8: Trees and Development.

Some targeted investigation in relation to contamination may be required.

The site is shown within an area identified as at possible flood risk and as a result a Flood Risk Assessment is required, including topographic information. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties in the area and any attenuation measures identified should be implemented.

Transport Scotland will need to be consulted in relation to any impact to the trunk road network on the A701. Links should be provided to local footpath and cycleway networks.

The site is the location of a post-medieval earthwork fortification, and there is a possibility of buried features and therefore an archaeological evaluation and/or mitigation will be required.

Dumfries (DFS) Mixed Use (MU) Sites

DFS.MU203 Former Interfloor Factory (5.47 hectares, including 70 units allocated up to 2029)

This site is allocated for mixed use development including residential, commercial, and leisure uses.

There are mature trees to the northern boundary which should be retained in line with Policy NE8: Trees and Development.

Due to its previous use there may be contamination in relation to this site which will require investigation.

The site is shown within an area identified as at possible flood risk and as a result a Flood Risk Assessment is required. A Drainage Impact Assessment is also required to identify what impact the development would have on the water and waste water networks.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties in the area and any attenuation measures identified should be implemented.

Transport Scotland will need to be consulted in relation to any impact to the trunk road network on the A701. Links should be provided to local footpath and cycleway networks.

The site contains a listed former factory. Any proposals should support the redevelopment of the site. Archaeological recording may also be required.

DFS.MU204 Land west of Edinburgh Road (2.39 hectares)

This site is allocated for mixed use development including retail, commercial, and leisure uses.

This site is potentially contaminated due to previous uses and therefore an investigation will be required.

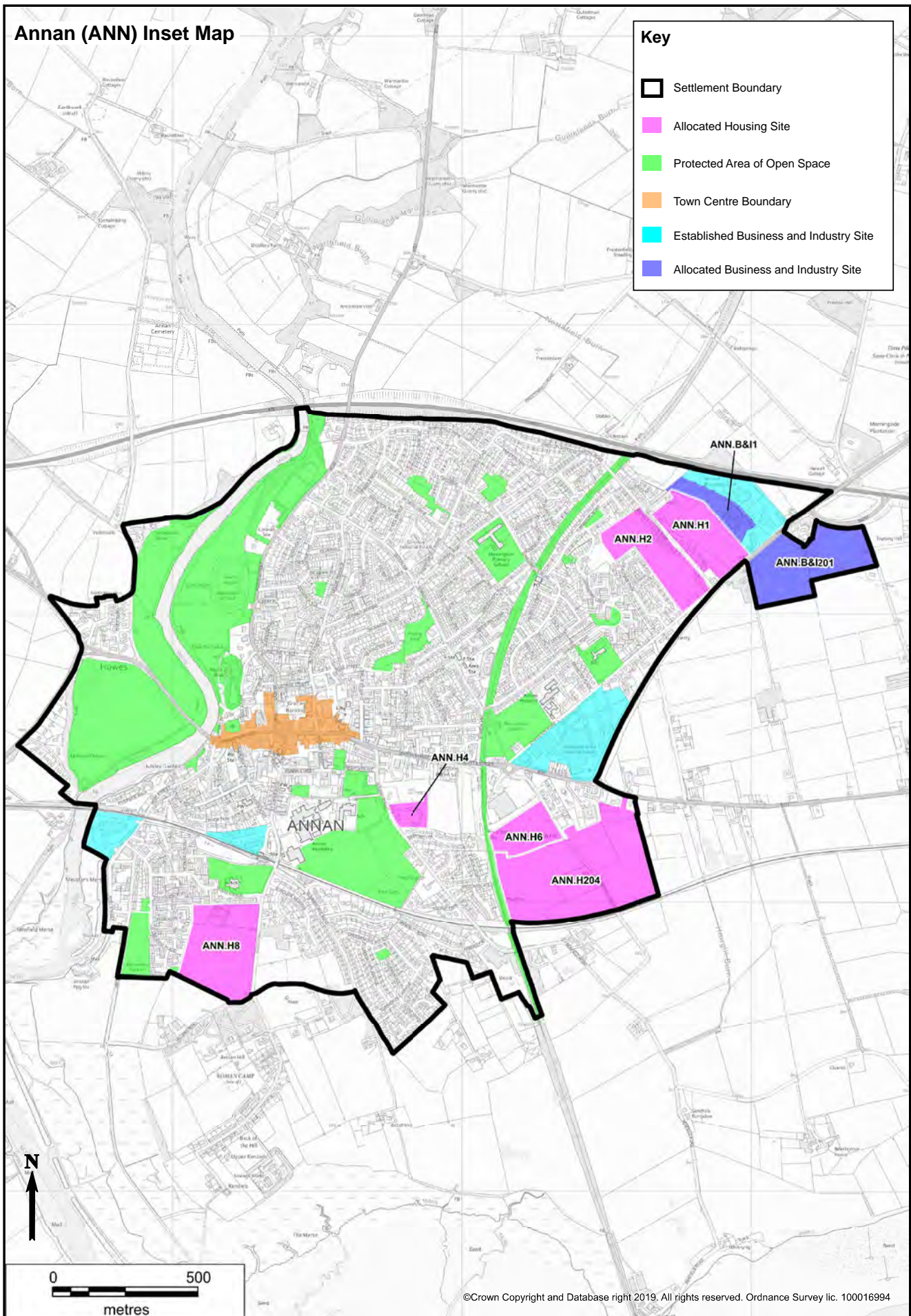
The site is shown within an area identified as at possible flood risk and as a result a Drainage Impact Assessment (DIA) is required along with appropriate surface water management measures. The DIA should also identify what impact the development would have on the water and waste water networks.

A Noise Assessment may be required depending on the nature of the proposal to assess the impact of any development on residential properties in the area and any attenuation measures identified should be implemented.

Transport Scotland will need to be consulted in relation to any impact to the trunk road network on the A701. Links should be provided to local footpath and cycleway networks.

DFS.MU205 Midsteeple Quarter, High Street (0.5 hectares)

The Midsteeple Quarter is located in the town centre and considered suitable for mixed-use development, including retail and commercial leisure uses, offices, community and cultural facilities, and residential uses where appropriate. The Midsteeple Quarter project supports the regeneration of Dumfries town centre and seeks to develop new business uses and housing within derelict and underused buildings within the town centre. The redevelopment, adaptation and appropriate alternative use of buildings will be supported in principle where they are supported by other plan policies and have regard to the town centre's built heritage and the wider conservation area. A Masterplan will be required to guide the future development of the area, which should set out the requirements for high quality design and development layout. Development will be expected to contribute to the vibrancy, vitality and viability of the town centre throughout the day and evening.



Annan Settlement Overview

Annan is identified as a District Centre in the Annan Housing Market Area. It also forms part of the Gretna-Lockerbie-Annan (GLA) regeneration corridor and is strategically located adjacent to the A75.

Annan is an historic market town with many outstanding buildings as reflected by their listings and location within the conservation area. A Regeneration Masterplan has been produced for the town. The brownfield redevelopment opportunities proposed in the Masterplan have not been allocated as many have existing uses and could be brought forward as infill developments

during the Plan period. A new High Street Strategy is currently being developed.

Development plots at the business and industry site at Stapleton Road ANN.B&I1 have been taken up and some 2 hectares remain. There is a need to identify further business and industry sites to accommodate employment opportunities and growth businesses. A new business and industry site is allocated at ANN.B&I201 South of the A75 and East of the B6357 extending to some 7.4 hectares for growth businesses.

The Council is to undertake a surface water management survey of Annan in 2019.

Planning objectives for Annan

1. Consolidate and enhance Annan's role as a District Centre within the settlement hierarchy.
2. Consolidate and support the role of the town centre in providing a range of retail, leisure, community and other opportunities, and seek further improvements to the town centre historic environment.
3. Support in principle the redevelopment of brownfield opportunities as identified within the Annan Regeneration Masterplan to aid the regeneration of the town.
4. Identify new business and industrial land to accommodate employment opportunities and growth businesses.
5. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Annan (ANN) Housing (H) Sites

ANN.H1 Land north of Windermere Road (100 units allocated up to 2029)

Windermere Road Masterplan (2014) sets out a development framework for the site in relation to roads layout, open space and landscaping strategy, affordable housing provision, density and housing distribution/phasing, drainage and SuDs scheme, design approach, integration with existing development and developer contributions. The Masterplan provides the context within which future planning applications for the individual phases will be developed, and against which they will be assessed.

ANN.H2 Land south of Windermere Road (105 units allocated up to 2029)

Windermere Road Masterplan (2014) sets out a development framework for the site in relation to roads layout, open space and landscaping strategy, affordable housing provision, density and housing distribution/phasing, drainage and SuDs scheme, design approach, integration with existing development and developer contributions. The Masterplan provides the context within which future planning applications for the individual phases will be developed, and against which they will be assessed.

Site layout must optimise accesses from Windermere Road, Turnberry Road and into the adjoining housing development at Turnberry Road and Turnberry Crescent. Road connections from Craignar Court should be provided.

ANN.H4 Solway Street (15 units allocated up to 2029)

The design and layout of houses should complement the existing street-scene, particularly in respect of the adjacent houses, especially the listed building to the north. Consideration should be given to providing access to the potential development site to the east.

ANN.H6 Land at Watchhall Road (56 units allocated up to 2029)

Tree and hedge boundary to be retained subject to access points. Access to the site should be taken from Watchhall Road which will require to be widened along the site frontage including street lighting and the construction of a public footway. A Drainage Impact Assessment is required. A Noise Assessment will be required to determine noise and required mitigation from the adjacent scrap yard business. The ability to access land due south from within the site and to widen Watchhall Road southwards from site access for potential long term expansion of Annan should not be compromised.

ANN.H8 Land between Hallmeadow Place and Elm Road (130 units allocated up to 2029)

A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed by the Council. The masterplan will require to demonstrate how development will take account of: phasing, landscaping to incorporate existing mature trees, stone boundary walls, and hedgerows, layout and design of houses to complement and preserve the setting of the listed building "Longmeadow House" which must be retained and sensitively reused, incorporate sustainable transport measures (i.e. bus stop provision and pedestrian/cycle links). The main access should be taken from Elm Road with minor access via Hallmeadow Place, with pedestrian/cycle access via Hillend Road. Elm Road would require to be upgraded along the site frontage from the junction with Wood Avenue to Hillend Road to include pedestrian footpaths and street lighting. A Water Impact Assessment and Drainage Impact Assessment would be required to establish what impact the development would have on the existing network. An archaeology evaluation and appropriate mitigation measures will be required due to the proximity of the Roman Fort. A bat and barn owl survey along with any necessary mitigation may be required.

ANN.H204 Watchhall (200 units allocated beyond 2029)

Development proposals must be carefully designed and landscaped as the site is prominent and slopes to the south. There are physical constraints on the site boundaries formed by the railway line, Chapelcross pipeline and existing employment uses.

There is an extensive, known area of significant archaeology in the central southern portion of the site which should be avoided for development and the whole site would require a comprehensive archaeological evaluation at the outset.

A Masterplan will be required for the site. An archaeological assessment and mitigation plan will be required in advance of the Masterplan in order to identify the areas that can be developed and to inform the Masterplan which will also need to take account of the above and following issues:

- appropriate road network and connections in accordance with Designing Streets;
- linkages to the wider settlement, particularly to assist in providing pedestrian and cycleway connections to schools and town centre facilities to be provided in conjunction with other development sites;
- comprehensive landscape strategy, including the protection and enhancement of trees and boundary hedges;
- traffic matters including provision for public transport and potential access to land for future development;
- layout and phasing.

A Transport Assessment would also be required in considering any proposals. A minimum of two points of access would be required. Watchhall Road would require to be widened along the entire site boundary (including street lighting and the construction of a 1.8m wide public footway).

The access onto the B721 would be taken from within the 30mph limit.

A Flood Risk Assessment with appropriate mitigation proposals will require to identify the developable area to be agreed with the Council and SEPA. A Drainage Impact Assessment and Water Impact Assessment will be required.

A site investigation for ground contamination may be required. A Noise Assessment and assessment of odour nuisance in respect of adjoining land uses will be required along with any appropriate mitigation measures.

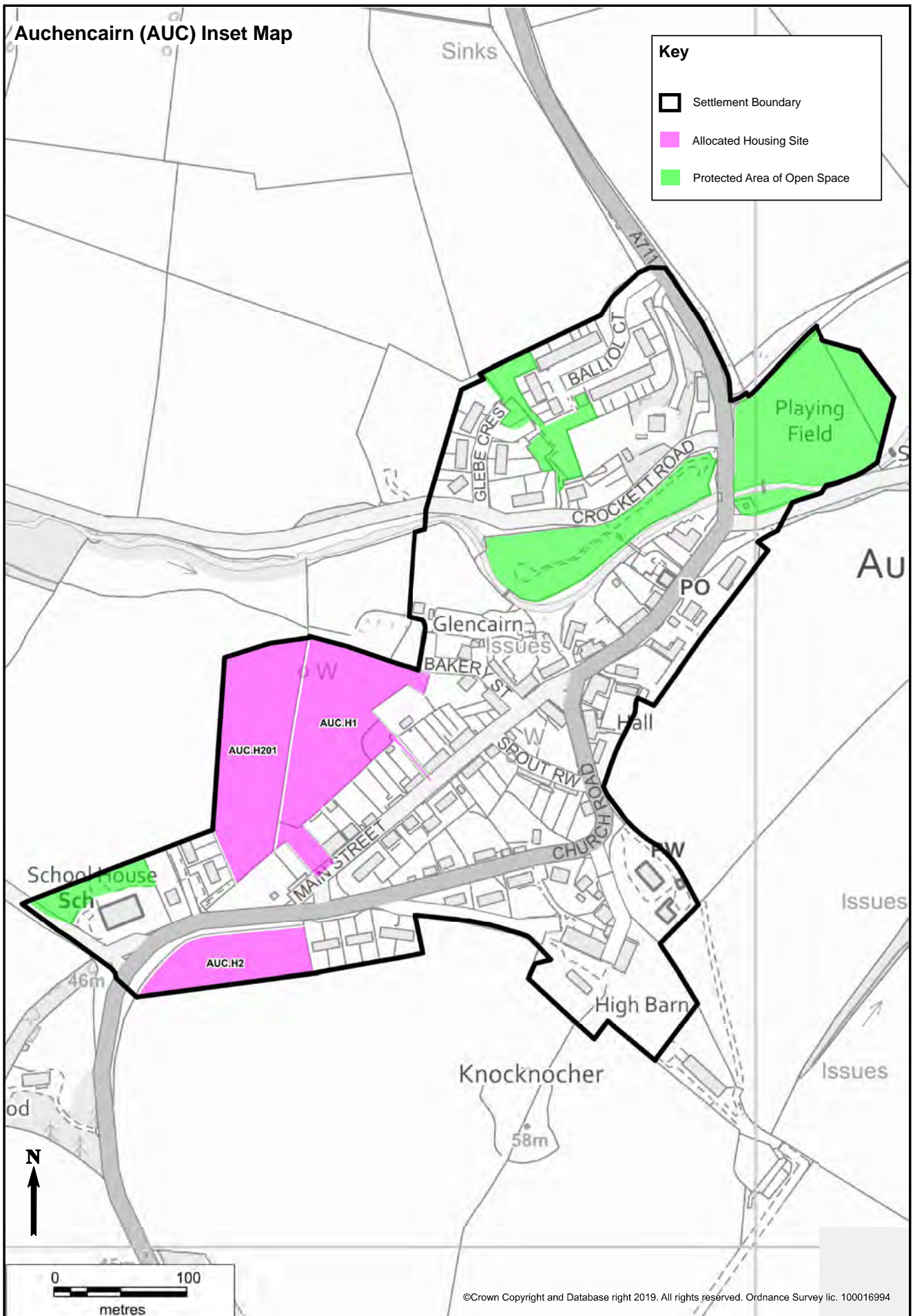
Annan (ANN) Business & Industry (B&I) Sites

ANN.B&I1 Stapleton Road (2.03 hectares)

The site has been serviced with road access from Stapleton Road, service roads, SuDs systems and cycle and pedestrian routes. Detailed proposals should consider appropriate landscaping along boundary with the A75 and adjoining housing sites. Layout of the business and industrial site should consider a maintenance corridor required by Scottish Power for adjoining electricity pylons and lines.

ANN.B&I201 South of the A75 and east of the B6357 (7.53 hectares)

The site which is located at the A75 junction should be developed in a series of phases and a Masterplan would be required. Access should be taken from the B6357 with alterations made to the existing ghost island arrangements at the applicant's expense. A Transport Assessment would be required. The speed limit along the B6357 may require to be reviewed. Sustainable modes of travel including walking and cycling routes, public transport, linkages with town centre should be considered. The layout of the site should consider a maintenance corridor required by Scottish Power for electricity pylons and lines. A comprehensive landscape management plan would be required. Boundary planting should be retained and enhanced subject to vehicular and pedestrian access. Layout will need to consider appropriate separation distance from existing houses to ensure there is no land use conflict. Built form and height of units should seek to minimise visual impact, given the flat and open nature of the site. A Water Impact Assessment and Drainage Impact Assessment would be required to establish what impact the development would have on the existing network.



Auchencairn Settlement Overview

Auchencairn is identified as a Local Centre within the Stewartry Housing Market Area.

Planning objectives for Auchencairn

1. Consolidate and enhance Auchencairn's role as a Local Centre within the settlement hierarchy, providing for housing development on suitable sites within the settlement and business development where appropriate in the context of Policy ED1(b).
2. Support proposals for, or that include, affordable housing to meet local needs.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
4. Recognise Auchencairn's position within the Solway Coast Regional Scenic Area and its location adjacent to the East Stewartry Coast National Scenic Area. Both are key considerations for any future development.

Auchencairn (AUC) Housing (H) Sites

AUC.H1 Rear of Main Street (10 units allocated up to 2029)

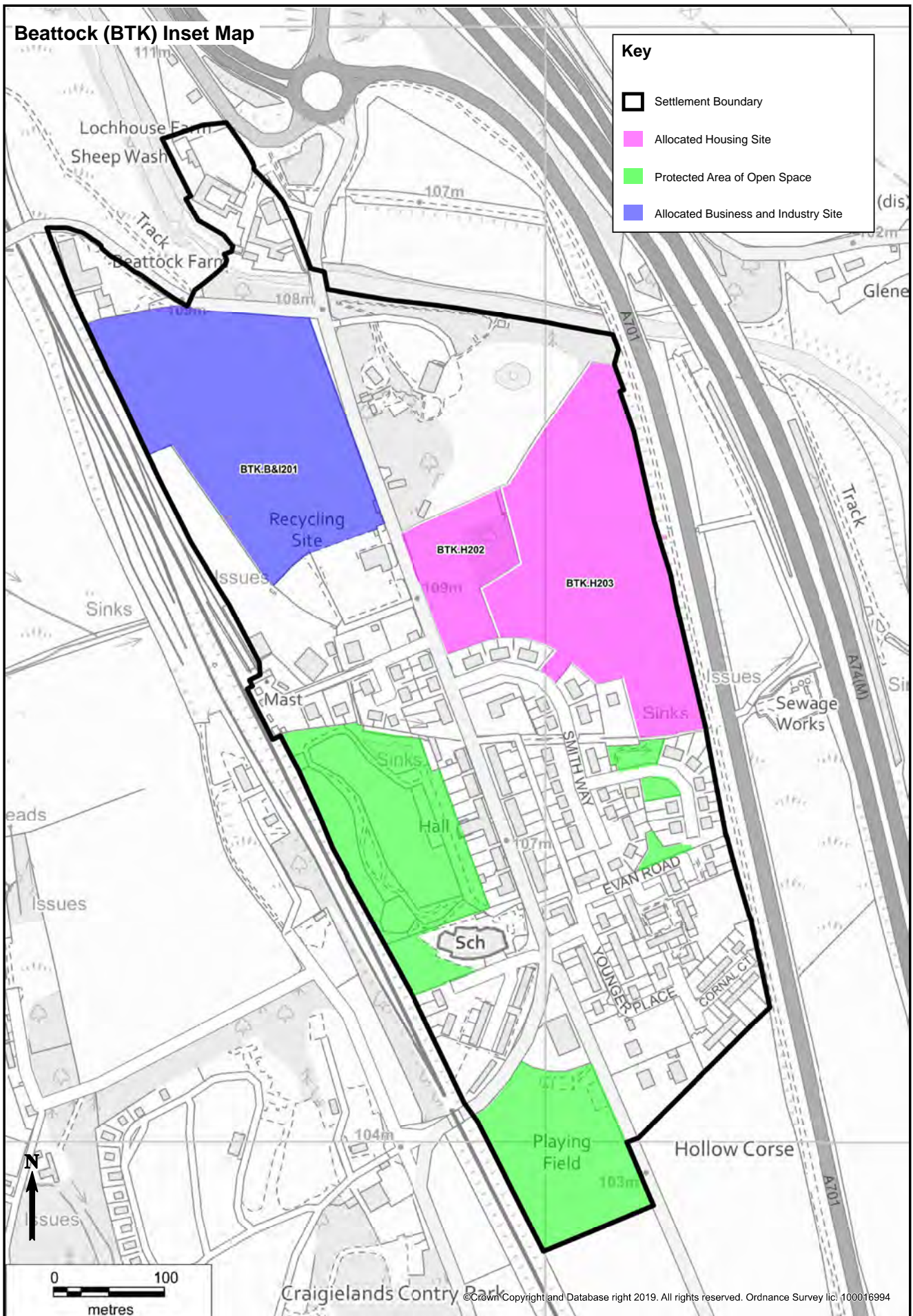
Design and siting needs to be carefully considered to minimise impact on landscape and to be sympathetic to neighbouring properties. Layout of housing should preserve the traditional rural character of the village which has 'triangular' street patterns. The existing field boundaries and trees should be retained and development should avoid the area closest to the burn. Access will be taken from the existing gap site on Main Street and should not prejudice any future access to land to the west. There may be further potential to form a pedestrian/cycle link via the private "Bakery Street" road. In all cases, access should not impact on the strong frontage character of Main Street dwellings. Flood risk will need to be investigated to take account of the well at the western boundary of the site and any pluvial flooding which may occur.

AUC.H2 Church Road (5 units allocated up to 2029)

This site provides a small scale opportunity for additional dwellings along the roadside. In the interests of road safety, the layout should incorporate a single access point to the A711 with appropriate visibility, serving a shared driveway to the individual houses. As this area forms the western entrance to the settlement and is in an elevated position, design and siting will need to be carefully considered. Properties should be limited in height to avoid dominating the skyline.

AUC.H201 Rear of the Primary School (10 units allocated up to 2029)

An integrated approach should be taken to the development of this site with site AUC.H1, and access will be taken from the existing gap site on Main Street through AUC.H1. Development proposals must be carefully designed and landscaped, taking into account the topography of the site, the character of the village and any potential visual impact of new houses in this area. In order to minimise landscape impact, development should follow the contour of the land (building being focused on the lower contours) and structural planting and landscaping should be provided along the western boundary of the site, the exact line of which should be determined through the development management process, in order to create a new defensible edge to the settlement. A landscaped buffer should also be provided at the southern end of the site, in order to protect the residential amenity of existing dwellings. Building height should be kept to single or one and a half storey. A flood risk has been identified within the site. A Drainage Impact Assessment is required, and depending on content, a Flood Risk Assessment may also be required.



Beattock Settlement Overview

Beattock is identified as a Local Centre in the Dumfries Housing Market Area, it is strategically located near to the A74(M). The potential of a new railway station at Beattock is currently being

investigated and a range of public transport initiatives.

Moffat and Beattock Community Action Plan (December 2016) sets out the community's vision for the settlement in ten years time.

Planning objectives for Beattock

1. Consolidate and enhance Beattock's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Identify new business and industry land to accommodate employment opportunities.

Beattock (BTK) Housing (H) Site

BTK.H202 Main Street and BTK.H203 Smith Way (70 units allocated up to 2029)

Site is relatively flat with mature trees on the Main Street frontage and other specimen trees which should be retained subject to pedestrian/cycle/vehicular accesses. Layout and design of houses and landscaping should be sympathetic to the listed building to the north. Pedestrian links should be developed to the adjoining core path. A bat survey along with any necessary mitigation may be required.

Access to the site should be taken from Main Street and/or Smith Way.

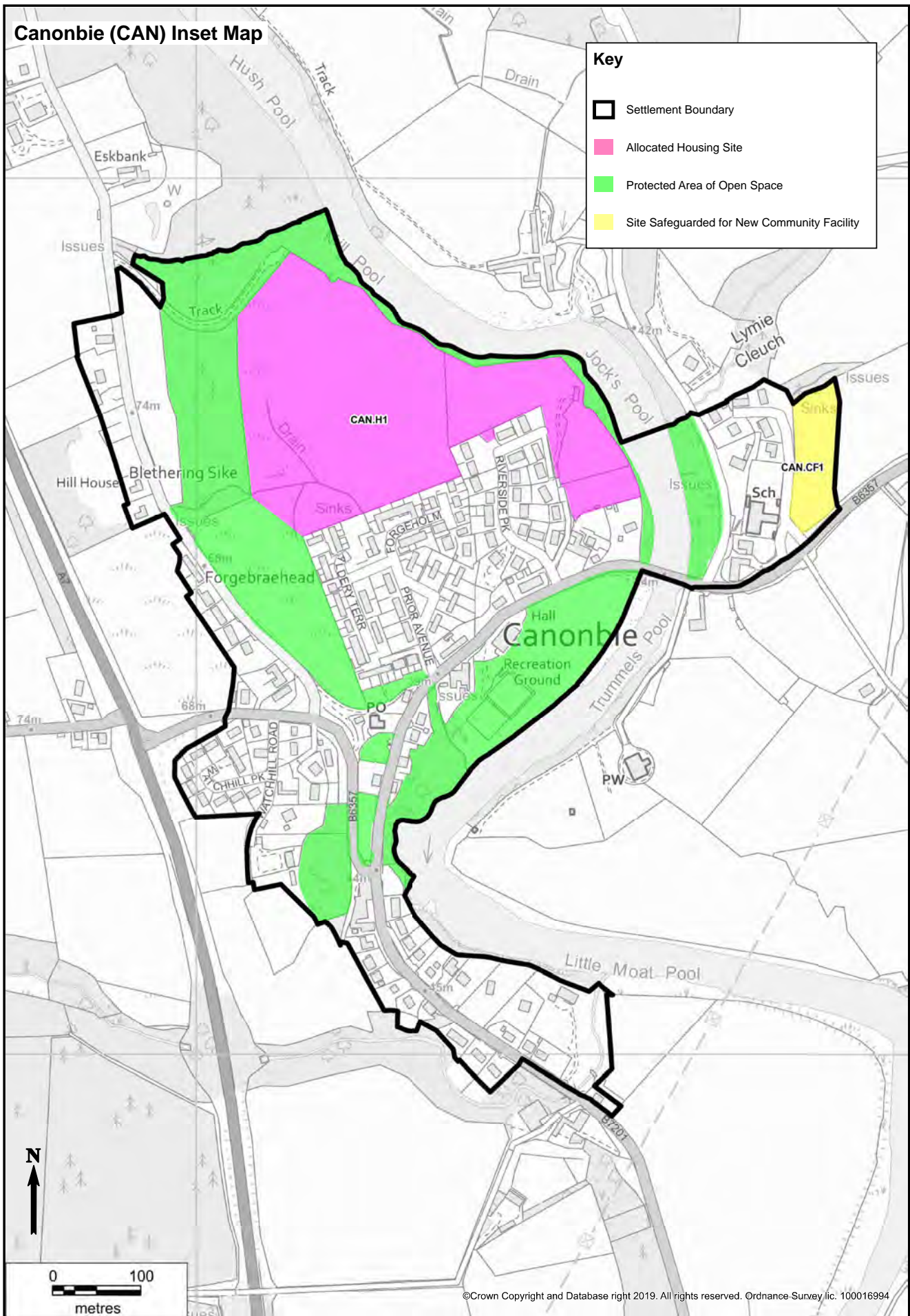
A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application to identify the developable area. There are the possibility of Roman remains and an archaeology evaluation and mitigation measures will be required.

Beattock (BTK) Business & Industry (B&I) Site

BTK.B&I201 North west, Main Street (3.75 hectares)

Site is a relatively flat brownfield site adjacent to the main west coast railway line. Mature trees adjacent to the road should be retained subject to pedestrian/cycle/vehicular accesses. Development should take account of the setting of the various listed buildings to the north of the site and links to the adjacent core path.

Access to the site should be taken from Main Street and/or The Crooked Road U312a at the north of the site. Should access be taken from the U312a improvements along the carriageway including with its junction with the C105a may be required. A Contaminated Land Assessment will be required for the land adjacent to the railway line. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application to identify the developable area.



Canonbie Settlement Overview

Canonbie is identified as a Local Centre in the Eskdale Housing Market Area.

Planning objectives for Canonbie

1. Consolidate and enhance Canonbie's role as a Local Centre within the settlement hierarchy.
2. Continue to allocate land for housing to the northern end of the settlement to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Protect the surrounding countryside from ribbon development.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Canonbie (CAN) Housing (H) Site

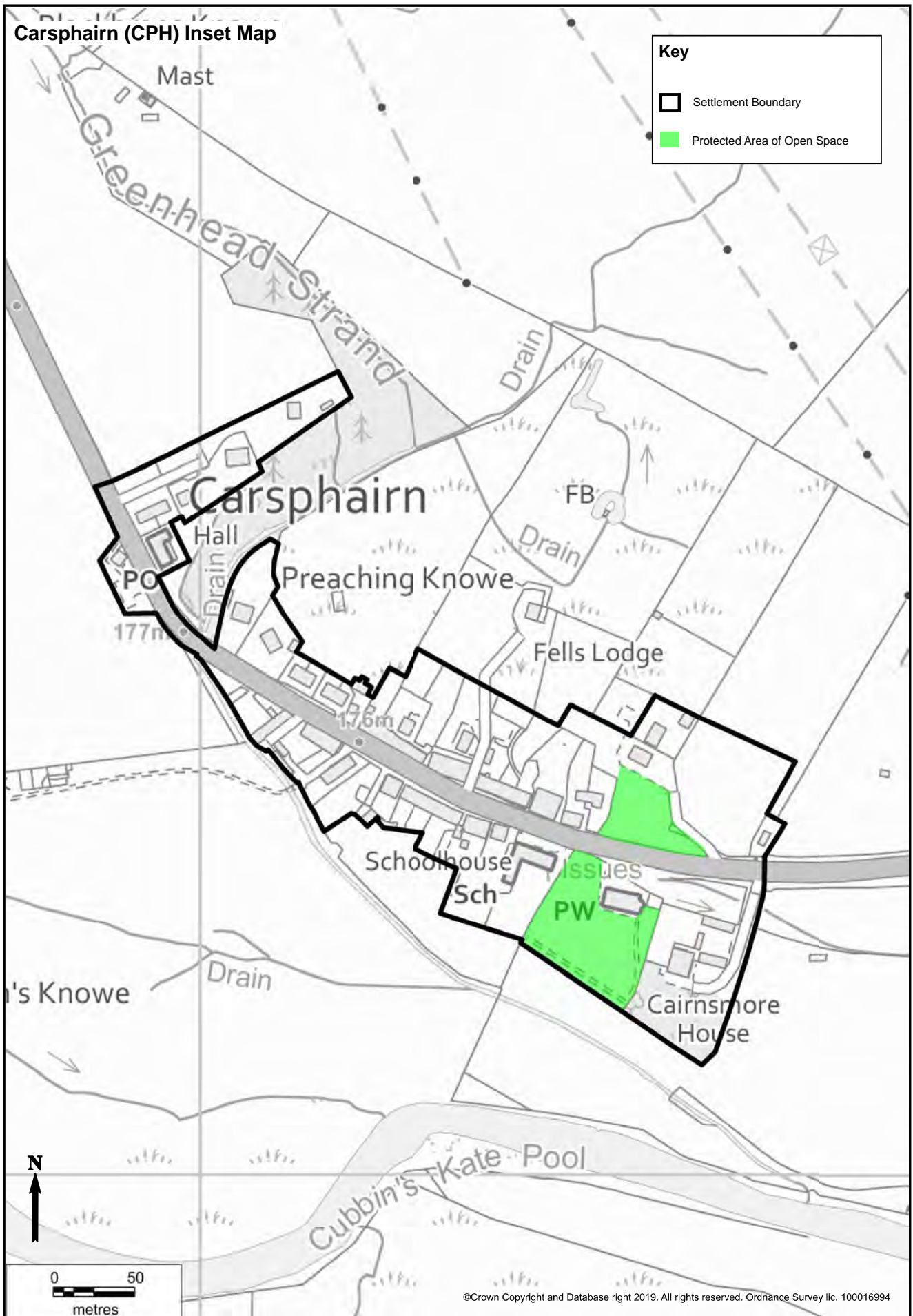
CAN.H1 Riverside Park (85 units allocated up to 2029)

Site was granted full planning permission for residential development in 2013. Should this permission not be implemented, a Masterplan will require to demonstrate how development will take account of the Blethering Sike which is to be diverted to reduce/remove flood risk to existing properties and how it will form part of the overall open space within the site, that flood risk from the Blethering Sike and River Esk has been addressed to the satisfaction of the Council, and how the development will be phased. The existing hedge and tree boundaries should be retained subject to pedestrian/cycle/vehicular access points. A programme of archaeological work for the eastern portion of the site will need to be submitted alongside the Masterplan. Improvements will be required to the local road network at junction of Riverside Park with the B6357 and an isolated area of contaminated land will need to be remediated to the satisfaction of the Council.

Canonbie (CAN) Community Facilities (CF) Site

CAN.CF1 Land due east of School

This site is safeguarded to accommodate the potential future expansion of the existing school opposite. Due to the partially culverted burn adjacent to the northern boundary of the site, a Flood Risk Assessment or other appropriate information may be required to be submitted and agreed by the Council depending on the development proposed i.e. education building or solely play area. Local road infrastructure improvements will be required including traffic calming measures. Potential impact on the adjacent ancient woodland will require to be assessed along with any mitigation. An archaeological evaluation will be required to identify appropriate mitigation measures.



Carsphairn Settlement Overview

Carsphairn is identified as a Local Centre in the Stewartry Housing Market Area. Significant flood risk issues have resulted in the need to remove the site North of McAdams Way from the Plan. Infill proposals will be considered favourably provided they comply with other policies contained in the Plan.

Planning objectives for Carsphairn

1. Consolidate and enhance Carsphairn's role as a Local Centre within the settlement hierarchy.

Castle Douglas Settlement Overview

Castle Douglas is identified as a District Centre in the Stewartry Housing Market Area. Carlingwark Loch is important to the setting of the town providing an attractive gateway when approached from the south. This area is also important for biodiversity as it is a part of Threave & Carlingwark Loch SSSI.

Planning objectives for Castle Douglas

1. Consolidate and enhance Castle Douglas's role as a District Centre within the settlement hierarchy.
2. Utilise previously developed land where possible, or land which relates well to existing development and has least landscape impact.
3. Continue to provide a mixture of large and small infill sites to provide a range of different development opportunities, including small scale development and affordable housing.
4. Support established business and industrial land recognising that opportunities remain for further development at Station Yard, providing for future expansion of business premises and employment in that area.

Castle Douglas (CSD) Housing (H) Site

CSD.H1 North of Garden Hill Drive (15 units allocated up to 2029)

Development proposals must be carefully designed and landscaped, taking into account the topography and elevated nature of the site. Development should be limited to single or one and a half storey with adequate screening to minimise impact on existing dwellings. Access may be taken from an existing spur off Garden Hill Drive. Future proposals must also demonstrate how development of this site will fit in with any new development on the site to the south (CSD.H2), for example by indicating linkages between the sites, complementary design, etc.

CSD.H2 West of Garden Hill Road (30 units allocated up to 2029)

Careful siting and design of new development would be required, taking into account the topography of the site and road access issues. In order to minimise landscape impact, development should follow the contour line around hill rather than the hedge which runs uphill. Furthermore, development should be limited to single or one and a half storey with adequate screening to minimise impact on existing dwellings.

Future proposals must also demonstrate how development of this site will fit in with any new development on the site to the north (CSD.H1), for example by indicating linkages between the sites, complementary design, etc. Development of the site would provide an opportunity to improve permeability by connecting Garden Hill Drive and Garden Hill Road. Create green link with pedestrian/ cycle link to Hilltown Drive and medical centre using and enhancing existing greenspace. Flood risk will need to be investigated.

CSD.H3 East of Ernespie Road (130 units allocated up to 2029)

This site is located along a main gateway point to the town so the quality of the design and layout of the development will be a critical consideration. A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan should demonstrate how development will take account of phasing, sustainable drainage schemes, landscaping, cycle and pedestrian routes, open space and creation of a suitable access. Given the size of the proposed development, a Transport Assessment will be required. A new roundabout and additional traffic lights on the C12 Dunmuir Road may be required and a footway should be provided along the entire site frontage with Ernespie Road. A wide screening belt is required to screen the adjacent industrial land and supermarket, boundary definition to the north is required to avoid development of the moraine slope, and new structural planting is required along the north east boundary of the site in order to provide a new defensible edge to the settlement. The existing dry stane dyke along the boundary of the site should be retained. As far as possible, the existing mature trees should also be retained. Any tree felling required for road safety grounds, in order to provide a suitable access, should be kept to a minimum and replacement planting should be provided to compensate for any loss. A flood risk has been identified and a Drainage Impact Assessment and Flood Risk Assessment are required. In the west, a small former quarry appears to have been infilled. Investigation of this area to check nature of infill would be required. The remains of the Ernespie Stone Circle are present in close proximity, any impact on setting of this monument should be considered as part of the development assessment.

CSD.H4 Cotton Street (16 units allocated up to 2029)

Consideration should be given to pedestrian access to nearby open space. A site investigation and possible remediation will be required due to the former use of the site as an abattoir. A flood risk has been identified and a Drainage Impact Assessment is required.

CSD.H5 West of Torrs Road (133 units allocated up to 2029)

The site contains steeply sloping land which may require major engineering works to develop. A Masterplan is required to be submitted as part of any planning application and agreed by the Council. This Masterplan should demonstrate how development will take account of phasing, Sustainable Urban Drainage Schemes, landscaping, cycle and pedestrian routes, open space and the creation of a suitable access. A Transport Assessment would be required to evaluate the impact on the surrounding road network. There may be potential to provide links to existing settlement areas via Jenny's Loaning and Torrs Drive which will provide connectivity to the Primary School and toward the town centre. It is also essential that this Masterplan and subsequent phasing of development takes into account the adjacent site (CSD.H6) and how any future development on this site will be accessed. Access can be taken from the A745 Dalbeattie Road; the new eastern boundary of this access point should be reinforced with hedge and tree planting. A Flood Risk Assessment is required.

CSD.H6 South of Jenny's Loaning (190 units allocated beyond 2029)

This long term site would provide the next phase of development of this part of the town, linking to the adjacent site CSD.H5. A Masterplan is required for both sites, taking account of the future development of CSD.H6, including access. The site contains steeply sloping land with various changes in level. The Masterplan must consider landscape issues and also give some consideration to how land could potentially be accessed and developed further to the west if additional land were to be allocated here in future plans. A Transport Assessment would be required to evaluate the impact on the surrounding road network. Potential impact should be considered in respect of traffic volumes, desire lines, public transport and pedestrian/cycle provision. Areas of the former loch are to be found in the southern part of the site, adjacent to former Torrs Loch. Development should avoid this area, and investigation and mitigation may be required. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

CSD.H10 Land to south of Ernespie Lodge (25 units allocated up to 2029)

The site is located to the top of a moraine/hill, enclosed by woodland including ornamental species. These existing trees are classified as ancient woodland and should be retained; this will also provide important screening for the site. Access should be taken from the A745 Ernespie Road, which will need to be carefully designed to avoid exposing the site.

CSD.H11 Land to south of Kilmichael, Abercromby Road (35 units allocated up to 2029)

This is a raised site, partially screened by existing boundary trees which should be retained. Development should be set back from the road with screen planting provided along Abercromby Road, and a landscaped buffer should be provided to the rear of existing houses on the east side of Abercromby Road in order to protect residential amenity. Additional planting should be provided to reinforce the boundary with the adjacent golf course. The need for a suitable access with satisfactory provision for vehicles and pedestrians is essential for this site. Appropriate junction separation from Cairnsmore Rd/A713 junction will be required. The site is located adjacent to Category C Listed outbuilding of Old House of Fuffnock. Evaluation and/or mitigation will be required. There is possible flood risk associated with this site. A Drainage Impact Assessment is required and depending on content may require a Flood Risk Assessment.

CSD.H203 Land at The Stables (180 units allocated up to 2029)

A Masterplan is required to be submitted prior to or as part of any planning application and agreed by the Council before any development can commence on site. The Masterplan should include the design and layout of the development, the road layout including access, the phasing of the development, open space provision and the landscaping of the site.

The Masterplan should be informed by a comprehensive landscape assessment in order to determine the development areas on the site, which would be likely to be limited to the lower areas around the hill, thus ensuring that longer distance views of the hill from the town and the surrounding countryside are protected. Appropriate protection should be given to the prehistoric hill fort at the top of Dunmuir Hill, with an evaluation and any appropriate mitigation measures (including recording of any findings).

Existing mature trees (which may also be the subject of a tree preservation order) along the boundary of, and within, the site should be retained and protected as far as possible, and new structural planting should be undertaken along the north west boundary of the site in order to create a new defensible northern edge to the settlement. A landscaped buffer should be provided along the eastern boundary of the site in order to protect the amenity of residential properties adjacent to the site.

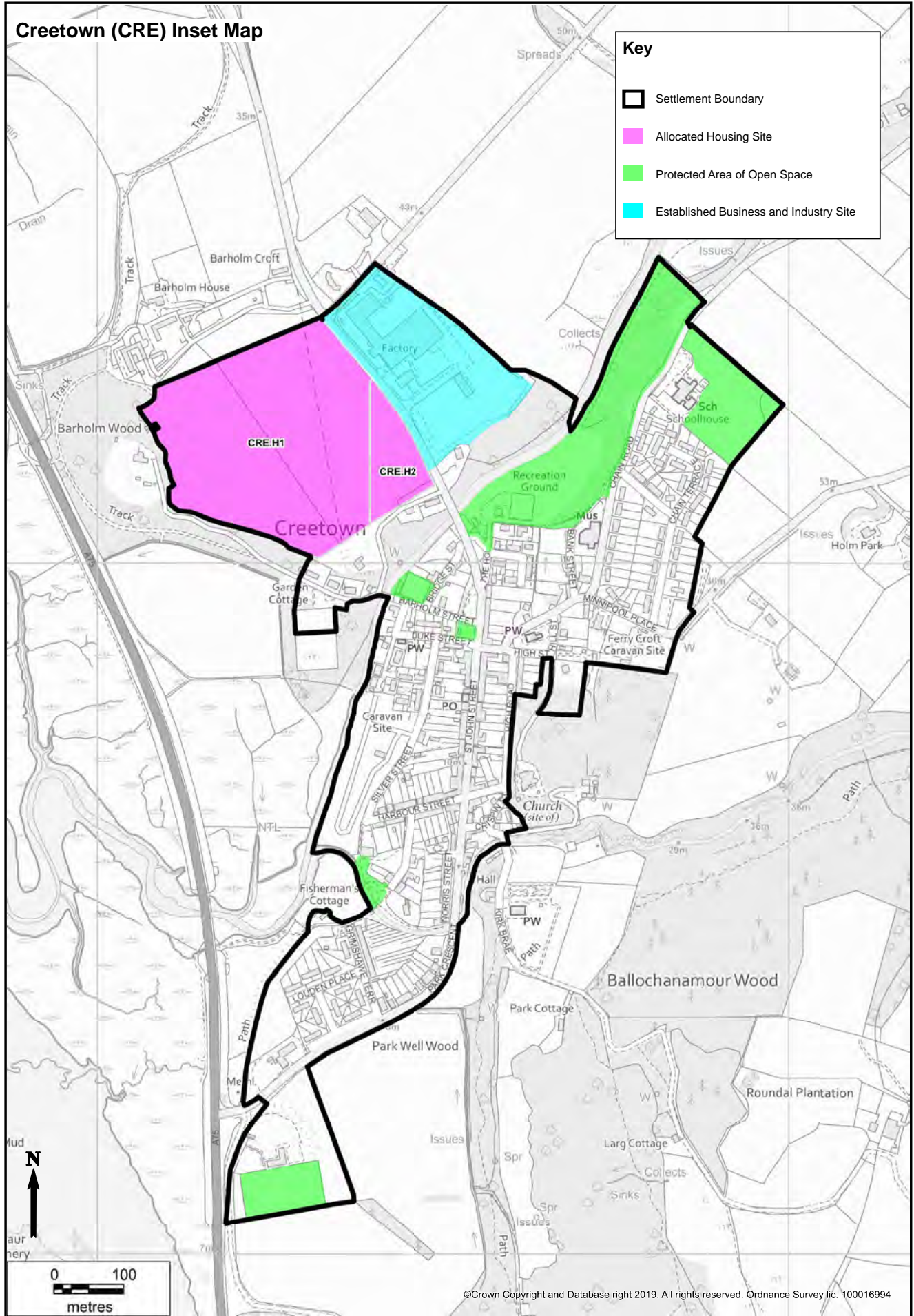
A Transport Assessment is required to determine the impact the development will have on the capacity of the surrounding road network and any associated road, junction and traffic management improvements required. The Transport Assessment and Masterplan should investigate the most appropriate vehicular, pedestrian and cycle access to the site, and how this would be implemented to meet the Council's roads standards. Consideration should be given to appropriate access from Cairnsmore Road, Donald Road and Dunmuir Road, utilising third party land outwith the application site where this may be feasible.

The open space provision should be integrated with existing pedestrian and cycle links providing access to the town centre and local facilities. A Flood Risk Assessment will be required as part of any future planning application.

Castle Douglas (CSD) Business & Industry (B&I) Site

CSD.B&I1 Land at Oakwell Road (1.48 hectares)

The site is located adjacent to existing industrial development. A buffer zone of planting would be required along parts of the site adjacent to Oakwell Park and Whitelaw Avenue in order to protect visual amenity of the residents. The potential effect of noise upon residential amenity will also need to be considered. A limitation on the hours and type of industry may be appropriate, including restriction to Class 4 business uses (uses which can be carried on without detriment to the amenity of a residential area) where this is considered appropriate. Flood risk will need to be investigated to determine whether the water course that runs through the site will have an impact on development of the site.



Creetown Settlement Overview

Creetown is identified as a Local Centre in the Mid Galloway Housing Market Area.

Planning objectives for Creetown

1. Consolidate and enhance Creetown's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Creetown (CRE) Housing (H) Sites

CRE.H1 Land at Barholm Mains (50 units allocated up to 2029)

Site forms part of a settlement extension to the north and should be developed in conjunction with site CRE.H2. Two access points will be required with a loop layout. Pedestrian and cycle routes should be incorporated into the layout and design of the development. The site is located within the Barholm Non-Inventory Designed Landscape and is an area of high landscape amenity. Care should be taken to respect the special qualities of the surrounding woodlands and landscape, taking account of views into and out of the site. The design and layout should respect the historic character and qualities of the surrounding listed buildings and landscape, with development limited to 1-1½ storey houses. A detailed survey of all trees within or on the site boundary must be undertaken and used to inform layout plans. Additional tree planting and landscaping will also be required in order to mitigate potential impacts on local landscape character. Potential impacts on the setting of the adjacent conservation area also need to be assessed and design criteria established. The course of the 18th century Old Military Road cuts through the site, an Archaeological Evaluation and/or Mitigation will be required. The site lies within the SEPA pluvial flood maps, a Drainage Impact Assessment and a Flood Risk Assessment will be required.

CRE.H2 Barholm Croft (16 units allocated up to 2029)

Site forms part of a settlement extension to the north and should be developed in conjunction with site CRE.H1. Due to level differences between the road and the site, access should be incorporated with CRE.H1 and will require two access points and a loop layout. Pedestrian and cycle routes should be incorporated into the layout and design of the development. The site is located within the Barholm Non-Inventory Designed Landscape and is an area of high landscape amenity. Care should be taken to respect the special qualities of the surrounding woodlands and landscape, taking account of views into and out of the site. The design and layout should respect the historic character and qualities of the surrounding listed buildings and landscape, with development limited to 1-1½ storey houses. A detailed survey of all trees within or on the site boundary must be undertaken and used to inform layout plans. Additional tree planting and landscaping will also be required in order to mitigate potential impacts on local landscape character. Potential impacts on the setting of the adjacent conservation area also need to be assessed and design criteria established. The course of the 18th century Old Military Road cuts through the site, Archaeological Evaluation and/or mitigation will be required. The site lies within the SEPA pluvial flood maps, a Drainage Impact Assessment and a Flood Risk Assessment will be required.

Crossmichael Settlement Overview

Crossmichael is identified as a Local Centre in the Stewartry Housing Market Area.

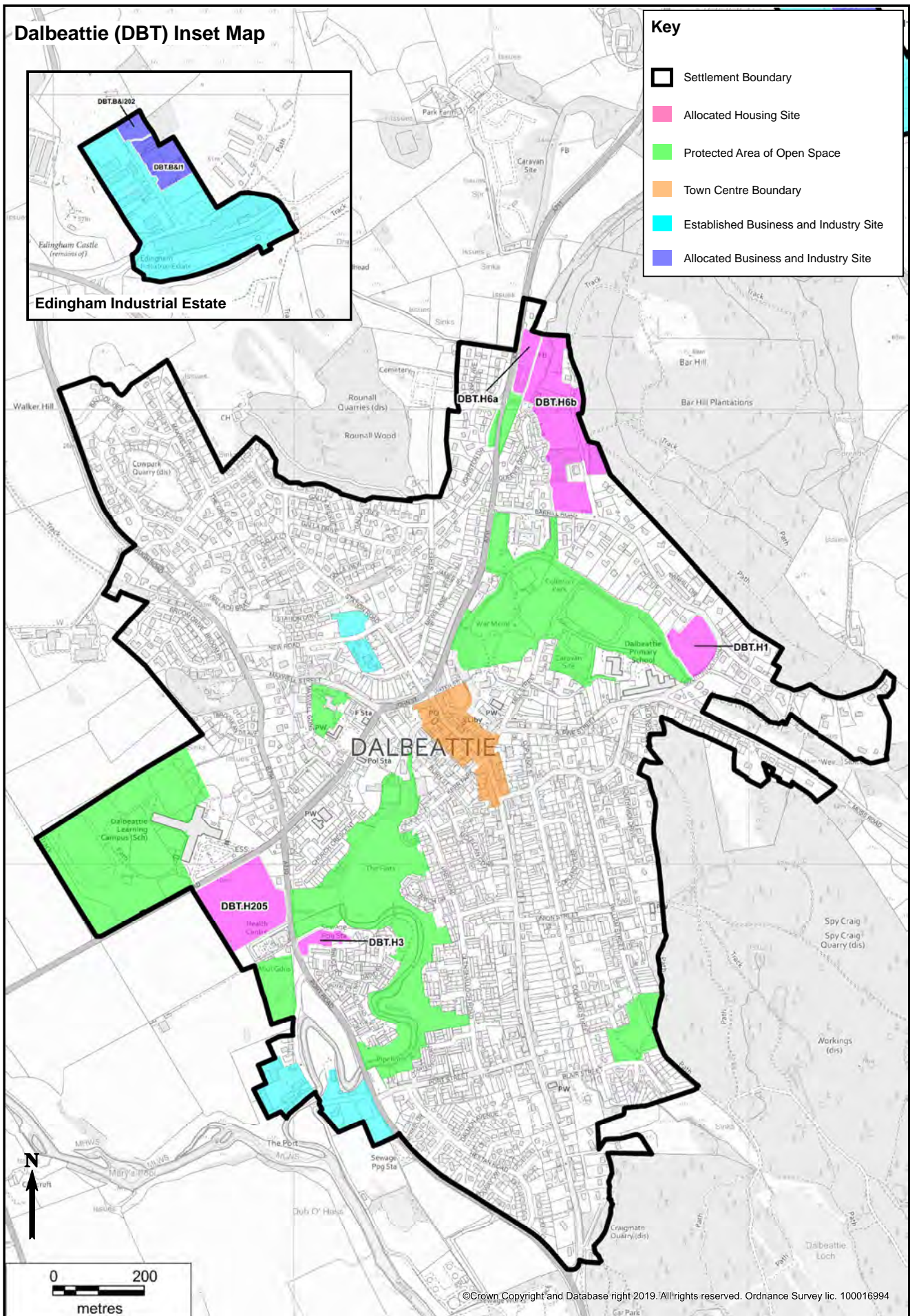
Planning objectives for Crossmichael

1. Consolidate and enhance Crossmichael's role as a Local Centre within the settlement hierarchy.
2. Crossmichael lies within the Galloway Hills Regional Scenic Area, this landscape designation is an important consideration when considering future development.

Crossmichael (CMI) Housing (H) Site

CMI.H1 Extension to land at Templand (25 units allocated up to 2029)

The site forms an extension to the existing development at Templand. Future proposals for housing will require careful consideration of layout and design so not to overlook adjacent housing, reflecting the style, and be limited to no more than one and a half storey in height. A large proportion of the site lies within the Culgruff Non-Inventory Designed Landscape and the wider setting of Culgruff House Category B listed building, but the area proposed is undeveloped pasture land. However, landscape and biodiversity enhancement schemes will be required, including an assessment of the impact on the designed landscape and the creation of greenways/wildlife movement corridors along roads, footpaths and cycleways. In this context, the exact position and associated landscaping of the northern boundary of the site will be determined through the development management process. Footway and cycle links to the existing development will be required and a footway link should continue from the existing development along the site frontage. There is a watercourse on site which requires that a Flood Risk Assessment and Drainage Impact Assessment is carried out, to be agreed with the Council and SEPA. It will also require to include the impact on the Water and Waste Network to establish if additional infrastructure investment is necessary and to identify any parts of the site unsuitable for development. Details of the proposed road access will need to be considered to take account of the comments above.



Dalbeattie Settlement Overview

Dalbeattie is identified as a District Centre in the Stewartry Housing Market Area. The town benefits from its close proximity to one of the internationally renowned 7stanes mountain biking routes and any development that supports the

tourist role of the town should be encouraged. Locally quarried granite stone used in the construction of many of the buildings give the town its own unique feel and character. A flood risk assessment, The Dalbeattie Flood Study, was undertaken and completed in 2016.

Planning objectives for Dalbeattie

1. Consolidate and enhance Dalbeattie's role as a District Centre within the settlement hierarchy.
2. Continue to support established business and industrial land recognising that opportunities remain for further development and include additional land at Edingham Industrial Park, providing for future expansion of business premises and employment in that area.
3. The southern approach to the town is within close proximity to the East Stewartry Coast National Scenic Area where, again, landscape consideration is important.

Dalbeattie (DBT) Housing (H) Sites

DBT.H1 Sunnyside/Barhill Road (12 units allocated up to 2029)

The site has potential for linear plotted development set down the slope at the nearest point and limited to no greater than two storey. Development proposals should ensure that careful consideration is given to siting and design of new development, taking into account the topography of the site, so that it is well integrated with the existing settlement. Development should complement and enhance the historic built environment. The granite wall that surrounds the site should be retained as far as possible or reinstated. Flood risk has been identified on this site therefore a Flood Risk Assessment is required.

DBT.H3 Bruce Road/Port Road (12 units allocated up to 2029)

A new access will have to be created off Port Road. There are two large and significant ash trees forming the boundary of the site and these should be protected. Development should provide a pedestrian/cycle link to the existing Bruce Road and to the area of protected open space to the east of the site, including both east and north of the Dalbeattie Burn. A Drainage Impact Assessment is required and depending on content may require a Flood Risk Assessment.

DBT.H6a John Street (10 units allocated up to 2029)

Proposals will need to demonstrate how development will take account of vehicular, pedestrian and cycle access, landscaping and open space within the site. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. A former depot forms part of the site and work may be required to supplement remediation already carried out in order to ensure the soil is sufficiently remediated to enable housing development to take place.

DBT.H6b Barhill Road (30 units allocated up to 2029)

Proposals will need to demonstrate how development will take account of vehicular access, landscaping, cycle and pedestrian routes and open space within the site and linkages with wider green networks. In this context, proposals will need to include an area of open space along the access track within the eastern part of the site, thus maintaining a green corridor with pedestrian and/or cycle links from Bar Hill Plantation to Colliston Park. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

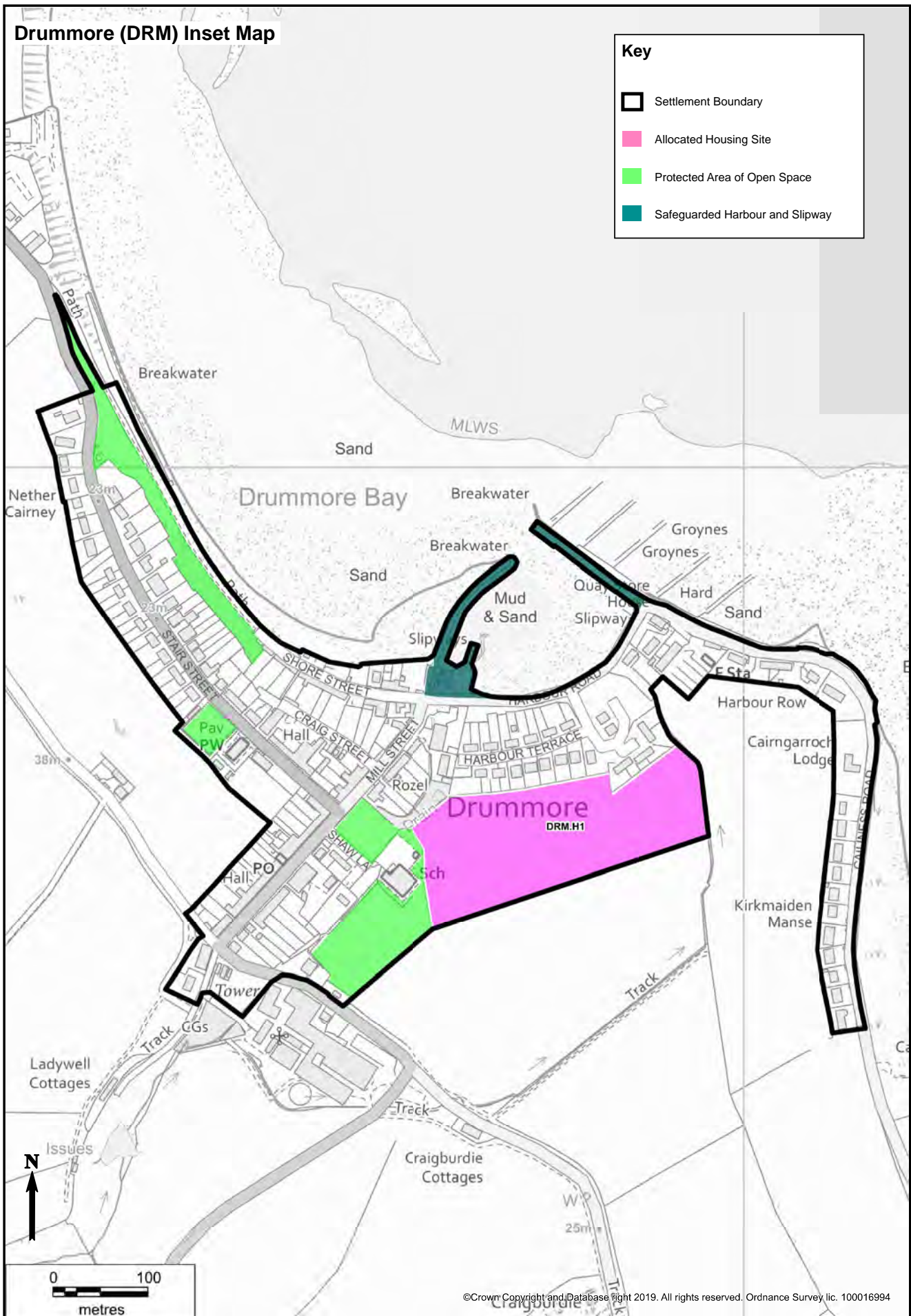
DBT.H205 Land to south of Craignair (60 units allocated up to 2029)

The site is located on one of the main approaches into the town, careful consideration to the layout, design and landscaping will be required. The south western boundary needs to be strengthened by planting hedgerow trees. Existing trees adjacent to the farm access track to the south provide a screen to the nearby industrial estate and should be retained. Proposals should provide for good pedestrian/cycle links and green links to the new school and existing path systems (across Port Road) with a centralised greenspace and integrated SUDS system. Development proposals should not prejudice access to land to the west. A Drainage Impact Assessment is required and depending on content may require a Flood Risk Assessment. No development should take place within the floodplain. Remnants of a former World War II Prisoner of War camp have been located at this site. An archaeological watching brief would likely be required.

Dalbeattie (DBT) Business & Industry (B&I) Site

DBT.B&I1 Land at Edingham Business Park (0.98 hectares) and B&I202 (0.35 hectares)

There are archaeological issues that require some evaluation/mitigation to be carried out based on the site being on or adjacent to former WWII Munitions works. It is also within the setting of a nearby Scheduled Monument and recording work may be required. Any flood risk will need to be fully investigated by the landowner/developer. A Drainage Impact Assessment is required and depending on content may require a Flood Risk Assessment.



Drummore Settlement Overview

Drummore is identified as a Local Centre in the Stranraer Housing Market Area.

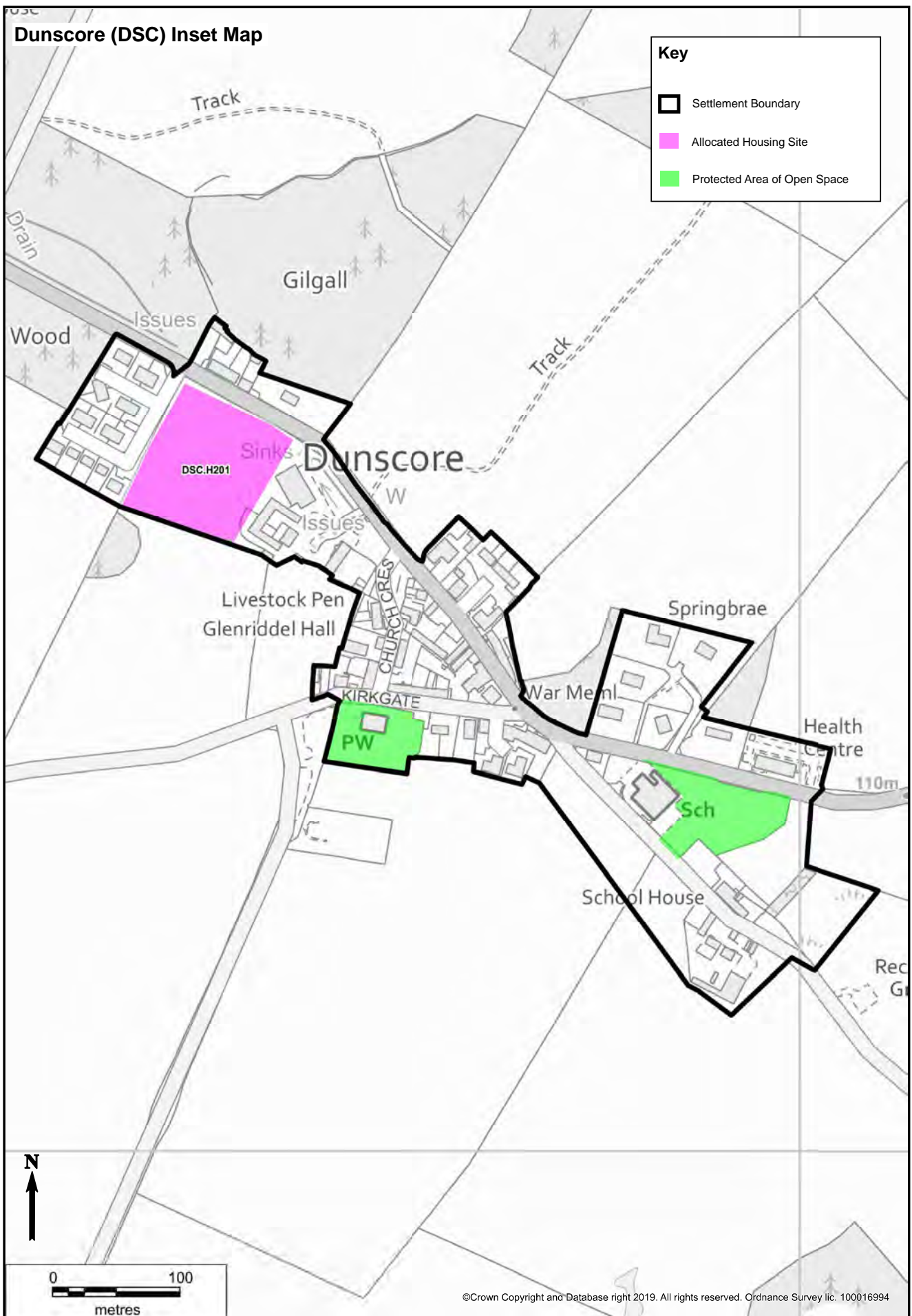
Planning objectives for Drummore

1. Consolidate and enhance Drummore's role as a Local Centre in the settlement hierarchy.
2. Protect the surrounding countryside from ribbon development.
3. Continue to support provision of community facilities including the ongoing development of the harbour.

Drummore (DRM) Housing (H) Site

DRM.H1 Land off Ward Place (50 units allocated up to 2029)

The site should be accessed from Harbour Terrace and an access into the adjacent field to the east should be incorporated so as not to prejudice potential future development. The site requires hedge planting on the southern and eastern edges to provide a distinct settlement boundary. Due to the sites open and prominent position, the height and massing of housing should be kept to 1 or 1½ storeys to ensure that development does not dominate the settlement or block views to the coast. There are known prehistoric remains on the site, an Archaeological Evaluation and/or Mitigation will be required. There is a possible flood risk associated with this site and a Flood Risk Assessment is required.



Dunscore Settlement Overview

Dunscore is identified as a Local Centre in the Dumfries Housing Market Area.

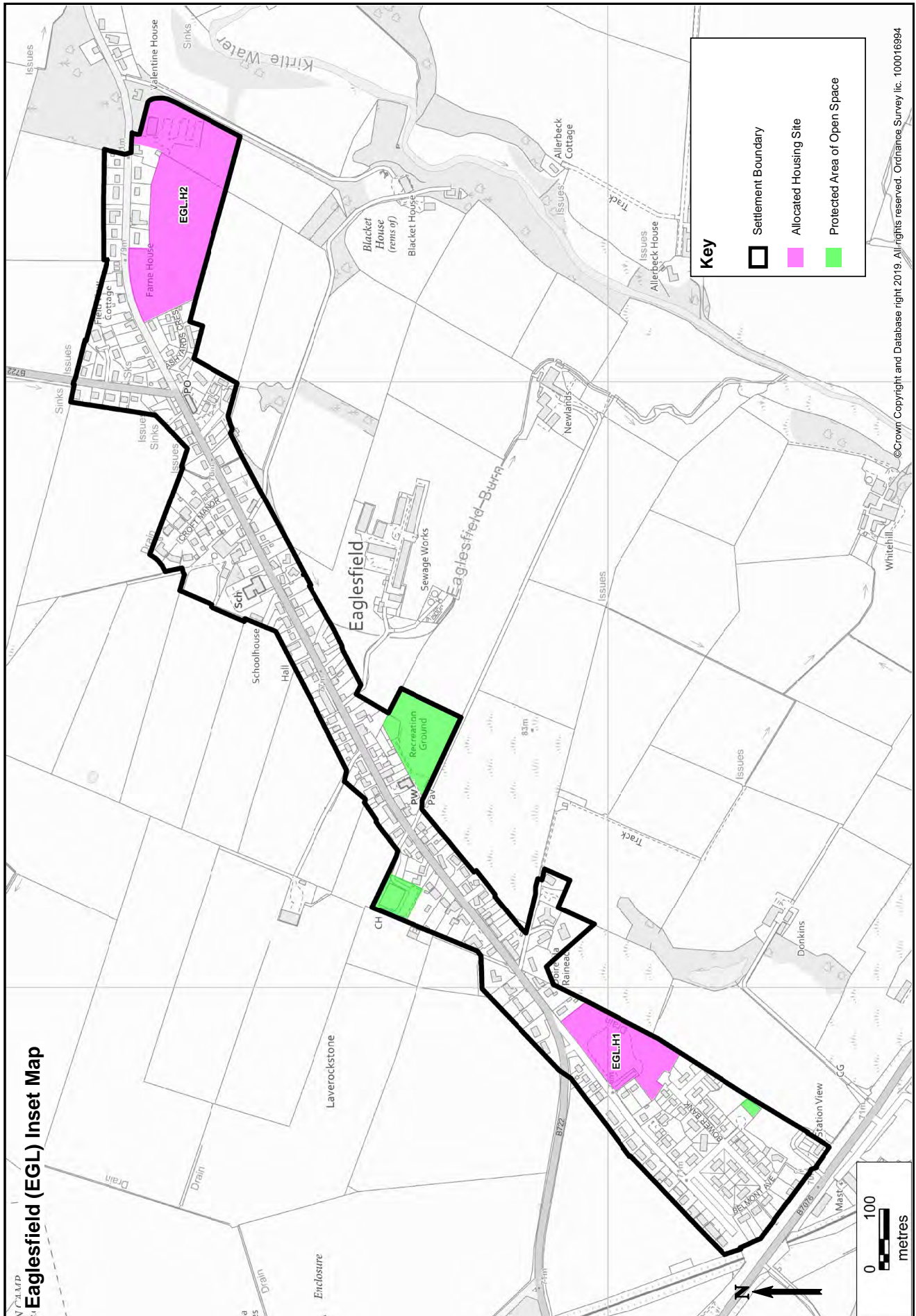
Planning objectives for Dunscore

1. Consolidate and enhance Dunscore's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.

Dunscore (DSC) Housing (H) Site

DSC.H201 Dalgonar Road (23 units allocated up to 2029)

The mature trees within the site boundary should be retained and incorporated into the development. The lower section of the site is considered suitable for development as the upper areas are more visible and contribute to the settlements character. A body of water traverses the site with a culvert also located within the boundary of the site, as a result a Flood Risk Assessment is required. Access to the site should be taken from Dalgonar Road.



Eaglesfield Settlement Overview

Eaglesfield is identified as a Local Centre in the Annan Housing Market Area.

Planning objectives for Eaglesfield

1. Consolidate and enhance Eaglesfield's role as a Local Centre within the settlement hierarchy.
2. Support the redevelopment of brownfield land.
3. Protect the surrounding countryside from ribbon development.

Eaglesfield (EGL) Housing (H) Sites

EGL.H1 Former Roads Depot, Burnswark (30 units allocated up to 2029)

Site is relatively flat with hedge boundary to road which should be retained subject to pedestrian/cycle/vehicular accesses.

Proposals for this site require to address the following matters: a Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Site has the benefit of a Contaminated Land Assessment and mitigation must be implemented in order to develop the site. The electricity poles and lines will need to be relocated to a more appropriate location or consolidated on site. Consideration should be given to a more suitable junction arrangement with the B722. Road access to the east of the site for the potential long term expansion of Eaglesfield should not be compromised.

EGL.H2 Land between Ashyards Crescent and Sunnybrae (78 units allocated up to 2029)

Site is relatively flat with hedge and tree boundaries which should be retained subject to pedestrian/cycle/vehicular accesses.

Proposals for this site require to address the following matters: site requires appropriate package of improvements to local road network to accommodate development, loop-road configuration with two accesses, and appropriately designed SuDS drainage to include discharge eastwards into the Kirtle Water. A Flood Risk Assessment will be required and a Drainage Impact Assessment may be required to be submitted and agreed by SEPA and the Council as part of any planning application. Layout of development must be sympathetic to adjacent non-inventory designed landscape due southeast of site. Road access to the south of site for the potential long term expansion of Eaglesfield should not be compromised. It will be necessary to provide new planting on the southern edge of the site. This should be designed to soften the landscape impact of the new development in views from the south and south-west and provide a buffer to any future development to the south. This planting and adjoining houses should be designed and located so that the landscaping does not become susceptible to pressure for its removal as a result of undue overshadowing of houses and gardens.

Eastriggs Settlement Overview

Eastriggs is identified as a Local Centre in the Annan Housing Market Area. The potential of a new railway station at Eastriggs is currently being investigated and a range of public transport initiatives.

Planning objectives for Eastriggs

1. Consolidate and enhance Eastriggs's role as a Local Centre within the settlement hierarchy.
2. Identify mixed use sites to provide opportunities for new start up business or enterprise units to support sustainable economic growth and the regeneration of the Gretna-Lockerbie-Annan (GLA) corridor.
3. Protect the surrounding countryside from ribbon development.
4. Recognise the importance of the built heritage of the settlement and its garden village layout.

Eastriggs (ERL) Housing (H) Site

ERL.H3 Land northwest of Stanfield Farm (27 units allocated up to 2029)

Site was granted full planning permission for residential development and an exhibition centre in 2011.

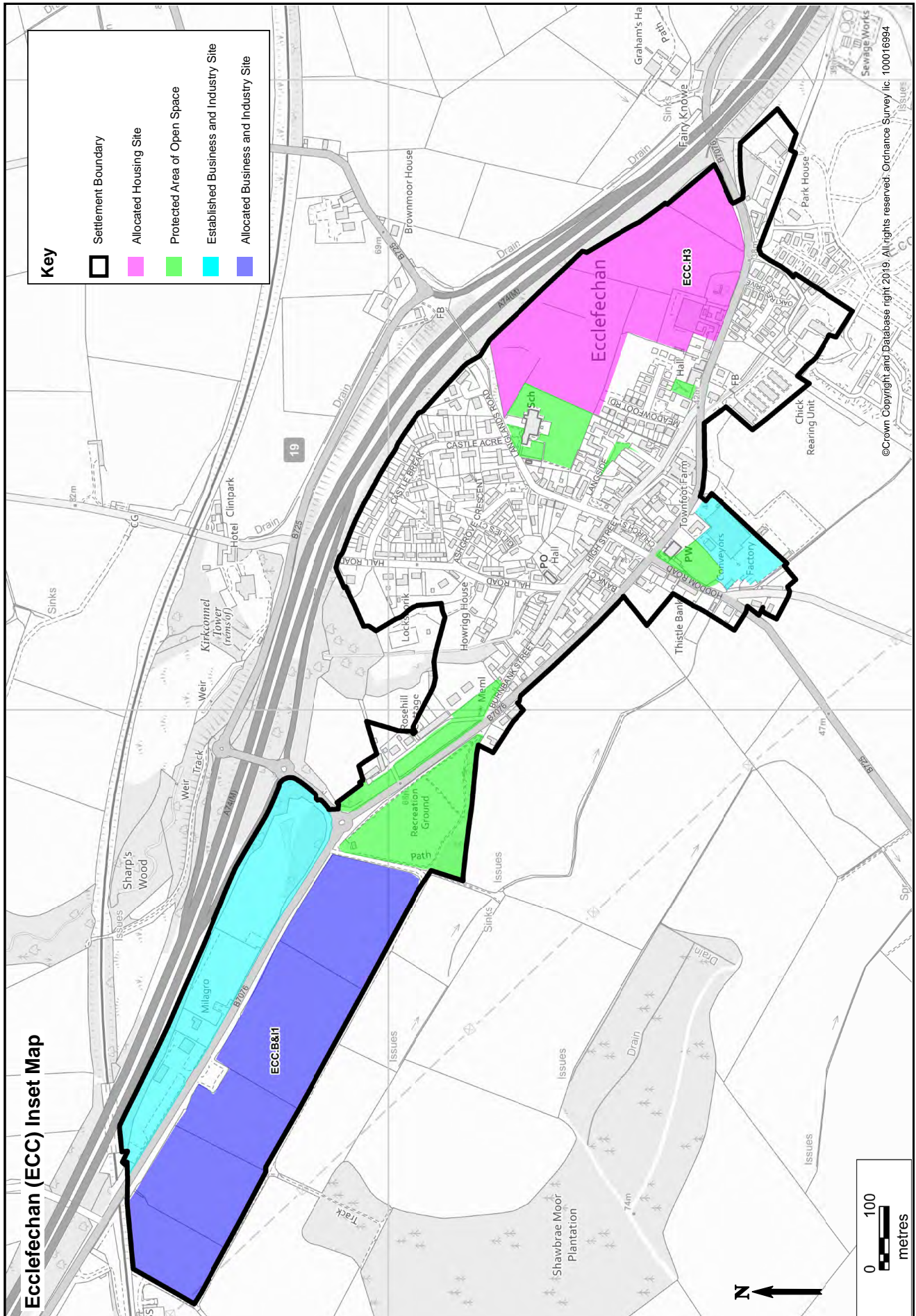
Eastriggs (ERL) Mixed Use (MU) Site

ERL.MU1 Stanfield Farm and ERL.MU202 land adjoining Stanfield Farm (200 units allocated up to 2029 plus Class 4 business units)

Site is relatively flat with hedge boundaries adjacent to road and railway line, which should be retained subject to pedestrian/cycle/vehicular accesses from public road.

A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will demonstrate how the development will take account of: phasing and layout of the development including the provision of open space; potential noise impact and soil contamination from the adjoining railway line; and pedestrian/cycle/vehicular connections between ERL.H3, ERL.MU1 and Eastriggs. Given the level of development proposed a Transport Assessment will be required along with any necessary mitigation. A Drainage Impact Assessment and culvert investigation will be required together with a Flood Risk Assessment to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Part of the site should include provision for Class 4 business units. They should be situated adjacent to the road and existing businesses.



Ecclefechan Settlement Overview

Ecclefechan is identified as a Local Centre in the Annan Housing Market Area.

Planning objectives for Ecclefechan

1. Consolidate and enhance Ecclefechan's role as a Local Centre within the settlement hierarchy.
2. Provide new housing land to the east of the settlement to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Support in principle the redevelopment of brownfield land.
4. Identify new business and industrial land to support sustainable economic growth and the regeneration of the Gretna-Lockerbie-Annan (GLA) corridor.
5. Protect the surrounding countryside from ribbon development.

Ecclefechan (ECC) Housing (H) Site

ECC.H3 Ibrak Farm (100 units allocated up to 2029)

Land rises to the A74(M) and the primary school. Hedge and tree road boundaries should be retained subject to pedestrian/cycle/vehicular access points.

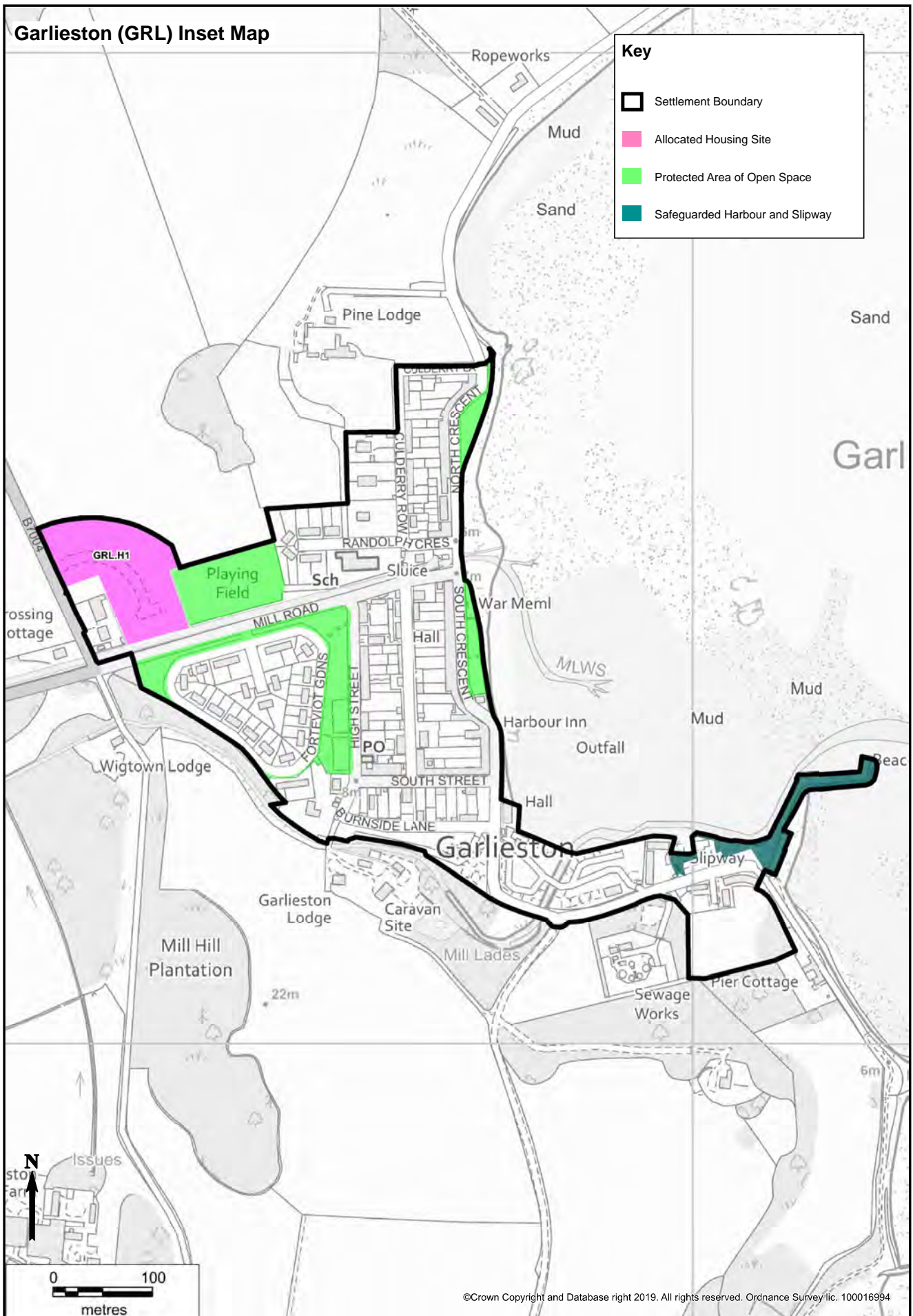
A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will demonstrate: how the site can be accessed (a new junction with the B7076 will be required along with possible upgrade of access via Meadowfoot Road); how the development will be phased; landscaping details; cycle/pedestrian routes; and open space within the site. A Transport Assessment will also be required. The Masterplan will require to include details of a comprehensive landscape framework to retain and enhance existing features of merit, secure appropriate boundary treatment and provide an appropriate landscape buffer between the A74(M) and the proposed housing. A Contaminated Land Assessment will be required given the former gas works (south part of site) and any necessary remediation works identified. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. A Noise Assessment will also be required along with any necessary mitigation due to the site's close proximity to the adjoining A74(M). The existing SuDS from the adjoining Drumbow Homes site on Meadowfoot Road and future SuDS drainage should be consolidated.

Ecclefechan (ECC) Business & Industry (B&I) Site

ECC.B&I1 Land adjoining B7076, Jct 19 A74(M) (11.38 hectares)

Site is flat and located adjacent to Junction 19 of the A74(M). Hedge and tree boundaries should be retained and enhanced subject to pedestrian/cycle/vehicular access points.

A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will need to demonstrate how the site can be accessed, that linkages have been provided into Ecclefechan (especially for pedestrians and cyclists), phasing of the development, and how the site will be landscaped including structural planting adjacent to the B7076 and boundary with the adjacent playing field/park, and that a maintenance corridor has been provided for the overhead power line at the western end of the site. A Flood Risk Assessment will need to be submitted and agreed with SEPA and the Council.



Garlieston Settlement Overview

Garlieston is identified as a Local Centre in the Mid Galloway Housing Market Area.

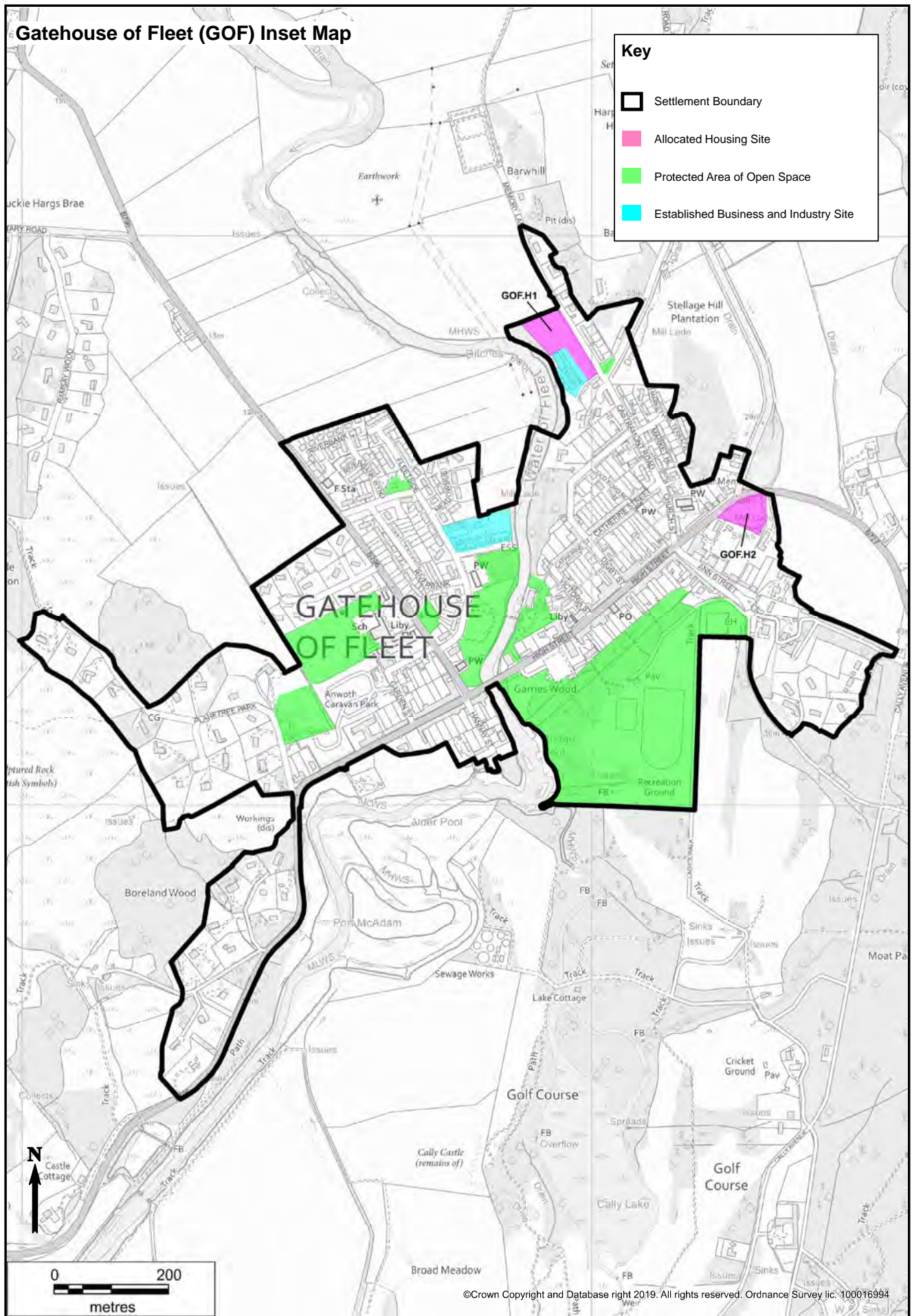
Planning objectives for Garlieston

1. Consolidate and enhance Garlieston's role as a Local Centre within the settlement hierarchy.
2. Continue to allocate land on the western edge of the settlement to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Garlieston (GRL) Housing (H) Site

GRL.H1 Mill Road (14 units allocated up to 2029)

Access to the site should be taken from the B7004. Entrance from Mill Road will require a bridge over the burn and the existing trees should be protected where possible. Site boundaries should be defined by thorn hedging with hedgerow tree planting. The southern part of the site has potential flood risk and a Flood Risk Assessment will be required.



Gatehouse of Fleet Settlement Overview

Gatehouse of Fleet is identified as a Local Centre in the Stewartry Housing Market Area.

Planning objectives for Gatehouse of Fleet

1. Consolidate and enhance Gatehouse of Fleet's role as a Local Centre within the settlement hierarchy.
2. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
3. Continue to safeguard business and industry sites, as well as supporting applications for economic development in other areas, where appropriate.
4. Recognise Gatehouse of Fleet's position within the Fleet Valley National Scenic Area (NSA). The Fleet Valley NSA Management Strategy will be a key consideration for any future development.

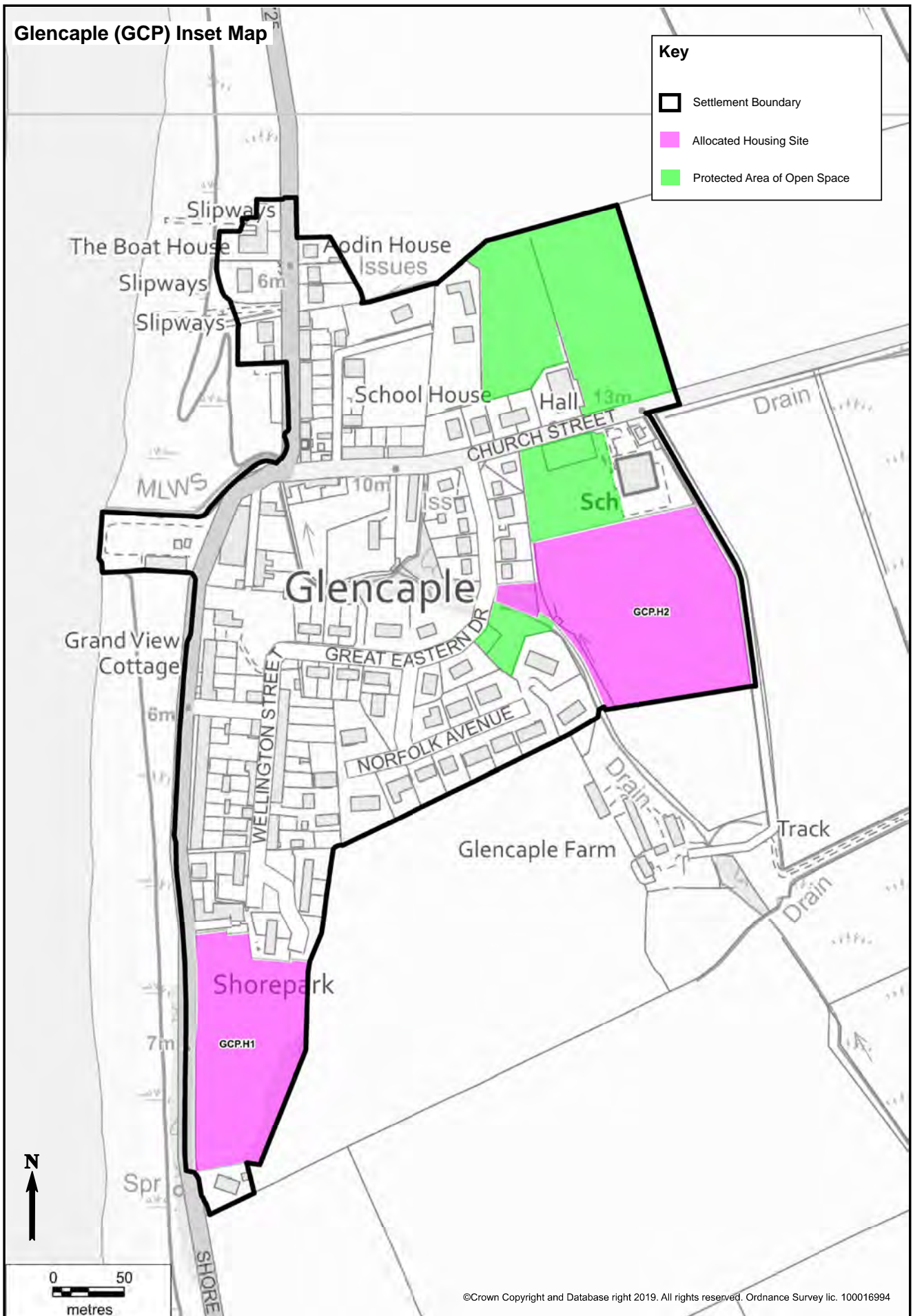
Gatehouse of Fleet (GOF) Housing (H) Sites

GOF.H1 Memory Lane (6 units allocated up to 2029)

Planning permission was granted for residential development in 2017. Design and landscaping will be an important consideration for any future full planning permission application.

GOF.H2 Former Woodside Garage (8 units allocated up to 2029)

This site is the location of a former garage and petrol station and provides an opportunity to re-develop a brownfield site. The site's prominence, being located within the conservation area and at one of the important gateways to the town, means that high quality design and careful siting of any new development is critical. Development should face the road and respect the scale and mass of the toll building opposite. There are also some archaeological issues that need to be investigated and the Mill Lade to the edge of the site should be maintained. Any contamination of the site will need to be remediated. European Protected Species (otters) may occur on or close to this site. Developers will be required to provide sufficient information to enable the Council to conclude that there will be no likely significant effect on these species as a result of the development. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application.



Glencaple Settlement Overview

Glencaple is identified as a Local Centre in the Dumfries Housing Market Area.

Planning objectives for Glencaple

1. Consolidate and enhance Glencaple's role as a Local Centre within the settlement hierarchy.
2. Continue to allocate land for housing to the south and east of the settlement to allow for a reasonable amount of future growth.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with new buildings being constructed to a high standard of design quality with appropriate densities.
4. All new development should take the Glencaple Village Design Statement Planning Guidance into account.

Glencaple (GCP) Housing (H) Sites

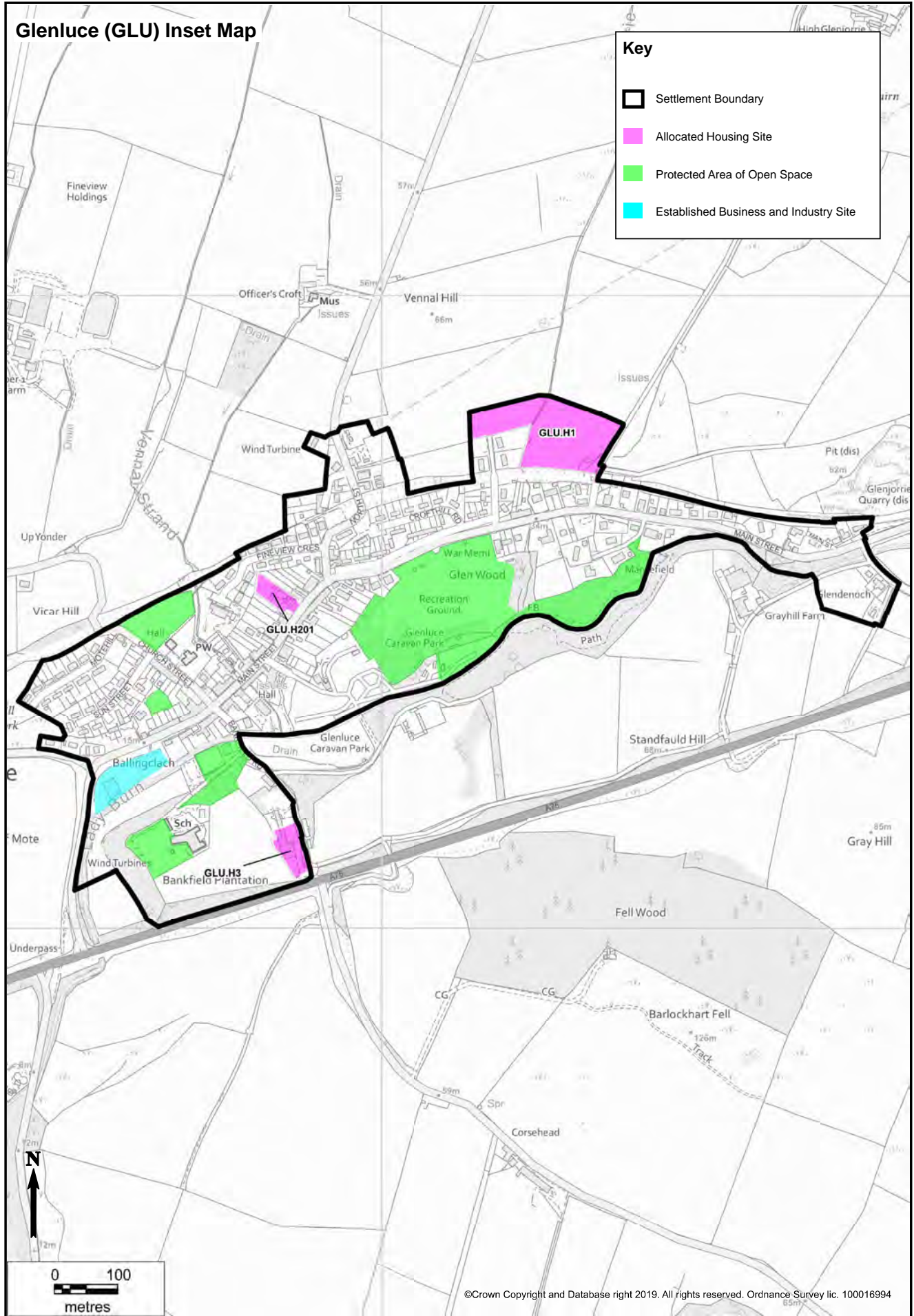
GCP.H1 Shore Road (24 units allocated up to 2029)

Proposals are expected to address the site's location within the Nith Estuary National Scenic Area (NSA) and the impact on the Solway European Marine Site. This is a sensitive and visually prominent location and any development should reflect the distinctive design, scale and form of the adjacent properties at Front View and Wellington Street. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village. Vehicular access to the site should be from Shore Road with further pedestrian links through to Wellington Street.

GCP.H2 Wardlaw Drive (34 units allocated beyond 2029)

This site should be accessed from Wardlaw Drive adjacent to Glencaple Burn and could accommodate a range of housing to meet general needs within the village.

Due to the location within the Nith Estuary National Scenic Area (NSA) a high standard of design and landscaping will be required for development on the periphery of the site. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village. The site lies adjacent to a body of water and as a result a Flood Risk Assessment, including topographic information, will be required.



Glenluce Settlement Overview

Glenluce is identified as a Local Centre in the Stranraer Housing Market Area.

Planning objectives for Glenluce

1. Consolidate and enhance Glenluce's role as a Local Centre within the settlement hierarchy.
2. Identify opportunities to allow for a reasonable amount of future growth proportionate to the size of the settlement.
3. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Glenluce (GLU) Housing (H) Sites

GLU.H1 Glenjorrie Avenue (37 units allocated up to 2029)

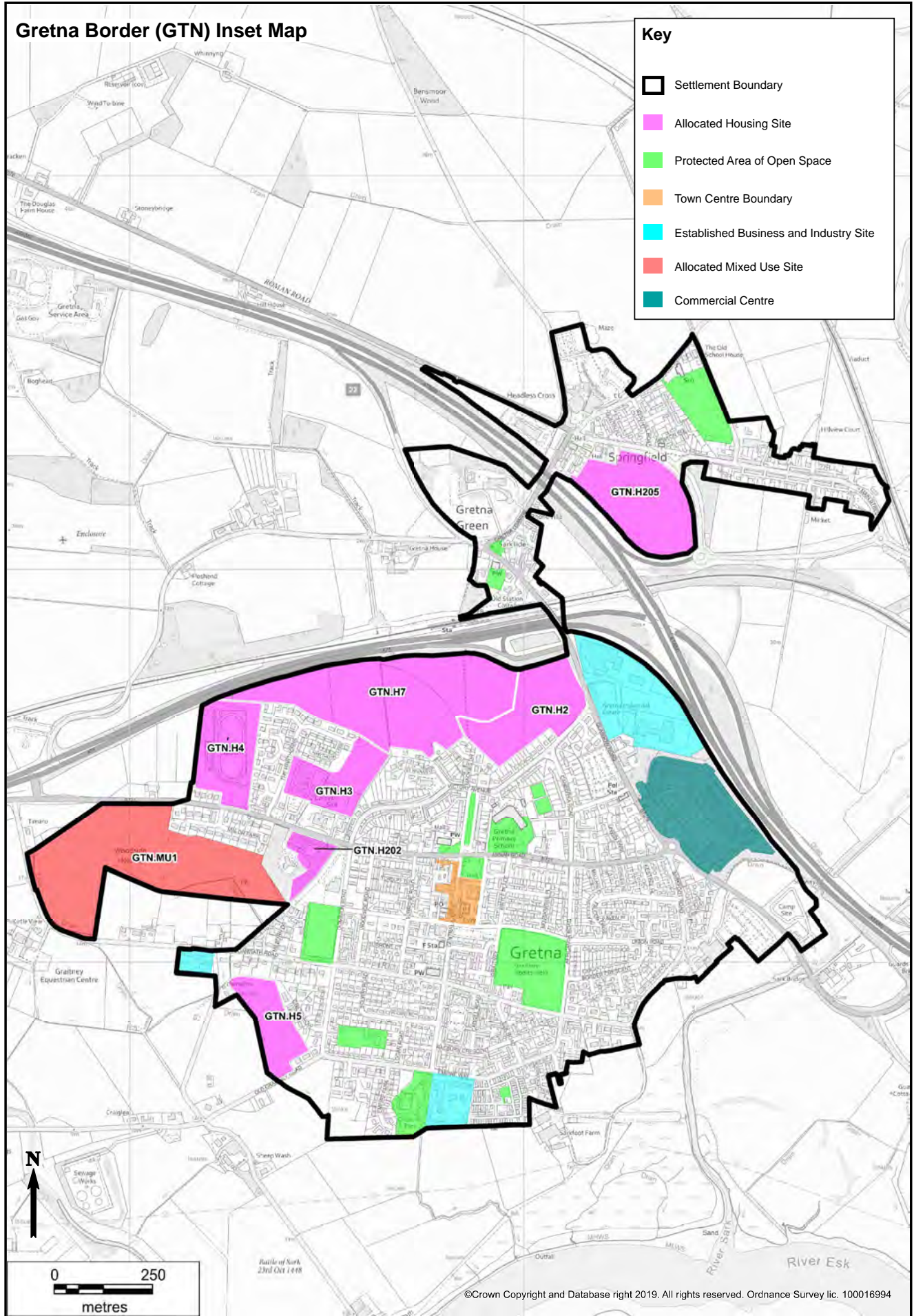
Site to be accessed from Glenjorrie Avenue with a looped road linking through onto Main Street. The site would benefit from a mixture of medium density housing to reflect the surrounding built environment. Stone boundary walls should be retained as part of the site boundary. There is a possible flood risk associated with this site and a Flood Risk Assessment is required. Due to the sites location near to the former railway and former mill dam, investigation for contamination will be required. Should access proposals involve the removal of the buttresses for the former railway bridge then Archaeological Mitigation will be required.

GLU.H3 Bankfield Farm east (5 units allocated up to 2029)

This site can be accessed from the Bankfield Road. A lit pedestrian link to Glenluce is required as well as the widening of the road to accommodate additional traffic. Development should incorporate an access point into the adjacent western field so as not to prejudice potential future development. The development of this site will result in the closure of the Bankfield Road/A75 junction as part of the access strategy for the site. A Noise Assessment will need to be carried out and any necessary mitigation measures implemented given the proximity of the site to the adjacent A75. Site inspection and investigation for contaminated land may be required due to the farm related buildings. Additional bunding and tree planting should be incorporated to prevent potential housing being dominated by the road.

GLU.H201 Main Street (5 units allocated up to 2029)

The site can be accessed from the Main Street. The site is located on the edge of the medieval settlement and Archaeological Mitigation could be achieved through planning conditions.



Gretna Border Settlement Overview

Gretna Border includes Gretna, Gretna-Green and Springfield and is identified as a District Centre in the Annan Housing Market Area. Gretna Border forms part of the Gretna-Lockerbie-Annan (GLA) regeneration corridor.

GTN.H7 Land north of Victory Avenue (Phase 2) is not required to meet the housing land requirement during the Plan period, but forms part of the larger planned extension to Gretna Border.

Scottish Water advises that the existing water network in Gretna requires upgrade work to be carried out to accommodate new development. Phase 1 of the works to the water network has been completed to allow a limited number of new connections. Major upgrade works are required to create a new Water Service Reservoir and extensive water main upgrades. Developer contributions will be required for these proposed works which will be set out in supplementary guidance.

Planning objectives for Gretna Border

1. Consolidate and enhance Gretna Border's role as a District Centre within the settlement hierarchy.
2. Support development that promotes and enhances Gretna Border's important role as the Gateway to Scotland as a major retail and tourist destination.
3. Allocate housing sites closer to the high street, railway station and local schools i.e. maintain housing allocations to the northeast of the town.
4. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
5. Recognise the importance of the built heritage of the settlement and its garden village layout.

Gretna Border (GTN) Housing (H) Sites

GTN.H2 Land north of Victory Avenue (Phase 1) (104 units allocated up to 2029)

A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed by the Council. The Masterplan should include the following: an overall road layout including an access into adjoining site GTN.H7 and an appropriate junction arrangement from the B7076 into the site, phasing of the development, open space integrated with the existing pedestrian/cycle path connecting to Gretna Green railway station. A Drainage Impact Assessment is required and a Flood Risk Assessment may be required to be agreed with SEPA and the Council as part of any planning application. The design of the buildings should integrate with the street-scene along Victory Avenue and especially with the listed buildings. A Noise Assessment along with any necessary mitigation will be required to address cumulative noise pollution from the A75 and the railway line to the north. A comprehensive landscaping scheme is required including landscaping along the boundary of the site with the A75.

GTN.H3 The Hawthorns (54 units allocated up to 2029)

Access should be provided into the adjoining site GTN.H7 to the north. A Drainage Impact Assessment is required and a Flood Risk Assessment may be required to be agreed with SEPA and the Council as part of any planning application.

GTN.H4 Halcrow Stadium (85 units allocated up to 2029)

Flat site formerly used as a greyhound racing venue and lorry park. Planning in principle for residential development was granted in 2014. Prior to the consideration of more detailed proposals for this site the following matters are to be addressed: phasing of the development, appropriate mitigation against noise pollution and landscape impact from the adjoining A75 and railway line due north is required. Access to be provided into the adjoining site GTN.H7. A Contaminated Land Assessment may be required given previous uses. A Drainage Impact Assessment may be required. A comprehensive landscaping scheme is required including landscaping along the western and northern boundary of the site with the A75. Ability to access land to the west for potential long term expansion of Gretna should not be compromised.

GTN.H5 Land north of Old Graitney Road (45 units allocated up to 2029)

The site was granted planning permission in principle for residential development in August 2017. Site is relatively flat with hedge boundary which should be retained subject to pedestrian/cycle/road access points. Development proposals should comply with the Flood Risk Assessment that has been carried out for the site. An ecology survey has been carried out for the site. The mitigation requirements outlined in the report should be incorporated into any future proposals. Old Graitney Road will need to be upgraded to appropriate road standards. The ability to access land to the west of this site should not be compromised.

GTN.H7 Land north of Victory Avenue (Phase 2) (160 units allocated beyond 2029)

A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed amongst various landowners and by the Council. Site gently slopes with land rising towards the A75 trunk road. The Masterplan must address: details of phasing of the development, road connections linked to adjacent sites GTN.H2, GTN.H3 and GTN.H4, careful integration of open space with existing pedestrian/cycle path connecting Gretna to the railway station and with the burn running north-south through another part of the site, and noise mitigation measures to address cumulative noise pollution from the A75 and the railway line due north, landscape mitigation along northern boundary and appropriate SuDS drainage to be provided. There is potential to create a green network along the burn corridor. A Drainage Impact Assessment and Flood Risk Assessment is required to be agreed with SEPA and the Council as part of any planning application.

GTN. H202 Raydale, Annan Road (5 units allocated up to 2029)

The site which is bounded by mature specimen trees forms part of the former hospital site associated with the planned village built during 1st World War to accommodate the workers of the munitions factories. Any proposal should try to incorporate the existing buildings as they have strong stylistic links to the other architecture of the period, including the listed building opposite the site. If preservation of the existing buildings is not possible then a mitigation scheme of archaeological building recording will be required. The existing trees and hedgerows should be retained. A Habitat Assessment and bat survey along with any necessary mitigation may be required. A Flood Risk Assessment is required to be agreed with SEPA and the Council.

GTN.H205 Adjacent to Hazeldene (70 units allocated up to 2029)

Part of the site was granted planning permission in principle for residential development in 2015. Prior to the consideration of more detailed proposals for this site the following matters are to be addressed.

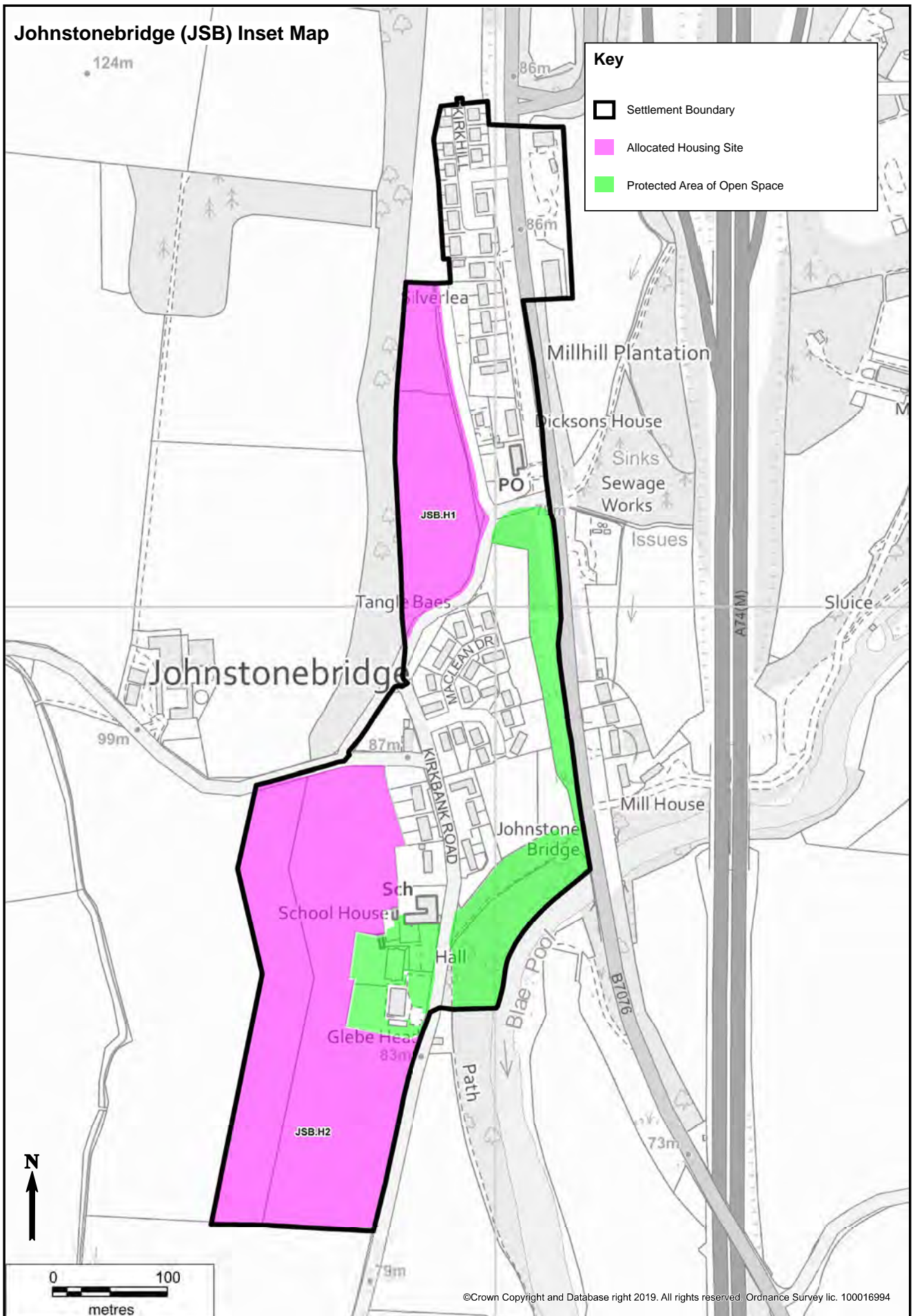
Site is fairly flat with hedge and trees along site boundaries, which should be retained as a boundary feature. The main access into the site to be provided onto the C141a within the existing 30mph speed limit with a minor access onto Gretna Loaning. Site requires a Noise Assessment and any necessary mitigation from the adjoining A74(M). A comprehensive landscaping scheme is required including landscaping along the boundary of the site with the A74(M). Archaeology mitigation measures to be implemented due to potential course of the Roman Road running through part of the site.

Gretna Border (GTN) Mixed Use (MU) Site

GTN.MU1 Former Golf Course (200 units allocated up to 2029 plus 1 hectare for Class 4 business units)

Planning permission in principle was granted in April 2018 for a mixed use development. A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed by the Council. Site gently undulates with tree and hedge boundary which should be retained subject to pedestrian/cycle/road access points.

Site is a mixed use site with the majority of the site for housing, with 1 hectare available for Class 4 business units. Infrastructure requirements include; road accesses to be made from Annan Road, Loanwath Road and with pedestrian/cycle access from Dominion Road, appropriate widening of Loanwath Road, and improvements to the junction of Loanwath Road with Annan Road. Development proposals should be in accordance with the Flood Risk Assessment that has been carried out and associated mitigation. A Drainage Impact Assessment is required, along with early discussion with Scottish Water. Phasing of the site along with the above matters will be addressed within Masterplan. The ability to access land to the south for potential long term expansion of Gretna should not be compromised. The Masterplan should appropriately address the topography of the site and the retention of an attractive landscape setting to the town on approach from the east. This will require appropriate boundary treatment along the western and north western boundaries, inclusion of internal infrastructure and amenity planting and the achievement of appropriate densities, layout and design.



Johnstonebridge Settlement Overview

Johnstonebridge is identified as a Local Centre in the Dumfries Housing Market Area and is strategically located adjacent to the A74(M) between Lockerbie and Moffat.

Planning objectives for Johnstonebridge

1. Consolidate and enhance Johnstonebridge's role as a Local Centre within the settlement hierarchy.
2. Support phased housing sites within easy walking distance of the school and doctors surgery.
3. Support in principle the redevelopment of brownfield opportunities by including such land within the settlement boundary. The former shop and petrol station could be reused for a similar sized shop and enterprise/start-up business units.

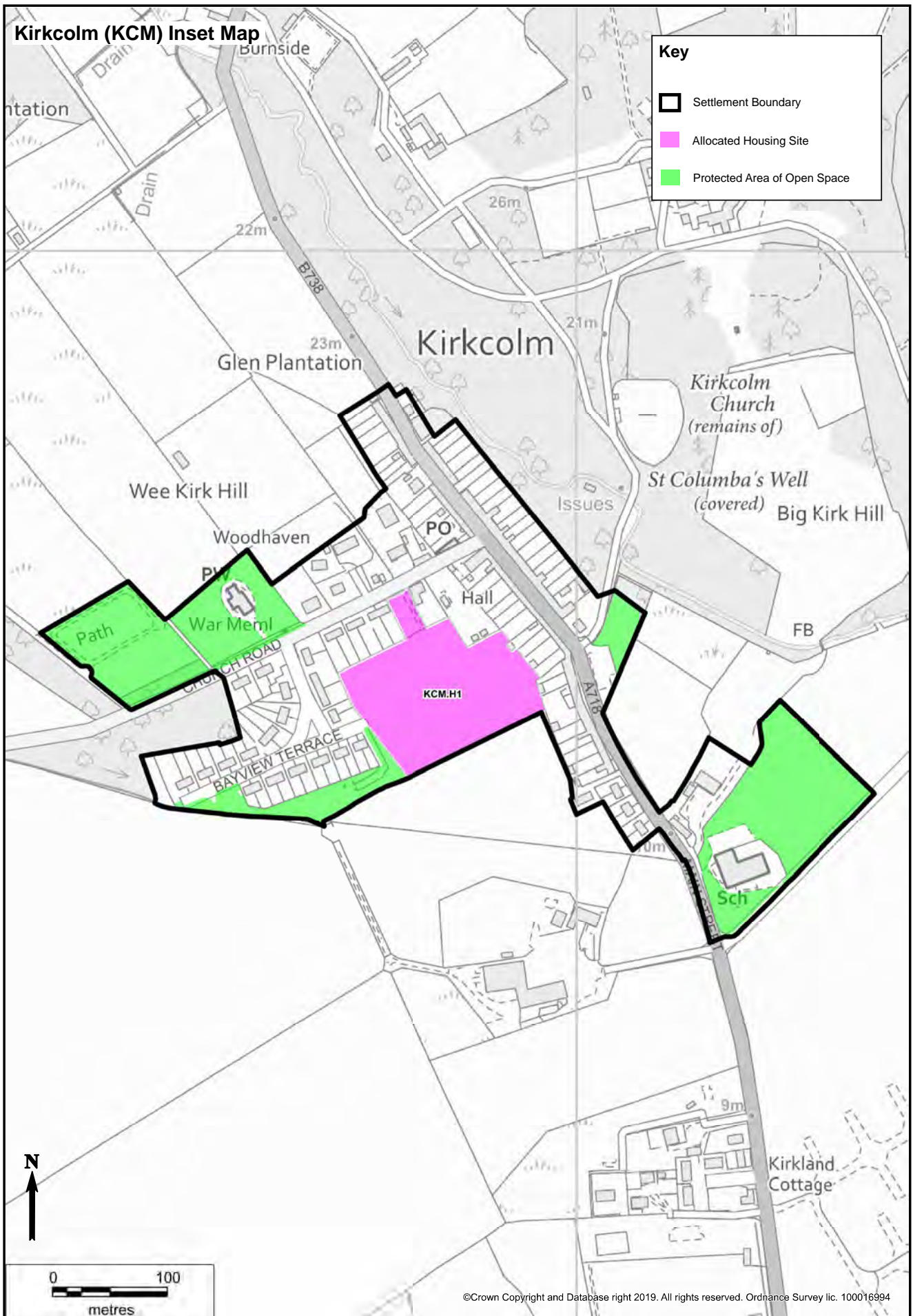
Johnstonebridge (JSB) Housing (H) Sites

JSB.H1 Land north of MacLean Drive (39 units allocated up to 2029)

A Flood Risk Assessment including culvert investigation and Drainage Impact Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application. Back Road U363a runs along the eastern boundary of the site and access from this road would require improvement works along its length. The C98a runs along the southern boundary and allowance should be made along this boundary to allow for future road widening works required in relation to site JSB.H2. The following matters require to be addressed: details of boundary treatment and landscaping to protect the ash and beech trees adjacent.

JSB.H2 Land west of Primary School (90 units allocated up to 2029)

A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed by the Council. It should include phasing details of the development, provision of open space that is integrated with outdoor sports facilities at the adjoining community centre and access links provided for pedestrians/cyclists. Road improvements along the C98a to the B7076 would be required, extension of street lighting to a point west of a proposed access and the extension of the 30mph speed limit. The tree and hedge boundary should be retained subject to cycle/pedestrian/vehicular access points.



Kirkcolm Settlement Overview

Kirkcolm is identified as a Local Centre in the Stranraer Housing Market Area.

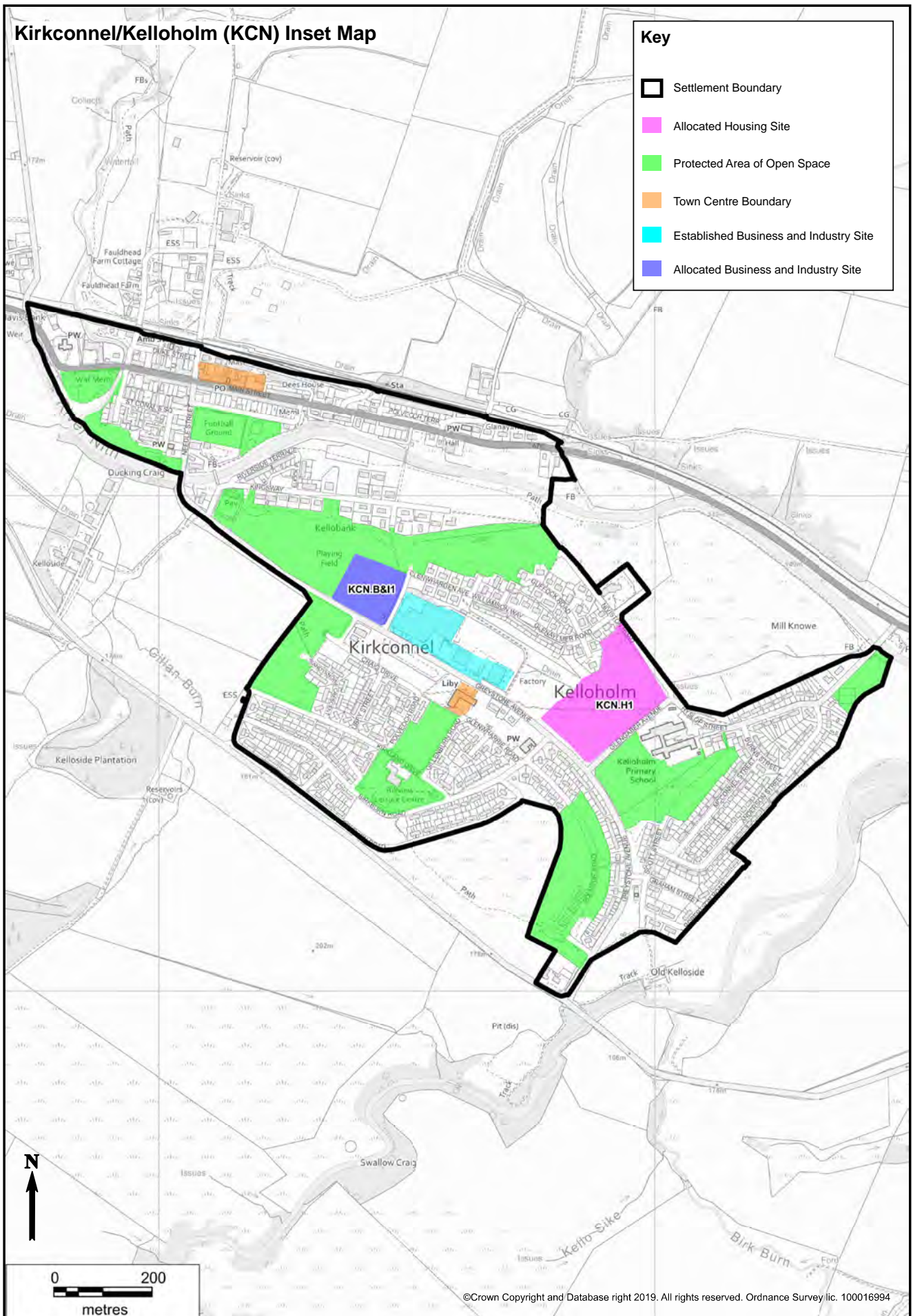
Planning objectives for Kirkcolm

1. Consolidate and enhance Kirkcolm's role as a Local Centre within the settlement hierarchy.
2. Protect the surrounding countryside from ribbon development.
3. Identify opportunities to allow for a reasonable amount of future growth proportionate to the size of the settlement.

Kirkcolm (KCM) Housing (H) Site

KCM.H1 Land off Church Road (20 units allocated up to 2029)

Access should be taken from Church Road with a possible secondary access from Bayview Terrace. An access into the adjacent southern field should be incorporated so as not to prejudice potential future development. There is a possible flood risk associated with this site and a Flood Risk Assessment is required. Development of the site should consider and respect the setting of the adjoining Listed Buildings on Main Street.



Kirkconnel and Kelloholm Settlement Overview

Kirkconnel and Kelloholm are identified as a joint District Centre in the Dumfries Housing Market Area. The settlements are linked former mining communities that have suffered population decline and unemployment since the closure of the deep mining industry.

Planning objectives for Kirkconnel and Kelloholm

1. To consolidate and enhance Kirkconnel and Kelloholm's role as a District Centre within the settlement hierarchy.
2. Consolidate the opportunities for expanding the settlements by allocating a site for housing in close proximity to the centre of Kelloholm, the primary school, and medical centre.
3. Identify new business and industrial land adjacent to the established business and employment land at Greystone Avenue to accommodate employment opportunities.
4. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Kirkconnel and Kelloholm (KCN) Housing (H) Site

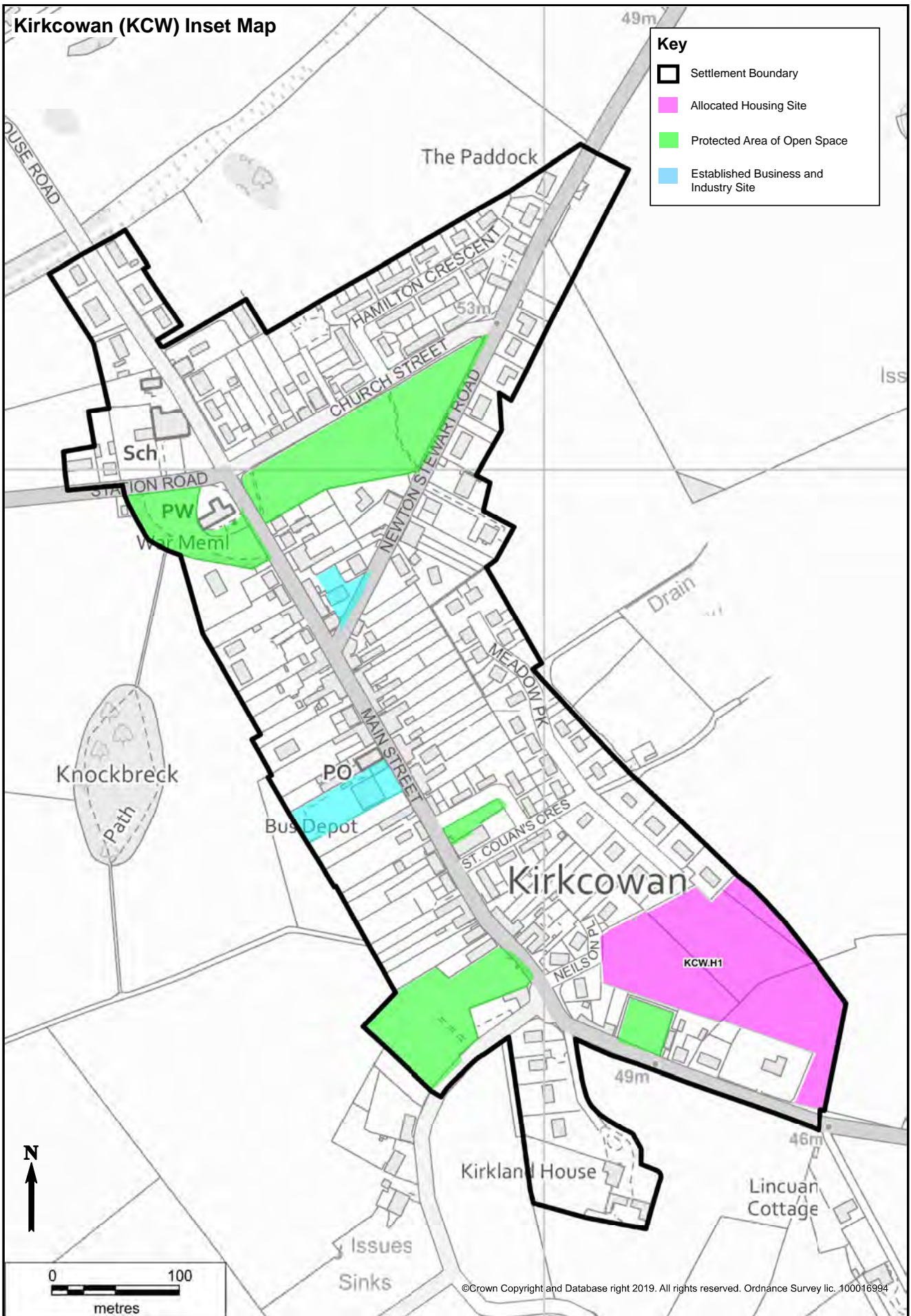
KCN.H1 Glenaber Avenue (90 units allocated up to 2029)

This site is well located within the centre of Kelloholm, located in close proximity to all the amenities. The site would complement existing residential developments within the area. The site is flat land which is easily accessed however there are some ground conditions and land drainage problems that may need to be overcome. There are records of flood incidents in the area and a culverted watercourse appears to flow through the site, as a result both a Flood Risk Assessment and culvert investigation are required. A Drainage Impact Assessment may also be required to assess any impacts on the existing waste water network. Development should provide improvements to the amenity of the area and also provide landscaping opportunities which incorporate the use of locally native tree species. The site lies within the defined Development High Risk Area and therefore a 'Coal Mining Risk Assessment' is required. There may be some noise associated with the adjacent business premises which should be assessed and any mitigation measures identified should be incorporated into the development scheme.

Kirkconnel and Kelloholm (KCN) Business & Industry (B&I) Site

KCN.B&I1 Greystone Avenue (1.30 hectares)

This site could provide a complementary extension to the established business and industry sites at Greystone Avenue. The existing access to Glenwhargen Avenue may need to be improved to provide access to both this site and also access improvements to Brown's site on Greystone Avenue. There are records of flood incidents in the area and as a result a Flood Risk Assessment is required along with a Drainage Impact Assessment to assess any impacts on the existing waste water network. Access to the site should separate commercial/industrial traffic from residential traffic in the interests of road safety. There is a gas governor to the south eastern corner which may constrain development in this area. A landscaping scheme should include locally native tree species. Pedestrian and cycle connections to the site should be incorporated in any development scheme. A coal survey may be required along with any necessary mitigation works.



Kirkcowan Settlement Overview

Kirkcowan is identified as a Local Centre in the Mid Galloway Housing Market Area.

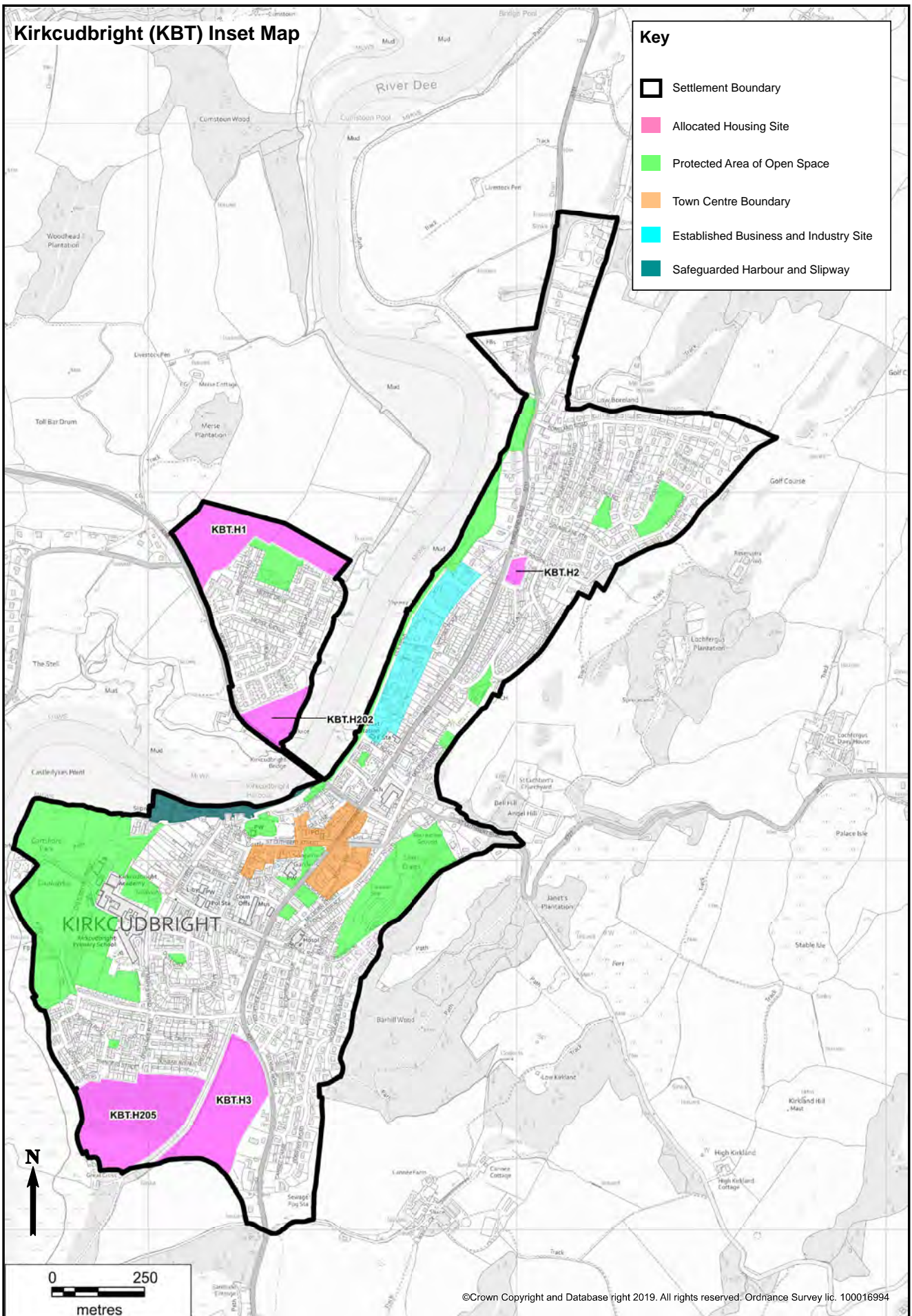
Planning objectives for Kirkcowan

1. Consolidate and enhance Kirkcowan's role as a Local Centre within the settlement hierarchy.
2. Continue to allocate land to the south east of the settlement to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Continue to safeguard established business and industry areas, recognising their important role in providing local employment.

Kirkcowan (KCW) Housing (H) Site

KCW.H1 St Couan's Crescent (37 units allocated up to 2029)

Access should be taken from the B733 and Pollards Croft. Access onto the B733 will require the speed restriction to be extended to take in the new access. Development should begin from the B733 and work towards St Couan's. A landscaped buffer should be provided along the southern and western boundaries of the site, with screen planting and allowing a sufficient distance between existing and proposed new dwellings in order to protect their residential amenity.



Kirkcudbright Settlement Overview

Kirkcudbright is identified as a District Centre in the Stewartry Housing Market Area. Kirkcudbright is marketed as the “Artists’ Town” due to its historic associations with the art world and is a popular tourist destination, as well as a busy harbour town with a number of facilities.

Planning objectives for Kirkcudbright

1. Consolidate and enhance Kirkcudbright’s role as a District Centre within the settlement hierarchy.
2. Support in principle the redevelopment of brownfield sites within the settlement boundary for business and industry opportunities.
3. Support new housing in sustainable locations close to the town centre and/or to public transport and pedestrian links.
4. Recognise Kirkcudbright’s position within the Solway Coast Regional Scenic Area and ensure the design of any new development respects this designation.

Kirkcudbright (KBT) Housing (H) Sites

KBT.H1 Mersehouse/Mersecroft (70 units allocated up to 2029)

A Masterplan is required to be submitted as part of any planning application and agreed by the Council. This should consider phasing and outline the principles of development. Any development should establish a new northern boundary with woodland planting or at least a hedge including tree planting and reinforcement of existing boundaries with hedgerow trees. The site was once the location of a 19th Century brick and tile works and because of this there are some archaeological issues that require evaluation/mitigation to be carried out. Contamination issues have also been identified and would require a soil test on one area of the site to ensure that it was suitable for development. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council in order to identify the developable area.

KBT.H2 East of Tongland Rd/Burnside Loaning (8 units allocated up to 2029)

This is a prominent site, forming part of the town’s main approach road, and represents an opportunity to enhance the relating (adjoining) streetscape. Therefore the design and layout of any new development should take this into account. If a single access is constructed to serve this site it should be located to achieve 30 metre spacing with Burnside Loaning and Millflats, alternatively individual accesses should not be located within 15 metres of either of these roads. Flood risk has been identified and a Drainage Impact Assessment is required.

KBT.H3 Land at Parkhouse (76 units allocated beyond 2029)

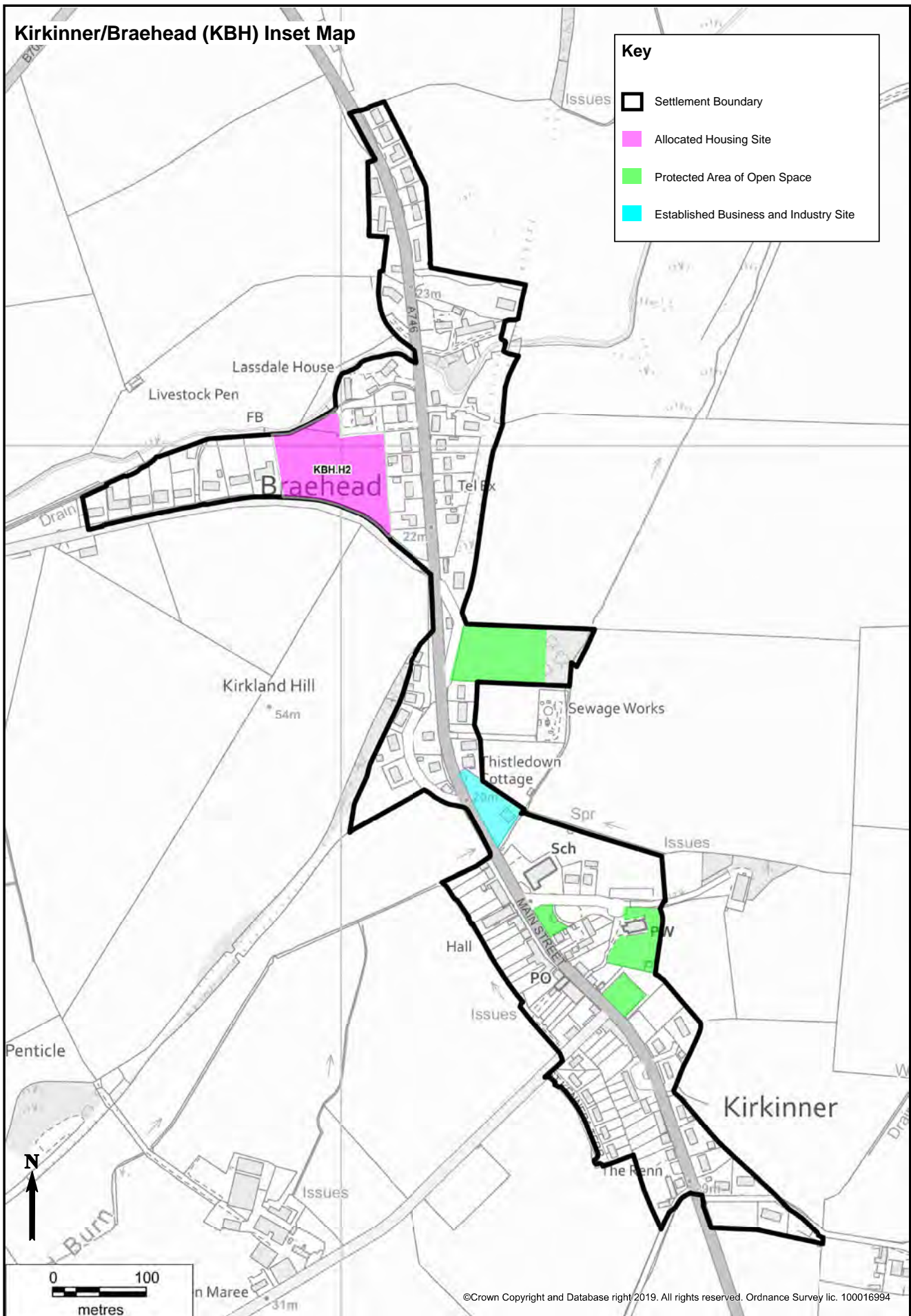
A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will demonstrate how development will take account of: phasing of development, ground conditions, landscaping, cycle and pedestrian routes, public transport, linkages with the town centre and open space. This site can accommodate a mix of housing density due to its edge of town location, with higher densities to the north. The layout and design of any development will need to take the non-inventory designed landscape at St Marys Isle into account. The tree-lined avenue to St Mary’s Isle is a prominent and historic landscape feature and should be retained. Engineering solutions should be investigated and possible mitigation to address any concerns over ground stability, prior to any development. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

KBT.H202 Former Creamery Site, Merse Road (15 units allocated up to 2029)

The site is a brownfield site located adjacent to the River Dee and offers an opportunity for live/work housing units or housing with an element of Class 4 (Business Use) on site. Development should be kept back from the river's edge to reduce flood risk and coastal erosion. A Flood Risk Assessment is required to determine the developable area. Development of the southern tip of the site adjacent to the Category B listed Kirkcudbright Bridge should be avoided. Furthermore, due to the site's proximity to Kirkcudbright Conservation Area, the layout and design of the development will need to give careful consideration to its landscape setting respecting the views to and from the Conservation Area. There is an opportunity to soften the view with a tree avenue and riverside promenade walk to mirror the opposite bank. If the site is developed as residential; a strong landscaped boundary is required and high quality design/materials to the river frontage and roadside. Possible contamination issues have been highlighted owing to previous uses and should be investigated prior to development.

KBT.H205 Land at Long Acre (76 units allocated beyond 2029)

A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will demonstrate appropriate access and road layout as well as pedestrian connectivity to the town. It would be desirable for there to be connectivity between this site and KBT.H3 that offers the potential of a link from the A711. Access to the site should be taken from Great Cross Road and consideration should be given for a looped layout in the site linking to Hornel Road. Proposals should include linkages for cyclists and pedestrians to the adjacent Core Path which links Cow Green with Castledykes Road. Landscaping will need to be an integral part of developing the site with special consideration to the non-inventory designed landscape at St Marys Isle. Retention of the woodland park/strip along the coast and trees adjacent to the access lane is required. Maintain green nature of site with tree planting. A Flood Risk Assessment is required to determine the developable area. To reduce the likelihood of coastal erosion, development should be set back from the river's edge.



Kirkinner and Braehead Settlement Overview

Kirkinner and Braehead are identified as a Local Centre in the Mid Galloway Housing Market Area.

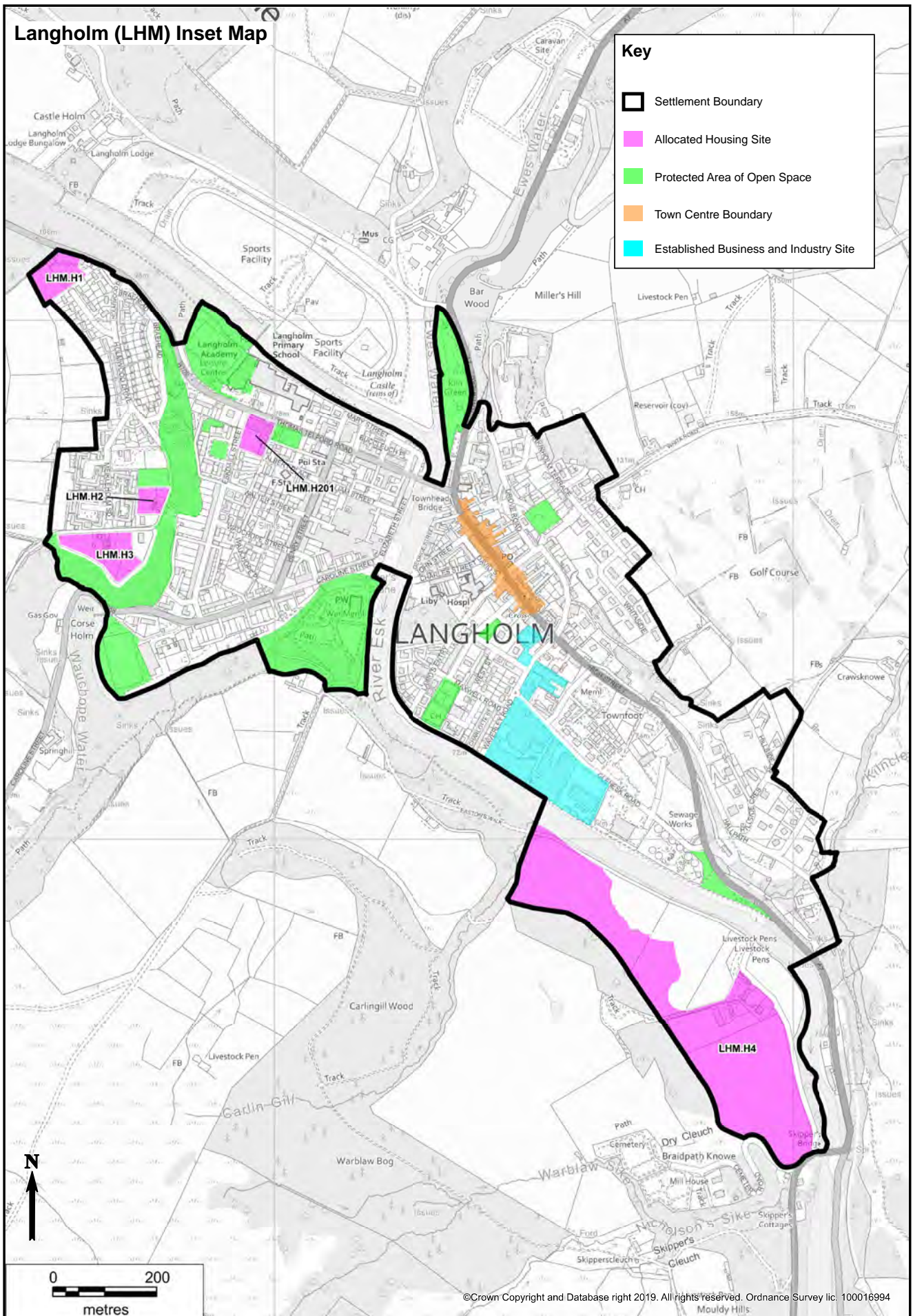
Planning objectives for Kirkinner and Braehead

1. Consolidate and enhance Kirkinner and Braehead's role as a Local Centre within the settlement hierarchy.
2. Provide small scale housing allocation to ensure that Kirkinner and Braehead continue to sustain its existing population and services.
3. Support established business and industry within the settlement.

Kirkinner and Braehead (KBH) Housing (H) Site

KBH.H2 Smiths Croft (7 units allocated up to 2029)

The site should be accessed from Boreland Terrace, the junction with the A746 will require to be upgraded and improved to accommodate the proposed increase in traffic. Widening along the entire site frontage and a continuation of the pedestrian footway linking to the town centre and local facilities is required. There is a possible flood risk associated with this site and therefore a Flood Risk Assessment is required. Development should include planting and landscaping to reinstate the previous trees and hedgerows. Due to prehistoric artefacts being located in the area, Archaeological Mitigation may be required.



Langholm Settlement Overview

Langholm is defined as a District Centre in the Eskdale Housing Market Area and is strategically located on the A7. It is proposed to develop a regeneration Masterplan for the town. The development of a design for flood protection scheme for the River Esk (and tributaries Ewes and Wauchope) is being progressed.

Planning objectives for Langholm

1. Consolidate and enhance Langholm's role as a District Centre within the settlement hierarchy.
2. Focus development towards the south of the settlement which offers a suitable area for growth.
3. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
5. Support in principle the redevelopment of brownfield opportunities associated with former mill sites, subject to compliance with other policies.

Langholm (LHM) Housing (H) Sites

LHM.H1 Holmwood Crescent (5 units allocated up to 2029)

The site slopes towards the B709, houses should not be located on the upper slopes of the site. The existing hedgerows and trees to be retained subject to pedestrian/cycle/vehicular access points. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Potential impact on the adjacent ancient woodland will require to be assessed along with any mitigation.

LHM.H2 Meikleholm Cottage (5 units allocated up to 2029)

The trees along the northern boundary along with the hedgerows to be retained subject to pedestrian/cycle/vehicular access. Potential impact on the adjacent ancient woodland will require to be assessed along with any mitigation.

The site layout should ensure that the houses front onto and overlook the adjoining area of open space to the north. The existing boundary fence could be removed so that the area of open space is better incorporated to provide an improved area of open space. A bat and barn owl survey along with any necessary mitigation may be required for the proposed demolition of the cottage and outbuildings.

LHM.H3 South of Meikleholm (5 units allocated up to 2029)

The trees and hedgerows to be retained along boundary of the site subject to pedestrian/cycle/vehicular access points. Potential impact on the adjacent ancient woodland will require to be assessed along with any mitigation. Access should be taken from Meikleholm Brae, an extension of the existing road network will be required. Pedestrian links should be developed to the adjacent public open space and core path network. Due to the buildings on site, proximity of trees and watercourse, a bat and barn owl survey along with any necessary mitigation may be required.

A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

LHM.H4 Murtholm Farm (200 units allocated up to 2029)

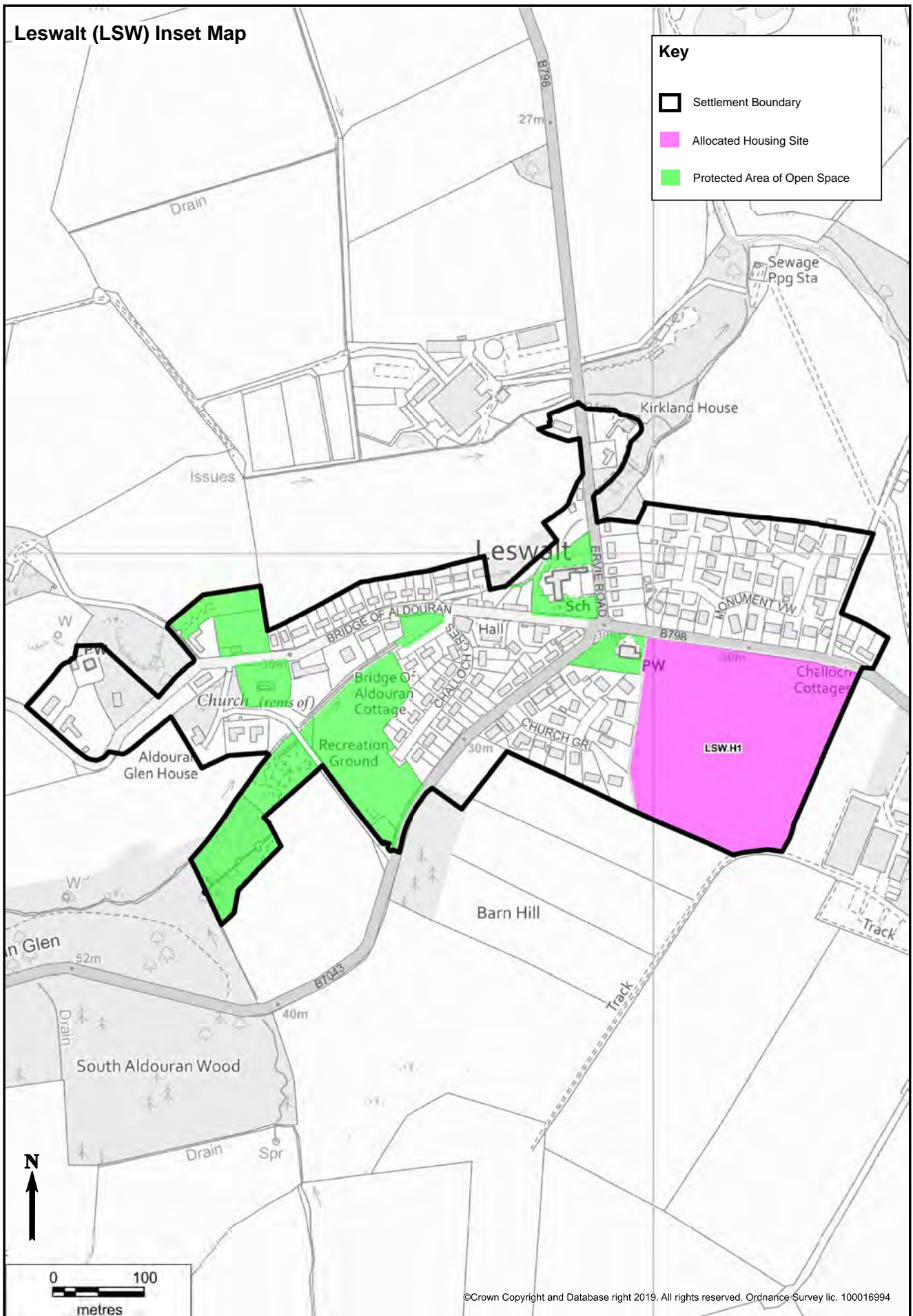
A Masterplan is required to be submitted as part of any planning application and agreed by the Council outlining the phasing of the entire site. A Transport Assessment will also be required. The first phase of the development must include a foot bridge to accommodate easy access for pedestrians and cyclists to the town centre. Road junction improvements with the site and the A7 are also required. A minimum of two points of access would be required.

Site has benefit of Flood Risk Assessment which may require to be reviewed and mitigation measures require to be implemented. A Water Impact Assessment and Drainage Impact Assessment are required to establish what impact the development would have on existing networks.

The trees and hedgerow boundaries should be retained subject to pedestrian/cycle/vehicular access points. Pedestrian links should be developed to the core path network. Potential impact on the adjacent ancient woodland will require to be assessed along with any mitigation. Development should take account of the setting of Skippers Bridge, a listed structure. An archaeological evaluation will be required of the prehistoric burial mound to the north west of the site at Carlingill Wood.

LHM.H201 Former Primary School, Thomas Telford Road (10 units allocated up to 2029)

The site contains former primary school buildings, as the main building is listed it must be retained, sensitively reused and the setting safeguarded. The curtilage buildings should also be retained for conversion.



Leswalt Settlement Overview

Leswalt is identified as a Local Centre in the Stranraer Housing Market Area.

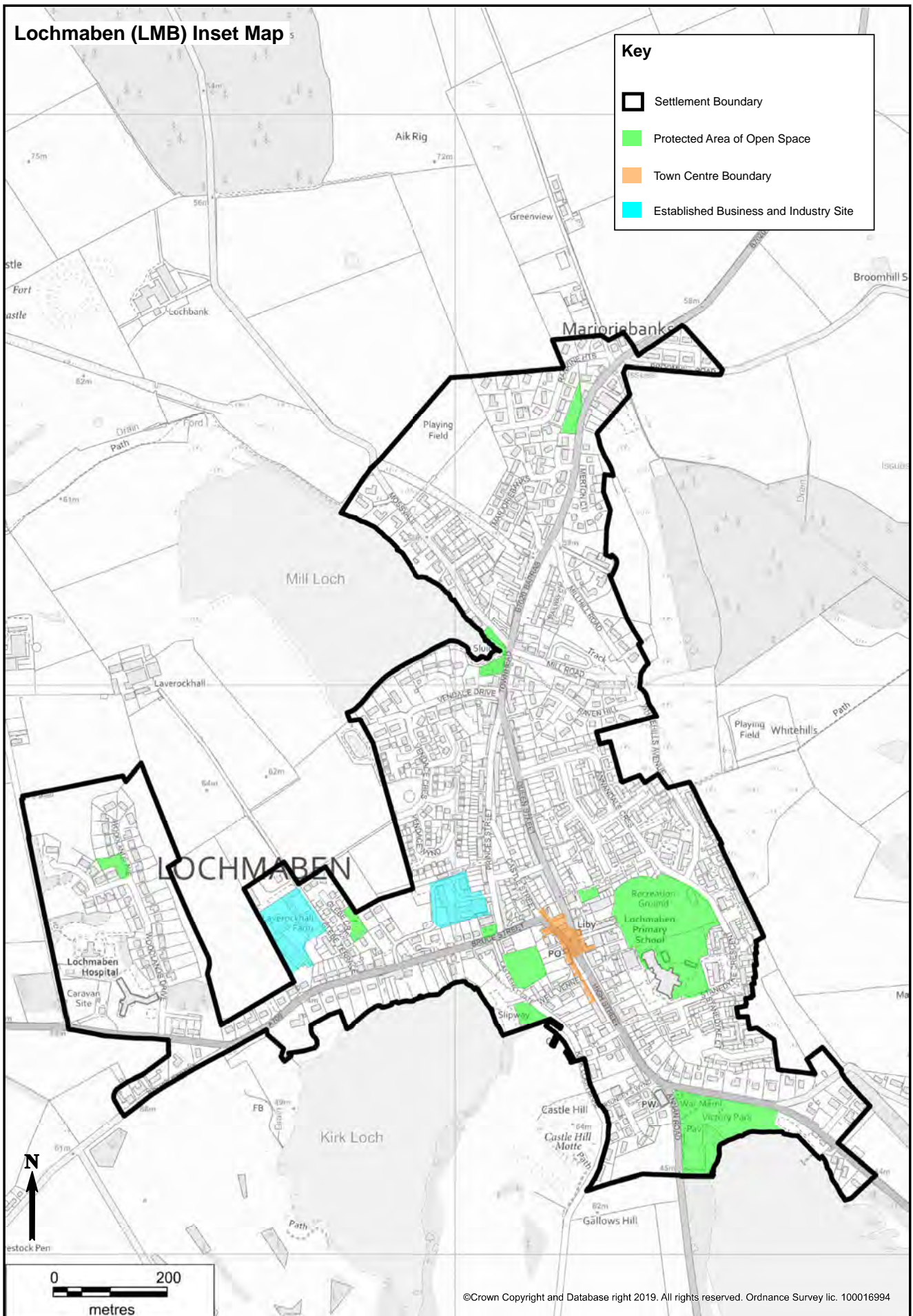
Planning objectives for Leswalt

1. Consolidate and enhance Leswalt's role as a Local Centre within the settlement hierarchy.
2. Identify opportunities to allow for a reasonable amount of future growth proportionate to the size of the settlement.

Leswalt (LSW) Housing (H) Site

LSW.H1 Challoch (56 units allocated up to 2029)

The site should be accessed from the B798 road and consist of a looped road layout and a lit pedestrian footway be created along the whole of the site frontage. A parking area for Leswalt Church should be provided to accommodate the existing on street parking that results from when the church is in use. The layout, landscaping and design of buildings will need to minimise any detrimental effect on the setting of the Church. Screening from the farm to the east of the site should be strengthened with hedgerow and tree planting which will provide an eastern boundary to the site and the settlement.



Lochmaben Settlement Overview

Lochmaben is identified as a District Centre in the Dumfries Housing Market Area. It is located on the A709 between Dumfries and Lockerbie and is characterised by its three Lochs and former castles.

Planning objectives for Lochmaben

1. Consolidate and enhance Lochmaben's role as a District Centre within the settlement hierarchy.
2. Support in principle the redevelopment of brownfield opportunities.
3. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Lockerbie Settlement Overview

Lockerbie is identified as a District Centre in the Dumfries Housing Market Area and forms part of the Gretna-Lockerbie-Annan (GLA) regeneration corridor. Business and industry land in Lockerbie is concentrated to the north of the settlement. New business and industry allocations have been

identified in this area to consolidate such land use. Investment may be required at the Lockerbie Waste Water Treatment Works.

Lockerbie Community Action Plan (June 2017) sets out the community's vision for the town in 10 years time.

Planning objectives for Lockerbie

1. Consolidate and enhance Lockerbie's role as a District Centre within the settlement hierarchy.
2. Provide new housing sites within walking distance of high street services and facilities.
3. Support in principle the redevelopment of brownfield land.
4. Identify new business and industry land to the north of the settlement.
5. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Lockerbie (LRB) Housing (H) Sites

LRB.H1 Former Academy (30 units allocated up to 2029)

This is a brownfield site with a boundary hedge along Glasgow Road which should be retained subject to pedestrian/cycle/vehicular access points. The existing road access should be stopped up with safer accesses provided onto Glasgow Road (primary access) and Dryfe Road (secondary access). The formation of access from Glasgow Road is likely to require the relocation of the existing bus stop. Consideration should be given to pedestrian links to the adjoining site LRB.MU201.

LRB.H3 Park Place (15 units allocated up to 2029)

This is a brownfield site with disused buildings still on site. The main access should be provided onto Park Place with a secondary access onto Rosebank Place. A pedestrian/cycle access will need to be formalised between Rosebank Place and Park View. A Contaminated Land Assessment will be required due to historic uses on the site. A bat and barn owl survey may be required due to the existing disused buildings on site.

LRB.H4 Netherplace Farm (200 units allocated up to 2029)

This is a flat site with an existing farmhouse and outbuildings, the neighbouring land has been raised to form the railway line.

A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will need to include an overall layout for the site and details on how the site is to be phased. The small burn that runs through the site should remain open and form part of the overall open space. Assessments will be required for contaminated land, and noise pollution from the adjoining railway line. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Lockerbie (LRB) Business & Industry (B&I) Sites

LRB.B&I204 Land north of Dryfe Road Industrial Estate (6.76 hectares)

A flat site adjacent to the railway line and existing business units. Kirk Burn runs along the western boundary. A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed with the Council. The Masterplan will need to include an overall layout for the site, details on how the site is to be phased and a comprehensive landscaping scheme. Development proposals will need to demonstrate that they will not have any adverse impact on neighbouring residential properties. The hedge boundary should be retained subject to pedestrian/cycle/vehicular access points with additional landscaping provided along the eastern and northern boundaries. Buildings should be set back from the eastern boundary to minimise landscape impact on the non-inventory designed landscape at Lockerbie House to the east. Improvements will need to be made to Dryfe Road (B723) to accommodate development on the site. A Flood Risk Assessment will need to be submitted and agreed with SEPA and the Council as part of any planning application in order to identify the developable area. Investment may be required at the Lockerbie Waste Water Treatment Works and build out rates would require to be discussed with Scottish Water.

LRB.B&I205 Land west of Ice Rink (4.44 hectares)

An undulating site with trees along the boundary with the B7076 which should be retained subject to pedestrian/cycle/vehicular access points.

A Masterplan and Transport Assessment is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will need to include an overall layout for the site, details on how the site is to be phased and a comprehensive landscaping scheme. Access to the site should be provided from the B7076 All Purpose Road. A burn runs along the southern and eastern boundaries. A Flood Risk Assessment to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Development proposals will need to demonstrate that they will not have an adverse impact on neighbouring residential properties and community uses.

Lockerbie (LRB) Mixed Use (MU) Sites

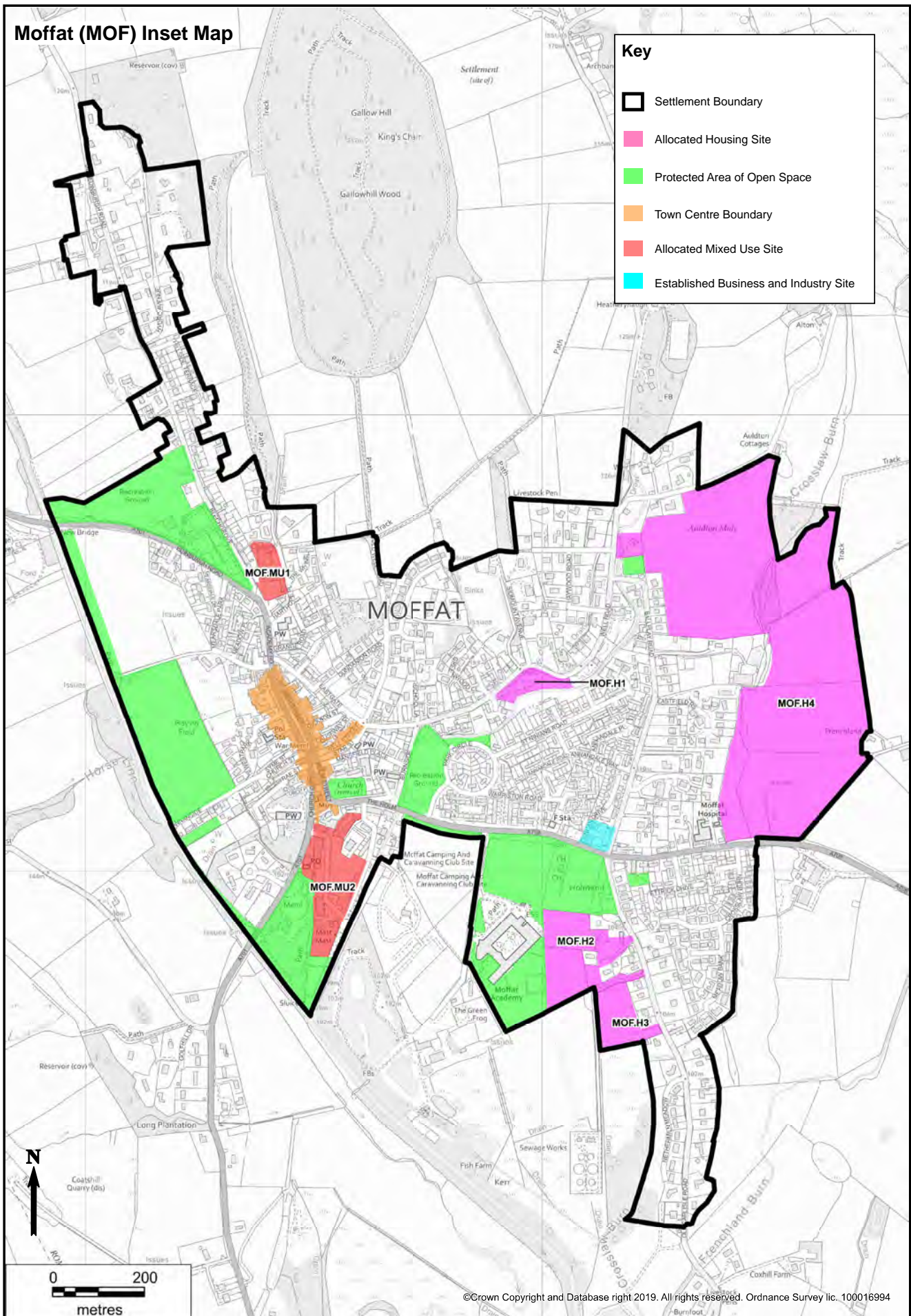
LRB.MU201 Former Dryfe Road Offices, Glasgow Road (0.42 hectares)

The former school building provides a redevelopment/conversion opportunity for a range of community uses. The existing access on to the B723 Dryfe Road may need to be upgraded. A bat and bird survey may be required prior to any proposed works.

LRB.MU202 Former Caravan Park, Kintail Park (1.42 hectares)

Full planning permission was granted for a swimming pool and leisure centre in June 2015. Should this permission not be implemented the following will be important considerations for any future development proposals.

A burn runs along the western boundary, a Drainage Impact Assessment will be required and dependent on its findings a Flood Risk Assessment will need to be submitted and agreed with SEPA and the Council as part of any planning application. A new access should be formed on to the roundabout on the B7068. The existing boundary trees should be retained where possible.



Moffat Settlement Overview

Moffat is identified as a District Centre in the Dumfries Housing Market Area and is strategically located near to the A74(M).

Moffat and Beattock Community Action Plan (December 2016) sets out the community's

vision for the town in ten years time. Moffat has been designated as a dark sky community. A flood study will commence in 2017/18 which will examine issues of river flooding at the River Annan and Birnock Water.

Planning objectives for Moffat

1. Consolidate and enhance Moffat's role as a District Centre within the settlement hierarchy.
2. Protect and enhance the conservation area, landscape setting and dark sky designation to sustain and encourage tourism for the benefit of residents.
3. Support in principle the redevelopment of brownfield opportunities.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
5. Identify mixed use sites to accommodate the medium-long term provision of enterprise/small business start-up units.

Moffat (MOF) Housing (H) Sites

MOF.H1 Dickson's Well (6 units allocated up to 2029)

The layout and design of homes and landscaping should be sympathetic to the listed building on the opposite side of Well Road from this site. Site has the benefit of a Flood Risk Assessment which may require to be updated and agreed with SEPA and the Council, and necessary flood mitigation measures must be implemented. Area of former mill dam will require investigation and potential remediation and ground gas monitoring, dependent on the nature of development. Trees along site boundaries to be retained.

MOF.H2 Greenacres (15 units allocated up to 2029)

Housing numbers should be restricted to 15 units due to road access constraints. A Flood Risk Assessment will need to be submitted and agreed with SEPA and the Council. Hedge boundaries and trees should be retained subject to pedestrian, cycle and vehicular access points. The scope for improvement of provision for pedestrian movement along Old Carlisle Road should be explored at the planning application stage. The desirability of creating pedestrian access within the site to its south boundary should be borne in mind. This would allow for the possibility of a pedestrian route being created from the site and around the south side of the school site to the south end of Jeff Brown Drive. Such a route would provide good access to the school and a shorter journey to the town centre.

MOF.H3 Old Carlisle Road (34 units allocated up to 2029)

Site should be accessed from two points along the Old Carlisle Road subject to achieving appropriate visibility splays. Housing numbers may be restricted depending on appropriate road access/improvements. The hedgerow and trees along western boundary should be retained.

Proposals for the development must be accompanied by a Flood Risk Assessment to be submitted and agreed with SEPA and the Council. Tree planting will be required to screen the development from the waste water treatment works. The scope for improving the provision for pedestrian movement and for traffic calming measures along Old Carlisle Road should be explored at the planning application stage. The desirability of creating pedestrian access within the site to its north-west corner should be borne in mind. In conjunction with the development on site MOF.H2, this would allow for the possibility of a pedestrian route being created from the site and around the south side of the school site to the south end of Jeff Brown Drive. Such a route would provide good access to the school and a shorter journey to the town centre.

MOF.H4 Selkirk Road (200 units allocated up to 2029)

Site falls southwards towards Selkirk Road A708 and is located within the Moffat Hills Regional Scenic Area.

A Masterplan needs to be prepared for this site and agreed with the Council. The Masterplan must include the following: the results of a survey of the wildlife interest of the site and measures to protect or mitigate adverse effects on wildlife of significance, phasing of development including mix of house type and tenure, a layout incorporating substantial landscaping which includes the existing stone walls, hedgerows and trees on the boundary, safeguards for the Auldtoun Motte Scheduled Ancient Monument and incorporates sustainable transport measures. Access points should be maximised with: main access from A708 Selkirk Road, minor access from Well Road, emergency vehicular access from Ballplay Road, and pedestrian/cycle access onto Well Lane (also known as Alton Road). Pedestrian links should be developed to the core path to the south east.

The final phase of a Flood Risk Assessment needs to be carried out and appropriate mitigation implemented. A Transport Assessment will also be required.

The conservation interests of the Regional Scenic Area must be protected. This will require a substantial element of internal and boundary landscaping to establish a clear settlement boundary and to respect existing landform and features.

Moffat (MOF) Mixed Use (MU) Sites

MOF.MU1 Former Academy (10 units allocated up to 2029 plus Class 4 business units)

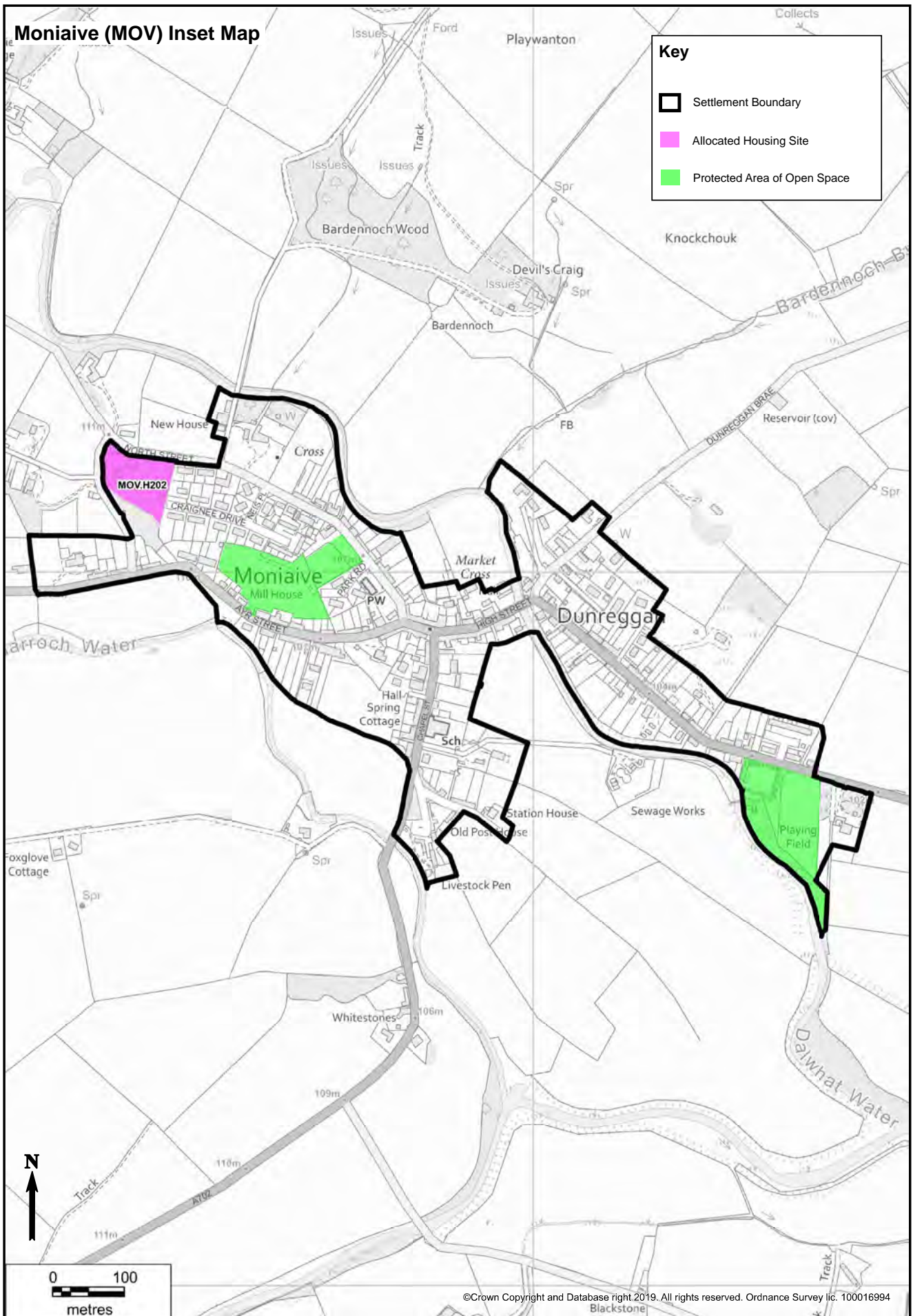
Planning and listed building consent was granted subject to conditions in February 2018 for the conversion of the former academy to flats and the erection of 3 residential blocks to the rear. The academy has now been converted and buildings to the rear demolished leaving a brownfield site. Should this consent not be fully implemented the following considerations are relevant: the site could accommodate a mix of uses, including residential, business, cultural and educational uses. The uses that can be accommodated in the business units must not have an adverse impact on the amenity of the proposed housing units or neighbouring properties or the setting of the listed building. Site investigation to ensure existing water courses (especially culverted water courses) are managed appropriately.

MOF.MU2 Former Woollen Mill (2.43 hectares)

Site could include a range of uses such as a hotel, tourist centre, retail and small business units. A Masterplan is required to be submitted as part of any planning application and agreed by the Council. It should consider phasing, the layout and design of buildings which must be sympathetic to the listed buildings opposite, and provision of a pedestrian/cycle access onto A708 Holm Street.

Improvements will be required to the junction with the A701. A Contaminated Land Assessment will be required due to previous uses which include a former gas works. A bat and barn owl survey may be required due to the disused buildings on site.

A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area as the Birnock Water runs adjacent to the eastern boundary of the site. An archaeological evaluation and appropriate mitigation measures will be required given the former uses on the site.



Moniaive Settlement Overview

Moniaive is identified as a Local Centre in the Dumfries Housing Market Area.

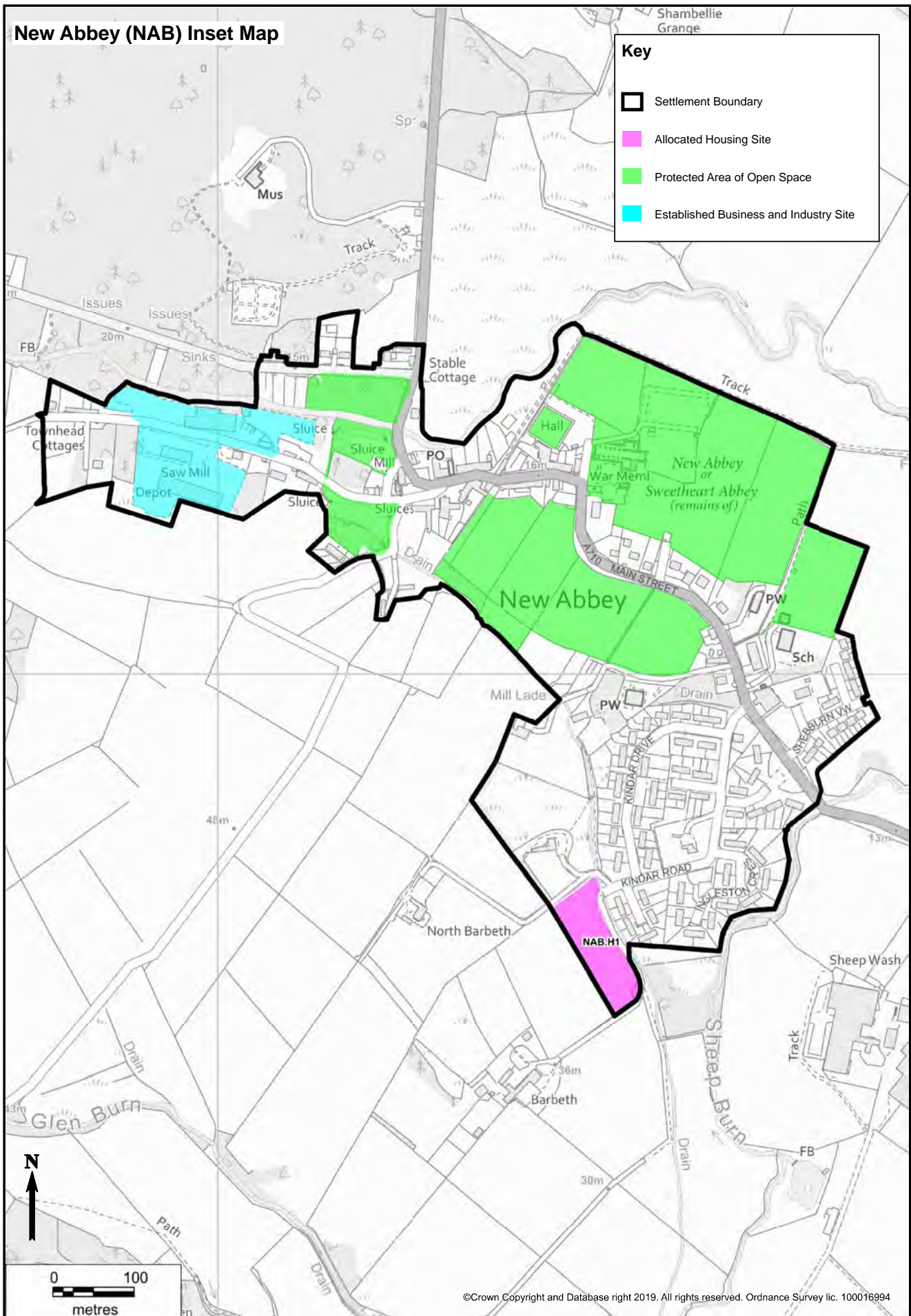
Planning objectives for Moniaive

1. Consolidate and enhance Moniaive's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to the western edge of the settlement to allow for a reasonable amount of future growth.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Moniaive (MOV) Housing (H) Site

MOV.H202 Broomfield Meadow (10 units allocated up to 2029)

A mill lade crosses the site and as a result a Drainage Impact Assessment will be required. It is expected that roads access will be taken from Craignee Drive. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village and is not detrimental to the character and features of the conservation area. The mature trees to the north west corner and western boundary should be retained and incorporated into any development.



New Abbey Settlement Overview

New Abbey is identified as a Local Centre in the Dumfries Housing Market Area.

Planning objectives for New Abbey

1. Consolidate and enhance New Abbey's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to allow for a reasonable amount of future growth.
3. Recognise the historical and landscape characteristics of the settlement by ensuring that new development is of a high design quality that preserves or enhances the character and appearance of the conservation area.

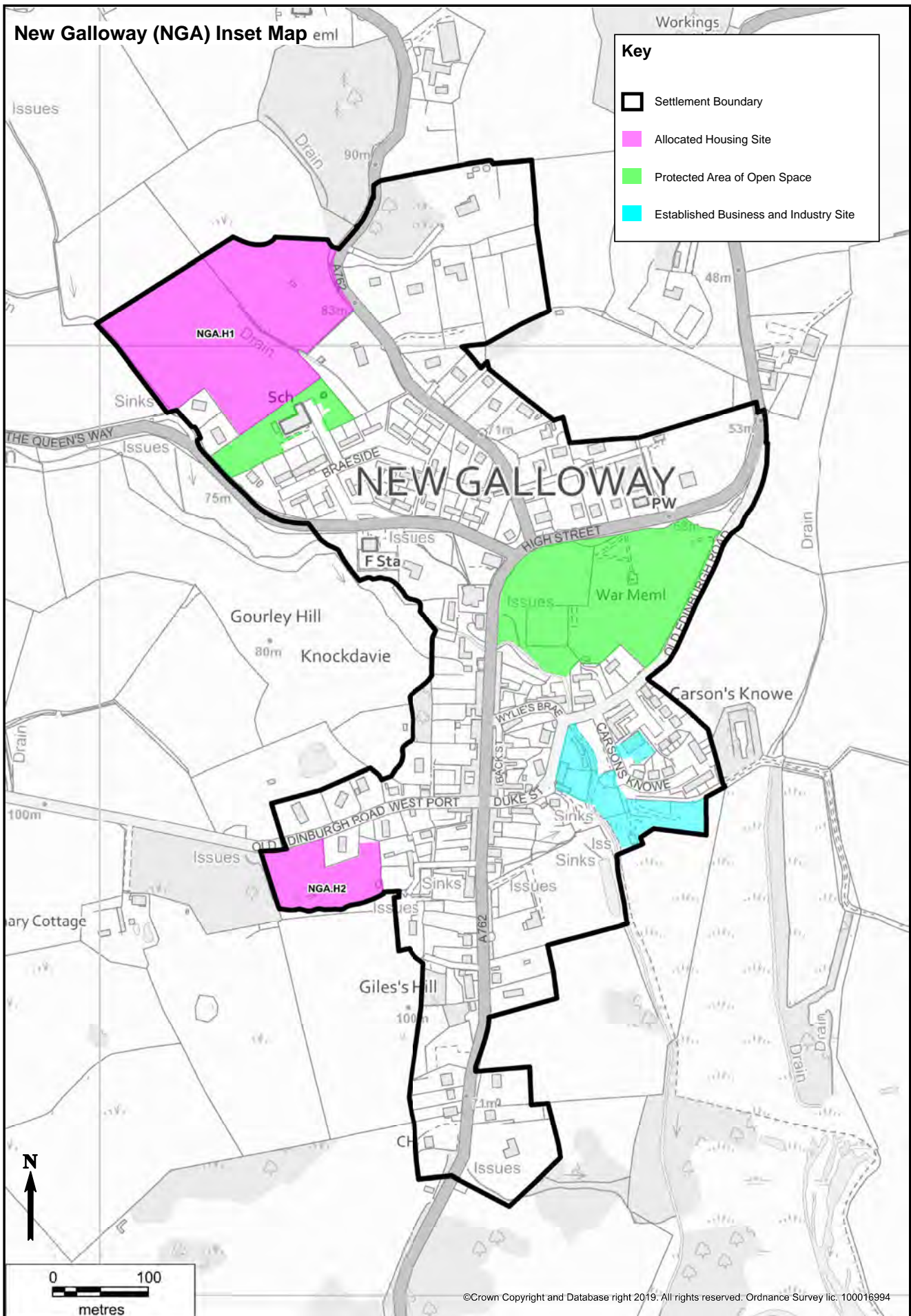
New Abbey (NAB) Housing (H) Site

NAB.H1 Kindar Road (10 units allocated up to 2029)

The site should be developed with two rows of houses on the lower slope. Although the site is relatively elevated, if house types are restricted to 1½ storey or single storey its development will not be obtrusive because of the mature trees to the eastern edge of the site. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village and its setting. This site is not bounded by any physical features to the south western edge and care will need to be taken to ensure that any development does not encroach up the slope.

The site should be accessed from Kindar Road. Road access constraints limit the number of units possible on this site and this aspect will need to be addressed at the planning application stage. Further investigation may be required in relation to archaeological remains.

The Mill Lade, a Category 'A' listed building with historic links to the Abbey, lies adjacent to the site. Consequently, a Flood Risk Assessment will be required to support new development proposals to determine whether or not the Mill Lade will have an impact on the development of the site and, if so, identify appropriate mitigation measures, taking into account the historic significance of the lade.



New Galloway Settlement Overview

New Galloway is identified as a Local Centre in the Stewartry Housing Market Area.

Planning objectives for New Galloway

1. Consolidate and enhance New Galloway's role as a Local Centre within the settlement hierarchy.
2. Continue to recognise and protect established business and industrial land at East Port/Carson's Knowe.
3. Recognise New Galloway's designation within the Galloway Hills Regional Scenic Area. This landscape designation is an important consideration when considering future development.

New Galloway (NGA) Housing (H) Sites

NGA.H1 West of Kirk Road (30 units allocated up to 2029)

The site should be developed on a phased basis to allow it to integrate with the existing settlement. The first phase of development should take place to the east of the site (subject to satisfactory road access). Within the second phase of development, the land immediately adjacent to the primary school is to be developed as a playing field for use by the school. This is a large site in proportion to previous development in the settlement and design and siting will be important considerations. A landscaped buffer should be provided along the southern boundary to protect the amenity of residential properties and the primary school. Currently there is no existing boundary to the north of the site but when developed, the edge of the site should be defined using existing landform/features, supported by dry stone dykes and tree planting. The design should work with the landform rather than relying on excessive cut and fill. A Flood Risk Assessment will also need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Any future proposal will need to consider a heritable servitude right on this site by the owners' of Kirkbrae, and take this into account when planning development.

NGA.H2 West Port (5 units allocated up to 2029)

This site should round off development along West Port. Its proximity at the boundary of the conservation area requires that design of any housing is an important consideration. The changing site levels will need to be taken into account when considering the layout of the development. Access to the site should be taken through the existing field gate. The woodland to the west and further uphill forms a strong boundary and should be protected from further development. Flood risk has been identified for this site therefore a Flood Risk Assessment is required.

Newton Stewart Settlement Overview

Newton Stewart is identified as a District Centre in the Mid Galloway Housing Market Area. The settlement is a key town for the area providing a range of services and a number of established

and allocated business and industry sites. The town centre has suffered from past flooding events from the River Cree and a flood protection scheme is being developed and will be delivered early in the plan period.

Planning objectives for Newton Stewart

1. Consolidate and enhance Newton Stewart's role as a District Centre within the settlement hierarchy.
2. Encourage and support the improvement of the town centre.
3. Focus housing development towards the north and east of the settlement which offer suitable areas for growth.
4. Focus business and industry development to the west of the settlement to accommodate employment opportunities.
5. Recognise the historical, architectural and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
6. Support in principle the redevelopment opportunities within Newton Stewart including brownfield land.
7. Consider the capacity of the town centre road network and any associated mitigation works required.

Newton Stewart (NST) Housing (H) Sites

NST.H2 Racegreen Avenue (22 units allocated up to 2029)

Development should incorporate an access point to NST.H5. Development should reinforce the northern boundary with hedge and tree planting and an Archaeological Assessment may be required. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required.

NST.H4 Corsbie Road (63 units allocated up to 2029)

A Transport Assessment is required to determine the impact the development will have on the capacity of the surrounding road network and any associated road and/or traffic management improvements required. Development should incorporate an access point into the adjacent northern field so as not to prejudice potential future development. Corsbie Road will require to be improved to the west of the site with passing place provision installed between the site boundary and the Barnkirk Road.

Pedestrian and cycle routes should be incorporated into the layout and design of the development including a path along the site frontage that would replace the existing link from the high school to the playing fields. The character of this path should be designed in order to maintain an open space corridor to the playing fields and the wider countryside to the west of the site, incorporating the existing drystone wall if possible.

Given the topography of the site, development should be focused on the lower levels, and a comprehensive design and landscaping scheme should be submitted, avoiding significant intrusion from development on the skyline when viewed from the east, both from Maxwell Drive and site NST.H7, and including a landscaped buffer along the eastern boundary of the site between existing and proposed housing. Archaeological evaluation and mitigation will be required due to the known cropmarks located on the northern part of the site. A Drainage Impact Assessment will be required along with appropriate surface water management measures.

NST.H5 Doocot Terrace (14 units allocated up to 2029)

This site is located adjacent to site NST.H2 on elevated land from surrounding residential properties. Access to the site could be taken off the existing private access/right of way between Kirroughtree Avenue and Doocot Terrace or from NST.H2. Due to the level differences across the site, extensive engineering works will be required. Development should be designed to reflect the surrounding character with properties of 1–1½ stories in size. A strong western site boundary must be provided to protect the surrounding environment and golf course from future development. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required.

NST.H6 Station Road (12 units allocated up to 2029)

This site is a prominent green space on undulating topography and is elevated from the A75. Development should avoid areas of higher ground and a continuous strip of trees or landscaping of significant width should be used to screen development from the A75. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required.

NST.H7 Old Hall (50 units allocated up to 2029 and 100 units allocated beyond 2029)

A Masterplan is required to be submitted prior to or as part of any planning application and agreed by the Council before any development can commence on site. The Masterplan should include the design and layout of the development, the road layout including access, the phasing of the development, open space provision and a comprehensive scheme for the landscaping of the site.

The open space provision should be integrated with existing pedestrian and cycle links providing access to the town centre and local facilities. The landscaping of the site should include the protection of the avenue of beech trees leading to Dunree Wood; the repair and maintenance of the drystone wall along the south eastern boundary of the site; a landscaped buffer at the southern end of the site between the existing housing and proposed housing on the site; and, structural planting to create a new defensible boundary along the northern boundary of the site.

Provision for pedestrian (and, where appropriate, cycle) links from the site to the adjacent Dunree Wood, Old Hall Plantation and to the wider countryside beyond, and for the enhancement of the existing tracks and the adjacent woodland areas, possibly including the repair and maintenance of the drystone walls, should be included where appropriate and feasible in the Masterplan.

A Transport Assessment is required to determine the impact the development will have on the capacity of the surrounding road network and any associated road and/or traffic management improvements required. A Drainage Impact Assessment is required along with appropriate surface water management measures.

NST.H202 Creebridge Caravan Park (37 units allocated up to 2029)

The site is served by an existing access from the New Galloway Road but land outwith the site boundary would be required in order to develop the access road to an adoptable roads standard. A potential access to the site may also be taken from Masonfield Drive. Development should incorporate screening from the adjacent Holmpark Business and Industry Estate including a dense tree and shrub planting to mitigate noise and visual disturbance. The site was once a WW2 PoW camp and because of this there are some archaeological and contamination land issues that require investigation.

NST.H207 Former Community Centre (10 units allocated up to 2029)

This site is a former community centre and therefore provides a redevelopment opportunity. Access to this site can only be taken from Viewhills Road where there is an existing access. The existing westernmost building would require to be demolished in order to provide an adoptable road into the site. Development should respect the historic and architectural quality of the adjoining Listed Building and Conservation Area.

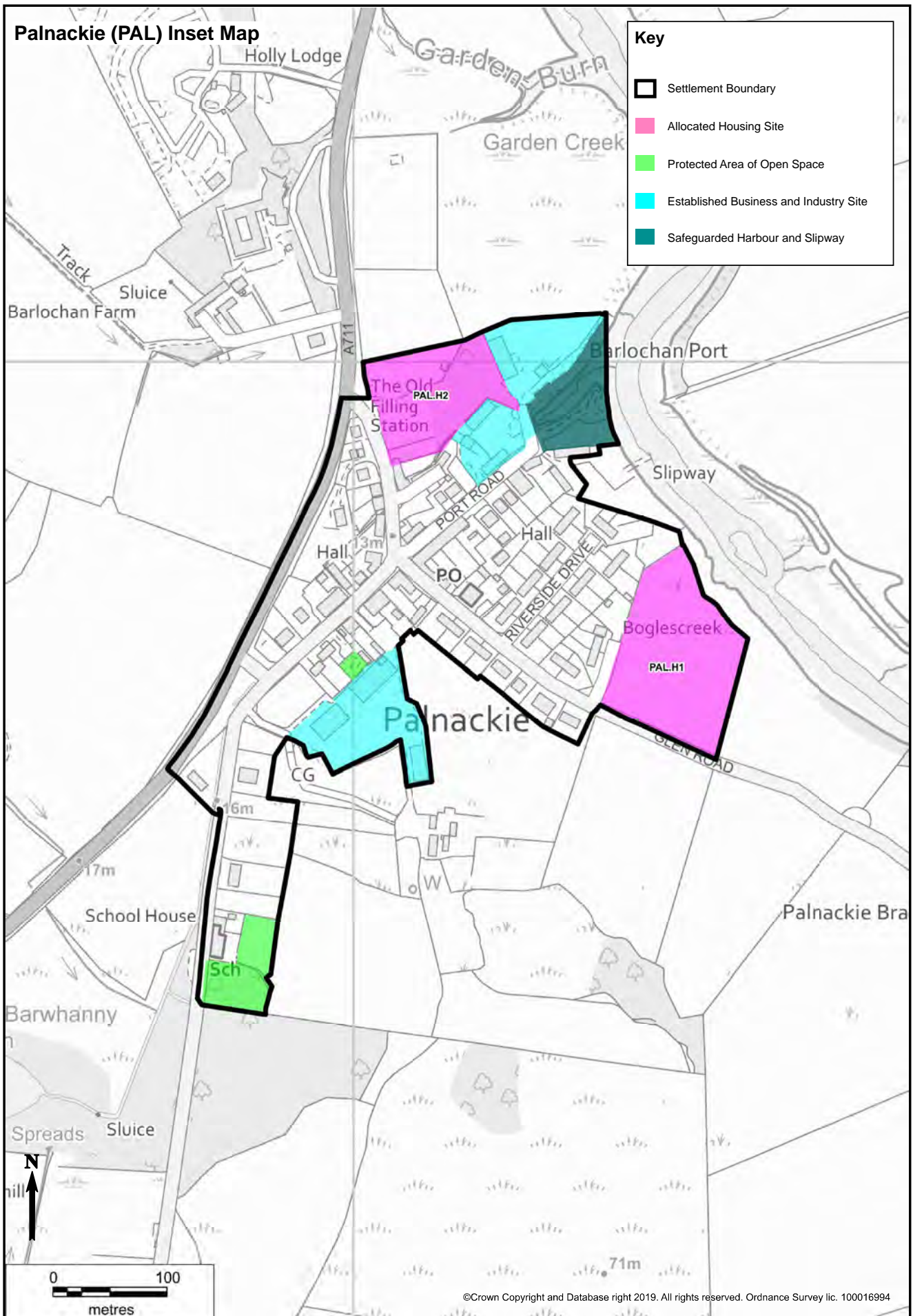
Newton Stewart (NST) Business & Industry (B&I) Sites**NST.B&I201 Land south of Barnkirk Farm (2.76 hectares)**

The layout of the site should include appropriate access to the land to the west to avoid this land becoming landlocked. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. A broad woodland planting strip incorporating locally occurring tree and shrub species is required to the southern boundary to screen development from the A75, adjacent properties and the wider rural setting. A new woodland planting strip to screen the substation to the northern edge of the site should also be incorporated. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required and depending on its content, a Flood Risk Assessment may be required.

Newton Stewart (NST) Mixed Use (MU) Site**NST.MU1 Masonfield (140 units allocated up to 2029 plus Class 4 business units)**

The Masterplan previously prepared for this site will need to be reviewed and updated. The Masterplan must set out a vision of the nature and quality the development aims to achieve. The site should be accessed from the New Galloway Road to the east and Masonfield Road to the west. An access point to the land to the rear of Riverbank should be provided for future infill development. A Transport Assessment will also be required. Development should retain trees and landform with design taking account of these features. There is a possible flood risk associated with this site and therefore a Flood Risk Assessment is required. An Archaeological Assessment and any mitigation are required due to possible prehistoric burial ground on the site. Integration with the wider community through sustainable transport such as pedestrian and cycle routes.

Development of Class 4 business units should be located adjacent to Holmpark Industrial Estate to form an appropriate transition between the industrial estate and the residential area.



Palnackie Settlement Overview

Palnackie is identified as a Local Centre in the Stewartry Housing Market Area.

Planning objectives for Palnackie

1. Consolidate and enhance Palnackie's role as a Local Centre within the settlement hierarchy.
2. Recognise Palnackie's position within the East Stewartry Coast National Scenic Area and the Solway Coast Regional Scenic Area and ensure design of any new development respects these designations and planning guidance outlined in the Palnackie Village Design Statement.

Palnackie (PAL) Housing (H) Sites

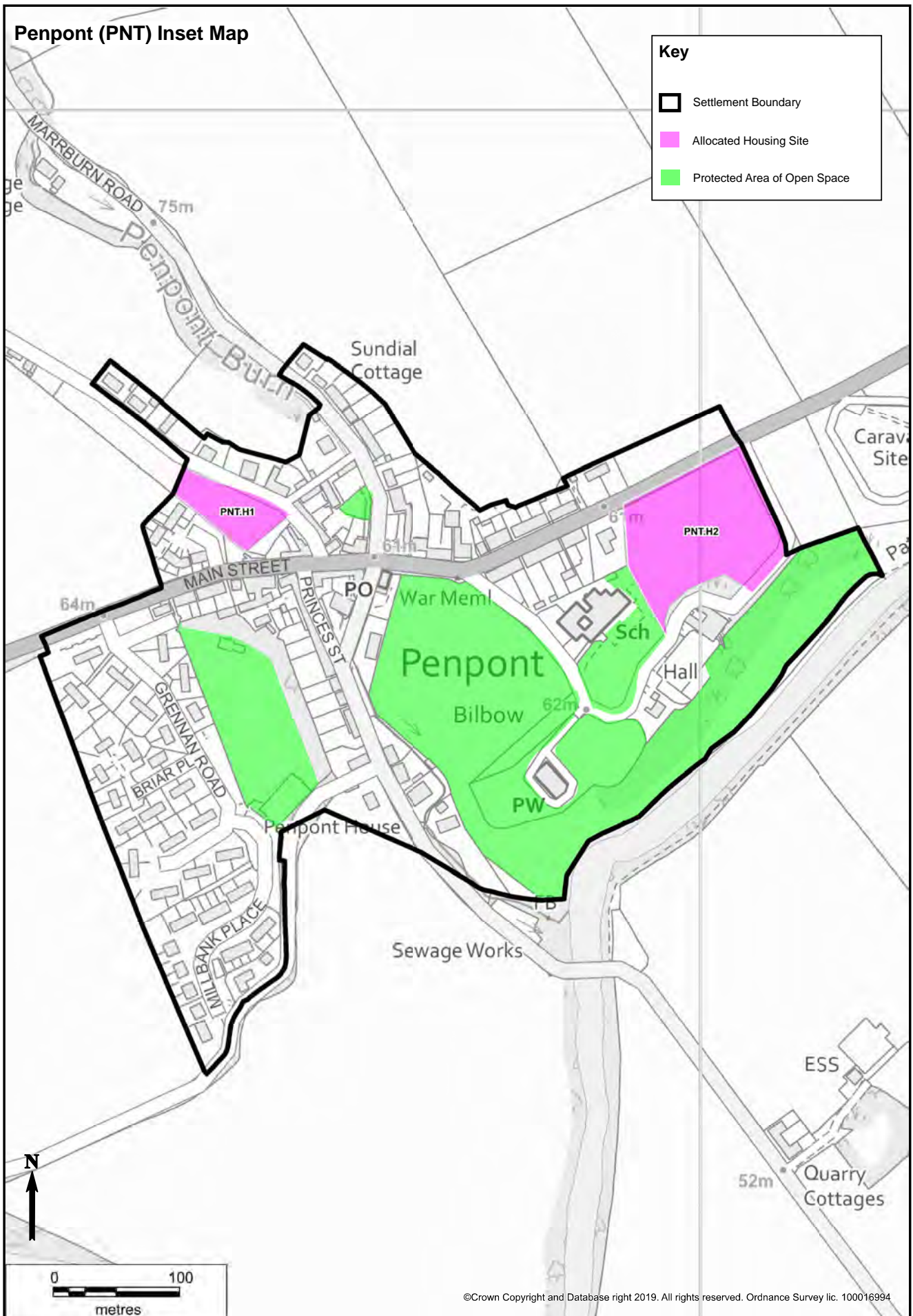
PAL.H1 Glen Road (23 units allocated up to 2029)

Development proposals should reflect the predominant building styles, materials and form that are exhibited in the village's existing buildings. Access is to be taken off the existing track to the east of Riverside Drive. There is no clear eastern boundary and development would require hedge/tree planting to create an effective eastern end to the settlement. A Flood Risk Assessment is required to determine the developable area of the site.

PAL.H2 North of Yettan Terrace (8 units allocated up to 2029)

Although an extension to the existing built form of Palnackie, this site has the potential to form an integral part of the settlement if designed and developed sensitively, taking account of its position as a gateway to the village. Development proposals must follow the guidelines set out in the Palnackie Village Design Statement. The existing trees to the east of the site should be retained as far as possible to provide screening from the adjacent industrial area.

A Flood Risk Assessment is required to assess the developable area of the site and identify any measures to be taken to ensure that flood risk issues are satisfactorily resolved.



Penpont Settlement Overview

Penpont is identified as a Local Centre in the Dumfries Housing Market Area.

Planning objectives for Penpont

1. Consolidate and enhance Penpont's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing to allow for a reasonable amount of future growth which is proportionate to the size of the settlement.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Penpont (PNT) Housing (H) Sites

PNT.H1 West of Bogg Road (8 units allocated up to 2029)

This is an infill site. Care must be taken to ensure that development relates satisfactorily to the existing Tynron View development and as a result should be no more than 1½ storeys in height. There is a water body in close proximity to the site with potentially culverted sections and as a result a Drainage Impact Assessment will be required.

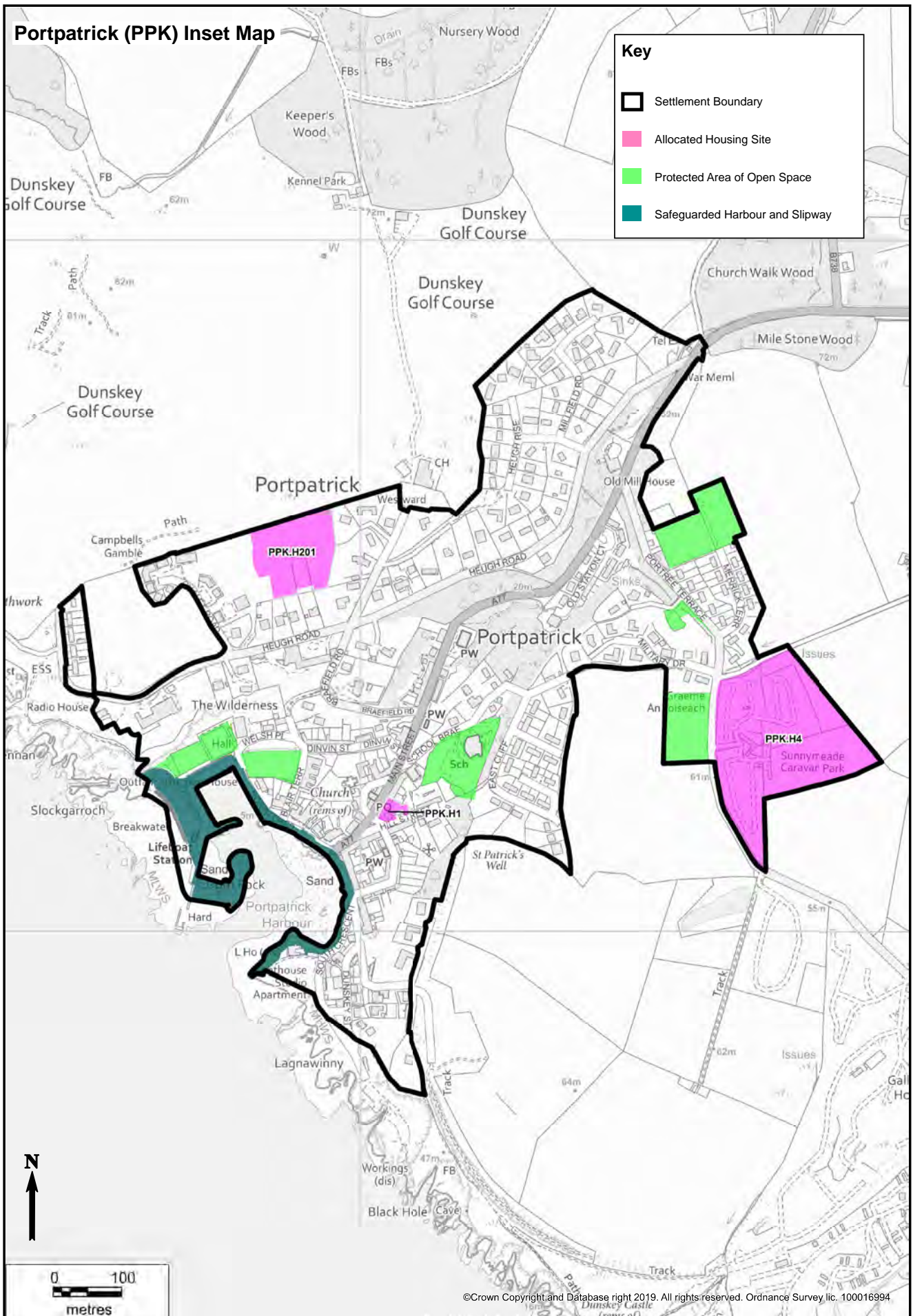
Vehicular access to the site should be via Tynron View, ensuring that car parking provision that serves existing properties on Tynron View is maintained.

PNT.H2 Main Street (18 units allocated up to 2029)

This site provides a natural extension to the village. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the settlement.

There is a water body in close proximity to this site, records of flooding are held for the area, as a result a Flood Risk Assessment will be required.

Particular consideration must also be given to facilitating pedestrian movement to and from the site. The feasibility of providing a pedestrian crossing facility on the A702 in the vicinity of the west end of the site frontage should be investigated. Pedestrian access between the site and the adjoining school, and to the road beyond, should also be investigated. A convenient parking area should also be provided within the site for existing residents along the A702. Site layout should minimise the effect of development on the adjoining caravan park.



Portpatrick Settlement Overview

Portpatrick is identified as a Local Centre in the Stranraer Housing Market Area.

Planning objectives for Portpatrick

1. Consolidate and enhance Portpatrick's role as a Local Centre within the settlement hierarchy.
2. Identify opportunities to allow for a reasonable amount of future growth proportionate to the size of the settlement.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Portpatrick (PPK) Housing (H) Sites

PPK.H1 Hill Street (7 units allocated up to 2029)

Access to the site should be taken from Hill Street and an appropriate parking and turning area should be provided. Development should respect the historic and architectural quality and setting of the Conservation Area, and the residential amenity of adjacent dwellings. Consideration should be given to the maintenance of the existing terraced frontage along Main Street, and provision for appropriate access to the rear of the existing terraced dwellings to the north of the site. Development should respect the historic and architectural quality and setting of the Conservation Area. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required and depending on its content, a Flood Risk Assessment may also be required.

PPK.H4 Sunnymeade north (57 units allocated up to 2029)

This site is currently occupied by Sunnymeade caravan park. Access into the site should be taken from Portree Terrace and will require 2 access points. Portree Terrace will need to be widened and a lit pedestrian footway will be required along the site frontage. Pedestrian and cycle links should also be provided to link the site with the town centre and local facilities. The lower section of the site is considered suitable for development as the upper areas are more visible and should remain free from development to prevent the site dominating the settlement. There is a possible flood risk associated with this site and therefore a Drainage Impact Assessment is required and depending on its content, a Flood Risk Assessment may also be required. The site is a former farmstead and will therefore require an Archaeological Evaluation to be undertaken.

PPK.H201 Adjacent Heugh Road (18 units allocated up to 2029)

This site will be accessed via the newly constructed road that forms part of the new development west of the site and links to Heugh Road. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. The site is behind large Victorian 'seaside' architecture dwellings and development should not compromise their setting.

Port William Settlement Overview

Port William is identified as a Local Centre in the Mid Galloway Housing Market Area.

Planning objectives for Port William

1. Consolidate and enhance Port William's role as a Local Centre within the settlement hierarchy.
2. Identify opportunities to provide possibilities to expand the settlement through housing allocations.
3. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

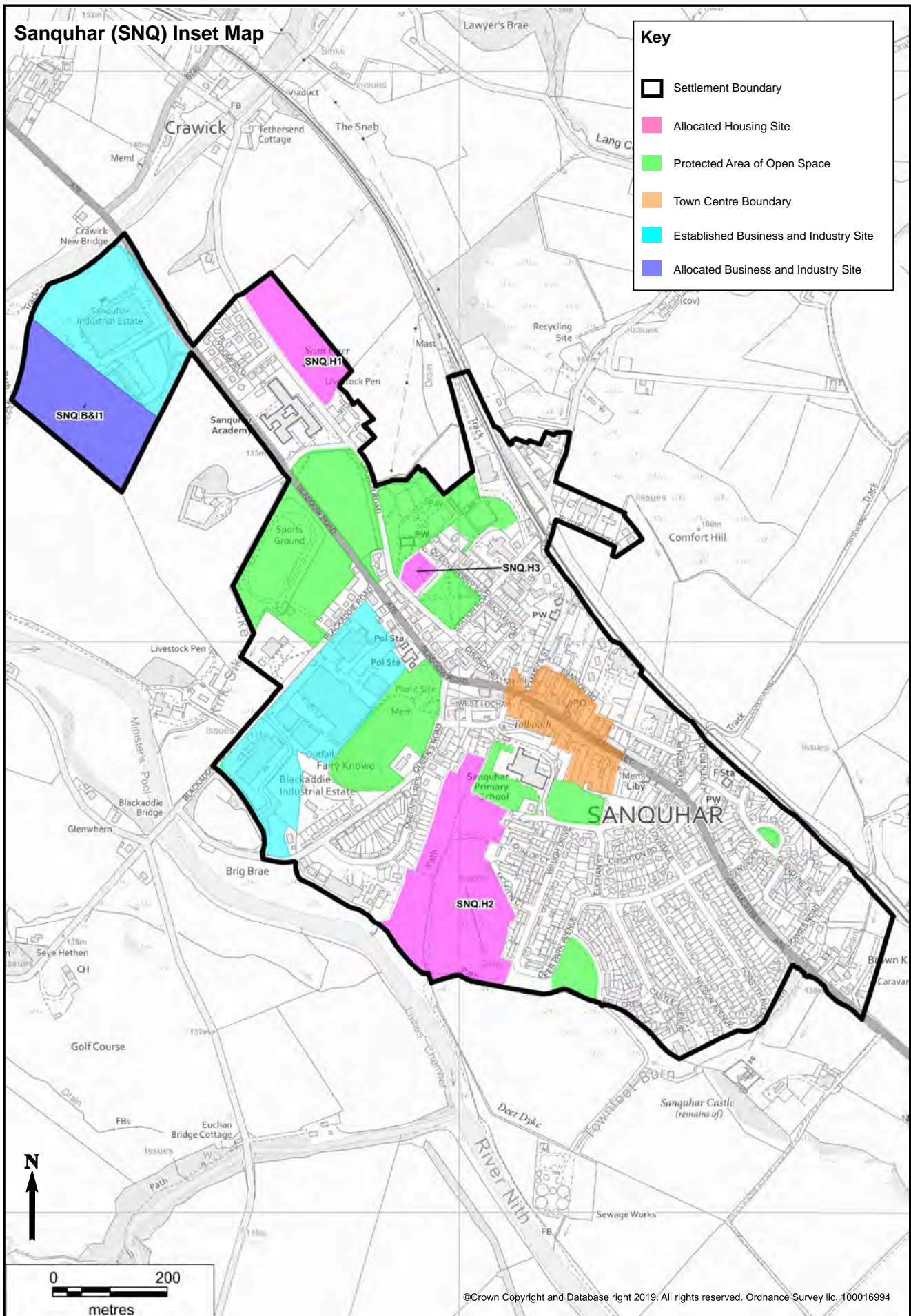
Port William (PWL) Housing (H) Sites

PWL.H2 Dourie Farm (54 units allocated up to 2029)

Access into the site should be from Dourie Drive, Myrton Crescent and the B7085 with the potential for at least an emergency vehicle access to be provided. Consideration should also be given to creating pedestrian and cycle links to Dourie Drive and Bowling Green Road. The layout should relate to the landform with development set back from the raised beach and should not overlook the cliff top. Development will require tree and/or hedgerow planting to strengthen the eastern site boundary. The southern section of the site may have prehistoric remains and therefore an Archaeological Evaluation and/or Mitigation may be required. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required.

PWL.H201 South Street Depot (39 units allocated up to 2029)

Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. The raised beach is a key landscape feature of this part of the coastline and should remain as greenspace. Due to the location of the site on approach to the Conservation Area, the design and layout of development should respect the linear character of the village. Contaminated Land Investigation is required given the previous use of the site. There is a possible flood risk associated with this site and a Flood Risk Assessment is required.



Sanquhar Settlement Overview

Sanquhar is identified as a District Centre in the Dumfries Housing Market Area. The town is well located on the A76 trunk road, approximately 27 miles north of Dumfries, which provides good accessibility to other parts of the region by both road and rail.

Planning objectives for Sanquhar

1. To consolidate and enhance Sanquhar's role as a District Centre within the settlement hierarchy.
2. Consolidate the opportunities for expanding the town by allocating sites for housing in close proximity to the High Street and schools.
3. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
4. Identify new business and industrial land adjacent to the established business and employment land in the northern part of the town to accommodate employment opportunities.
5. Support in principle the redevelopment of brown field opportunities.
6. Recognise the historical and landscape significance of the settlement and ensure that development respects this with any new buildings being constructed to a high standard of design quality and appropriate densities.

Sanquhar (SNQ) Housing (H) Sites

SNQ.H1 Church Road (29 units allocated up to 2029)

The site should be developed in a similar manner to the adjacent housing with two rows of houses on the lower slope. Although the site is relatively elevated, if house types are restricted to 1½ storey, single storey or split level its development will not be obtrusive because of the height and scale of the Academy buildings adjacent to the site and the rising land to the north. This site is not bounded by any physical features to the north eastern edge and care will need to be taken to ensure that any development does not encroach up the slope. The setting of the adjacent nationally significant prehistoric fort should not be adversely affected.

The site should be accessed from the U462 and a footway provided to Church Road. The junction of Church Road and the U462 will require to be improved. The site lies within the defined Development High Risk Area and therefore a 'Coal Mining Risk Assessment' is required.

SNQ.H2 Queen's Road (125 units allocated up to 2029)

The site should be accessed from Queen's Road, a secondary access will also be required from Waugh Drive and/or McCron Court. A body of water crosses the site and there is also a culvert system within the site boundary, as a result both a Flood Risk Assessment and Drainage Impact Assessment (DIA) will be required. The DIA should also assess any impacts on the existing water and waste water network. A number of footpaths cross the site and these should be incorporated into any design and layout of the area. Consideration will need to be given to incorporating the possible deer enclosure within any development following further assessment and confirmation of its status. The site lies within the defined Development High Risk Area and therefore a 'Coal Mining Risk Assessment' is required.

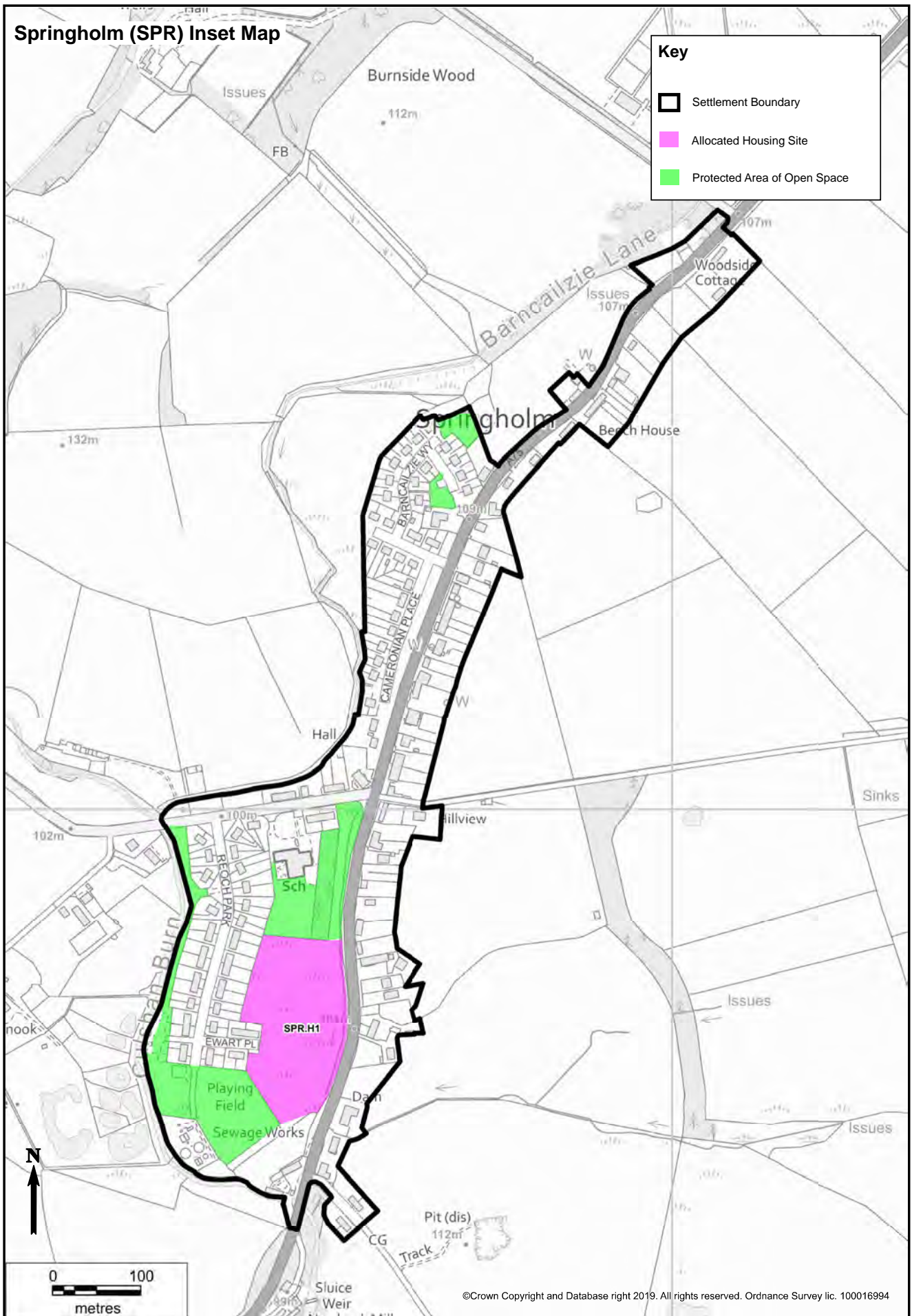
SNQ.H3 Queensberry Square (10 units allocated up to 2029)

The listed remains of the former primary school should be retained and as the site is within the Conservation Area the layout and design of the development will be important considerations. There is the potential for some contamination of the land due to previous uses on the site and therefore further investigation in this respect is required. The site lies within the defined Development High Risk Area and therefore a 'Coal Mining Risk Assessment' is required. The development layout for this site will need to take account of site constraints, including the location of the mine entries and their zones of influence.

Sanquhar (SNQ) Business & Industry (B&I) Site

SNQ.B&I1 Glasgow Road (3.62 hectares, note that not all of this area is likely to be developable)

The site to be accessed from the existing access with the A76 trunk road and as a result Transport Scotland will need to be consulted in respect of any proposed development. The site partially lies within the indicative flood outline and therefore development should be focused to the south eastern part of the site. A Flood Risk assessment is required in order to identify the developable area of the site. A Drainage Impact Assessment is required to assess the impact on the existing water and waste water network. A landscaping screen that incorporates locally native species is required to provide some screening to the visual impact of development. The site lies within the defined Development High Risk Area and therefore a 'Coal Mining Risk Assessment' is required.



Springholm Settlement Overview

Springholm is identified as a Local Centre in the Stewartry Housing Market Area.

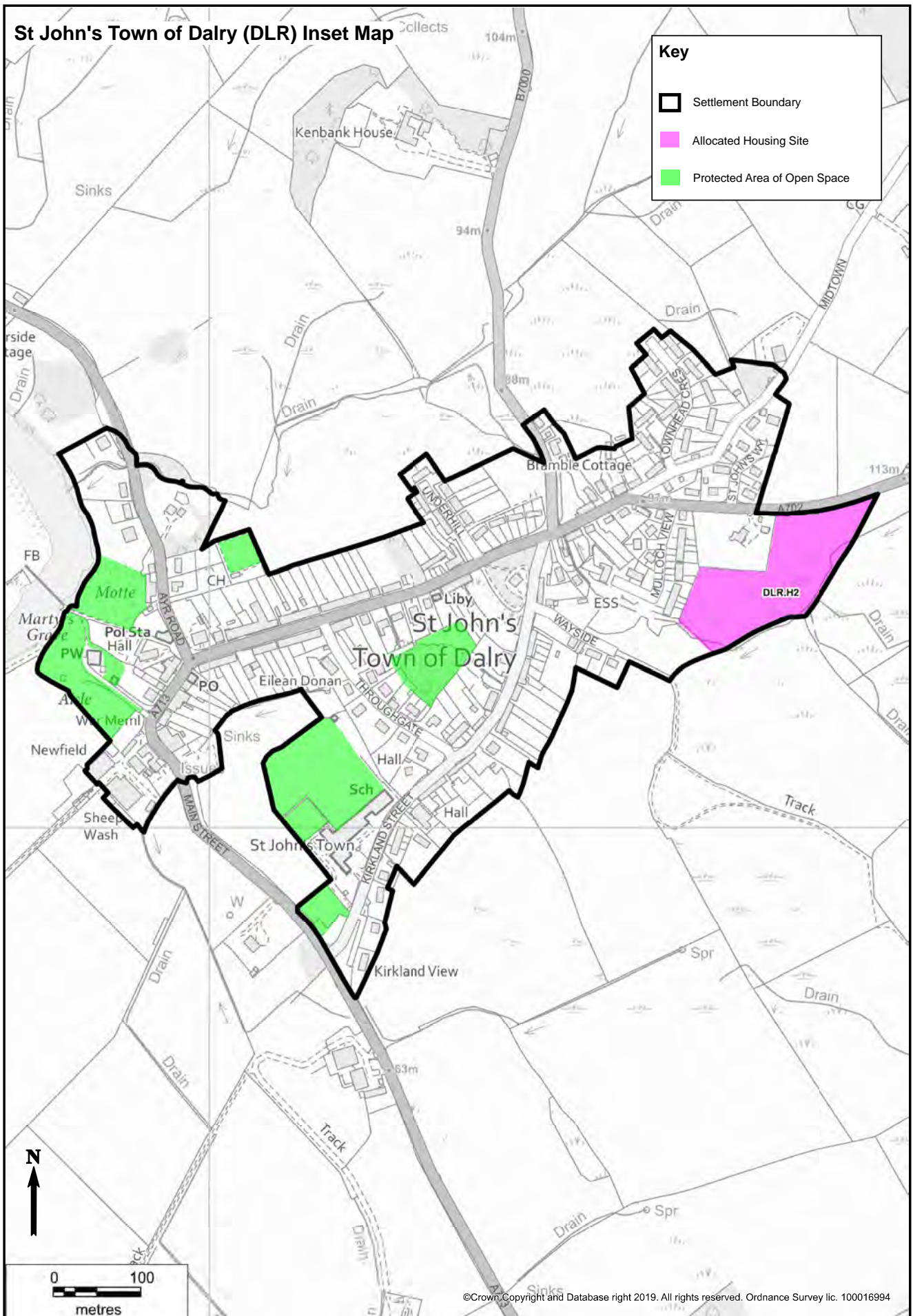
Planning objectives for Springholm

1. Consolidate and enhance Springholm's role as a Local Centre within the settlement hierarchy.

Springholm (SPR) Housing (H) Site

SPR.H1 Land off Ewart Place (40 units allocated up to 2029)

The development will need to include appropriate screening to the A75. Access will be taken from the A75, where appropriate junction design standards will be required. A Noise Assessment and noise attenuation measures may be required to reduce noise impacts from the A75. An emergency vehicle access will be required which can be achieved via an extension to Ewart Place. Houses should front onto the playing field. Provision will need to be made to allow a path linking the playing field to the west and other areas of informal space to the north. Part of the site should also be maintained as open space. Flood risk has been identified for this site and a Flood Risk Assessment is required.



St. John's Town of Dalry Settlement Overview

St. John's Town of Dalry is identified as a Local Centre in the Stewartry Housing Market Area.

Planning objectives for St John's Town of Dalry

1. Consolidate and enhance St. John's Town of Dalry's role as a Local Centre within the settlement hierarchy.
2. Optimise the use of infrastructure provided at Whinnymuir, future development is directed towards this part of town.
3. The town is within the Galloway Hills Regional Scenic Area and the landscape setting will be an important consideration for new development.
4. The town may develop into an important tourist destination based on the neighbouring Dark Sky Park in the Galloway Forest and Biosphere which have national and international significance.

St. John's Town of Dalry (DLR) Housing (H) Site

DLR.H2 South of Whinnymuir (25 units allocated up to 2029)

In order to minimise the potential visual effect of new building, development should be avoided in the northern part of the site; this area is more likely to be used to provide access into the site from the A702 and landscaping for the wider site. Development proposals should provide a connection to the neighbouring housing site.

As an existing watercourse is within the site, a Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Stranraer Settlement Overview

Stranraer is identified as a District Centre in the Stranraer Housing Market Area.

Relocation of the Stena ferry terminal further along the coast to Cairnryan has provided a regeneration opportunity to redevelop the waterfront.

Planning objectives for Stranraer

1. Consolidate and enhance Stranraer's role as a District Centre within the settlement hierarchy.
2. Focus development towards the waterfront which will have a significant benefit for Stranraer and the region.
3. Encourage and support the interrelationship between the waterfront and the town centre.
4. Encourage and support the improvement of the town centre by building on the regeneration work at Castle Square.
5. Supporting new housing in sustainable locations close to public transport and pedestrian links.
6. Provide land at Blackparks industrial estate to encourage and support business and industry growth.
7. Support in principle the redevelopment of brownfield opportunities including the redevelopment of the Garrick Hospital site.
8. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
9. Reposition Stranraer and Loch Ryan as a distinctive and successful marine leisure destination.

Stranraer (STR) Housing (H) Sites

STR.H2 West Leafield (158 units allocated up to 2029)

The site should be accessed from Nursery Avenue and Spring Bank Road. Improvement of the private Spring Bank Road between the junction with Liddesdale Road is required by extending beyond the proposed junction with the development access, construction of a new bridge and widening of the carriageway. The site should consider the inclusion of appropriate open space provision and the relationship with adjoining sites STR.H3 and STR.H4. There is a possible flood risk associated with this site and a Flood Risk Assessment is required.

STR.H3 Moorefield (49 units allocated up to 2029)

The site should be accessed from Gallowhill and Nursery Avenue and a Transport Assessment will also be required. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. The site has the benefit of being located adjacent to the King George V Playing Fields. Play equipment for the King George V playing field will need to be provided as part of any planning application. The layout of the site should consider bus stop provision for residents to access the town centre. The site should consider the relationship with adjoining site STR.H2. There is potential flood risk associated with this site and a Flood Risk Assessment is required.

STR.H4 Springbank (74 units allocated up to 2029)

The improvement of the private Spring Bank Road between the junction with Liddesdale Road is required by extending beyond the proposed junction with the development access, construction of a new bridge and widening of the carriageway. The southern boundary creates a logical limit for development. There is potential flood risk associated with this site and a Flood Risk Assessment is required. Records indicate the possibility of prehistoric remains being located on the western part of the site and an Archaeological Evaluation is required.

STR.H5 Former Garrick Hospital (18 units allocated up to 2029)

The site should be accessed from Edinburgh Road, off street parking would be required within the site or parking must be provided within the curtilage of each individual property. As a site of a former hospital, a Contaminated Land Investigation will be required and any necessary remediation.

STR.H6 Land behind the Coachmans (9 units allocated up to 2029)

The site should be accessed from the existing point from Lewis Street but appropriate visibility will need to be achieved. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. The site layout should be designed to maintain and protect the large mature deciduous trees. There is potential flood risk associated with this site and a Drainage Impact Assessment is required. As a former garage with a gas tank in the east of the site, a Contaminated Land Investigation and any necessary remediation is required. The site is located within an area surrounded by various use types including residential, retail and business and industry and consideration of any potential conflicts with these adjoining uses would have to be addressed as part of any future application.

STR.H7 East of Glebe Cemetery (63 units allocated up to 2029)

The site is located adjacent to the Glebe Cemetery. Access should be taken from the Old Military Road and with potential to form a secondary access from Smithy Road. There is potential flood risk associated with this site and a Drainage Impact Assessment is required and depending on its content, a Flood Risk Assessment may be required.

STR.H8 Leswalt Road (35 units allocated up to 2029)

The site requires 2 access points from the Leswalt Road and it would be appropriate that future development of the proposed STR.H204 site opposite be considered in relation to junction spacing. Development should incorporate an access point into adjacent southern field so as not to prejudice potential future development. There is potential flood risk associated with this site and a Flood Risk Assessment is required. The site has been identified as potentially having contamination and development of this site would require a Ground Investigation to ascertain its suitability. The site forms a logical extension to Stranraer but boundaries need to be protected and strengthened where necessary. Records indicate the possibility of prehistoric remains being located in the vicinity of the site and an Archaeological Evaluation is required.

STR.H204 Land at Laigh Auchneil (18 units allocated up to 2029)

The site should be accessed from the Leswalt Road and it would be appropriate that future development of the proposed STR.H8 site opposite be considered in relation to junction spacing. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. Records indicate the possibility of prehistoric remains being located on the site and therefore an Archaeological Evaluation is required. Landscaping and tree and/or hedge planting should be used to create a defined site boundary on the north and western edges.

Stranraer (STR) Business & Industry (B&I) Sites**STR.B&I1 Blackparks Industrial Estate (6.73 hectares)**

The site requires a loop road layout from Fountainway back onto Commerce Road. The existing woodland to east of the site should be retained and increased to ensure screening between the housing and the industrial areas. There is potential flood risk associated with this site and a Flood Risk Assessment is required. Records indicate the possibility of prehistoric remains being located in the vicinity of the site and an Archaeological Evaluation is required.

STR.B&I2 Clashmahew (9.82 hectares)

A Traffic Assessment would be required to determine appropriate means of access to this site. There is potential flood risk associated with this site and a Flood Risk Assessment is required. Contaminated Land Investigation may be required and Archaeological Mitigation through recording will be required due to a former railway which runs through the site.

STR.B&I3 Railway Yard (3.38 hectares)

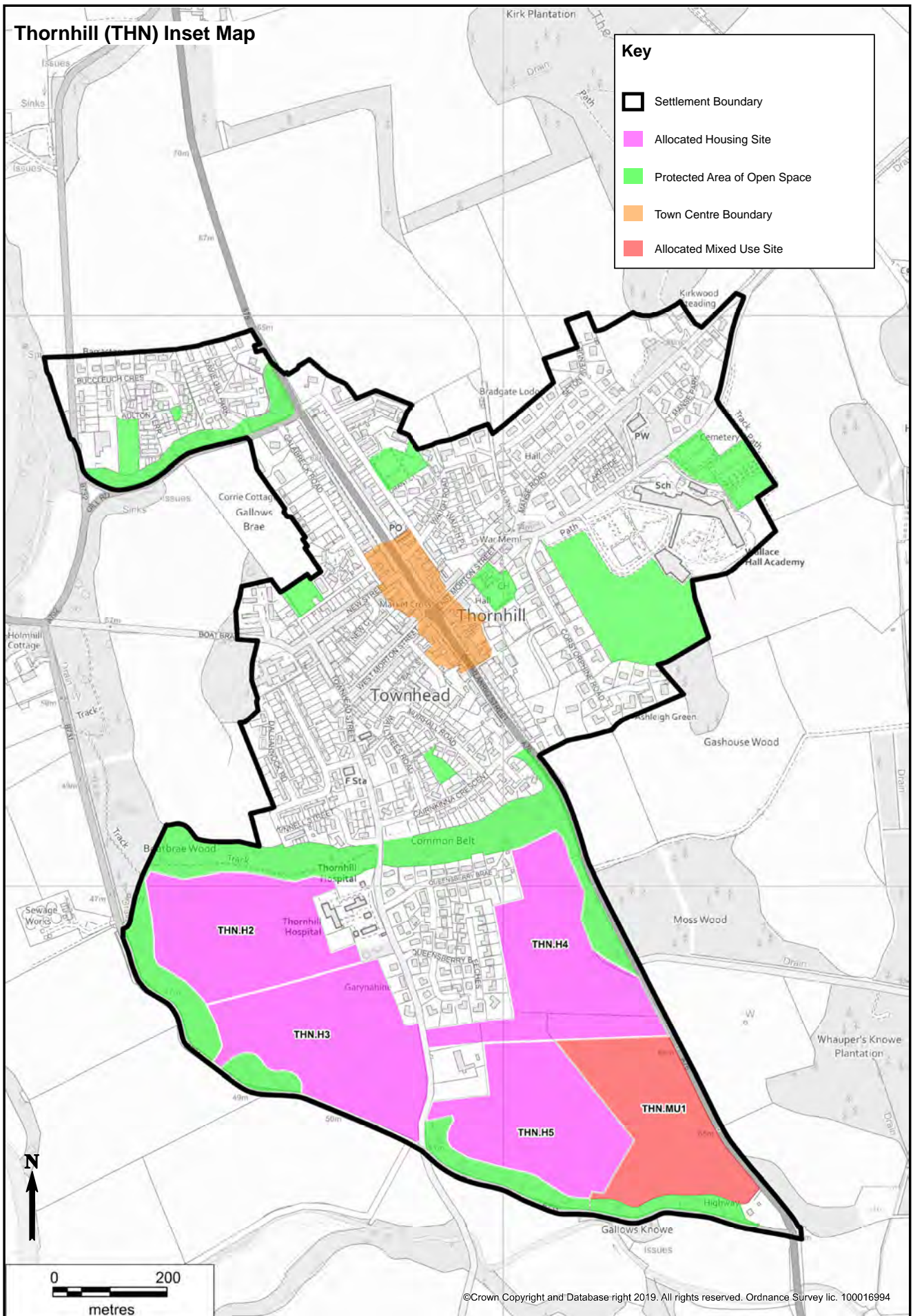
This brownfield site comprises a former railway yard and current scrap yard and can be accessed from Station Street. Due to these uses, contamination is likely to be present and a Contaminated Land Investigation and necessary remediation will be required. There is potential flood risk associated with this site and a Flood Risk Assessment is required.

STR.B&I204 Mirrey's Petrol Station (0.44 hectares)

The site should be accessed from the Stoneykirk Road. Subject to any established use rights, a limitation on the type of development and its hours of operation may be appropriate, including consideration being given to Class 4 business uses (uses which can be carried on without detriment to the amenity of a residential area) where this is appropriate. Screen planting should be provided along the northern and southern boundaries of the site, between any new development and the existing dwellings. There are road safety concerns with regards the access to the site and therefore appropriate access and traffic management should be considered. There is potential flood risk associated with this site and a Drainage Impact Assessment is required and depending on its content, a Flood Risk Assessment may be required.

Stranraer (STR) Mixed Use (MU) Site**STR.MU1 Stranraer Waterfront (13.17 hectares)**

A Masterplan has been adopted as planning guidance to the Plan and a detailed design and development brief has been published. They outline the type, design and layout of development that would be considered suitable on the site. Development should improve the relationship with the town centre by considering the existing street pattern, key views and pedestrian and cycle links.



Thornhill Settlement Overview

Thornhill is identified as a District Centre in the Dumfries Housing Market Area. The potential of a new railway station at Thornhill is currently being investigated and a range of public transport initiatives. The more easily accessible parts of Thornhill have now been developed. In order to open up additional areas for development it will be necessary to review and develop road links to the existing road network south of Thornhill. The A76 trunk road forms part of the road network in the proximity of these sites and therefore it should be noted that this will require consultation and formal agreement with Transport Scotland. Transport Scotland has not yet determined whether any alteration to the trunk road is acceptable or suitable.

The process to determine the most appropriate access strategy must consider and address existing road safety issues. This will form part of a Masterplan which will be required to cover all five

allocated sites which must take into account the following issues:

- road network and connections;
- linkages to the wider settlement;
- the balance of land uses within the area; and
- additional landscaping and retention of existing landscaping and woodland.

The landscaping scheme must incorporate a sufficient buffer to the existing woodland, equivalent to the height of the trees, to avoid the risk of treefall impacting on buildings and in order to protect the ancient woodland.

No further development will be permitted in relation to the sites subject to the Masterplan (THN.H2, H3, H4, H5 and MU1) until such time that it has been completed, submitted and agreed by the Council.

Planning objectives for Thornhill

1. Consolidate and enhance Thornhill's role as a District Centre within the settlement hierarchy.
2. Consolidate the opportunities for expanding the town by allocating sites for housing towards the south of the settlement which offer suitable areas for growth.
3. Identify new business land to provide employment opportunities.
4. Support in principle the redevelopment of brownfield opportunities.

Thornhill (THN) Housing (H) Sites

THN.H2 Hospital Brae (112 units allocated up to 2029)

For this site and the four other sites south of Boatbrae Wood a Masterplan must be carried out, as described under "Thornhill Settlement Overview".

The treebelt to the north and west of the site should be retained as a strong visual feature in the area and a buffer provided as outlined in the settlement overview. A culverted watercourse may flow through the site and as a result a Flood Risk Assessment, including topographical information, will be required. A Drainage Impact Assessment is also required to establish what impact the development will have on the existing waste water network. The southern edge of this site is in close proximity to a Scheduled Monument. Any development in the southern zone may need to be informed by the results of an archaeological evaluation and the views of Historic Environment Scotland and the Council.

THN.H3 Boatbrae (64 units allocated up to 2029)

For this site and the four other sites south of Boatbrae Wood a Masterplan must be carried out, as described under "Thornhill Settlement Overview".

The treebelt to the west of the site should be retained as a strong visual feature in the area and a buffer provided as outlined in the settlement overview. A minor, partly culverted watercourse, may flow through the site and as a result a Flood Risk Assessment, including topographical information, will be required. The site contains a Scheduled Monument to the northern boundary which restricts the developable area of the site. Before development can take place within the wider site area the developer will be required to safeguard the archaeological remains identified within the site, to the satisfaction of Historic Environment Scotland and the Council. To achieve this a development framework will be required. This may need to be informed by the results of an archaeological evaluation of areas outwith the Scheduled area. This framework should address the comprehensive development of the site and illustrate how the Scheduled area can be safeguarded in any future development.

THN.H4 Queensberry Beeches (103 units allocated beyond 2029)

For this site and the four other sites south of Boatbrae Wood a Masterplan must be carried out, as described under "Thornhill Settlement Overview".

The treebelt to the north and east of the site should be retained as a strong visual feature in the area and a buffer provided as outlined in the settlement overview. The area is identified as potentially being at flood risk and as a result a Drainage Impact Assessment will be required which should also assess the impact on the existing waste water network. Additional structure planting may also be required to those parts of the eastern boundary not having such coverage in order to reduce the visual prominence and noise disturbance of this site from the A76.

THN.H5 Queensberry Park (122 units allocated beyond 2029)

For this site and the four other sites south of Boatbrae Wood a Masterplan must be carried out, as described under "Thornhill Settlement Overview".

The treebelt to the south of the site should be retained as a strong visual feature in the area a buffer provided as outlined in the settlement overview. The area is identified as potentially being at flood risk and as a result a Flood Risk Assessment will be required. A Drainage Impact Assessment is also required to assess the impact on the existing waste water network.

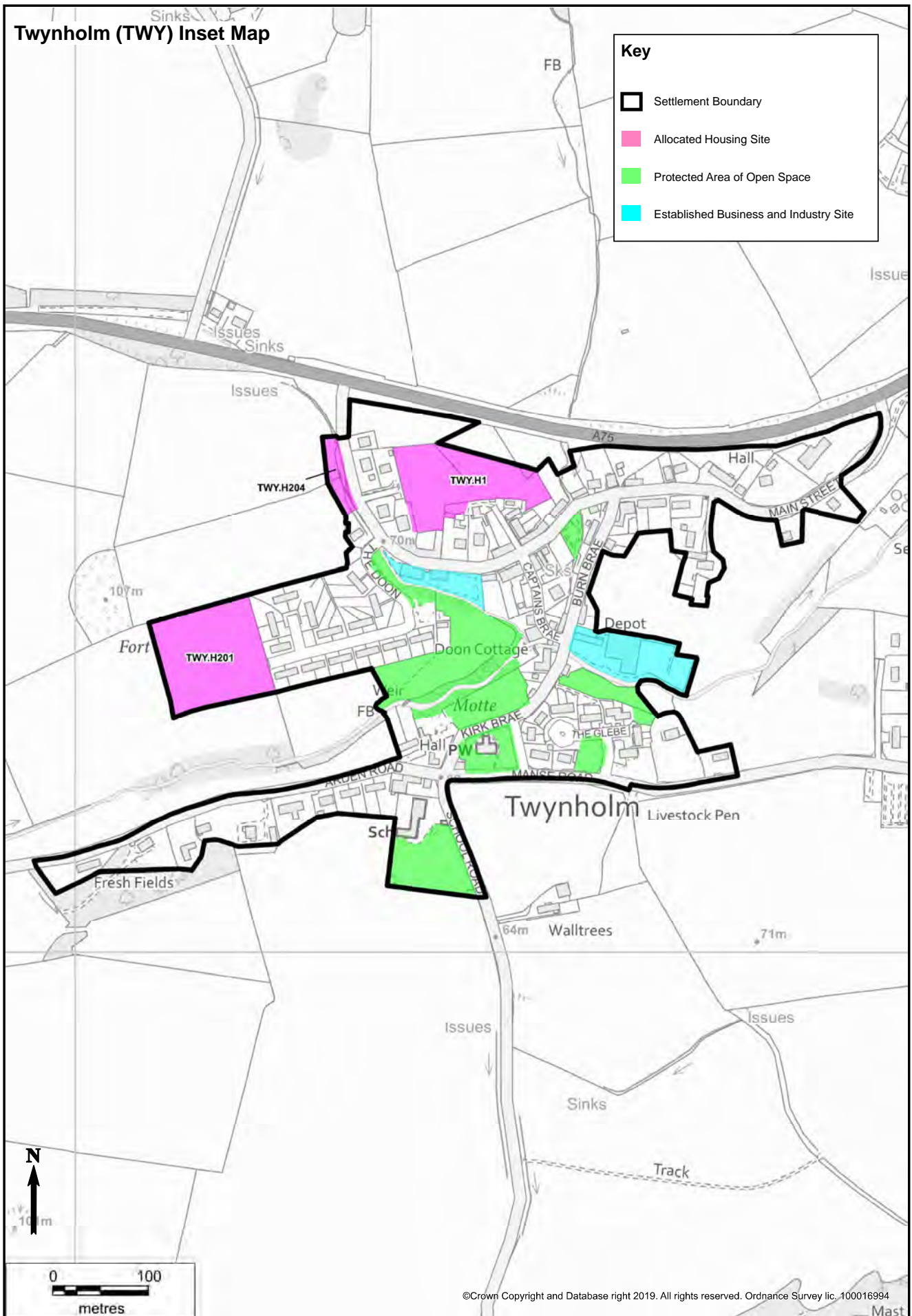
Thornhill (THN) Mixed Use (MU) Site

THN.MU1 Gallows Knowe (47 units allocated up to 2029 plus 2.60 hectares business land)

For this site and the four other sites south of Boatbrae Wood a Masterplan must be carried out, as described under "Thornhill Settlement Overview".

Proposals for this site should include Class 4 business units that are built in such a way as to ensure adaptability in the future. The use of such business units is likely to be limited to those uses which will not have a detrimental impact on the residential amenity of residents to the area. Such units may be best located close to the junction with the A76 to the eastern boundary where they will be most accessible and can act as a buffer to residential properties from the trunk road network.

The treebelt to the south of the site should be retained as a strong visual feature in the area and a buffer provided as outlined in the settlement overview. Additional structure planting may also be required to the eastern boundary in order to reduce the visual prominence of this site from the A76. The area is identified as potentially being at flood risk and as a result a Flood Risk Assessment will be required. A Drainage Impact Assessment is also required to assess the impact on the existing waste water network.



Twynholm Settlement Overview

Twynholm is identified as a Local Centre in the Stewartry Housing Market Area.

Planning objectives for Twynholm

1. Consolidate and enhance Twynholm's role as a Local Centre within the settlement hierarchy.
2. Provide land in order to create opportunities for a mixture of housing types and tenures.
3. Continue to identify and protect business and industrial land which provides important local employment.
4. The town's setting and appearance is enhanced by the mature trees and shrubs lining the burns that flow through the settlement. Development affecting this should be avoided.

Twynholm (TWY) Housing (H) Sites

TWY.H1 Rear of Main Street (10 units allocated up to 2029)

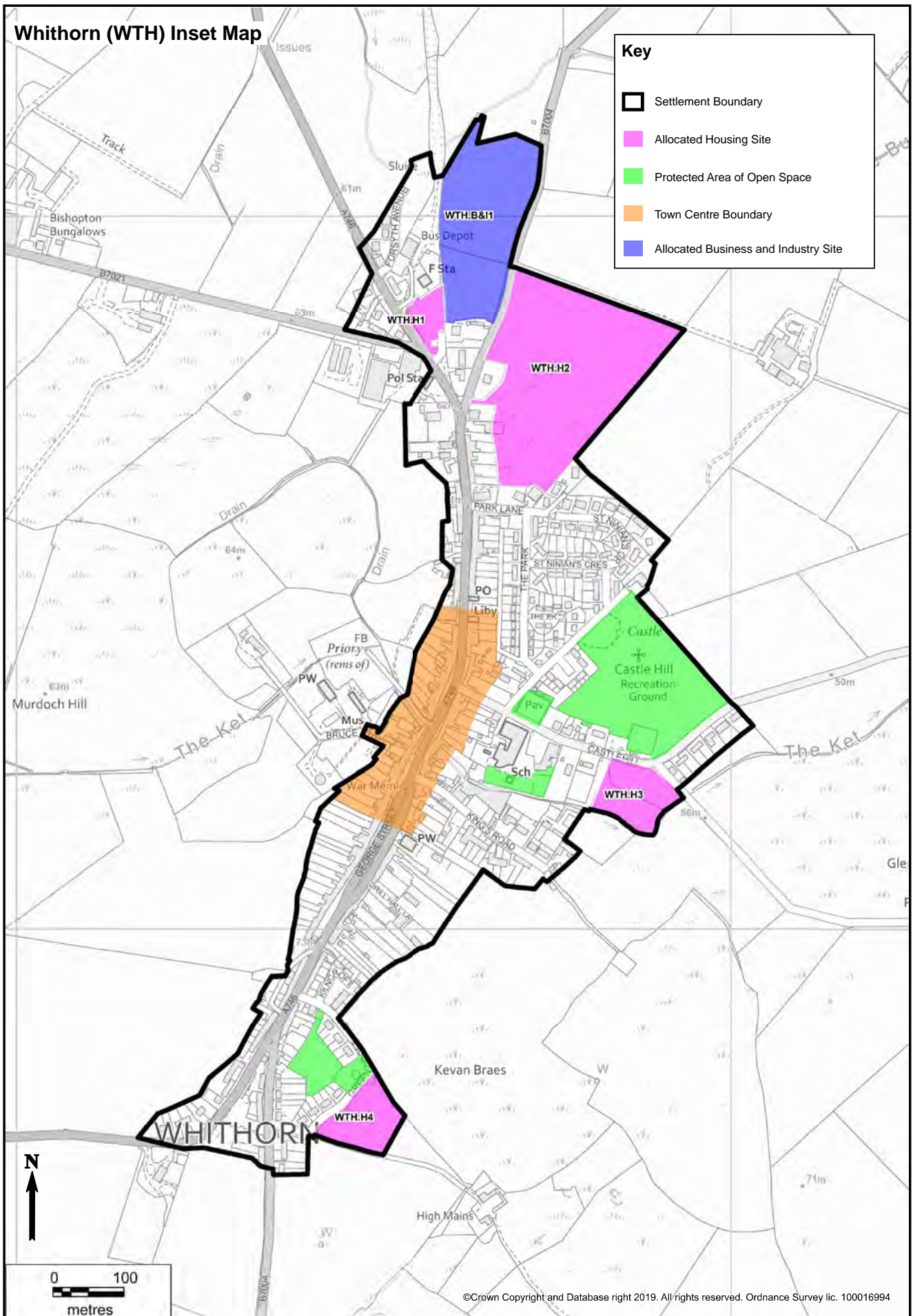
The layout of the site will require careful siting and design to avoid overlooking neighbouring properties and adequate planting should be provided to create a buffer to the A75, minimising noise and visual impact. Access will be from an existing private spur and turning head off Main Street. Development proposals should not prejudice any future access to land to the north of the site. A Drainage Impact Assessment is required for this site.

TWY.H201 The Doon (10 units allocated up to 2029)

This site offers a small extension to the existing housing along The Doon. The amount of land available is limited by the prehistoric hillfort to the north-east and the risk of flooding from the Kirk Burn to the south, both of which require careful consideration in terms of site layout and design. A full archaeological investigation is required to determine the developable area of the site. Access will be taken from an extension to The Doon road and suitable turning to serve a Refuse Collection Vehicle and Fire Tender would be required. A Drainage Impact Assessment is required and depending on the outcome a Flood Risk Assessment may also be required.

TWY.H204 Land west of Main Street (3 units allocated up to 2029)

The site offers an opportunity for a small development of frontage only units. Development of this site should include a footway along the site frontage to link to the existing footway that terminates at 'Stoneybrooke'. As the site is located at the gateway to Twynholm from the A75, the design and quality will be an important consideration and should take account of the traditional character of the village. A flood risk has been identified at this site and a Drainage Impact Assessment is therefore required.



Whithorn Settlement Overview

Whithorn is identified as a District Centre in the Mid Galloway Housing Market Area.

The settlement's historic centre is characterised by a wide main street, long narrow gardens, closes and pends and numerous listed buildings form part of the conservation area. Beyond the western boundary there are important archaeological and historical sites.

Planning objectives for Whithorn

1. Consolidate and enhance Whithorn's role as a District Centre within the settlement hierarchy.
2. Identify opportunities to expand Whithorn through housing allocations.
3. Provide employment land to encourage and support business and industry growth.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.

Whithorn (WTH) Housing (H) Sites

WTH.H1 Station Road (6 units allocated up to 2029)

The site forms part of a former rail terminus and would require a Contaminated Land Investigation to be carried out. Site occupies a prominent position on the northern boundary of the settlement which future development should take into account.

WTH.H2 Common Park (76 units allocated up to 2029)

The site requires two access points from the B7004 with a loop road layout within the site. Development should incorporate an access point into the adjoining eastern field so as not to prejudice potential future development. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities. The historical maps record several quarried areas on this site and therefore a Ground Investigation report of the site will be required to ensure they have not been filled with contaminated material. There is a possible flood risk associated with this site and a Drainage Impact Assessment is required. Development should retain trees and existing boundaries, including the dry stone dyke, where possible. Archaeological Mitigation may be required due to a municipal boundary marker stone in the boundary dyke and possible rock carvings on bedrock outcrops.

WTH.H3 Ladycroft (5 units allocated up to 2029)

The site is best suited to frontage development as it would reflect the existing pattern of development in the area. Castlehill will need to be widened and a footpath provided. There is a possible flood risk associated with this site and a Flood Risk Assessment is required.

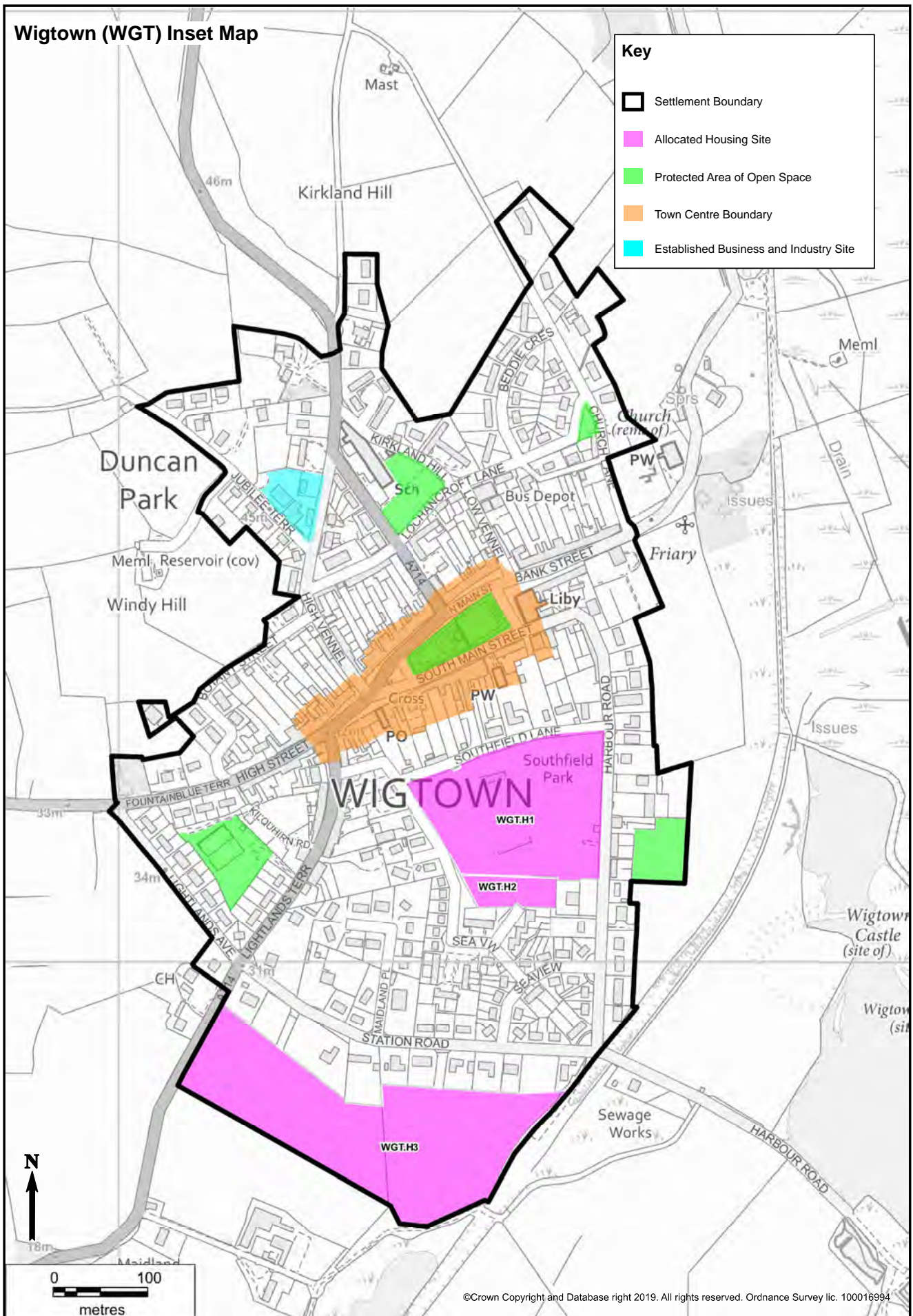
WTH.H4 Greencroft (8 units allocated up to 2029)

Careful and sensitive design is required as the site is located on a hill top and visible from the south and east. Dry stone dykes and gorse thickets are characteristic of the area and should be retained where possible. The layout of the site should ensure that the development does not intrude into open countryside. Pedestrian and cycle links should be provided to link the site with the town centre and local facilities.

Whithorn (WTH) Business & Industry (B&I) Site

WTH.B&I1 Stirnie Birnie Bridge (2.78 hectares)

Site offers suitable business and industry land for one of the region's most rural towns. The site requires two access points from the B7004 and would require road widening and a pedestrian footway. There is a possible flood risk associated with this site and a Flood Risk Assessment is required. Development of the site must include screening from the adjacent housing areas to the west. An investigation into potential contaminated land will be required.



Wigtown Settlement Overview

Wigtown is identified as a District Centre in the Mid Galloway Housing Market Area. The town is designated as Scotland's Book town and hosts a number of related events each year.

Planning objectives for Wigtown

1. Consolidate and enhance Wigtown's role as a District Centre within the settlement hierarchy.
2. Continue to identify opportunities to expand the town through housing allocations.
3. Support established business and industry within the settlement, and opportunities for economic, tourism and cultural development where this would accord with the policies of the Local Development Plan.
4. Recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities.
5. Protect the environmental and archaeologically important area to the east of the town from development.

Wigtown (WGT) Housing (H) Sites

WGT.H1 Southfield Park (34 units allocated up to 2029)

A former agricultural show ground, this is a large site in the centre of Wigtown partially within the Conservation Area. Access to the site can be taken from Harbour Road, Southfield Lane and South Back Street and development should be integrated with WGT.H2. Development of the site should be carefully designed and retain a suitable amount of open space to reflect the original valuable greenspace which was at the heart of the settlement. The original stone boundary walls have mediaeval carved stone work incorporated into their fabric and should be retained. A barn owl and bat survey, along with any necessary mitigation, may be required for the proposed demolition of the barn or felling of mature trees.

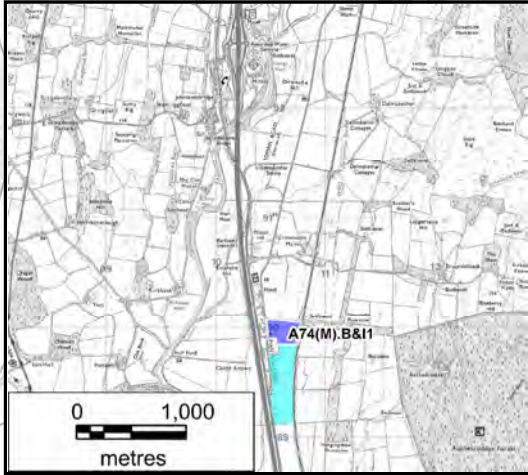
WGT.H2 Seaview (8 units allocated up to 2029)

A small site adjacent to the Southfield Park site sharing the former agricultural show ground. Development should be integrated with WGT.H1, and from which access should be taken. Design should complement the surrounding built environment. Separation from the adjacent Category B Listed Building is required to preserve its setting. Remaining elements of stone boundary wall in Southfield Park should be preserved and restored.

WGT.H3 Station Road (50 units allocated up to 2029)

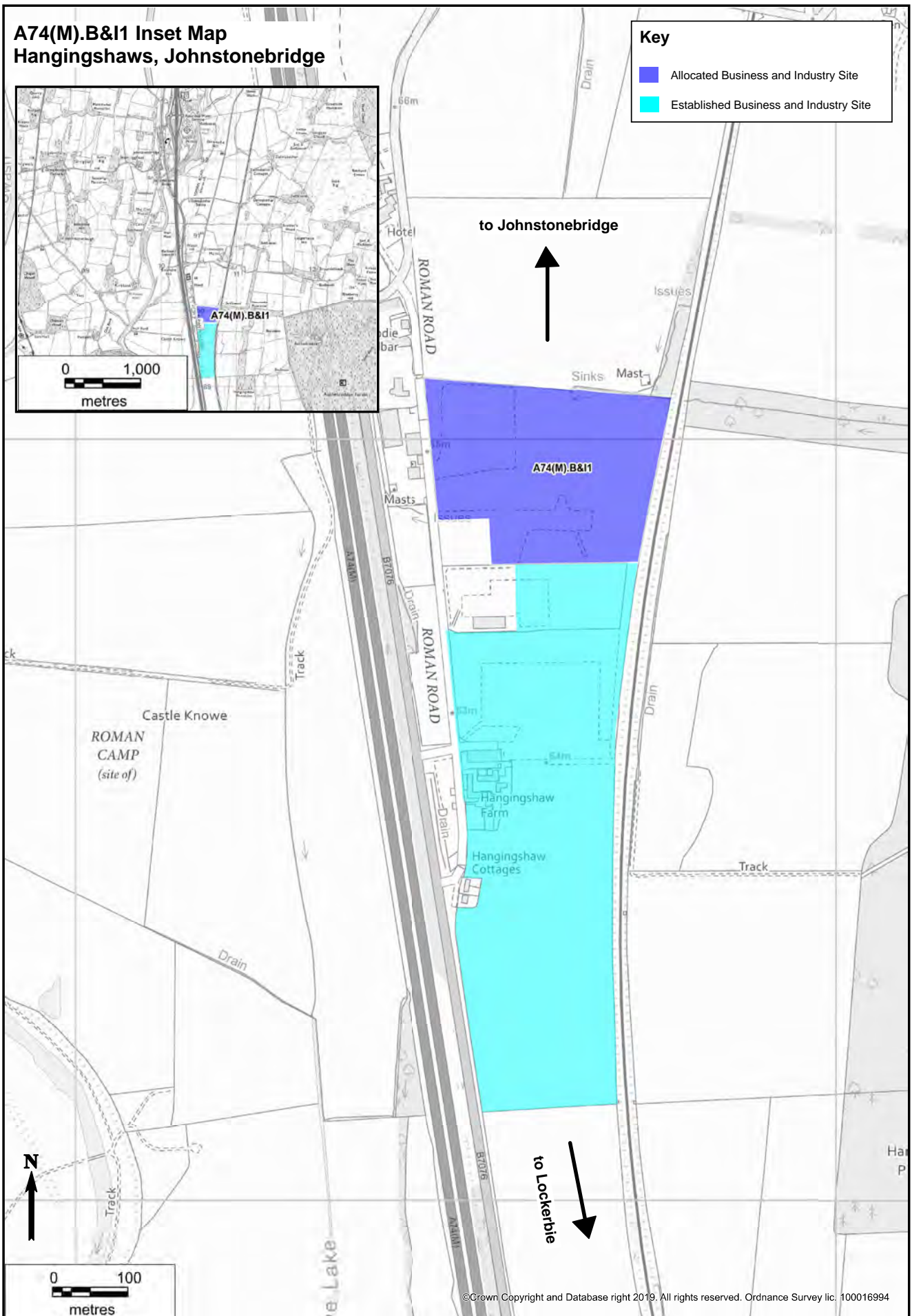
A footway should be provided along the site frontage on Station Road with consideration given to pedestrian and cycle access. Two access points or a minimum of one access and one emergency vehicle access from Station Road should be provided. There is a possible flood risk associated with this site and a Flood Risk Assessment is required. Development will be limited to 1-1½ storey to reduce visual impact on the skyline with a clear southern boundary created from thorn hedging and hedgerow trees. An investigation into potential contaminated land will be required.

A74(M).B&I1 Inset Map Hangingshaws, Johnstonebridge



Key

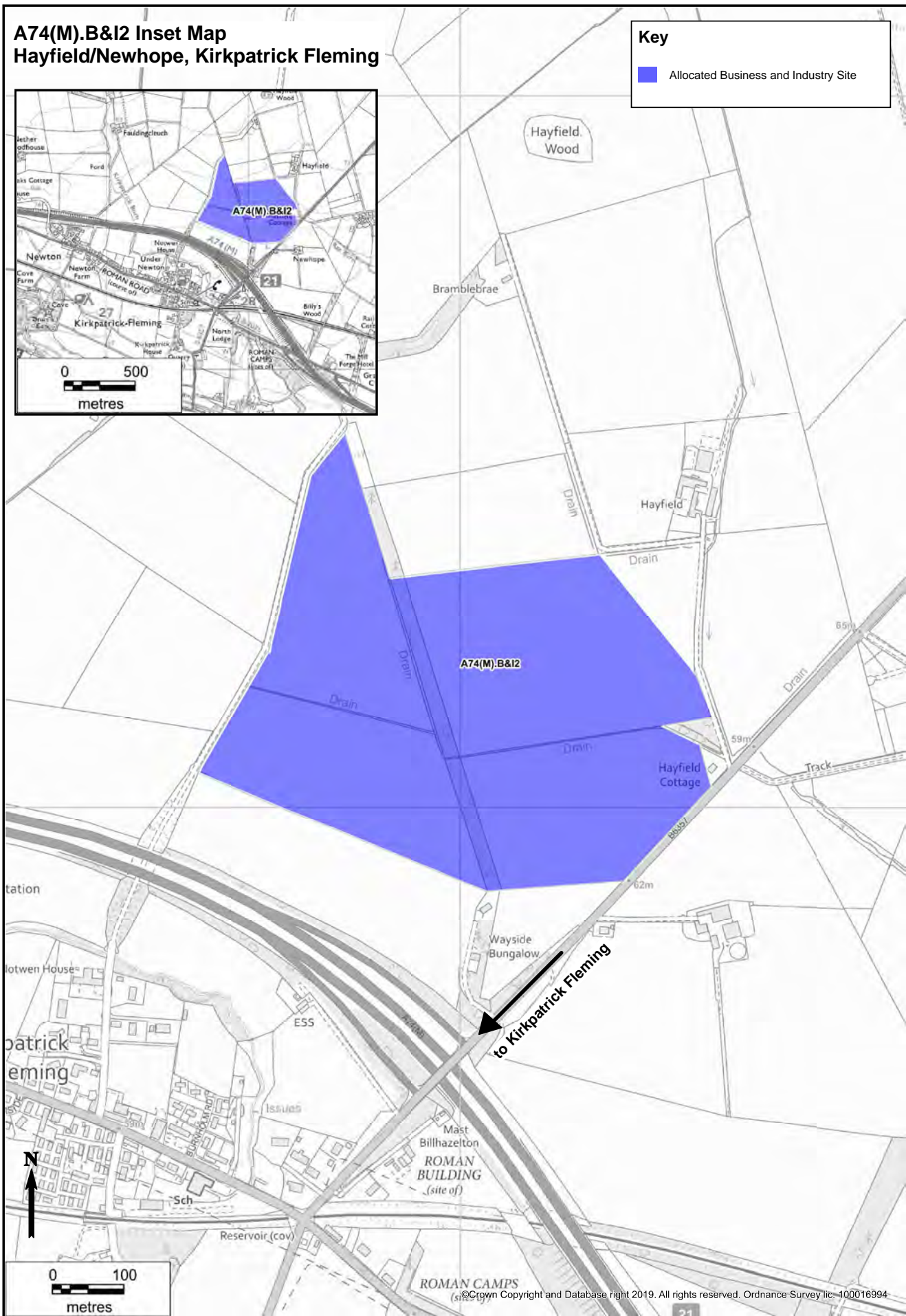
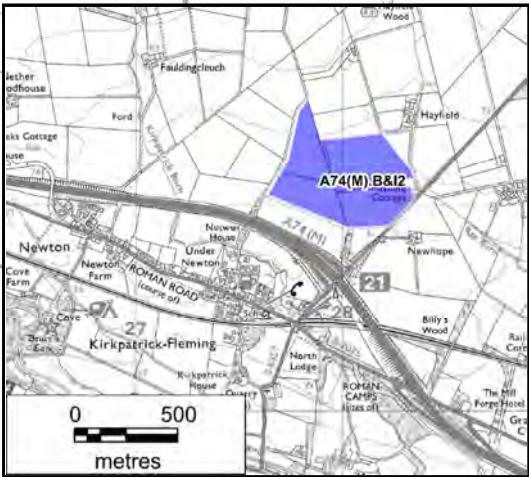
- Allocated Business and Industry Site
- Established Business and Industry Site



A74(M).B&I2 Inset Map Hayfield/Newhope, Kirkpatrick Fleming


Key

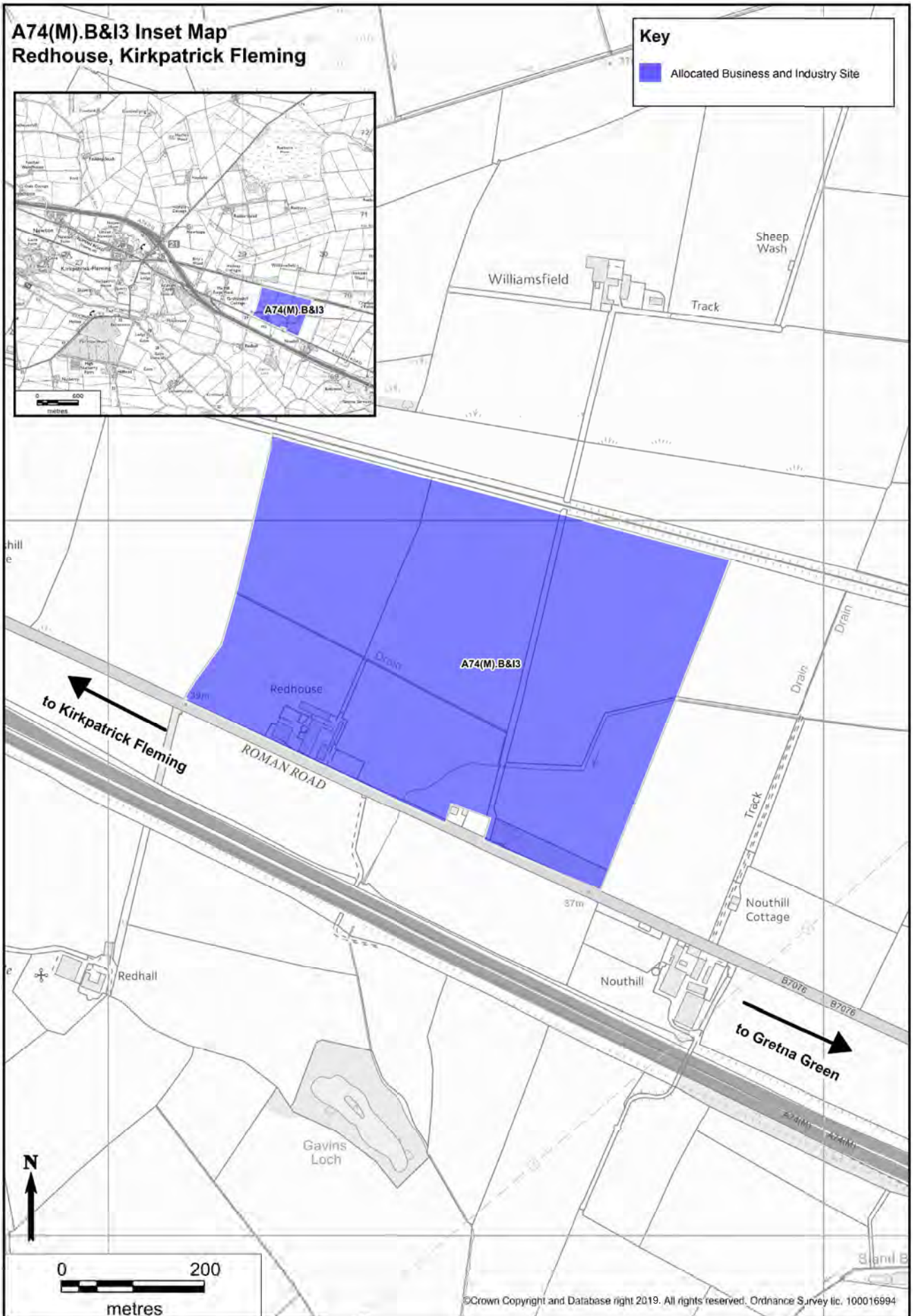
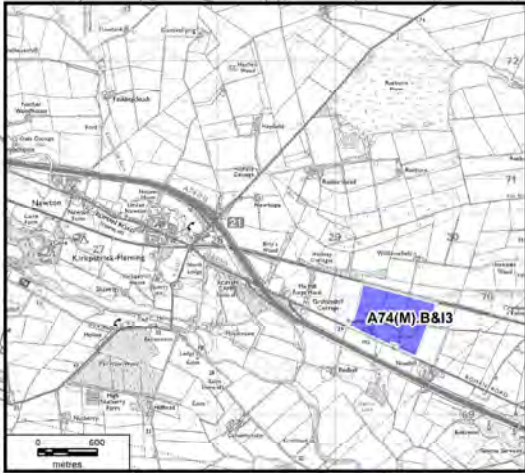
Allocated Business and Industry Site



A74(M).B&I3 Inset Map Redhouse, Kirkpatrick Fleming

Key

 Allocated Business and Industry Site



A74(M) Business and Industry Overview

The section of the A74(M) which runs through Dumfries and Galloway represents significant economic opportunities for strategic business

growth and inward investment. Although the number of sites considered suitable in terms of access and landscape impact is limited, they are large in size and are safeguarded in the Plan for business and industrial development.

Planning objectives for A74(M) sites

1. Encourage employment creation by allocating business and industrial land to provide strategic inward investment opportunities for growth businesses which require quick access to the A74(M).
2. Support the Gretna-Lockerbie-Annan (GLA) regeneration corridor.

A74(M) Business & Industry (B&I) Sites**A74(M).B&I1 Hangingshaws, Johnstonebridge (6.44 hectares)**

The site is 2 miles south of A74(M) Jct.16. Some 14 hectares of land has been developed for business and industry uses. Planning consent granted in 2016 incorporates alterations to the B7076 with provision of a roundabout to serve the site. Development proposals will need to include details of phasing, overall layout of the site and landscaping including the retention and enhancement of existing hedgerows including trees along the boundary. The mature oak trees on site must be safeguarded and protected during construction and operational phases. An Archaeology Assessment has been undertaken and the north eastern corner of the site which contains a prehistoric enclosure should be retained as open ground. A Contaminated Land Assessment will be required for the land adjacent to the railway line. Development proposals will need to demonstrate that they will not have any significant adverse impact on the residential amenity of nearby houses and the Old Tollbar Cottage, a listed building. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

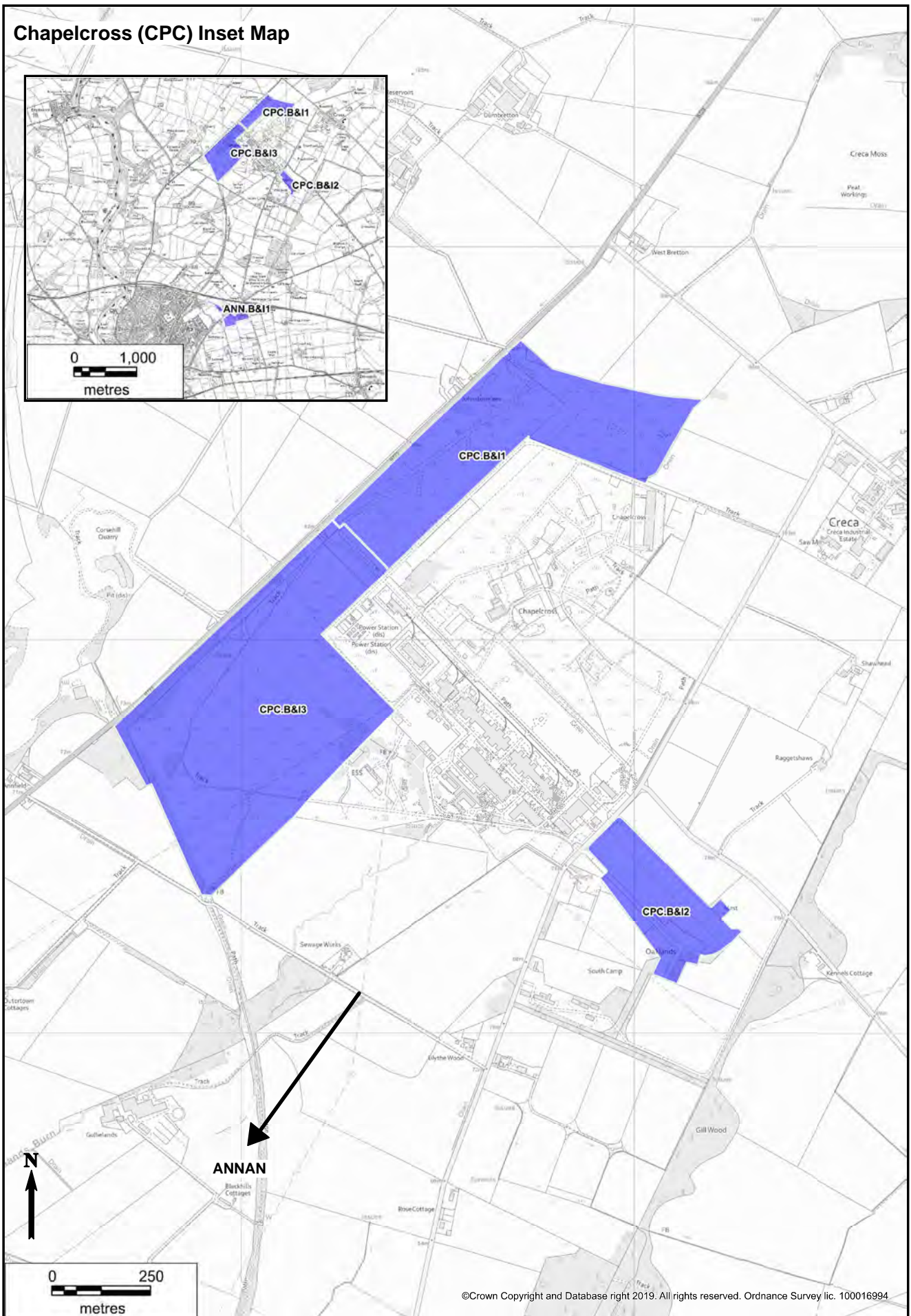
A74(M).B&I2 Hayfield/Newhope, Kirkpatrick Fleming (26.24 hectares)

The site is within 1 mile of A74(M) Jct.21 and is intended for business use as specified in Class 4 of The Town and Country Planning (Use Classes) (Scotland) Order 1997. A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will need to include details of phasing, overall layout of the site, road improvements that may be required between the site and the A74(M), landscape mitigation measures including: buildings set back from neighbouring residential properties, structural planting to mitigate landscape impact from the A74(M), and existing hedgerows and trees along boundary retained and enhanced with additional planting. A comprehensive landscape management plan would be required. An Archaeology Assessment will be required as archaeological remains are noted within the site. Development proposals will need to demonstrate that they will not have any significant adverse impact on the residential amenity of nearby houses. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. A Drainage Impact Assessment and Water Impact Assessment may be required.

A74(M).B&I3 Redhouse, Kirkpatrick Fleming (28.19 hectares)

The site is within 1 mile of A74(M) Jct.21. A Masterplan is required to be submitted as part of any planning application and agreed by the Council. The Masterplan will need to include details of phasing, overall layout of the site, road improvements that may be required between the site and the A74(M), and landscape mitigation measures. Landscape mitigation must include: buildings set back from the B7076, existing hedgerows and trees along external boundaries retained and enhanced with additional planting, retention of existing plantation adjacent to the B7076 and east of Redhouse cottage, and mitigation for adjacent residential properties. A comprehensive landscape management plan would be required. As archaeological remains are noted within the site and the course of the Roman Road forms the southern boundary of the site an archaeology scheme of works will be required to be agreed with the Council's archaeologist. A Contaminated Land Assessment will be required for the land adjacent to the railway line. Development proposals will need to demonstrate that they will not have any significant adverse impact on the residential amenity of nearby houses. A Flood Risk Assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. A Drainage Impact Assessment and Water Impact Assessment may be required.

Chapelcross (CPC) Inset Map



Chapelcross Business and Industry Overview

Chapelcross falls within the Annan Housing Market Area and is situated within 2.5 miles of the A74(M), A75 and Annan. Chapelcross was previously a nuclear power station and an airfield base. Development of sites at Chapelcross and job creation is key to the regeneration of the Gretna-Lockerbie-Annan (GLA) corridor. The Chapelcross CX Project is identified as a major project in the Borderlands Initiative. Additional land allocations are currently being investigated with the Nuclear Decommissioning Authority (NDA) as part of the CX Project succession strategy.

Chapelcross offers employment opportunities for both strategic business needs with close proximity to the A74(M) and the A75, and for local needs within easy reach of Annan. Chapelcross benefits from significant electricity infrastructure and links to the national grid which may offer an opportunity for electricity producers,

high power users or low carbon energy users. The waste water pipeline to the Solway may provide opportunities for the generation of tidal power. The Chapelcross Development Framework planning guidance (July 2015) sets out a vision and brief for the sites. A Masterplan or Simplified Planning Zone (SPZ) will be prepared to inform development proposals for the area.

The type and scale of development proposed may require improvements to be made to the B722 and the C43(a) in order to enhance the quality of the connections to the A74(M) and the A75. A bid for funding towards the cost of such improvements will be submitted to the government through the Borderlands Initiative. Planning policies would enable additional land to be brought forward during the plan period should the market require. A Transport Assessment and access strategy is being prepared and will require to be agreed by the Council for the Chapelcross sites.

Planning objectives for Chapelcross sites

1. Support the implementation of the Chapelcross Development Framework (July 2015) and its key objectives.
2. Support the development of a Masterplan or Simplified Planning Zone (SPZ) for the Chapelcross sites.
3. Encourage employment creation through business expansion, inward investment and energy creation.
4. Support the relocation of existing businesses to Chapelcross.
5. Support in principle the redevelopment of brownfield land.

Chapelcross (CPC) Business & Industry (B&I) Sites

CPC.B&I1 Chapelcross North (19.44 hectares)

The site is within 2.5 miles of A74(M) Jct.20. The site should be accessed from the B722, subject to appropriate road improvements having been made. Given the previous use on the site Contaminated Land Assessments will need to be undertaken and submitted with the planning application. Details of phasing of development and a comprehensive landscaping scheme will also need to be submitted alongside any planning application. A Flood Risk Assessment including assessment of culverted watercourses will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Biodiversity interests on the site will require to be assessed. This may include Habitats Regulations Appraisal due to the proximity of the site to the Solway Firth and Upper Solway Flats and Marshes Special Protection Areas (SPA). Species surveys will also be required, followed by Species Management Plans if protected species are found. Given the former use of the site as a second world war air base appropriate archaeology mitigation measures will be required.

CPC.B&I2 Chapelcross South (7.03 hectares)

The site is within 2.5 miles of Annan. The junction with the B722 may require to be upgraded depending on the scale and type of development proposed. Given the previous use on the site Contaminated Land Assessments will need to be undertaken and submitted with the planning application. Details of phasing of development and a comprehensive landscaping scheme will also need to be submitted alongside any planning application. A Flood Risk Assessment including assessment of culverted watercourses will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Biodiversity interest on the site will require to be assessed. This may include Habitats Regulations Appraisal due to the proximity of the site to the Solway Firth and Upper Solway Flats and Marshes Special Protection Areas (SPA). Species surveys will also be required, followed by Species Management Plans if protected species are found. Given the former use of the site as a second world war air base appropriate archaeology mitigation measures will be required.

CPC.B&I3 Chapelcross West (33.34 hectares)

The site is within 2.5 miles of A74(M) Jct.20 and benefits from electricity infrastructure as the site is in close proximity to a substation. The site should be accessed from the B722, subject to appropriate road improvements having been made. The layout of the business and industry site should consider the maintenance corridor required by Scottish Power for the electricity pylons/lines on site. Given the previous use on the site Contaminated Land Assessments will need to be undertaken and submitted with the planning application. Details of phasing of development and a comprehensive landscaping scheme will also need to be submitted alongside any planning application. A Flood Risk Assessment including assessment of culverted watercourses will need to be submitted and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Biodiversity interest on the site will require to be assessed. This may include Habitats Regulations Appraisal due to the proximity of the site to the Solway Firth and Upper Solway Flats and Marshes Special Protection Areas (SPA). Species surveys will also be required, followed by Species Management Plans if protected species are found. Given the former use of the site as a second world war air base appropriate archaeology mitigation measures will be required.

Appendix 1: Settlement Hierarchy

The following table shows each settlement's position in the settlement hierarchy

<p>Annan HMA</p>	<p>District Centres – Annan, Gretna Border Local Centres – Eaglesfield, Eastriggs, Ecclefechan Villages – Brydekirk, Chapelknowe, Cummertrees, Dornock, Kirtlebridge, Kirkpatrick Fleming, Powfoot</p>
<p>Eskdale HMA</p>	<p>District Centre – Langholm Local Centre – Canonbie Villages – Bentpath, Eskdalemuir, Evertown</p>
<p>Dumfries HMA</p>	<p>Regional Capital – Dumfries District Centres – Kirkconnel/Kelloholm, Lochmaben, Lockerbie, Moffat, Sanquhar, Thornhill Local Centres – Beattock, Dunscore, Glencaple, Johnstonebridge, Moniaive, New Abbey, Penpont Villages – Ae, Amisfield, Auldgirth, Bankend, Bankshill, Beeswing, Boreland, Carronbridge, Carrutherstown, Carsethorn, Clarencefield, Closeburn, Collin, Corrie Common, Dalton, Hightae, Holywood, Islesteps, Kirkbean, Kirkton, Lakehead (Closeburn), Lochfoot, Middlebie, Mouswald, Shawhead, Southernness, Templand, Terregles, Torthorwald, Tynron, Wanlockhead, Waterbeck</p>
<p>Stewartry HMA</p>	<p>District Centres – Castle Douglas, Dalbeattie, Kirkcudbright Local Centres – Auchencairn, Carsphairn, Crossmichael, Gatehouse of Fleet, New Galloway, Palnackie, Springholm, St. John's Town of Dalry, Twynholm Villages – Balmaclellan, Borgue, Bridge of Dee, Clarebrand, Colvend, Corsock, Crocketford, Dundrennan, Gelston, Glenlochar, Hardgate/Haugh of Urr, Kippford, Kirkgunzeon, Kirkpatrick Durham, Laurieston, Parton, Rhonehouse, Ringford, Rockcliffe</p>
<p>Mid Galloway HMA</p>	<p>District Centres – Newton Stewart, Whithorn, Wigtown Local Centres – Creetown, Garlieston, Kirkcowan, Kirkinner/Braehead, Port William Villages – Bladnoch, Carsluith, Glentool, Isle of Whithorn, Sorbie, Whauphill</p>
<p>Stranraer HMA</p>	<p>District Centre – Stranraer Local Centres – Drummore, Glenluce, Kirkcolm, Leswalt, Portpatrick Villages – Cairnryan, Castle Kennedy, Dunragit, Lochans, New Luce, Port Logan, Sandhead, Stoneykirk</p>

Appendix 2: Schedule of Sites

The following table is a complete list of all sites allocated for development in the Plan.

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
Annan	ANN.H1	Land north of Windermere Road	100	
	ANN.H2	Land south of Windermere Road	105	
	ANN.H4	Solway Street	15	
	ANN.H6	Land at Watchhall Road	56	
	ANN.H8	Land between Hallmeadow Place and Elm Road	130	
	ANN.H204	Watchhall		200
	ANN.B&I1	Stapleton Road	2.03 hectares	
	ANN.B&I201	South of the A75 and east of the B6357	7.53 hectares	
Auchencairn	AUC.H1	Rear of Main Street	10	
	AUC.H2	Church Road	5	
	AUC.H201	Rear of the Primary School	10	
Beattock	BTK.H202 and BTK.H203	Main Street and Smith Way	70	
	BTK.B&I201	North west, Main Street	3.75 hectares	
Canonbie	CAN.H1	Riverside Park	85	
	CAN.CF1	Land due east of School	School expansion	
Castle Douglas	CSD.H1	North of Garden Hill Drive	15	
	CSD.H2	West of Garden Hill Road	30	
	CSD.H3	East of Ernespie Road	130	
	CSD.H4	Cotton Street	16	
	CSD.H5	West of Torrs Road	133	
	CSD.H6	South of Jenny's Loaning		190
	CSD.H10	Land to south of Ernespie Lodge	25	
	CSD.H11	Land to south of Kilmichael, Abercromby Road	35	

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
	CSD.H203	Land at The Stables	180	
	CSD.B&I1	Land at Oakwell Road	1.48 hectares	
Creetown	CRE.H1	Land at Barholm Mains	50	
	CRE.H2	Barholm Croft	16	
Crossmichael	CMI.H1	Extension to land at Templand	25	
Dalbeattie	DBT.H1	Sunnyside/Barhill Road	12	
	DBT.H3	Bruce Road/Port Road	12	
	DBT.H6a	John Street	10	
	DBT.H6b	Barhill Road	30	
	DBT.H205	Land to south of Craignair	60	
	DBT.B&I1 and DBT.B&I202	Land at Edingham Business Park	0.98 hectares and 0.35 hectares	
Drummore	DRM.H1	Land off Ward Place	50	
Dumfries	DFS.H1	Barnhill	259	
	DFS.H2	Marchfield	1000	
	DFS.H4	Heathhall College	176	
	DFS.H5	Ladyfield	489	
	DFS.H6	Lincluden Depot	32	
	DFS.H7	Brownrigg Loaning		500
	DFS.H8 and DFS.H205	Catherinefield Farm	374	
	DFS.H218	Oaklands	111	150
	DFS.H221	Former Oil Depot, Terregles Road	26	
	DFS.H236	Nithbank	3.81 hectares including 40 units	
	DFS.H262	Maxwelltown High School	104	
	DFS.H263	Land at Hardthorn Road	7	
	DFS.H265	Land north of former Interfloor Factory	52	

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
	DFS.H270	Land at College Mains	30	
	DFS.B&I1	Heathhall – North of Aviation Museum	10.89 hectares	
	DFS.B&I2	Cargenbridge	12.31 hectares	
	DFS.B&I4	Heathhall Airfield	7.12 hectares	
	DFS.B&I5	Land south of Dumfries Enterprise Park	8.34 hectares	
	DFS.B&I6	Brasswell	8.46 hectares	
	DFS.B&I253	Land at Starryheugh	9.12 hectares	
	DFS.B&I266	Land west of former Interfloor Factory	0.54 hectares	
	DFS.MU203	Former Interfloor Factory	5.47 hectares including 70 units	
	DFS.MU204	Land west of Edinburgh Road	2.39 hectares	
	DFS.MU205	Midsteeple Quarter, High Street	0.5 hectares	
	Dunscore	DSC.H201	Dalgonar Road	23
Eaglesfield	EGL.H1	Former Roads Depot, Burnswark	30	
	EGL.H2	Land between Ashyards Crescent and Sunnybrae	78	
Eastriggs	ERL.H3	Land northwest of Stanfield Farm	27	
	ERL.MU1 and ERL.MU202	Stanfield Farm and Land adjoining Stanfield Farm	200 units plus business units	
Ecclefechan	ECC.H3	Ibrak Farm	100	
	ECC.B&I1	Land adjoining B7076, Jct 19 A74(M)	11.38 hectares	
Garlieston	GRL.H1	Mill Road	14	
Gatehouse of Fleet	GOF.H1	Memory Lane	6	
	GOF.H2	Former Woodside Garage	8	
Glencaple	GCP.H1	Shore Road	24	
	GCP.H2	Wardlaw Drive		34
Glenluce	GLU.H1	Glenjorrie Avenue	37	
	GLU.H3	Bankfield Farm East	5	

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
	GLU.H201	Main Street	5	
Gretna Border	GTN.H2	Land north of Victory Avenue (Phase 1)	104	
	GTN.H3	The Hawthorns	54	
	GTN.H4	Halcrow Stadium	85	
	GTN.H5	Land north of Old Graitney Road	45	
	GTN.H7	Land north of Victory Avenue (Phase 2)		160
	GTN.H202	Raydale, Annan Road	5	
	GTN.H205	Adjacent to Hazeldene	70	
	GTN.MU1	Former Golf Course	200 units plus 1 hectare for business units	
Johnstonebridge	JSB.H1	Land north of MacLean Drive	39	
	JSB.H2	Land west of Primary school	90	
Kirkcolm	KCM.H1	Land off Church Road	20	
Kirkconnel/ Kelloholm	KCN.H1	Glenaber Avenue	90	
	KCN.B&I1	Greystone Avenue	1.30 hectares	
Kirkcowan	KCW.H1	St Couans Crescent	37	
Kirkcudbright	KBT.H1	Mersehouse/Mersecroft	70	
	KBT.H2	East of Tongland Rd/Burnside Loaning	8	
	KBT.H3	Land at Parkhouse		76
	KBT.H202	Former Creamery site, Merse Road	15	
	KBT.H205	Land at Long Acre		76
Kirkinner/ Braehead	KBH.H2	Smiths Croft	7	
Langholm	LHM.H1	Holmwood Crescent	5	
	LHM.H2	Meikleholm Cottage	5	
	LHM.H3	South of Meikleholm	5	
	LHM.H4	Murtholm Farm	200	
	LHM.H201	Former Primary School, Thomas Telford Road	10	

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029	
Leswalt	LSW.H1	Challoch	56		
Lockerbie	LRB.H1	Former Academy	30		
	LRB.H3	Park Place	15		
	LRB.H4	Netherplace Farm	200		
	LRB.B&I204	Land north of Dryfe Road Industrial Estate	6.76 hectares		
	LRB.B&I205	Land west of Ice Rink	4.44 hectares		
	LRB.MU201	Former Dryfe Road offices, Glasgow Road	0.42 hectares		
	LRB.MU202	Former Caravan Park, Kintail Park	1.42 hectares		
	Moffat	MOF.H1	Dickson's Well	6	
		MOF.H2	Greenacres	15	
		MOF.H3	Old Carlisle Road	34	
		MOF.H4	Selkirk Road	200	
		MOF.MU1	Former Academy	10 plus business units	
		MOF.MU2	Former Woollen Mill	2.43 hectares	
		Moniaive	MOV.H202	Broomfield Meadow	10
New Abbey		NAB.H1	Kindar Road	10	
New Galloway	NGA.H1	West of Kirk Road	30		
	NGA.H2	West Port	5		
Newton Stewart /Minnigaff	NST.H2	Racegreen Avenue	22		
	NST.H4	Corsbie Road	63		
	NST.H5	Doocot Terrace	14		
	NST.H6	Station Road	12		
	NST.H7	Old Hall	50	100	
	NST.H202	Creebridge Caravan Park	37		
	NST.H207	Former Community Centre	10		
	NST.B&I201	Land south of Barnkirk Farm	2.76 hectares		
	NST.MU1	Masonfield	140 plus business units		

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
Palnackie	PAL.H1	Glen Road	23	
	PAL.H2	North of Yettan Terrace	8	
Penpont	PNT.H1	West of Bogg Road	8	
	PNT.H2	Main Street	18	
Portpatrick	PPK.H1	Hill Street	7	
	PPK.H4	Sunnymeade North	57	
	PPK.H201	Adjacent Heugh Road	18	
Port William	PWL.H2	Dourie Farm	54	
	PWL.H201	South Street Depot	39	
Sanquhar	SNQ.H1	Church Road	29	
	SNQ.H2	Queen's Road	125	
	SNQ.H3	Queensberry Square	10	
	SNQ.B&I1	Glasgow Road	3.62 hectares	
Springholm	SPR.H1	Land off Ewart Place	40	
St. John's Town of Dalry	DLR.H2	South of Whinnymuir	25	
Stranraer	STR.H2	West Leafield	158	
	STR.H3	Moorefield	49	
	STR.H4	Springbank	74	
	STR.H5	Former Garrick Hospital	18	
	STR.H6	Land behind the Coachmans	9	
	STR.H7	East of Glebe Cemetery	63	
	STR.H8	Leswalt Road	35	
	STR.H204	Land at Laigh Auchneil	18	
	STR.B&I1	Blackparks Industrial Estate	6.73 hectares	
	STR.B&I2	Clashmahew	9.82 hectares	
	STR.B&I3	Railway Yard	3.38 hectares	
	STR.B&I204	Mirrey's Petrol Station, Stoneykirk Road	0.44 hectares	
	STR.MU1	Stranraer Waterfront	13.17 hectares	

Settlement	Site Ref	Site Name	No. of Units allocated up to 2029	No. of Units allocated beyond 2029
Thornhill	THN.H2	Hospital Brae	112	
	THN.H3	Boatbrae	64	
	THN.H4	Queensberry Beeches		103
	THN.H5	Queensberry Park		122
	THN.MU1	Gallows Knowe	47 units plus 2.60 hectares for business land	
Twynholm	TWY.H1	Rear of Main Street	10	
	TWY.H201	The Doon	10	
	TWY.H204	Land west of Main Street	3	
Whithorn	WTH.H1	Station Road	6	
	WTH.H2	Common Park	76	
	WTH.H3	Ladycroft	5	
	WTH.H4	Greencroft	8	
	WTH.B&I1	Stirnie Birnie Bridge	2.78 hectares	
Wigtown	WGT.H1	Southfield Park	34	
	WGT.H2	Seaview	8	
	WGT.H3	Station Road	50	
A74(M)	A74(M).B&I1	Hangingshaws, Johnstonebridge	6.44 hectares	
	A74(M).B&I2	Hayfield/Newhope, Kirkpatrick Fleming	26.24 hectares	
	A74(M).B&I3	Redhouse, Kirkpatrick Fleming	28.19 hectares	
Chapelcross	CPC.B&I1	Chapelcross North	19.44 hectares	
	CPC.B&I2	Chapelcross South	7.03 hectares	
	CPC.B&I3	Chapelcross West	33.34 hectares	

Appendix 3: Schedule of Land Owned by Dumfries and Galloway Council

The following table outlines land that is owned or part owned by Dumfries and Galloway Council as required by Section 15(3) of the Planning etc. (Scotland) Act 2006.

Settlement	Site Ref	Site Name
Dumfries	DFS.H5	Ladyfield (majority owned)
Dumfries	DFS.H262	Maxwelltown High School
Dumfries	DFS.H263	Land at Hardthorn Road
Kirkconnel/Kelloholm	KCN.B&I1	Greystone Avenue
Langholm	LHM.H201	Former Primary School, Thomas Telford Road
Lockerbie	LRB.MU201	Former Dryfe Road Offices, Glasgow Road
Lockerbie	LRB.MU202	Former Caravan Park, Kintail Park
Newton Stewart	NST.H207	Former Community Centre
Stranraer	STR.MU1	Stranraer Waterfront (part owned)

Appendix 4: Glossary

Active Travel	Travelling actively for everyday journeys such as to work, by walking, cycling, jogging and so on; can also include walking/ cycling to public transport stops; a way of increasing physical activity and reducing car use.
Affordable Housing	Housing of a reasonable quality that is affordable to people on modest incomes. In some places the market may be able to meet most affordable housing needs but this will not be the case everywhere.
Appropriate Assessment	Assessment of the implications of policies and proposals on Special Protected Areas (SPAs) or Special Areas of Conservation (SACs), required by European Habitats Directive 1992 as transposed in UK law by the Conservation (Natural Habitats, Etc.) Regulations 1994. See also Habitat Regulations Appraisal.
Ancient Woodland	Woodland that has been in continuous existence since at least 1750 in Scotland.
Bad Neighbour Development	Development likely to raise amenity issues beyond immediate neighbours, or during evening and weekend hours. Issues include: noise, smell, large numbers of people gathering or moving through an area, significant increases in traffic movements, parking issues e.g. hot food takeaways, nightclubs.
Biodiversity	Short for biological diversity, it is the variety of organisms (both living e.g. animals, plants and non-living e.g. soil, rocks) found within a specified geographic region, as well as all the relationships between these.
Biosphere	Places with world-class environments, designated by the UN to promote and demonstrate a balanced relationship between people and nature. Galloway and Southern Ayrshire Biosphere has been created to protect the biological and cultural diversity of this area while promoting sustainable economic development.
Brownfield Site	Previously developed land and premises, including the curtilage of buildings, which may still be partially occupied or used. Most commonly associated with derelict urban land with redundant industrial buildings. Excludes agriculture, forestry and previously used land which now has nature conservation or recreation value.
Climate Change	A process of changes to weather patterns and temperatures largely caused by the emission of certain 'greenhouse gases' from the earth, principally associated with the burning of fossil fuels.
CO2 Carbon Dioxide	The main greenhouse gas formed by the combustion of all fossil fuels.

Comparison Retailing	The provision of items which are not bought on a frequent basis, including clothing, footwear, furniture, furnishings and household equipment (excluding nondurable household goods) medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories, books, newspapers and magazines, goods for personal care.
Connectivity	Directness of links and density of connections in a transport network. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations. Good connectivity provides easy access to key destinations for pedestrians.
Conservation Areas	Areas that are considered to have “special architectural or historic interest” requiring additional protection.
Convenience Retailing	Broadly defined as food shopping, drinks, tobacco, newspapers, magazines, and confectionery, purchased regularly for relatively immediate consumption.
Core Path Network	A mixture of existing and new paths which link together to form an overall paths network which caters for all types of user. Arising from the Land Reform (Scotland) Act 2003, local authorities have a statutory requirement to produce a Core Path Plan.
Curtilage of Property	Ground which is used for the comfortable enjoyment of the dwellinghouse often the area immediately surrounding the dwelling.
Dark Sky Park	A park or other public land possessing exceptional starry night skies (unaffected by light pollution) and a natural nocturnal habitat. Galloway Forest Park is one of only five such dark sky parks in the world.
Design/Design and Access Statement	Statements which accompany certain planning applications setting out how issues which relate to design and access for disabled people will be considered when developing the proposal.
Designing Places	Scottish Government aspirations for design and the role of the planning system in delivering these, aiming to demystify urban design and demonstrate how value of design contributes to quality of life; a material consideration in decisions on planning applications and appeals.
Designing Streets	Policy statement on street design, marking a change in emphasis towards place-making and away from a system focussed on the dominance of motor vehicles.
Developer Contributions	Contributions required from a developer where proposals would require infrastructure improvements or measures to mitigate adverse impacts, in order to make them acceptable for planning permission, and where planning conditions alone would not make the proposal acceptable. Contributions are expected to address the consequences of development, not make good any existing shortfalls.

Development Brief	Document providing detailed information to guide developers on the type of development, design and layout constraints the Council would support and encourage, and other specific requirements for a particular, usually substantial, site; sometimes published by the Council as supplementary guidance.
Development Plan	Document setting out the development strategy and proposals for an area, along with planning policies. Currently this consists of the Local Development Plan (LDP).
District Heating System	The supply of heat to a number of buildings or homes from a central heat source through a network of pipes carrying hot water or steam.
Ecosystem	Functional unit consisting of all living organisms (plants, animals, and microbes) in a given area, and all the non-living physical and chemical factors of their environment, linked together through nutrient cycling and energy flow.
Effective Housing Land Supply	The part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of houses.
Enhancement	To improve the quality of an area affected by a development.
Environmental Impact Assessment (EIA)	The process used for describing, analysing and evaluating the range of environmental effects that could be caused by certain proposals, such as a wind energy scheme. The findings of the EIA are set out in an Environmental Statement.
Established Housing Land Supply	The total housing land supply including both unconstrained and constrained sites. It includes the effective housing land supply, plus the remaining capacity for sites under construction, sites with planning consent, sites in adopted local development plans and, where appropriate, other land and buildings with the agreed potential for housing development.
European Protected Species (EPS)	Certain animals and plants which receive protection under the Habitats Directive. For all EPS it is a legal requirement that before deciding whether to grant planning permission, all planning authorities fully ascertain whether EPS are present on a development site and if so, that any issues in relation to them are fully resolved within the legislation.
Farm diversification	The use of farm resources for non-agricultural purposes (e.g. using land or buildings for tourism or recreational activities) in order to improve the economic viability of a farm business.
Fish Farming	As well as finfish, fish farming refers to the production of shellfish, including scallops, brown shrimp, cockles and mussels.
Flood Plain	Generally low lying areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Future proofing	Process of trying to anticipate future developments in, for example, technology to make sure these can be accommodated at a later stage or to ensure that buildings and spaces are adaptable to changing needs e.g. to respond to climate change.
Geodiversity	Term used to describe a variety of earth materials (e.g. rocks, soil etc.), forms and processes that constitute and shape the landscape.
Greenfield Site	Land not previously developed, can include agricultural land.
Greenhouse Gases	The six main gases contributing to climate change found in the upper atmosphere. They prevent some energy being re-transmitted into space. The gases include carbon dioxide CO ₂ , methane CH ₄ , nitrous oxide N ₂ O, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride SF ₆ .
Green corridors	Can include riverbanks, cycleways, rights of way and disused railway lines with the primary purpose of connectivity, providing opportunities for leisure, travel or wildlife migration. They are often links that have been identified as being valuable to the realisation of the Green Network.
Green Network	A strategic network of functionally connected, existing and proposed green spaces and green corridors within and around settlements, linking out into the wider countryside. The network can include woodland and other habitats, active travel routes, greenspace links, watercourses and waterways.
Greenspace	Any vegetated land, or water, in, or adjoining, an urban area. Can include: natural and semi-natural habitats, green corridors; amenity grasslands, parks and gardens, outdoor sports facilities, playing fields and play areas, cemeteries, allotments and accessible countryside.
Habitats Regulation Appraisal (HRA)	The Habitats Regulations require competent authorities to carry out appropriate assessments in certain circumstances where a project or plan will affect a Natura (European) site. HRA refers to the whole process, including the appropriate assessment step.
Historic Environment	Historic Environment is defined within the Scottish Historic Environment Policy; it includes scheduled monuments and other significant archaeological sites and landscapes, listed buildings, conservation areas, historic gardens and designed landscapes and any other features of national and regional importance.
Historic Environment Record	A publicly available record which holds information on sites, buildings, gardens and other historic features, including shipwrecks and battlefields. These high quality local records have an important role in maintaining and managing the historic environment.
Housing Market Areas (HMA)	A geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home i.e. a large percentage of people moving house or settling in the area will have sought a house only in that area.

Housing Need and Demand Assessment (HNDA)	A detailed assessment that provides the evidence base for defining housing supply targets in the Local Housing Strategy and allocating land for housing in the development plans.
Housing Land Requirement	Requirement for new housing set out in the LDP taking into account housing need and the Plan's development strategy plus flexibility allowance.
Integrity	The quality of being unimpaired; soundness, unity, wholeness. From a landscape perspective (particularly in relation to NSAs) this relates to a recognition that the entire area of (e.g. the NSA) designation is valued; any adverse effects to part of it can lead to damage to the unity or soundness of the whole.
Key Agencies	Sometimes referred to as Consultation Authorities or Agencies, the bodies who are under a duty to co-operate and offer advice as part of preparing the LDP; comprising of: Historic Environment Scotland (HES), Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency (SEPA), Scottish Water, Scottish Enterprise, Regional Transport Partnerships (SWESTRANS in D&G), Health Boards. Whilst they are not under a legal duty, other organisations such as Marine Scotland, Transport Scotland, Architecture & Design Scotland and Forestry Commission Scotland will also be involved.
Landscape	Defined by the European Landscape Convention as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. Includes townscape and seascape.
Listed Buildings	Buildings identified for their special architectural or historic interest which have been given additional protection through legislation.
Local Housing Strategy (LHS)	Provides the strategic direction to tackle housing need and demand and to inform the future investment in housing and related services across the local authority area.
Landscape Character Assessment	The process of describing, classifying and analysing the character of landscape reflecting the distinct pattern or combination of elements that occurs consistently in a particular landscape.
Local Biodiversity Action Plan (LBAP)	A plan aimed at conserving and enhancing the fauna, flora and habitats (biodiversity) of a defined area.
Local Nature Reserves (LNRs)	Places with special local natural interest, designated and managed by local authorities to give people better opportunities to learn about and enjoy nature close to where they live; designated under the National Parks and Access to the Countryside Act 1949.
Material Consideration	Factors considered in the determination of applications for planning permission and other consents, alongside the statutory development plan. Includes central government policies and guidance, non statutory plans and the relevant planning comments made by consultees.

Masterplan	Similar to a development brief but usually provides a more detailed and specific outline for the development of a site or area. May include details of: linkages to surrounding areas, the uses and type of buildings/spaces, density, massing of buildings and timescales and phases of work. It may be developed by the Council to guide development or drawn up by a developer during a planning application; often used as part of a public consultation.
Mitigation	Measures, including any process, activity or design to avoid, reduce or remedy adverse effects of a development proposal.
Movement hierarchy	As set in Scottish Planning Policy and Designing Streets, this states that opportunities for personal travel should be prioritised by mode in the following order - walking, cycling, public transport, car and other motorised vehicles.
National Nature Reserves (NNR)	Areas of land set aside for nature, where the main purpose of management is the conservation of habitats and species of national and international significance. All NNRs are also designated to at least SSSI level.
National Scenic Areas (NSAs)	An area designated by the Countryside Commission for Scotland (predecessor of SNH) as of national scenic importance due to highly valued landscapes needing special care.
Native woodland	Woodland consisting of native species (i.e. grows naturally, not introduced), either broadleaved or conifer, such as birch, oak, ash and juniper. Excludes beech, sycamore and most conifers. Supports a complex native fauna and is an important component of some of the best and most characteristic landscapes.
Natura Sites	Natura sites (Special Areas of Conservation & Special Protection Areas) are protected under European legislation.
Passive solar design	This refers to the use of the sun's energy for the heating and cooling of living spaces – e.g. a building can be orientated to take advantage of this natural energy.
Place-making	Describes an overarching process of creating high quality developments that are attractive to people to live, work and spend time in. It is not just about the design of buildings but considers the whole place and the community who will use it.
Prime Quality Agricultural Land	Land of Classes 1, 2 and 3.1 in the land capability for agriculture developed by the Macaulay Land Use Research Institute (now known as James Hutton Institute).
Ramsar Sites	Wetlands of international importance designated under the Ramsar Convention 1971, which requires signatory countries to protect internationally important wetlands, especially those used by migratory water birds, and to use wetlands wisely.
Regional Scenic Areas (RSAs)	Important areas of outstanding scenic beauty within Dumfries and Galloway.
Scottish Planning Policy (SPP)	Statement of the Scottish Government's policy on nationally important land use and other planning matters, published in 2010.

Section 75 Agreement	A legal agreement which regulates the development or use of land and is entered into by the Council and any person interested in the land to which it relates.
Sequential test/ approach	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites and town centres before out of centre.
Settlement	For the purposes of this plan, settlements are Dumfries, and the district centres, local centres, and villages listed in the settlement hierarchy (Appendix 1)
Sites of Special Scientific Interest (SSSI)	Key areas of marine or land-based conservation and wildlife importance. They are special for the nature conservation value of the plants, animals, habitats or rock formations that they contain; designated by SNH under the provisions of the Wildlife and Countryside Act 1981.
Special Areas of Conservation (SAC)	A European wide network of important sites containing rare or endangered species and habitats designated under the terms of the EC Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna. (The Habitats Directive).
Special Protection Areas (SPA)	Designated under the terms of the 1979 EC Directive on the Conservation of Wild Birds. These areas are specifically protected for their ornithological importance. Together SACs and SPAs form the Natura sites.
Strategic Environmental Assessment (SEA)	A systematic method of considering the effects on the environment of a plan or programme with the aim of helping to reduce or avoid environmental impacts.
Strategic Transport Projects Review (STPR)	Sets the Scottish Government's future transport investment priorities; supports the National Planning Framework and the National Transport Strategy.
Supplementary Guidance (SG)	Provide more detailed advice and clarification relating to planning policy. SG is a material consideration in deciding any planning application.
Sustainable Development	Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs. See also the guiding principle contained in One Future Different Paths
Sustainable Drainage System (SuDS)	These are designed to reduce the potential impact of developments with respect to surface water discharges by replicating natural systems of drainage (rather than by routing water through solid pipes) allowing water to be released slowly back into the environment.
Sustainable Economic Growth	Building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too.

Transitional Water	Water (other than groundwater) in the vicinity of river mouths which is partly saline in character as a result of its proximity to coastal water but which is substantially influenced by freshwater flows.
Transport Assessment	This is required on significant applications to outline: what additional transport impacts a particular development will generate; how it will integrate into existing transport patterns; how it meets sustainable development requirements.
Travel Plans	A general term for a package of measures tailored to the needs of individual sites and aimed at promoting more sustainable travel choices e.g. walking, cycling and public transport and car sharing.
Tree Preservation Orders (TPO)	The designation of trees in conservation areas that contribute significantly to the amenity value of an area. A TPO designation requires that the Council is consulted before any works are carried out to them including routine maintenance.
Trunk Roads	Primary strategic routes (such as the A75) which are the direct responsibility of Transport Scotland, who are consulted on if any planning application could affect a trunk road.
Waterbody	A distinct and significant volume of water. For example, for surface water: a lake, a reservoir, a river or part of a river, a stream or part of a stream. For groundwater: a distinct volume of water within one or more aquifers (underground soil or rock that contains water).
Waterbody Status	The condition of a waterbody in terms of hydrology (properties, distribution, and effects of water on the earth's surface, in soil and underlying rocks, and in the atmosphere), morphology (describes the shape of the waterbody and how it changes over time), chemistry, and biology, resulting from both natural and human factors.
Water Environment	Surface waters (inland, coastal and transitional), groundwater and wetlands.
Wild land	Scottish Natural Heritage define this as parts of Scotland where the wild character of the landscape, its related recreational value and potential for nature are such that these areas should be safeguarded against inappropriate development or land-use change.
Wind Energy Development	Development consisting of one or more wind turbines, access tracks, ancillary buildings, substations, and supporting infrastructure.
Woodland Resource	Trees, forests, woodlands (including ancient woodlands and ancient woodland pastures) and hedgerows.
Zero Waste Plan	Scottish Government's vision for a zero waste society, where all waste is seen as a resource; waste is minimised; valuable resources are not disposed of in landfills, and most waste is sorted, leaving only limited amounts to be treated.

