



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.

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.

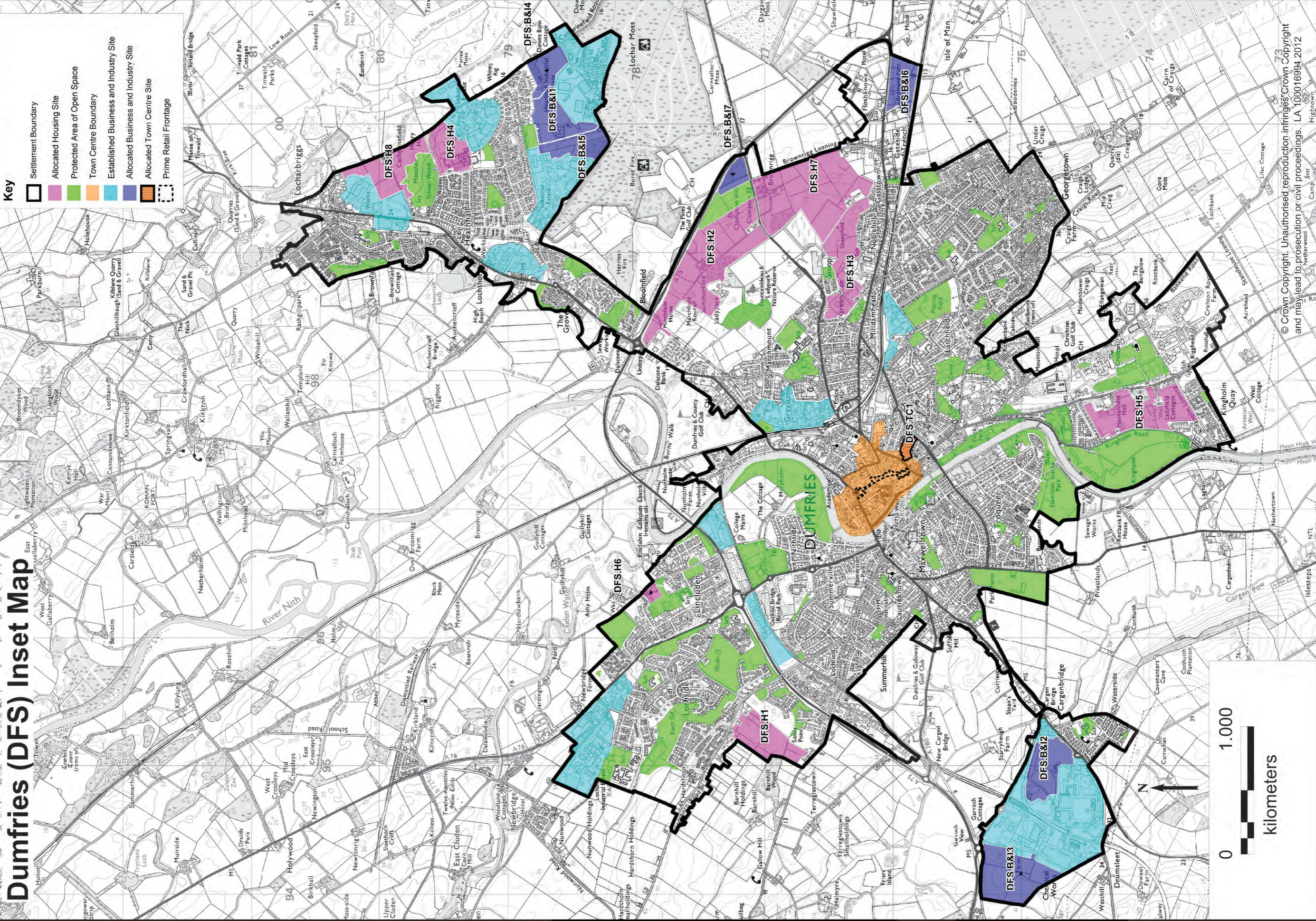
Affordable Housing: All residential developments that create 5 or more units will be required to contribute towards the provision of affordable housing in line with the Council's policy and supplementary guidance.

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.



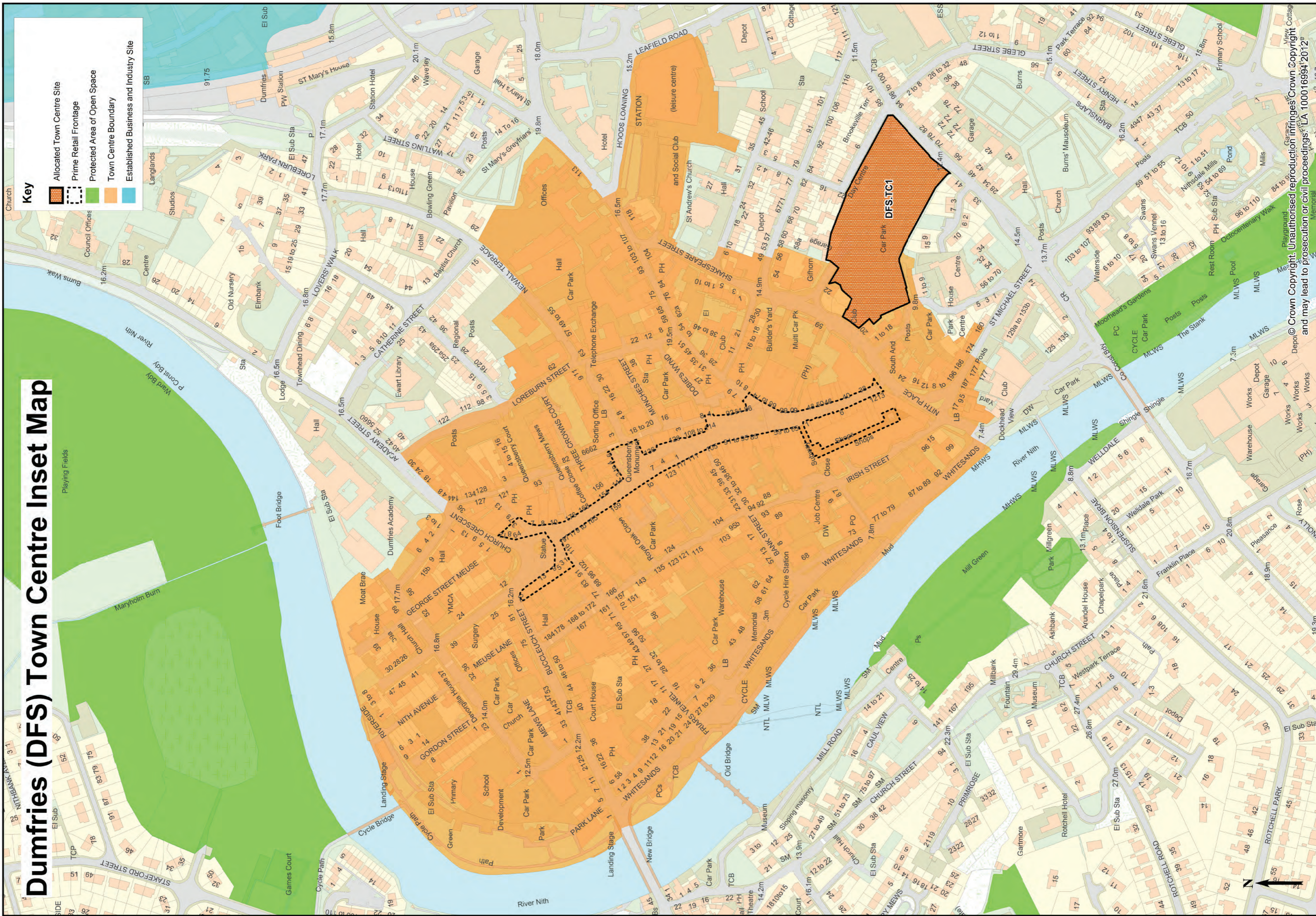
Dumfries (DFS) Inset Map



- Key**
- Settlement Boundary
 - Allocated Housing Site
 - Protected Area of Open Space
 - Town Centre Boundary
 - Established Business and Industry Site
 - Allocated Business and Industry Site
 - Allocated Town Centre Site
 - Prime Retail Frontage

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Dumfries (DFS) Town Centre Inset Map



Key

- Allocated Town Centre Site
- Prime Retail Frontage
- Protected Area of Open Space
- Town Centre Boundary
- Established Business and Industry Site

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Dumfries Settlement Overview

Dumfries is identified as the Regional Capital within 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. Further afield the town can access the A74(M) 11 miles to the east via the strategic road network. The town is also accessible by rail on the Nith Valley Line between Glasgow and Carlisle. The settlement serves as the main administrative, shopping and health care centre for the region providing amongst other things, a range of employment and education opportunities, leisure facilities and housing options.

Dumfries is an attractive market town with an original medieval core which attracts tourists and visitors and has conservation area status. The tidal River Nith flows through the town providing an attractive feature and setting, however the river also results in a number of areas of flood risk within and around the town.

Housing

The existing large site at Barnhill is now nearing completion however the Marchfield site is still under construction and will continue to be for some time into the future, constituting a large proportion of the existing housing supply. The main areas identified for housing development within the town include extensions to the areas currently under construction at Barnhill and Marchfield, existing allocations within the Local Plan

at Noblehill and the former college site at Heathhall which represents a large scale brownfield opportunity with the benefit of planning permission. These sites are served by a range of transport modes and are close to a range of services including retail and education. They represent logical extensions to the town and will also make the best use of the town's facilities and infrastructure. These areas of the town are considered to provide a range and choice of large scale development opportunities. There are also a large number of smaller infill and brownfield sites throughout the town which could also be considered favourably for residential development through Policy H1. These will be considered on a case by case basis.

Possible future growth areas include Catherinefield Farm (DFS.H8) to the north east of the town; however there are road infrastructure and servicing constraints which will need to be overcome in relation to this site, and also Brownrigg Loaning (DFS.H7). In order to ensure that the Brownrigg Loaning area to the east of the town remains viable in terms of access, a masterplanning exercise will be required jointly for this area and the site at Noblehill (DFS.H3). No development will be permitted in relation to these two sites until such time that it has been completed, submitted to and agreed by the Council. This masterplanning exercise will also need to take into account links to the Marchfield development and vice versa in relation to any junctions on the Lockerbie Road.

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. There is currently an adequate supply of established and committed business and industrial land to meet current needs, predominantly located at Heathhall and Cargenbridge. An additional site at Garroch Loaning has also been allocated in the long term which provides a logical extension to the existing industrial and commercial estates at Cargenbridge. A couple of sites have also been allocated mainly for commercial uses (not retail) to provide for a wide range of opportunities within the town. It should be noted that many established areas of industrial land also include vacant land and units which further provide a variety of options for the growth of employment opportunities in the town at a range of scales.

Town Centre and Retail

The town centre provides for many functions, not just shopping, and it is important to support these other uses (housing, leisure and entertainment, employment, community) to ensure a vibrant town centre.

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.

The retail capacity study identified spare capacity which could potentially support another mid-size supermarket in Dumfries. This would also provide choice among the main operators.

A town centre site has been allocated at Brooms Road which is considered to be suitable for redevelopment for a number of uses to support the town centre and its regeneration, including retail, leisure and office development.

Transport

Transport and access are key elements to the sustainability of the town along with localised walking and cycling opportunities. The Dumfries and Galloway Local Transport Strategy sets out aims and objectives to deliver this to Dumfries and beyond. Specifically:

- A parking strategy has been adopted by the Council for Dumfries;
- A series of limited measures are being developed to assist access to the south part of Dumfries;
- Investment in urban traffic control systems (SCOOT) is being made;
- Walking and cycling initiatives are being introduced;



- Park and choose sites have been introduced on the periphery of the town centre.

A southern by-pass has previously been part of the Council's aspirations for the town to alleviate some of the traffic congestion particularly around and associated with the hospital and Crichton campus. The southern bypass remains a Council aspiration but is not currently in any funding programme, and as a result it is unlikely to proceed within the initial five year time period of the LDP. Therefore the southern by-pass and any possible route have not been included although sites that may prejudice such a route have not been allocated for development at this time. It is also the case that work carried out previously to support a Southern Bypass was based on the existing Dumfries and Galloway Royal Infirmary (DGRI) location, should this change then there would be a need to undertake further appraisal to see if there was still an economic benefit from such a road.

Development Opportunities - South Dumfries

A number of opportunities are identified in this area. Work is already underway on a masterplan for the Crichton Campus. This may represent a vehicle to ensure an integrated approach to development in the wider area. In any event, the Council is committed to working with the relevant interests to secure a coherent development framework for South Dumfries. This should address the efficient provision of the necessary infrastructure, road and traffic management improvements. A planned approach will enable appropriate

consideration of any cumulative impacts and provide clarity regarding any consequent developer contributions.

- **Hospital:** The National Health Service has now confirmed its proposals to relocate to Garroch Loaning (DFS.B&I3). This will release a substantial windfall development opportunity at the existing Dumfries and Galloway Royal Infirmary and the associated landholding at Nithbank. As these are existing sites in current use a consistent approach to the plan means these sites are not currently allocated for development. However, it is anticipated that proposals will come forward within the timeframe of this plan. The Council will work with the National Health Service to secure an appropriate re-use of these significant and well located land-holdings.
- **Learning Town:** A strategy is being developed to promote Dumfries as a 'Learning Town' developing on the facilities and connections between the Dumfries and Galloway College and the Universities of Glasgow and the South West of Scotland. There is currently a proposal being developed to provide a learning hub for students as part of the Dumfries Learning Town project.
- **Crichton Quarter:** Proposals are underway to develop the Crichton Campus for a mix of uses, including educational.
- **Ladyfield:** Part of this site was previously identified for housing



with the remainder as part of the Crichton Campus. The Council has now identified the entire site for up to 557 houses. Given the extent of other development opportunities in the area the site is retained for the longer term.

Other Issues and Opportunities

- **Whitesands:** A charette and masterplanning exercise is underway to develop strategies for renewal and improvements for the Whitesands area of the town centre which has historically been subject to flood risk. The initial broad outcomes at this early stage of the process include possible relocation of the existing river front car park, possibly to an area behind Irish Street and Friars Vennel and a green link and earth bund along the river frontage itself. However this project is in very early initial stages of development. It is intended to adopt the masterplan as supplementary guidance once completed.
 - **Town Centre:** Town Centre Housing Renewal Areas have been approved for both Queen Street and Friars Vennel which will
- assist in making improvements to the environment, fabric and appearance of some of these town centre fringe areas. Proposals are also being developed to improve the appearance and use of space around Burns Statue. Work is also underway to rationalise the three town centre conservation areas into one with a combined character appraisal.
- **Curries/Penmans/Catherinefield Redevelopment Opportunity:** These three sites provide a significant future redevelopment opportunity for this part of the town. Both Curries and Penmans have indicated to the Council that they are looking to relocate their factories to a more suitable site within the region. Catherinefield Farm is allocated in the plan as a longer term housing opportunity. Should either Penmans or Curries apply to redevelop their sites for an alternative use the planning application should be accompanied by a masterplan which shows how all three sites could be developed in a coherent manner.



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 brown field opportunities.
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 the north-east and west of the town to accommodate employment opportunities.
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 (304 units allocated up to 2024)

The existing development at Barnhill is nearing completion and this site could provide a complementary extension to this area. 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 is unlikely to be acceptable.

A masterplanning exercise will be required for the whole allocated site which takes into account such issues as the following:

- 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. Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on developing the site. A drainage and ground investigation study should be submitted. An archaeological assessment may also be required for this site.

DFS.H2 Marchfield (745 units allocated up to 2024)

This allocation provides efficient use of facilities and recently upgraded infrastructure works in terms of both water supply and waste water capacity.

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.

Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on developing the site. An archaeological assessment may also be required for this site.

The existing Marchfield Area Development Framework may need to be updated during the Plan period. An updated transport assessment may also be required in considering any proposals. Further consideration will need to be taken of any new or improved junctions to Lockerbie Road and their relationship with proposed development at Brownrigg Loaning (DFS.H7 and the masterplanning for this site).

DFS.H3 Noblehill (176 units allocated up to 2024)

This site is well located within the town being close to the town centre and local amenities and is served by local transport. 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 is unlikely to be acceptable.



A masterplanning exercise will be required jointly for this area and the sites at Marchfield (DFS.H2) and Brownrigg Loaning (DFS.H7) which takes into account such issues as the following:

- appropriate road network and connections in accordance with Designing Streets;
- the provision of the Parkhead link road, linking Annan Road and Lockerbie Road;
- linkages to the wider settlement; and
- address the potential to retain and integrate the existing area of open space/ playing field between the shelter-belt north west of Noble Grove, Parkhead Loaning and Greenbrae Loaning.

A transport assessment would also be required as part of the masterplanning process.

Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on developing the site. A drainage and ground investigation study should be submitted. An archaeological assessment may also be required for this site.

DFS.H4 Heathhall College (192 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2010. This is a large cleared, brownfield site which used to house the Dumfries and Galloway College before its relocation to the Crichton campus and is well served by public transport.

The site provides an opportunity to provide additional residential development within the north east of the town which has historically been an area of high housing demand.

Structural planting should be provided to the south east boundary of the site adjoining the Catherinefield Industrial Estate to provide visual enhancement and assist in any noise attenuation that may be required in this location.



DFS.H5 Ladyfield (557 units allocated beyond 2024)

This site is well located within the town, close to local amenities and would form a logical extension to the south of the town. The site would assist in providing for a range of sites and opportunities for development within the town. Due to legal and lease issues and the potential for significant windfall land release in this area development is proposed in the longer term post 2024. There may be scope to release the site earlier in accordance with Policy H1 subject to the required masterplanning.

Proposals should be in accordance with the approved development framework for Dumfries south as referenced in the settlement overview.

The site is located adjacent and partly within the conservation area at the Crichton and careful consideration will need to be given to the quality and layout of any development building on the principles set out following the Scottish Sustainable Communities Initiative masterplanning charrette.

A transport assessment would also be required in considering any proposals.

A survey of the woodland resource should inform the overall design of the scheme to incorporate this resource and to show how trees will be appropriately protected during the construction period in accordance with Policy NE7 Trees and Development.

DFS.H6 Lincluden Depot (32 units allocated up to 2024)

This is a smaller scale brownfield site providing a development opportunity to the north west of the town. The site contains a listed former stables block and may require archaeological recording. The site is within close proximity to the Lincluden Waste Water Treatment Works.

DFS.H7 Brownrigg Loaning (713 units allocated beyond 2024)

This area is considered to be a long term growth opportunity for the town but it is not envisaged that this area is brought forward until both of the sites at Marchfield and Noblehill are nearing completion. Again 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 masterplanning exercise will be required jointly for this area and the sites at Marchfield (DFS.H2) and Noblehill (DFS.H3) which takes into account such issues as the following:

- appropriate road network and connections in accordance with Designing Streets;
- the provision of the Parkhead link road, linking Annan Road and Lockerbie Road; and
- linkages to the wider settlement.

A drainage and ground investigation study should be submitted. A transport assessment would also be required as part of the masterplanning process.

DFS.H8 Catherinefield Farm (279 units allocated beyond 2024)

This area is considered to be a long term growth opportunity for the town but it is not envisaged that this area is brought forward until the former Heathhall College site is completed. There are road infrastructure and servicing constraints to be overcome before development can proceed and this may not be achievable within the identified site alone. There are particular concerns that will require to be addressed in any development to ensure accessibility to and permeability of the whole development.

Any development will also be required to ensure that the site takes account of, and builds in, access and/or provision to sustainable transport modes in accordance with current standards.

A transport assessment would also be required in considering any proposals.

Dumfries (DFS) Business and Industry (B&I) Sites

DFS.B&I1 Heathhall – North of Aviation Museum (9.3 hectares)

This site forms part of a large established and allocated area of business and industry land to the south of the existing enterprise park at Heathhall. Any development of this site will need to adequately address any issues relating to roads access and noise pollution. Archaeological investigation and recording may also be required.



DFS.B&I2 Cargenbridge (12.3 hectares)

This site forms part of a large established and allocated area of business and employment land to the west of the town with easy access to the A75 trunk road.

DFS.B&I3 Garroch Loaning (18.97 hectares)

This site represents a logical extension to this large area of established and allocated business and industry land to provide for future needs in close proximity to the trunk roads network.

DFS.B&I4 Heathhall Airfield (7.1 hectares)

This site forms part of a large established and allocated area of business and industry land to the south of the existing enterprise park at Heathhall. Any development of this site will need to adequately address any issues relating to roads access and noise pollution. Archaeological investigation and recording may also be required. The existing mature planting strip to the northern boundary of the site should be retained, strengthened and, where necessary, extended or replaced to provide visual enhancement and assist in any noise attenuation that may be required in this location.

DFS.B&I5 Land South of Dumfries Enterprise Park (5.1 hectares)

This site forms part of a large established and allocated area of business and industry land to the south of the existing enterprise park at Heathhall. Any development of this site will need to adequately address any issues relating to roads access and noise pollution.

DFS.B&I6 Brasswell (8.42 hectares)

The site lies at the eastern end of the town close to the A75 trunk road and 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. Any development



of this site will need to adequately address access provision and impacts on the road network. 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.

Flood risk will need to be investigated to determine whether the tributaries of the Dow Lochar that run through the site will have an impact on developing the site.

DFS.B&I7 Clumpton Hill (4.5 hectares)

The site lies to the eastern end of the town and 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.

Clumpton Hill is a local landscape feature and any design and layout of development in this area should respect this feature. Therefore development should be limited to the lower slopes of Clumpton Hill. Structural planting will be required to the boundary with the A75 to provide visual enhancement.

A transport assessment would also be required in considering any proposals.

Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on developing the site. An archaeological assessment may also be required for this site.

Dumfries (DFS) Town Centre (TC) Site

DFS.TC1 Brooms Road (1.6 hectares)

The site lies within the town centre boundary and is well served by local transport. The site is allocated for strategic town centre uses such as retail (including food retail), leisure and offices.

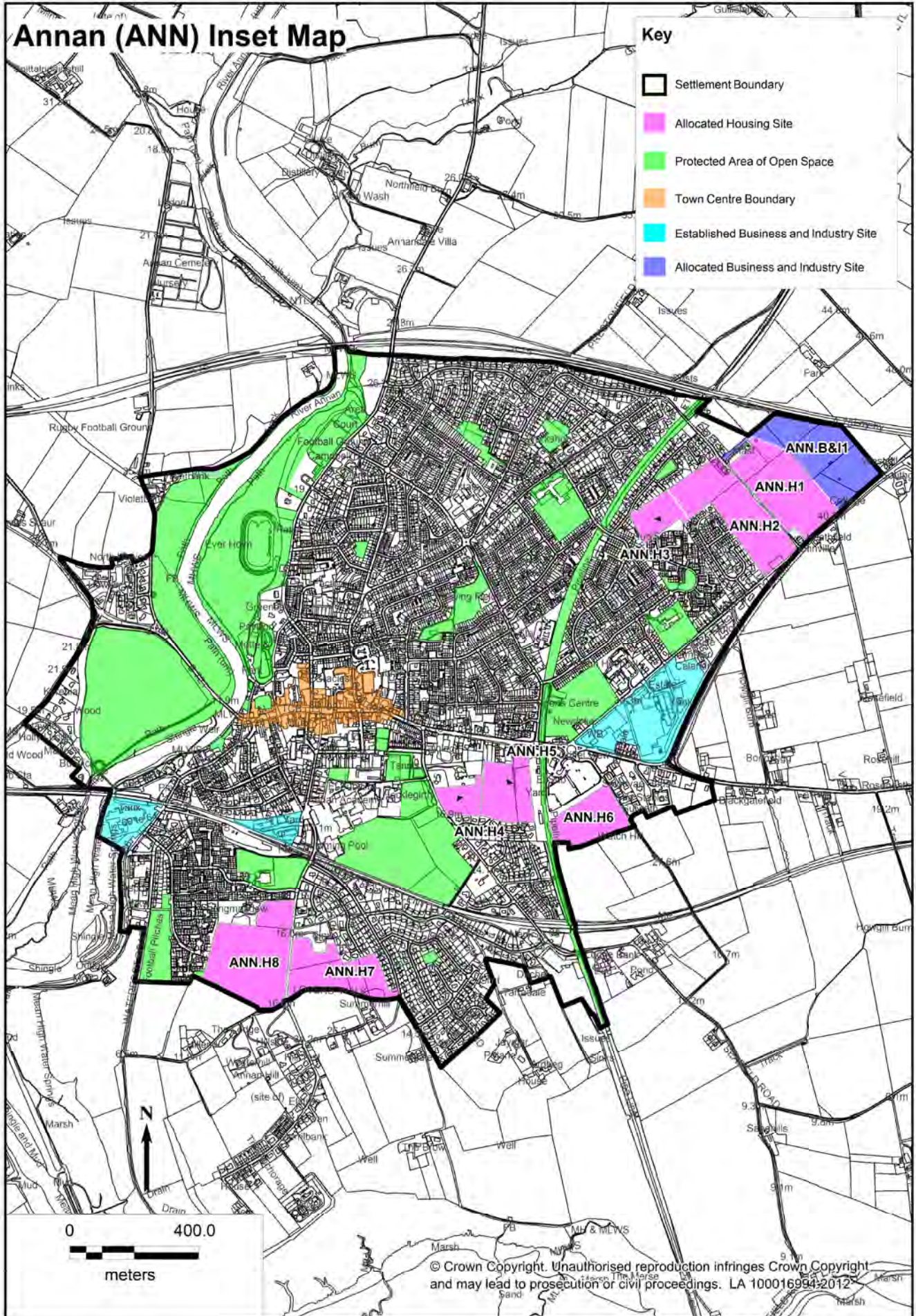
Development of the site provides potential for improved pedestrian links to the High Street, the Loreburn Shopping Centre and the other amenities provided by the town centre. It would have a positive impact on future town centre vitality and viability by extending the range of accessible amenities available within the town centre. The site currently serves as a car park so any development will have to consider compensatory parking and transport measures either within or outwith the site.



Any development of this site will need to adequately address the issues of the remediation of known contamination within the site. The site may include culverts which may also require further investigation. A transport assessment would also be required in considering any proposals.

The site contains an existing daycare centre which may need to be relocated prior to any development commencing on the site. There are also a number of different owners and uses of premises within the site that will need to be resolved before any development can be taken forward.







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 regeneration corridor and is strategically located adjacent to the A75. The settlement contains a wide range of facilities including several primary schools, a secondary school, shops, police station, council offices, a train station and many other businesses.

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 which is adopted as supplementary guidance to the LDP. 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. Development potential is limited by the A75 to the north, the Solway Firth to the south, and landscape setting of Annan from the west.

The majority of housing and business and industry site allocations have current planning permission or were allocated or reserved in the previous Local Plan, with the exception of ANN.H5 which is a new allocation. The two housing sites proposed beyond 2024 have road infrastructure constraints which would need to be addressed over the long term. Scottish Water advises that there are currently water network issues within Annan.

Planning objectives for Annan

1. Consolidate and enhance Annan's role as a District Centre within the settlement hierarchy.
2. Extend the town centre areas northwards and eastwards to include existing shops and leisure uses associated with the high street as per the Annan Regeneration Masterplan.
3. Identify new business and industrial land along Stapleton Road to accommodate employment opportunities.
4. Support in principle the redevelopment of brown-field opportunities as identified within the Annan Regeneration Masterplan to aid the regeneration of the town.
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 2024)

No development should start on site until Windermere Road has been widened and the junction between Windermere Road and Stapleton Road has been upgraded to appropriate standards.

This site was granted planning permission in principle for residential development in 2010. Prior to the consideration of more detailed proposals for this site a masterplan should be prepared and agreed by the Council. The masterplan should demonstrate how development will take account of: phasing of development, landscaping, cycle and pedestrian routes, public transport, linkages with the town centre, open space, noise from the adjoining business and industrial land, electricity pylons and lines, and access from Windermere Road. The masterplan should also demonstrate how the development of this site relates with the adjoining site ANN.B&I1, and opposite site ANN.H2 , in terms of sustainable transport, and layout and design of buildings.

ANN.H2 Land South of Windermere Road (100 units allocated up to 2024)

No development should start on site until Windermere Road has been widened and the junction between Windermere Road and Stapleton Road has been upgraded to appropriate standards.

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, landscaping including retention of existing hedgerows, cycle and pedestrian routes, public transport, linkages with the town centre, and open space. Site layout must optimise accesses from Windermere Road, Turnberry Road and into adjoining site ANN.H3. Road connections from Craignar Court should be provided.



ANN.H3 Land between Turnberry Road and Turnberry Crescent
(30 units allocated up to 2024)

Site is fairly level with hedgerow along boundary which should be retained subject to pedestrian/cycle/road access points. Site layout must optimise accesses from Turnberry Road and into adjoining site ANN.H2. Access from Turnberry Crescent should be provided.

ANN.H4 Solway Street (15 units allocated up to 2024)

Site was granted full planning permission for residential development in 2009. Should this permission not be implemented any other proposals would be expected to address the following issues. The design and layout of houses to complement existing street-scene in respect of adjacent houses especially listed building to the north. An access should be provided into adjoining site ANN.H5.

ANN.H5 Land between Scott Street and Seaforth Park (20 units allocated up to 2024)

Road access constraints limit the number of housing units possible. Road connections should be made with Scott Street and adjoining site at Solway Street, with potential pedestrian/cycle/emergency vehicular access onto Seaforth Park. A noise assessment will be required to determine noise and required mitigation from adjacent scrap yard.

ANN.H6 Land at Watchall Road (56 units allocated up to 2024)

Tree and hedge boundary to be retained subject to access points. Capacity of roundabout junction due north to be reviewed to determine appropriate number of houses. Road widening required along Watchall Road. A noise assessment will be required to determine noise and required mitigation from adjacent scrap yard business. Ability to access land due south from within the site and to widen Watchall Road southwards from site access for potential long term expansion of Annan should not be compromised.



ANN.H7 Land adjoining Elm's Road and Lovers Walk (72 units allocated beyond 2024)

A masterplan is required to be submitted to and agreed by the Council as part of any planning application. The masterplan will 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 site opposite ANN.H8 and adjacent properties, incorporate sustainable transport measures in conjunction with site opposite (i.e. bus stop provision and pedestrian/cycle links). The main access should be taken from Elm Road with minor access via Summergate Road, with pedestrian/cycle access via Lovers Walk.

ANN.H8 Land between Hallmeadow Place and Elm Road (108 units allocated beyond 2024)

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, landscaping to incorporate existing mature trees, stone boundary walls, and hedgerows, layout and design of houses to complement site opposite ANN.H7 and adjacent properties, especially listed building 'Longmeadow', incorporate sustainable transport measures in conjunction with site opposite (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.

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

ANN.B&I1 Stapleton Road (5.5 hectares)

This site was granted planning permission for business and industrial use in 2012. Prior to the consideration of more detailed proposals for this site the following details are to be provided: details of phasing of development, landscape treatment including structure planting along boundary with A75, cycle and pedestrian routes, public transport, linkages with the town centre, and provision of open space. Site should be accessed from Stapleton Road, subject to road improvements with an emergency vehicular access onto Windermere Road. Layout of business and industrial site should consider maintenance corridor required by Scottish Power for adjoining electricity pylons and lines. A transport assessment may be required.

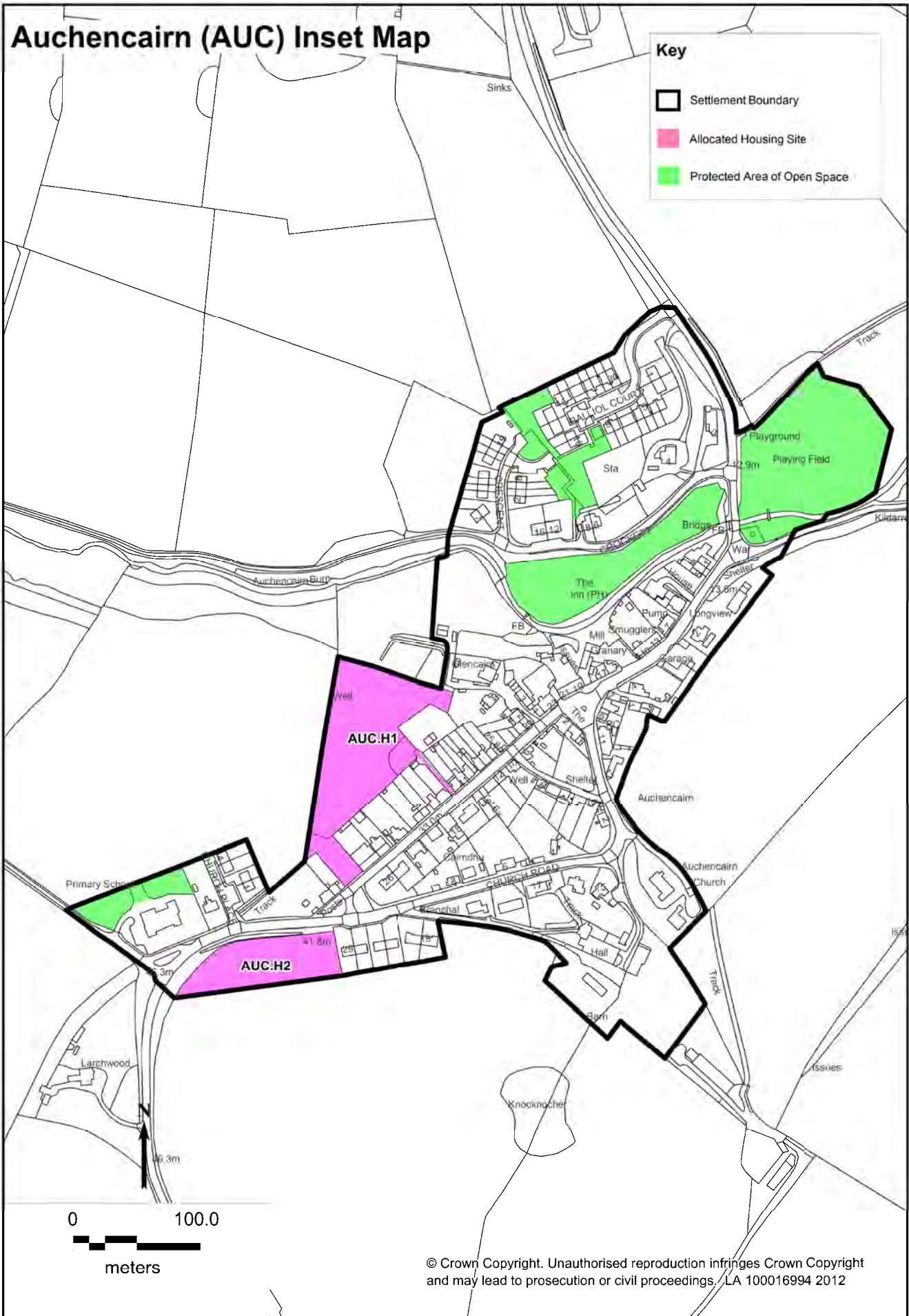




Auchencairn (AUC) Inset Map

Key

- Settlement Boundary
- Allocated Housing Site
- Protected Area of Open Space



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Auchencairn Settlement Overview

Auchencairn is identified as a Local Centre within the Stewartry Housing Market Area. The settlement contains a number of facilities, including a primary school, shop and post office, as well as other small businesses.

Auchencairn lies within the Solway Coast Regional Scenic Area and, whilst the settlement itself is not within its boundaries, it is immediately adjacent to the East Stewartry Coast National Scenic

Area. These landscape designations are an important consideration when considering future development. Work on designating a conservation area in the village is on-going.

Auchencairn has no remaining allocated housing sites left from the previous Local Plan. As well as the two allocated housing sites shown, there are some infill and conversion opportunities, in particular to the south of Church Road where land has previously been granted planning permission for housing.

Planning objectives for Auchencairn

1. Consolidate and support Auchencairn's role as a Local Centre in the settlement hierarchy.
2. Provide further opportunities for small scale housing in areas considered most suitable for development, in order to support the current population and existing services.
3. Continue to support provision of community facilities.
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.



Auchencairn (AUC) Housing (H) Sites

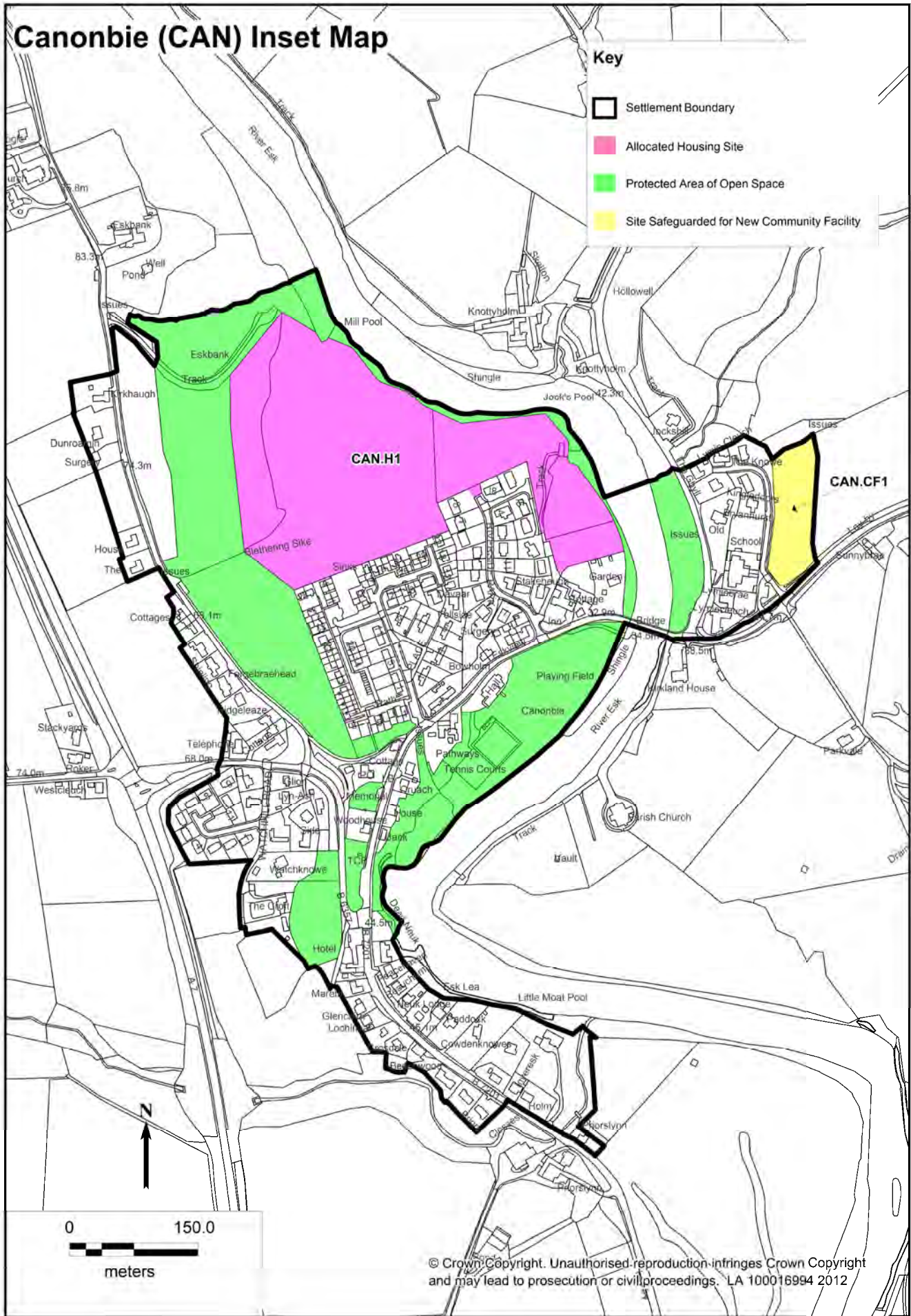
AUC. H1 Rear of Main Street (10 units allocated up to 2024)

Design and siting needs to be carefully considered to minimise impact on landscape and to be sympathetic to neighbouring properties. 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, if this is ever required for development. 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 2024)

This site provides a small scale opportunity to provide 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.







Canonbie Settlement Overview

Canonbie is identified as a Local Centre in the Eskdale Housing Market Area, it is strategically located adjacent to the A7 between Langholm and Longtown/Carlisle. The settlement contains a number of facilities including a post office/shop, hall, primary school and a hotel. The settlement has a conservation area and is characterised by the River Esk. Future development is restricted by the

River Esk to the east and the A7 trunk road to the west.

Two housing sites from the previous Local Plan have been merged and brought forward into the LDP as the sole housing site for Canonbie. Besides the housing allocation, there are some infill opportunities. The primary school may need to be extended to accommodate the proposed growth of the settlement.

Planning objectives for Canonbie

1. Consolidate and enhance Canonbie's role as a Local Centre in 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) Sites

CAN.H1 Riverside Park (85 units allocated up to 2024)

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: the Blethering Sike which is to be diverted to reduce/remove flood risk to existing properties and how it will form part of overall open space within the site, that flood risk from 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 eastern portion of site will need to be submitted alongside the masterplan. Improvements will be required to the local road network at junction of Riverside Park with B6357 and an isolated area of contaminated land will need to be remediated to the satisfaction of the Council.



Canonbie (CAN) Community Facilities (CF) Sites

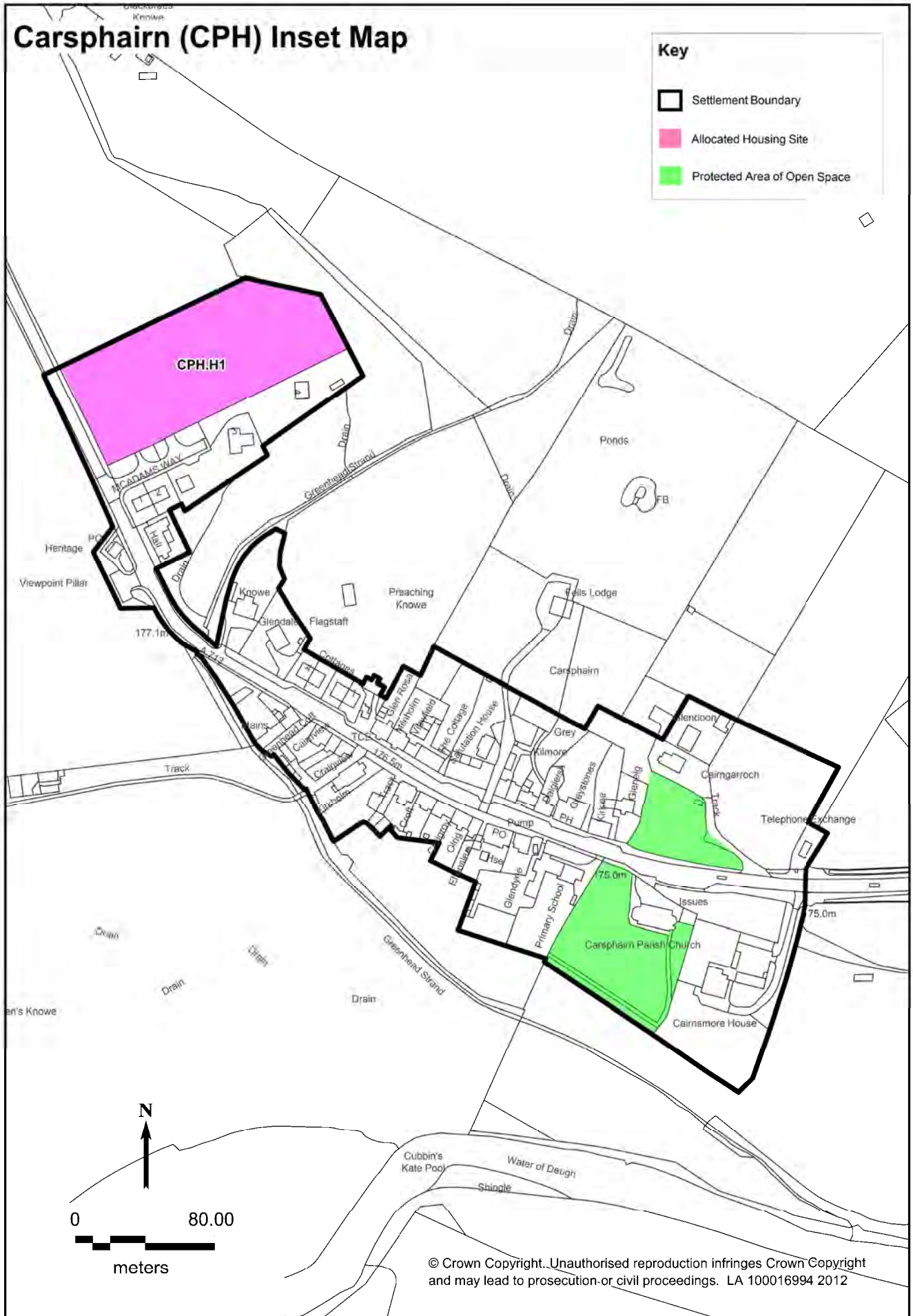
CAN.CF1 Land Due East of School

This site is safeguarded to accommodate potential future expansion of 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.





Carsphairn (CPH) Inset Map



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Carsphairn Settlement Overview

Carsphairn is identified as a Local Centre in the Stewartry Housing Market Area. It is the most northerly of Stewartry's settlements, located closer to Ayr than Castle Douglas. Carsphairn has a number of facilities including a shop, primary school and hall.

The settlement is linear in form and most properties front directly onto the A713

road which runs through the settlement. Development to the west of the A713 is constrained by the potential impact on the heritage centre, archaeological interests and the wider landscape.

The housing site allocated in the previous Local Plan has been brought forward into the LDP as it provides the most appropriate site for residential development.

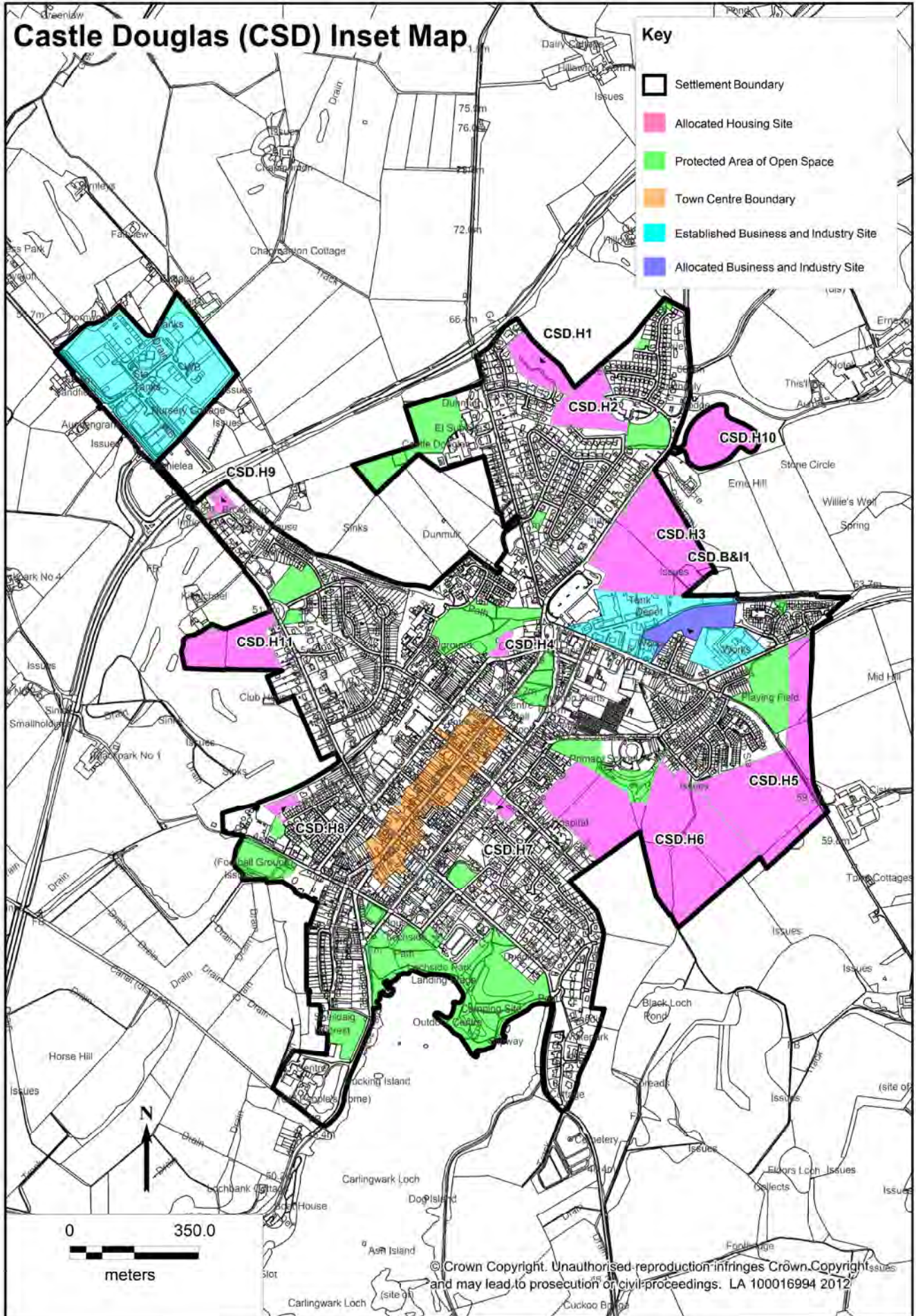
Planning objectives for Carsphairn

1. Consolidate and support Carsphairn's role as a Local Centre in the settlement hierarchy.
2. Continue to allocate land 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.

Carsphairn (CPH) Housing (H) Site

CPH.H1 North of McAdams Way (10 units allocated up to 2024)

The site forms part of the gateway to the settlement from the north, appropriate landscaping and structure planting to this northern boundary should be provided and the tree lined boundary to the east should be retained. Should proposals come forward on a plot by plot basis then any such development should enable the remaining allocated capacity to be appropriately accommodated. Open space requirements will also need to be considered for the whole development area.





Castle Douglas Settlement Overview

Castle Douglas is identified as a District Centre within the Stewartry Housing Market Area. It serves as a market town for the surrounding area and has a number of shops, services and other facilities, including tourist attractions. It is an important strategic location for employment and contains business and industrial land within the town and just off the A75 to the north.

The town is bypassed by the A75 which creates a boundary to the north and west, with open countryside to the east and Carlingwark Loch to the south. In landscape terms, the 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.

The town is also characterised by a series of small hills such as Erne, Dunmuir and Garden Hill which provide visual enclosure and setting. It is important that any new development respects and helps to enhance such landscape features.

There are a number of small sites with planning permission throughout the town, as well as larger allocated sites allowing for a choice and range of different development types. Not all the large long term sites from the previous Local Plan have been included, to ensure that only sites that are felt to be effective and reflect the nature of development in this area, are identified. To cater for business and industry, it is recognised that there are some pockets of vacant land available within the established business and industry sites shown on the map and there is also a large vacant site available for business to the east of Station Yard.

Planning objectives for Castle Douglas

1. Consolidate and enhance Castle Douglas' 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 and continue to include additional land at Station Yard, providing for future expansion of business premises and employment in that area.



Castle Douglas (CSD) Housing (H) Sites

CSD.H1 North of Garden Hill Drive (15 units allocated up to 2024)

Development proposals must be carefully designed and landscaped, taking into account the topography and elevated nature of the site, road access issues and any potential visual impact of new houses in this area. 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 and so on.

CSD.H2 West of Garden Hill Road (30 units allocated up to 2024)

Careful siting and design of new development would be required, taking into account the topography of the site, road access issues and any potential visual impact of new houses in this area. In order to minimise landscape impact, development should follow the contour line around hill rather than the hedge which runs uphill. A link road would need to be formed to access the development and this would require the construction of a roundabout and/or other traffic calming measures to control vehicle speeds. An application 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 and so on. Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on development of the site.

CSD.H3 East of Ernespie Road (130 units allocated up to 2024)

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 the creation of a suitable access. 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 would be required to screen the adjacent industrial land and supermarket and boundary definition to the north is required to avoid development of the



moraine slope. The existing dry stone 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. Flood risk will need to be investigated to determine whether the minor water course would have an impact on development of the site.

CSD.H4 Cotton Street (16 units allocated up to 2024)

The site was granted full planning permission for residential development in 2011. The site has a good central location, being within short walking distance of a range of shops and other services. Consideration should be given to pedestrian access to nearby open space.

CSD.H5 West of Torrs Road (133 units allocated up to 2024)

This large site provides an opportunity to provide a mixed housing development to cater for a wide range of household types, including affordable housing. 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 Drainage Schemes, landscaping, cycle and pedestrian routes, open space and the creation of a suitable access. 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 to CSD.H5 is proposed to be taken from the A745 Dalbeattie Road; the new eastern boundary of this access point should be reinforced with hedge and tree planting. Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on development of the site.

CSD.H6 South of Jenny's Loaning (190 units allocated beyond 2024)

This site would provide the next phase of development of this part of the town, linking to the adjacent site CSD.H5. Development is likely to occur in a later Plan period. The site also contains steeply sloping land with various changes in level. A masterplan is required for both sites, taking account of the future development of CSD.H6, including access. This masterplan is required to be submitted as part of



any planning application and agreed by the Council. This should carefully 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 Flood Risk Assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

CSD.H7 Academy Street / Queen Street (10 units allocated up to 2024)

This brownfield site was granted planning permission in principle for residential development in 2011. The replacement of suitable trees and other landscaping should form part of any future development.

CSD.H8 Rear of Douglas Terrace / Trinity Lane (6 units allocated up to 2024)

This site was granted full planning permission for residential development in 2011. Should this permission lapse and not be implemented then other future proposals should ensure that the following points are taken into consideration. As the site is adjacent to a former railway line, potential contamination of the site will need to be investigated. A suitable planting scheme and screening of the development from neighbouring properties will also be required. The site is within close proximity to the Castle Douglas Waste Water Treatment Works.

CSD.H9 Abercromby Place (5 units allocated up to 2024)

This small site is relatively flat and contained to the rear by the former railway line and an embankment to the A75 which is elevated above the site. Minimising noise from this road will need to be taken into account when developing the site.



CSD.H10 Land to South of Ernespie Lodge (25 units allocated up to 2024)

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 2024)

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. Additional planting should also be provided to reinforce the boundary with the adjacent golf course. Access to the site shall be staggered from the U451 Cairnsmore Road/ A713 Abercromby Road junction. Traffic calming measures may also be required on the A713 public road.

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

CSD.B&I1 Land at Oakwell Road (1.4 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.

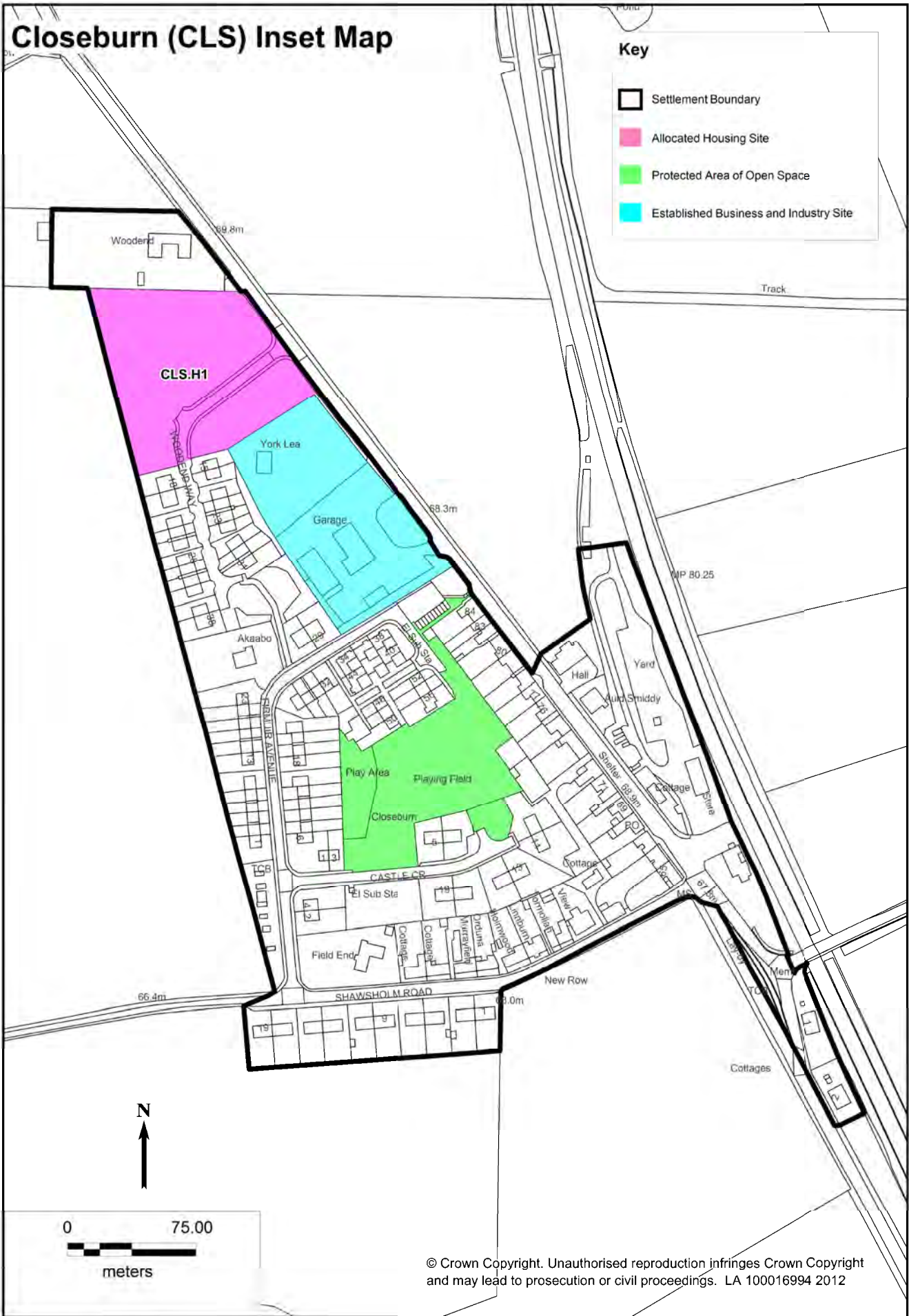
Flood risk will need to be investigated to determine whether the water course that runs through the site will have an impact on development of the site.



Closeburn (CLS) Inset Map

Key

- Settlement Boundary
- Allocated Housing Site
- Protected Area of Open Space
- Established Business and Industry Site



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Closeburn Settlement Overview

Closeburn is identified as a Local Centre within the Dumfries Housing Market Area. The village lies on the A76 trunk road to the north of Dumfries. The village contains a number of facilities including a shop and a hall. The primary school lies outwith the settlement, some 500m to the east.

A development of affordable housing has recently been completed at Firmuir Avenue and a further site has been allocated for residential development which represents an acceptable extension to the village. Small scale opportunities for business and industry exist at the former garage site.

Planning objectives for Closeburn

1. Consolidate and enhance Closeburn's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing on the northern edge of the settlement 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.

Closeburn (CLS) Housing (H) Sites

CLS.H1 Woodend Way (33 units allocated up to 2024)

Development of this site should take access from Woodend Way. The design and form of development should complement the adjacent development at Woodend Way.



Creetown Settlement Overview

Creetown is identified as a Local Centre within the Mid Galloway Housing Market Area. Creetown is located off the A75 south of Newton Stewart and contains a number of facilities including a primary school, shops and visitor and tourist facilities including a museum.

The A75 and Cree River to the west and steep topography to the east limits development to the north and south of the settlement.

Housing sites have been allocated to the north of the settlement as they provide the most appropriate option for residential development.

Planning objectives for Creetown

1. Consolidate and support Creetown's role as a Local Centre in 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 2024)

Site forms part of a settlement extension to the north. A masterplan is required for development of this site in combination with site CRE.H2. Two access points will be required with a loop layout. 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. Direct pedestrian and cycle connections should be created to allow access to the facilities in the settlement. The course of the 18th century Old Military Road cuts through the site. This should be investigated for archaeological purposes and recorded prior to development of the site.

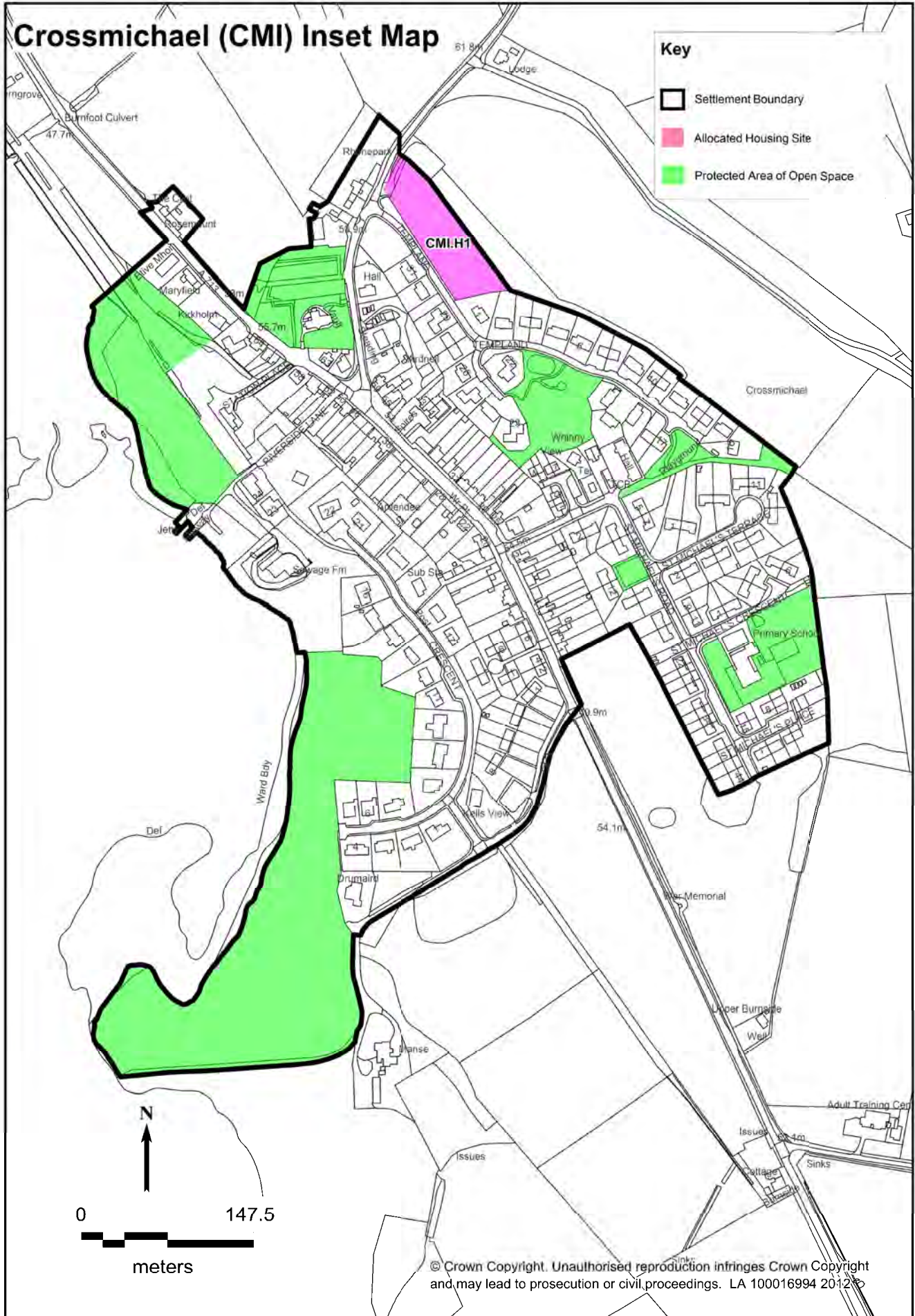
CRE.H2 Barholm Croft (16 units allocated up to 2024)

Site forms part of a settlement extension to the north. A masterplan is required for development of this site and CRE.H1. Due to level differences between the road and the site, access should be incorporated with CRE.H1, which will require two access points and a loop layout. 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. Direct pedestrian and cycle connections should be created to allow access to the facilities in the settlement. The course of the 18th century Old Military Road cuts through the site. This should be investigated for archaeological purposes and recorded prior to development of the site.

CRE.H3 Minnipool Place (25 units allocated up to 2024)

Site offers suitable developable land to the north of Creetown adjacent to Creetown Primary School. Access would be formed from the Old Military Road linking to Minnipool Place and requires the road to be widened. Development of the upper slopes should be limited to single storey and 1.5 storey developments.







Crossmichael Settlement Overview

Crossmichael is identified as a Local Centre in the Stewartry Housing Market Area. It is located adjacent to Loch Ken, on the A713 between Castle Douglas and New Galloway. The settlement has a number of facilities including a primary school, shop / post office and public house.

The focal point of the settlement is the eighteenth century parish church to the northern end of the village, the

setting of which should be protected from development. Crossmichael also lies within the Galloway Hills Regional Scenic Area, this landscape designation is an important consideration when considering future development.

Crossmichael has no remaining allocated housing sites left from the previous Local Plan. The housing site allocated in the LDP is adjacent to the recent development that has taken place to the rear of Main Street, this should maximise the use of existing infrastructure.

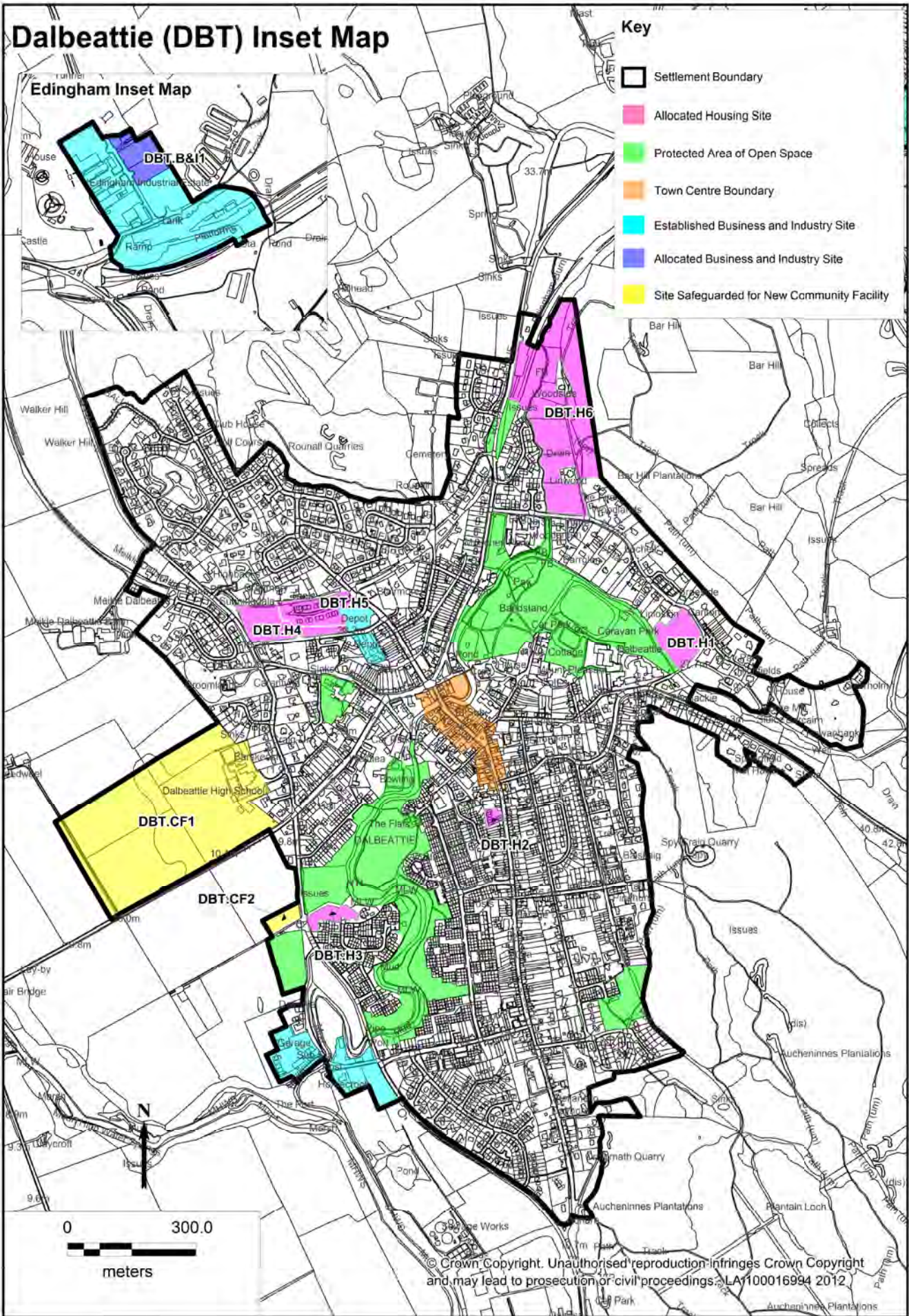
Planning objectives for Crossmichael

1. Consolidate and support Crossmichael's role as a Local Centre in the settlement hierarchy.
2. Provide for a modest amount of additional housing adjacent to new development to make the most of existing infrastructure that has recently been put in place to ensure that Crossmichael continues to sustain its existing population and services.

Crossmichael (CMI) Housing (H) Site

CMI. H1 Land at Templand (5 units allocated up to 2024)

This site forms a small extension to recent development at Templand, opposite existing housing plots. Development should reflect the existing style of adjacent houses. The site is partly within the Culgruff Non-Inventory Designed Landscape, as well as being within the wider Regional Scenic Area so care should be taken to respect the special quality of the surrounding landscape. The existing public access road may need to be widened to allow for new development. A small watercourse runs close to the eastern edge of the site so flood risk may need to be investigated.





Dalbeattie Settlement Overview

Dalbeattie is identified as a District Centre in the Stewartry Housing Market Area. The town benefits from 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. Dalbeattie has a range of shops, facilities and businesses serving the wider area.

To the east, the town is enclosed by forestry, incorporating important walking and cycling routes. The north of the town includes the cemetery and other areas of open space forming part of the wider green network, as well as the main entry to the town from Dumfries. It is important to enhance these entrance points to the town where landscape

features create attractive gateways. The southern approach to the town is within close proximity to the East Stewartry Coast National Scenic Areas where, again, landscape consideration is important. Locally quarried granite stone used in the construction of many of the buildings give the town its own unique feel and character.

There are a number of sites of various sizes which benefit from planning permission in the town (some of which is already under construction), land from the previous Local Plan which is still available, as well as new identified sites – all providing for a range of development opportunities. Business and industrial land is provided throughout the town, including additional capacity at Edingham.

Planning objectives for Dalbeattie

1. Consolidate and enhance Dalbeattie'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 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.
4. Continue to provide a mixture of larger sites and small infill sites to provide a range of different development opportunities, including small scale development and affordable housing.
5. Continue to support provision of a range of community facilities.



Dalbeattie (DBT) Housing (H) Sites

DBT.H1 Sunnyside / Barhill Road (12 units allocated up to 2024)

The site was granted planning permission in principle in 2010. Should this permission lapse and not be implemented then other future proposals should ensure that careful consideration is given to siting and design of new development, taking into account the topography of the site. The site is adjacent to a flood risk area but SEPA have accepted the flood risk assessment submitted as part of the previous application.

DBT.H2 128–140 High Street (11 units allocated up to 2024)

This brownfield site was granted full planning permission for residential development in 2008. Should this permission lapse and not be implemented then other future proposals should also take the following point into account. Part of the site is occupied by a traditional one and a half storey dwelling; this should be retained and included in any development proposals for the site.

DBT.H3 Bruce Road / Port Road (12 units allocated up to 2024)

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. A flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application as the site is adjacent to the flood envelope of the Dalbeattie burn. The site is within close proximity to a waste water pumping station.

DBT.H4 New Road / Haugh Road (21 units allocated up to 2024)

This is a brownfield site and forms part of the former railway line which should be considered for a through-route. Possible contamination issues have been highlighted owing to previous uses and should be investigated prior to development.



DBT.H5 Station Road (20 units allocated up to 2024)

This brownfield site was granted full planning permission for residential development in 2012. Should this permission lapse and not be implemented then other future proposals should take the following point into account. Contamination has been identified and some remedial work carried out, however excavation for the purposes of the development should be closely monitored to identify the presence of any further contaminants.

DBT.H6 John Street / Barhill Road (20 units allocated up to 2024)

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: phasing of development, landscaping, cycle and pedestrian routes, public transport, open space within the site and linkages with wider green networks such as Bar Hill plantation. As the site is adjacent to the flood envelope of Edingham Burn, a Flood Risk Assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Dalbeattie (DBT) Community Facilities (CF) Sites

DBT.CF1 Craignair Road

This site is located on the edge of the settlement and represents an extension to the western boundary of Dalbeattie and has been included for the purposes of accommodating the proposed new high school and other associated community facilities. A masterplan is required to be submitted as part of any planning application and agreed by the Council. If it is necessary to include the land at the western periphery of the site, the arrangements will take account of the access roadway serving Reedweel, and future maintenance responsibilities if there is to be any use of this lane, suitably upgraded, to serve the community site. As this is such a large, visually prominent site on a main gateway from Castle Douglas, developing onto what is currently open countryside, landscaping and boundary treatment is a critical element of any development proposal. The site was previously used as a POW camp in WWII and archaeological investigation would be recommended prior to development. Further information should be obtained to determine the impact the adjacent watercourses / field drains may have on development of the site.



DBT.CF2 Medical Centre, Port Road

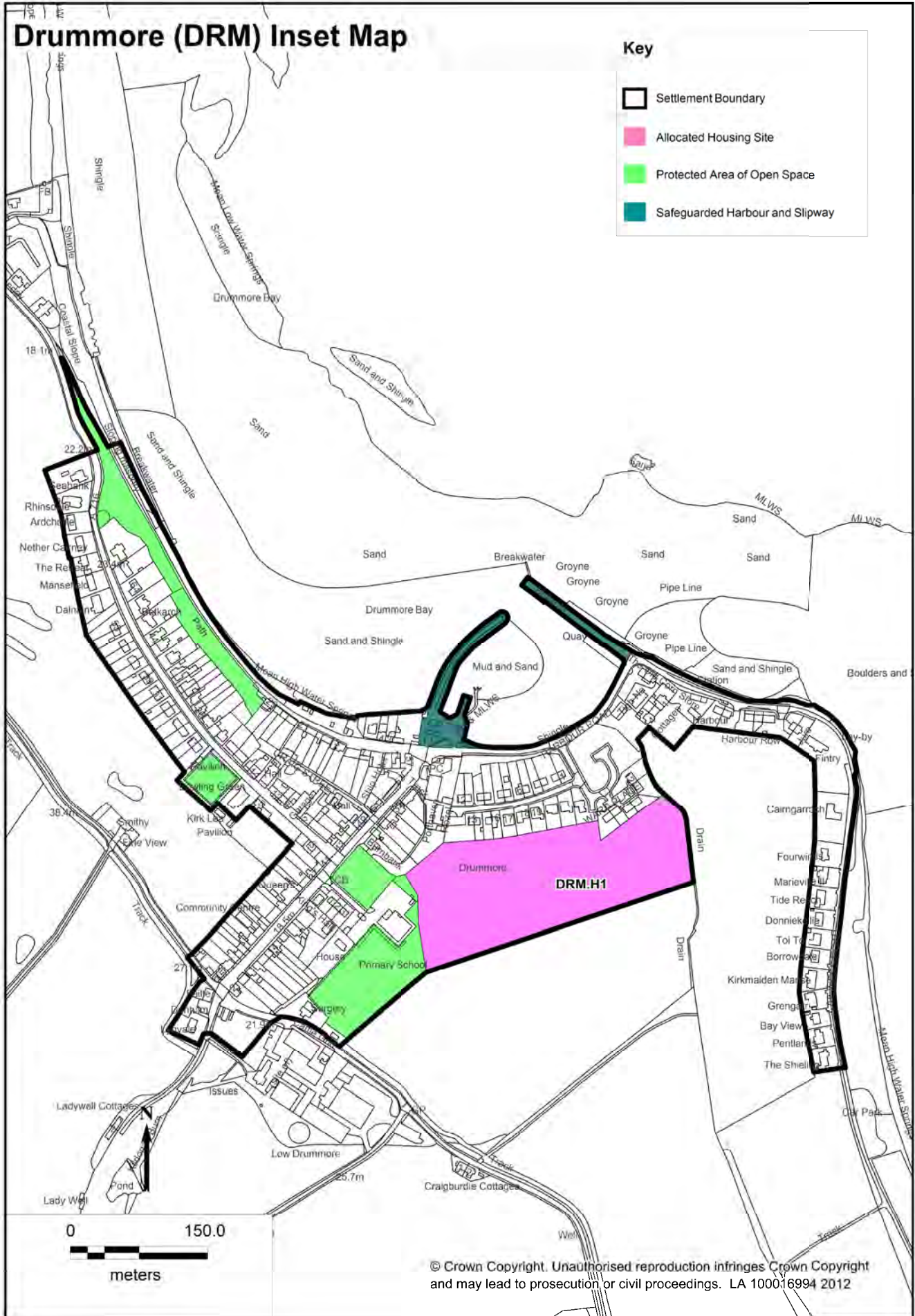
Planning permission for a medical centre has been granted on this site. As the site is highly visible from the main approach from Castle Douglas, appropriate screen / boundary planting should be adopted to lessen any visual impact.

Dalbeattie Business & Industry (B&I) Site

DBT.B&I1 Land at Edingham Business Park (1.25 hectares)

This site includes land formerly proposed for business and industry and the inclusion of additional land within the boundary of the existing business park which rounds off the wider site and provides for extra future capacity. 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.







Drummore Settlement Overview

Drummore is identified as a Local Centre in the Stranraer Housing Market Area and lies to the south of Stranraer on the A716. The settlement benefits from having a number of facilities including a harbour, primary school, public house and shop amongst others.

In terms of development potential the settlement is constrained by the surrounding coast and rising slopes to the west. Drummore lies within the

Rhins Coast Regional Scenic Area, this landscape designation is an important consideration when considering future development.

A large site has been allocated for housing development within the village, the development of which will help to support and sustain local facilities. Work is ongoing to develop the harbour, the outcome of which has the potential to promote and sustain the community and encourage economic growth.

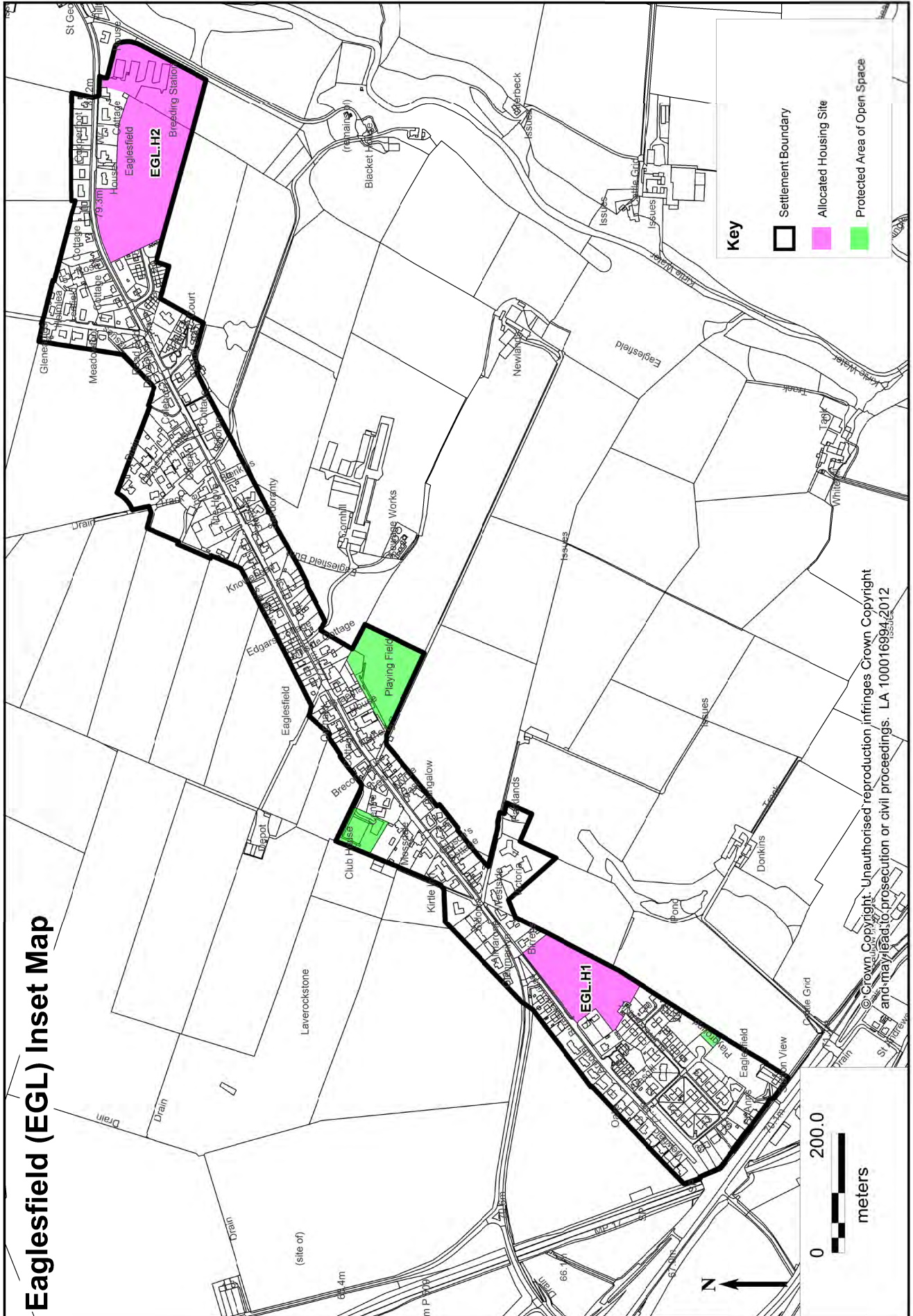
Planning objectives for Drummore

1. Consolidate and enhance Drummore's role as a Local Centre in the settlement hierarchy.
2. To 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 2024)

The site should be accessed from Ward Place, an access into the adjacent field to the east should be incorporated into the layout to provide for future residential development. The site requires landscaping on the southern and eastern edges to provide a distinct settlement boundary. There may be archaeological issues that might require evaluation or mitigation to be carried out. A masterplan layout and level information of the site along with bed, bank and water levels of the small watercourse may be sufficient to remove flooding concerns. Alternatively a Flood Risk Assessment may be required to ensure that development of the site complies with the principles of SPP.





Eaglesfield Settlement Overview

Eaglesfield is identified as a Local Centre within the Annan Housing Market Area and is strategically located adjacent to the A74(M) and within the Gretna-Lockerbie-Annan regeneration corridor. Eaglesfield has a number of facilities including a post office/shop, hall and primary school.

Eaglesfield is a linear village. Development potential is restricted by the local road network, the setting of the village, the railway line and B7076 to the southwest.

The settlement has prolonged difficulties with drainage and appropriate SuDS provision must be provided for any future developments.

Two allocated housing sites have been brought forward into the LDP from the previous local plan and have been connected by the land in between to form EGL.H2. As there was no demand for the former depot site to be used for business and industry it has been changed to housing site EGL.H1.

Planning objectives for Eaglesfield

1. Consolidate and enhance Eaglesfield's role as a Local Centre within the settlement hierarchy.
2. Support the redevelopment of brown-field 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 2024)

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

This site was granted planning permission in principle for residential development in 2011. Prior to the consideration of more detailed proposals for this site the following matters are to be addressed: a flood risk assessment will need to be submitted to 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 re-located to a more appropriate location or consolidated on site. Road access due east of site for potential long term expansion of Eaglesfield should not be compromised.

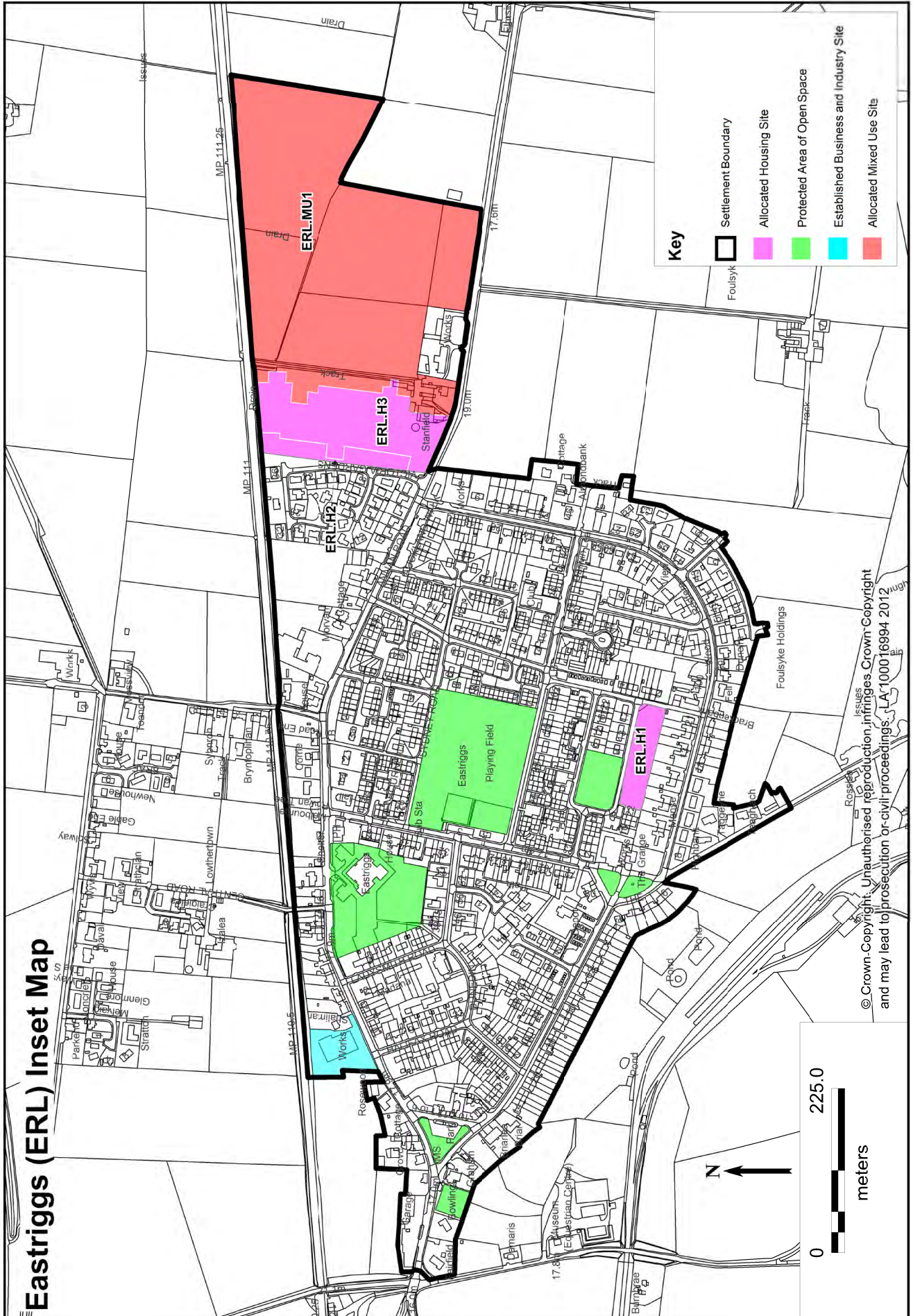


EGL.H2 Land between Ashyards Crescent and Sunnybrae (78 units allocated up to 2024)

Site is relatively flat with hedge and tree boundaries which should be retained subject to pedestrian/cycle/vehicular accesses.

The former poultry unit to the eastern part of this site was granted planning permission in principle for residential development in 2011. Prior to the consideration of more detailed proposals for this site the following matters are to be addressed: 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. Layout of development must be sympathetic to adjacent non-inventory designed landscape due southeast of site. Road accesses to the south of site for potential long term expansion of Eaglesfield should not be compromised.







Eastriggs Settlement Overview

Eastriggs is identified as a Local Centre within the Annan Housing Market Area and is strategically located adjacent to the A75 and within the Gretna-Lockerbie-Annan regeneration corridor. Eastriggs has a number of facilities including a post-office, primary school, shop and public houses. The plan supports in principle the formation of a new railway station at Eastriggs.

Eastriggs is a planned settlement formed to support World War 1 efforts. Development potential of Eastriggs is restricted by the railway line and the

A75 to the north, landscape impact and topography to the south and potential coalescence with Dornock to the west.

The housing site at Gillwood Road which is allocated in the previous Local Plan has been brought forward into the LDP along with the allocation of three new sites. Planning permission has been granted for 11 units at Victoria Gardens (EGL.H2), and 27 units plus an exhibition centre to accommodate the Devil's Porridge Exhibition at Land northwest of Stanfield Farm (EGL.H3). A mixed use opportunity is provided at Stanfield Farm EGL.H4. Recent development at Eastriggs includes houses at Victoria Gardens.

Planning objectives for Eastriggs

1. Consolidate and enhance Eastriggs' role as a Local Centre within the settlement hierarchy.
2. Identify mixed use site to provide opportunities for new start up business or enterprise units to support sustainable economic growth and the regeneration of the GLA corridor.
3. Protect the surrounding countryside from ribbon development.

Eastriggs (ERL) Housing (H) Sites

ERL.H1 Gillwood Road (10 units allocated up to 2024)

Flat site within residential area overlooking existing open space opposite. Existing large trees along southern boundary to be protected during development and retained.



ERL.H2 Victoria Gardens (11 units allocated up to 2024)

Site was granted full planning permission for residential development in 2010. Should this permission not be implemented any other proposals would be expected to address the following issues: potential noise impact and soil contamination from the adjoining railway line. Access should be provided into adjoining site ERL.H3.

ERL.H3 Land northwest of Stanfield Farm (27 units allocated up to 2024)

Site was granted full planning permission for residential development and an exhibition centre in 2011. Should this permission not be implemented, a masterplan will need to be prepared for this site and the adjoining site ERL.MU1 to accompany any future planning application(s). The elements a masterplan needs to cover are outlined in the site guidance to ERL.MU1.

Eastriggs (ERL) Mixed Use (MU) Site

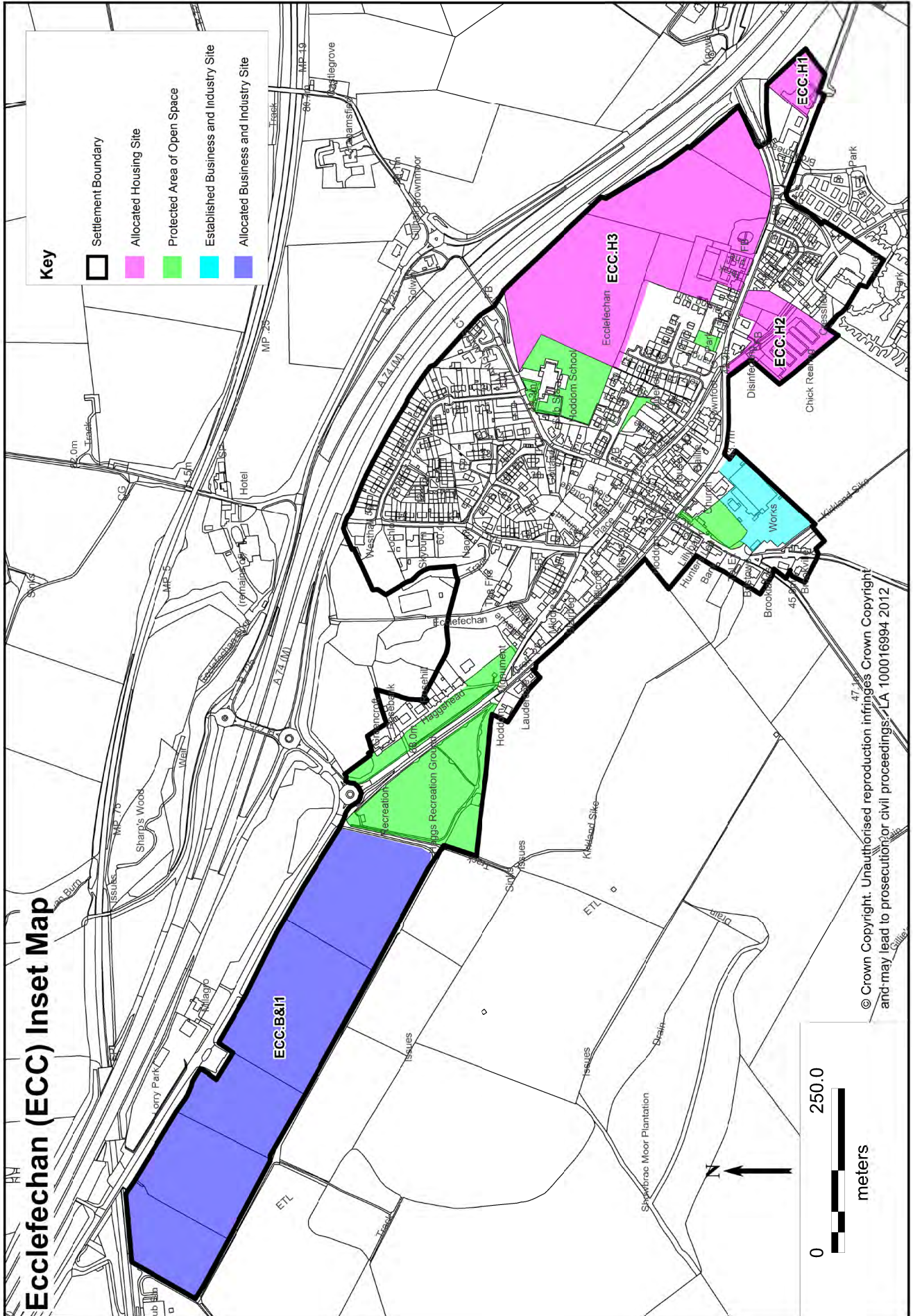
ERL.MU1 Stanfield Farm (200 units allocated up to 2024 plus flexible business units)

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 development will take account of: phasing and layout of development including the provision of open space, potential noise impact and soil contamination from the adjoining railway line, 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 flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Part of site should include provision for flexible business units, they should be situated adjacent to the road and existing businesses.







Ecclefechan Settlement Overview

Ecclefechan is identified as a Local Centre within the Annan Housing Market Area. Ecclefechan is strategically located adjacent to the A74(M) and falls within the Gretna-Lockerbie-Annan regeneration corridor. The settlement has a number of facilities including a hall, shop, primary school and the house where Thomas Carlyle was born which is now a museum.

The development potential of the village is restricted by the associated floodplain of the stream which runs parallel to the

high street, the A74(M) to the north, and adverse landscape impact and/or local road network constraints in other directions. These issues are important considerations when considering future development.

Three new housing sites and one business and industry site have been identified to accommodate future growth for Ecclefechan. These sites are within walking distance of town centre services/facilities including the primary school. The business and industry site is strategically adjacent to the A74(M).

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 brown-field land.
4. Identify new business and industrial land to support sustainable economic growth and the regeneration of the GLA corridor.
5. Protect the surrounding countryside from ribbon development.

Ecclefechan (ECC) Housing (H) Sites

ECC.H1 Land adjacent to Tiree (6 units allocated up to 2024)

Flat site in close proximity to the A74(M), the trees along boundary should be retained. A noise assessment will need to be carried out and any necessary mitigation measures implemented. The junction with the B7076 may require to be upgraded to accommodate the development.



ECC.H2 Land south of Buccleuch Cottage (18 units allocated up to 2024)

Flat site with hedge and trees along road boundary which should be retained subject to pedestrian/cycle/vehicular access points. Landscaping details should address effective boundary treatment particularly along the south-western edge of the site. A burn runs through site, a flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. A contaminated land assessment will be required (e.g. shallow soil samples) along with any necessary mitigation due to current land use (poultry farm). Should the road access solely be acceptable via the northeast corner; a pedestrian/cycle access to the north west corner should be provided, and the FRA should include an assessment of a possible road bridge over the burn on site.

ECC.H3 Ibrak Farm (100 units allocated up to 2024)

Land rises to A74(M) and 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. The masterplan will 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 flood risk assessment will need to be submitted to 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 adjoining A74(M). The existing SuDS from the adjoining Drumbow Homes site on Meadowfoot Road and proposed SuDS drainage should be consolidated.



Ecclefechan (ECC) Business and Industry (B&I) Site

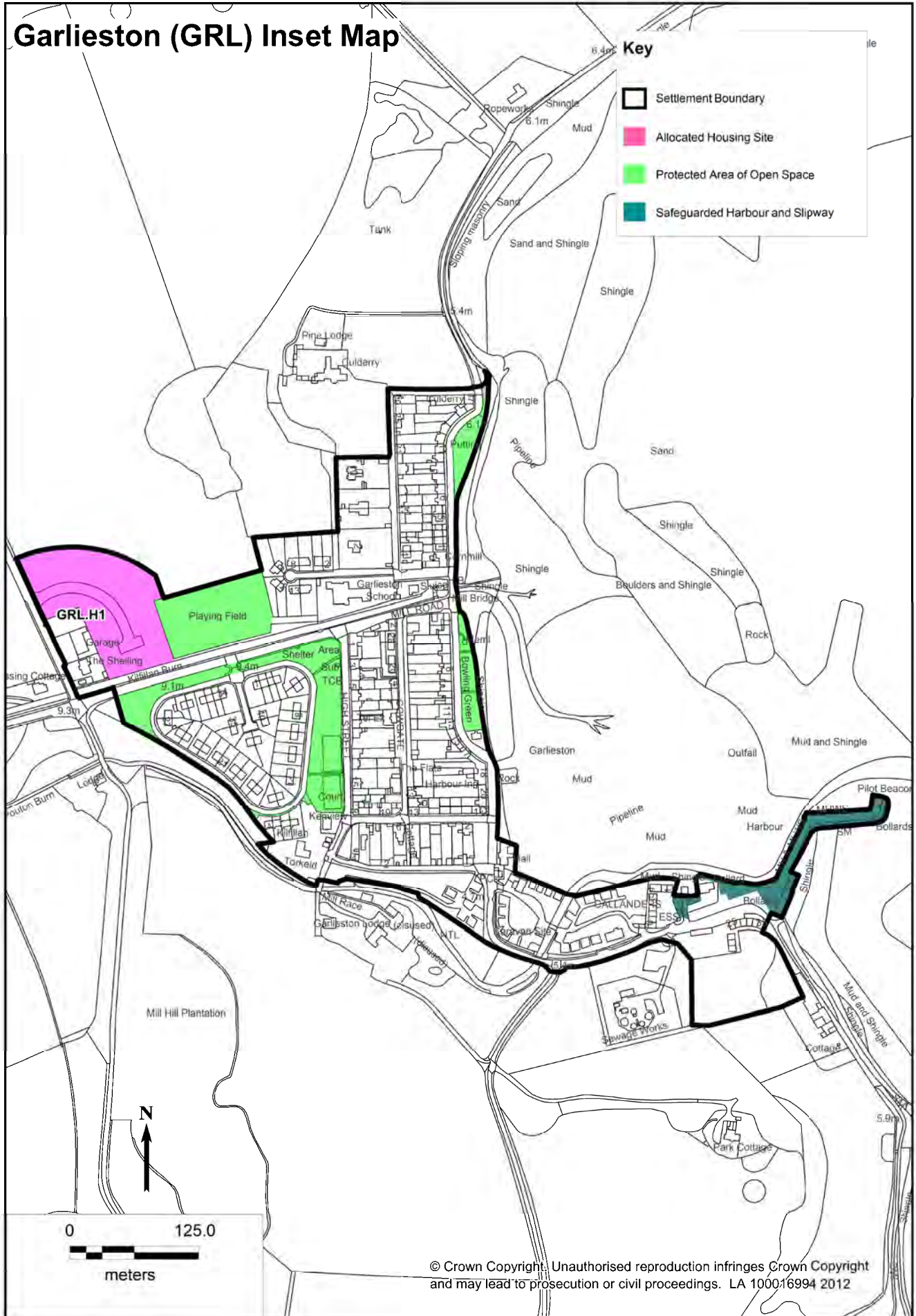
ECC.B&I1 Land adjoining B7076, Jct 19 A74(M) (11 hectares)

Site is flat and located adjacent to Junction 19 of 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 development, and how the site will be landscaped including structural planting adjacent to B7076 and boundary with adjacent playing field / park, and that a maintenance corridor has been provided for the overhead power line at western end of site.



Garlieston (GRL) Inset Map



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Garlieston Settlement Overview

Garlieston is identified as a Local Centre in the Mid Galloway Housing Market Area. It is a coastal village on the east coast of the Machars and located south of Wigtown overlooking Wigtown Bay. The settlement contains a number of facilities including a primary school, shop and other small businesses.

Garlieston is a planned estate village within the Machars Coast Regional Scenic

Area. Development potential is limited by the coast to the east and an Inventory Designed Landscape to the south. These designations are an important consideration when considering future development.

Redevelopment of the former warehouse and harbour buildings has resulted in a number of new houses being provided. The site at Mill Road (GRL.H1) was allocated in the previous Local Plan and is carried through into the LDP.

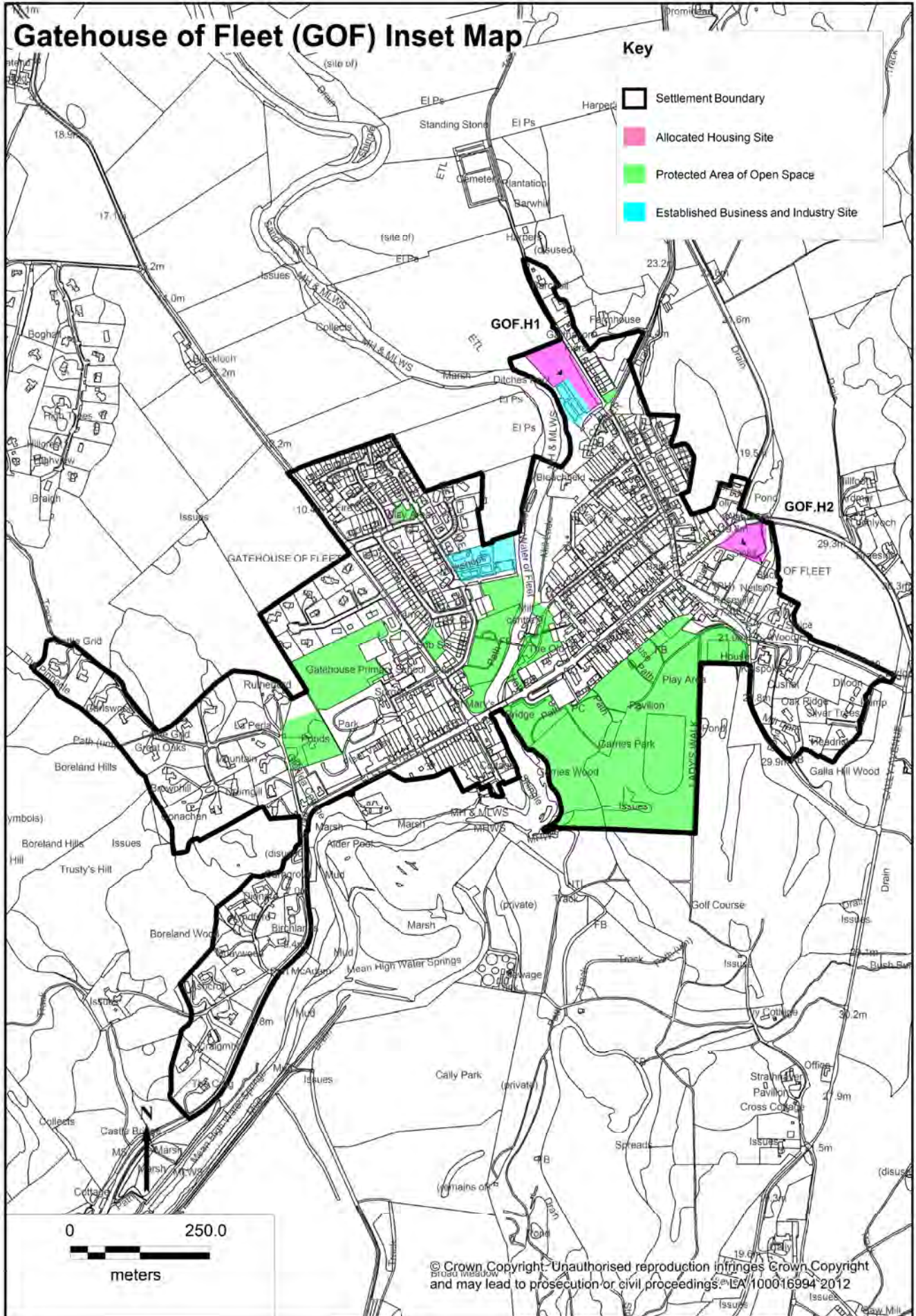
Planning objectives for Garlieston

1. Consolidate and enhance Garlieston's role as a Local Centre in 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 2024)

Access to the site should be taken from B7004. Entrance from Mill Road will require a bridge over the burn and the existing trees should be protected where possible. A Flood Risk Assessment will be required to determine the developable area. No floodplain development should be proposed.





Gatehouse of Fleet Settlement Overview

Gatehouse of Fleet is identified as a Local Centre in the Stewartry Housing Market Area with a number of facilities including shops, a primary school, church and tourist facilities such as the Mill on The Fleet.

Its historical importance, planned form and attractive appearance have resulted in much of the settlement being designated as a conservation area. The town particularly benefits from its landscape setting, being at the heart of the Fleet Valley National Scenic Area

and with much of the surrounding area being under National Trust Conservation Agreements which prevent development.

Post war development of Gatehouse has been typified by low density satellite estates, located in clusters on the periphery of the town, often within areas of woodland. Whilst development opportunities still remain within these satellite areas, future housing development is to be focused within the core of the settlement in order to make the most of existing infrastructure. There are a couple of opportunities identified which should provide adequate land for any future housing demand.

Planning objectives for Gatehouse of Fleet

1. Consolidate and support Gatehouse of Fleet's role as a Local Centre in the settlement hierarchy.
2. Acknowledge the characteristics of more recent development (i.e. low density development located within woodland) but focus the majority of new housing opportunities within the core of the settlement in order to encourage a more sustainable pattern of development, making most use of existing infrastructure and supporting local services.
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. Continue to identify specific business and industry sites where such land currently exists, as well as supporting applications for economic development in other areas, where appropriate.



Gatehouse of Fleet (GOF) Housing (H) Sites

GOF. H1 Memory Lane (6 units allocated up to 2024)

Planning permission in principle was granted for residential development in 2012. 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 2024)

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. A flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

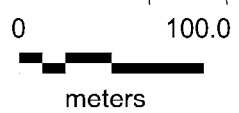
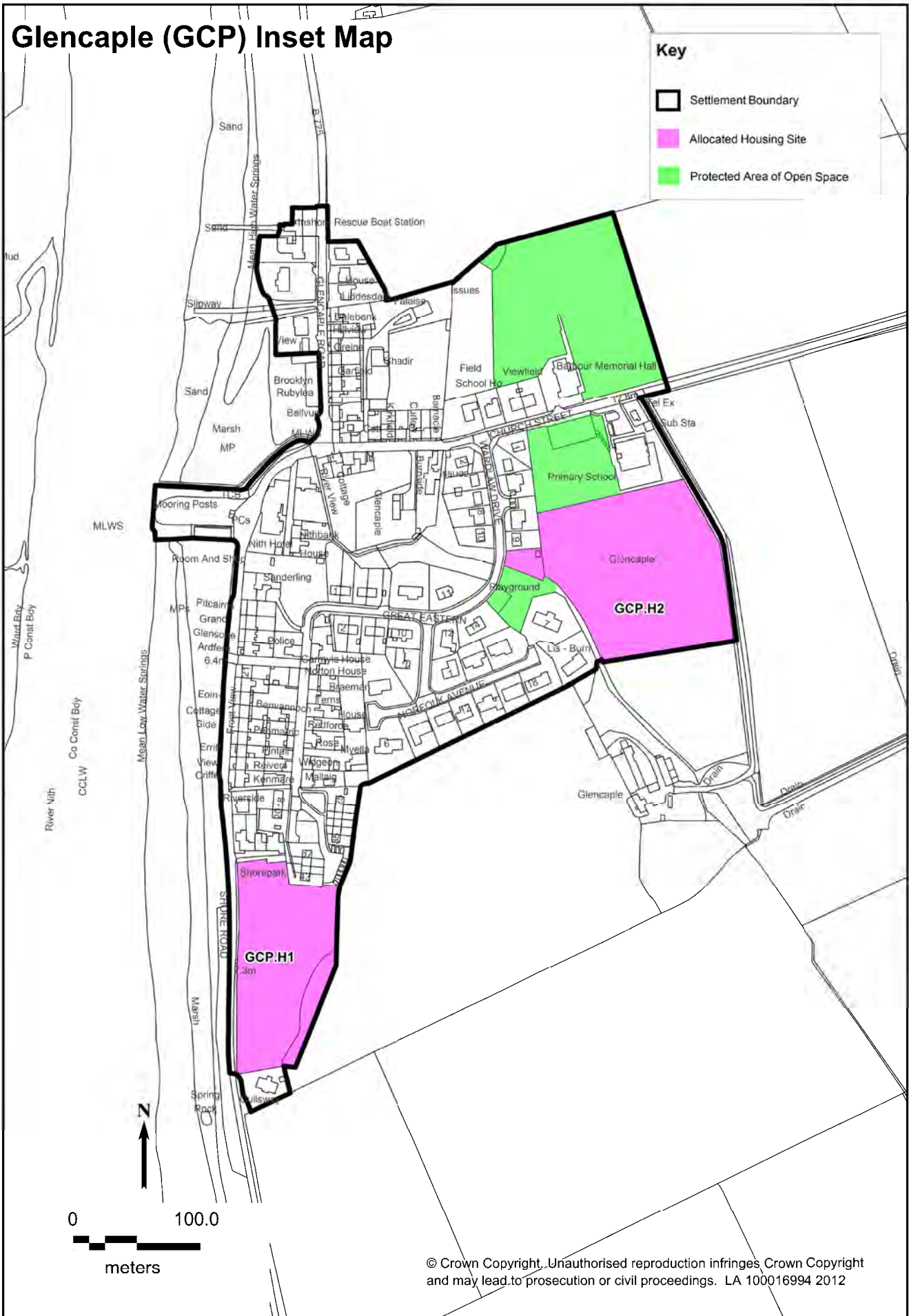




Glencaple (GCP) Inset Map

Key

-  Settlement Boundary
-  Allocated Housing Site
-  Protected Area of Open Space



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Glencaple Settlement Overview

Glencaple is identified as a Local Centre within the Dumfries Housing Market Area. The village lies to the south of Dumfries on the B725, fronting the Nith Estuary. The village contains a number of services including a primary school and a community shop and café.

The village is within the Nith Estuary National Scenic Area (NSA) and is situated on the shores of the Upper Solway Flats and Marshes SSSI and the Solway European Marine Site and therefore any new development should

not have a detrimental impact on these environmental interests.

Housing sites allocated in the previous Local Plan have been carried forward as they continue to provide suitable options for residential development. A village design statement has been produced with the residents of the village as supplementary guidance to the LDP. All new developments should take this guidance into account. Any future development on the quay should be of a sensitive design and scale taking account of its quayside character and features.

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.

Glencaple (GCP) Housing (H) Sites

GCP.H1 Shore Road (24 units allocated up to 2024)

This site was granted full planning permission for residential development in 2011. Should this permission not be implemented any other proposals would be expected to address the site's location within the 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.

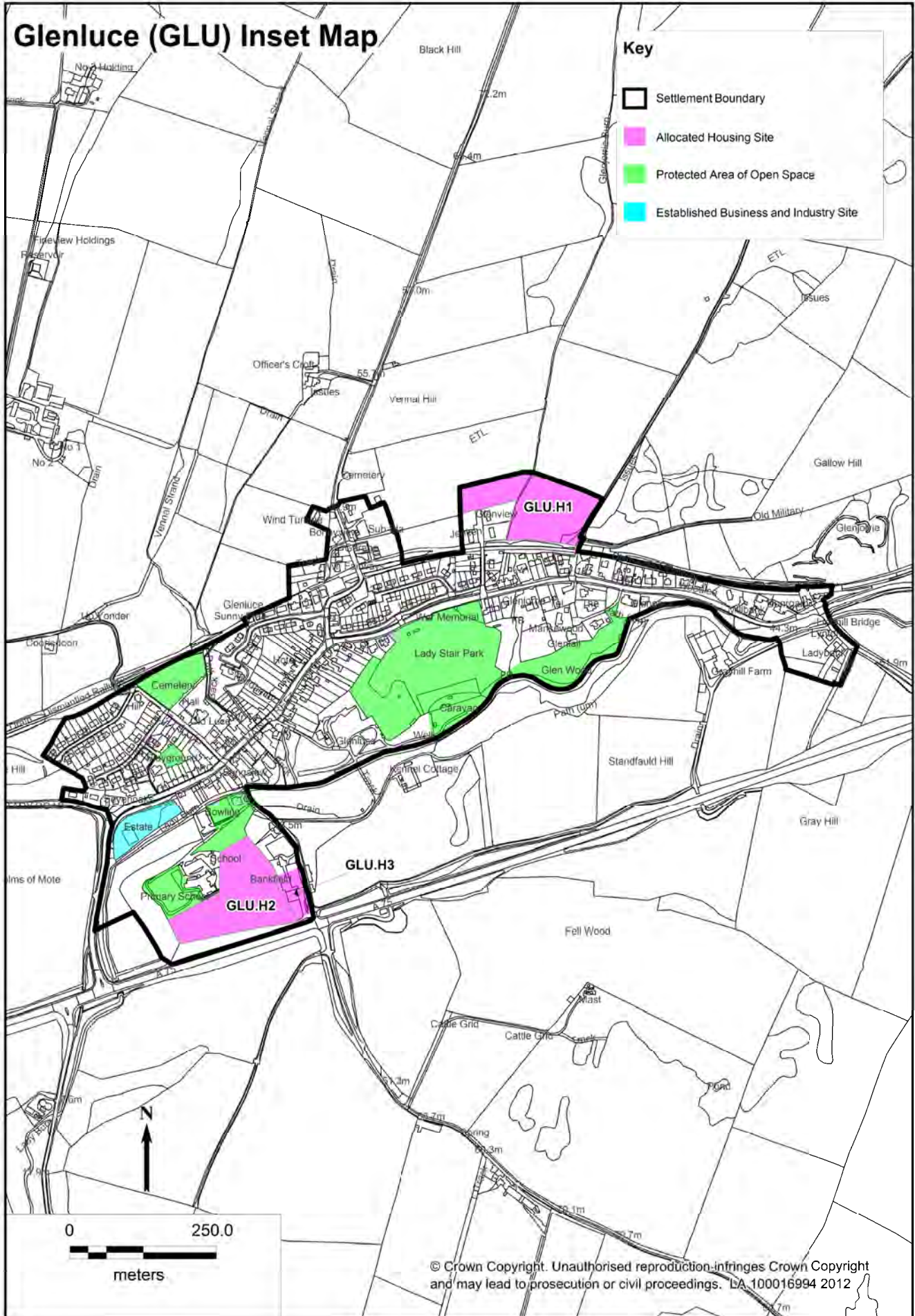


GCP.H2 Wardlaw Drive (34 units allocated up to 2024)

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 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.

It will be necessary to demonstrate that the site is not subject to unacceptable flood risk. It may be possible to demonstrate this by means of a masterplan layout with level information regarding the site and the bed, bank and water levels of the adjoining watercourse. Otherwise a flood risk assessment may be required.







Glenluce Settlement Overview

Glenluce is identified as a Local Centre within the Stranraer Housing Market Area. The village lies to the north of the A75 east of Stranraer. The settlement benefits from having a number of facilities including a primary school, shop and public house.

The settlement is constrained by steep

slopes and the A75 to the south. The land to the east and west contain burns which are prone to flooding and therefore limiting development within the village.

Glenluce has no remaining allocated sites left from the previous Local Plan. As well as the three allocated sites shown there are some infill opportunities.

Planning objectives for Glenluce

1. Consolidate and enhance Glenluce's role as a Local Centre in 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 2024)

Site to be accessed from Glenjorrie Avenue with 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.

GLU.H2 Bankfield Farm (46 units allocated up to 2024)

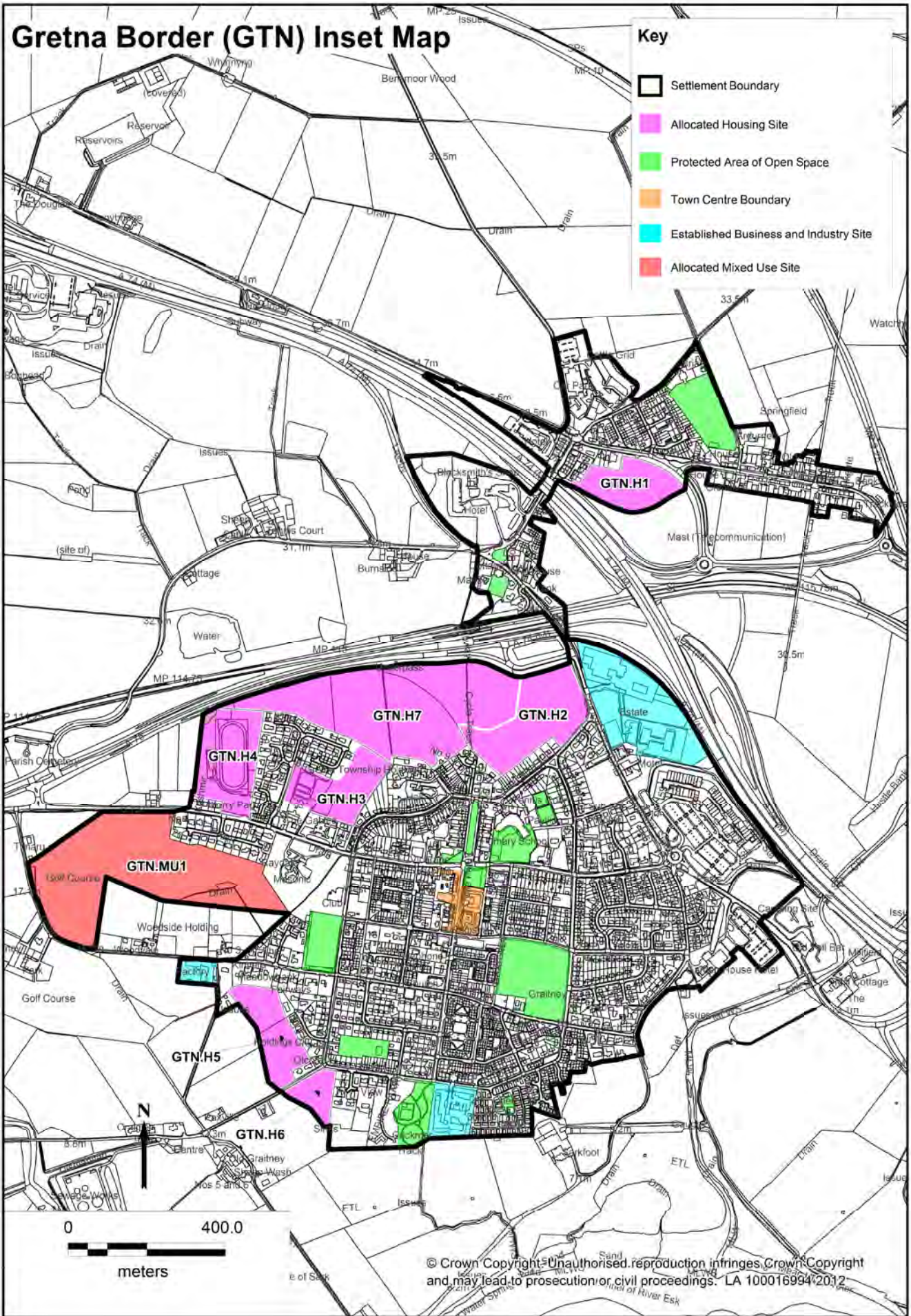
The site should be accessed from the Old Military Road as there is limited capacity for increased traffic on the Ladyburn Bridge. A noise assessment will need to be carried out and any necessary mitigation measures implemented given the closeness of the site to the adjacent A75.



GLU.H3 Bankfield Farm East (12 units allocated up to 2024)

The site can be accessed from Bankfield Road. The development of adjacent site GLU.H2 provides the opportunity for both sites to be developed simultaneously. A noise assessment will need to be carried out and any necessary mitigation measures implemented given the closeness of the site to the adjacent A75. The site contains a number of small buildings which offer no architectural or historic merit and therefore do not require protection from 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.







Gretna Border Settlement Overview

Gretna Border includes Gretna, Gretna-Green and Springfield. Gretna Border is identified as a District Centre in the Annan Housing Market Area. Gretna Border forms part of the Gretna-Lockerbie-Annan regeneration corridor, and is strategically located adjacent to the A74(M) and A75, and on the Carlisle to Glasgow train route. The majority of shops and facilities including post office, library and registry office are located along Central Avenue in Gretna. Gretna Border contains two primary schools, one in Gretna and the other in Springfield.

Gretna is a planned village built in 1915 during the 1st World War to accommodate the workers of the munitions factories. Gretna-Green and Gretna Outlet village are major tourist attractions. Gretna-Green is historically famous as a wedding venue. Gretna outlet village has numerous shops and café/restaurants. The Council has adopted the Gretna regeneration masterplan which include proposals to redevelop the Richard Greenhow Centre, and

public realm projects as supplementary guidance. Development potential is limited to the north by the A75, to the east by the A74(M) and to the south by the Solway Firth.

Four sites (GTN.H1-H4) to the north of Gretna Border have the benefit of planning permission and are allocated for housing development over the plan period. Site GTN.H2 requires the formation of a roundabout access. Sites GTN.H5 and H6 were allocated for housing in the previous Local Plan and have been carried forward into the LDP. They require Old Graitney Road to be widened in order to achieve access. GTN.H7 is not required to meet housing numbers during the Plan period but forms part of the larger planned extension to Gretna Border. Scottish Water advises that there are water network issues within Gretna at present. Phase 1 of the works to alleviate this and permit new connections has been completed. Phase 2 works will require developer contributions to further alleviate the water network issues here.

Planning objectives for Gretna Border

1. Consolidate and enhance Gretna Border's role as a District Centre within the settlement hierarchy.
2. Allocate housing sites closer to the high street, railway station and local schools i.e. maintain housing allocations to the northeast of the town to continue the strategy of the previous plan.
3. Support in principle the redevelopment of Richard Greenhow Centre and public realm improvements as per Gretna Regeneration Masterplan.
4. Identify land to accommodate flexible business units at the former golf course site GTN.MU1.
5. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.



Gretna Border (GTN) Housing (H) Sites

GTN.H1 Adjacent to Hazeldene (36 units allocated up to 2024)

Part of the site was granted planning permission in principle for residential development in 2010. 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 B7076 public road with a minor access onto Gretna Loaning. Site requires noise assessment and any necessary mitigation from adjoining A74(M). Landscaping along the boundary of the site with the A74(M) is also required. Ability to access the land to the south for potential long term expansion of Springfield should not be compromised. Archaeology mitigation measures to be implemented due to potential course of Roman Road running through part of the site.

GTN.H2 Land north of Victory Avenue (Phase 1) (104 units allocated up to 2024)

This site was granted planning permission in principle for residential development in 2011. A masterplan 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 a roundabout access into the site, phasing of the development, open space integrated with the existing pedestrian/cycle path connecting to Gretna Green railway station. The design of buildings should integrate street-scene along Victory Avenue and especially with listed buildings. A noise assessment along with any necessary mitigation will be required to address cumulative noise pollution from the A75 and trains using railway line to the north.



GTN.H3 The Hawthorns (55 units allocated up to 2024)

This site was granted planning permission in principle for residential development in 2011. Prior to the consideration of more detailed proposals for this site details of phasing of development, along with a development brief or appropriately detailed design code, which specifies the design parameters with which all developments within the site shall comply, shall be submitted to and agreed by the Council. Access should be provided into GTN.H7.

GTN.H4 Halcrow Stadium (85 units allocated up to 2024)

Flat site currently in use as a greyhound racing venue. 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 adjoining A75 and trains using railway line due north is required. Access to be provided into adjoining site GTN.H7. 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 2024)

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 standards. The ability to access land to the west of this site should not be compromised.



GTN.H6 Land south of Old Graitney Road (20 units allocated up to 2024)

Flat site with hedge partly along road boundary which should be retained subject to road access. Other site boundary with burn should form part of overall open space. A flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area. Old Graitney Road must be widened to appropriate standards. The ability to widen Old Graitney Road from site access westwards for potential long term expansion of Gretna should not be compromised.

GTN.H7 Land north of Victory Avenue (Phase 2) (160 units allocated beyond 2024)

A masterplan 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 A75 trunk road. Masterplan must address: details of phasing of 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 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 A75 and trains using railway line due north, landscape mitigation along northern boundary and appropriate SuDS drainage to be provided. A flood risk assessment shall be submitted to and agreed in writing by SEPA and the Council as part of any planning application.

Gretna Border (GTN) Mixed Use (MU) Site

GTN.MU1 Former Golf Course (200 units allocated up to 2024 plus 1 hectare for flexible business units)

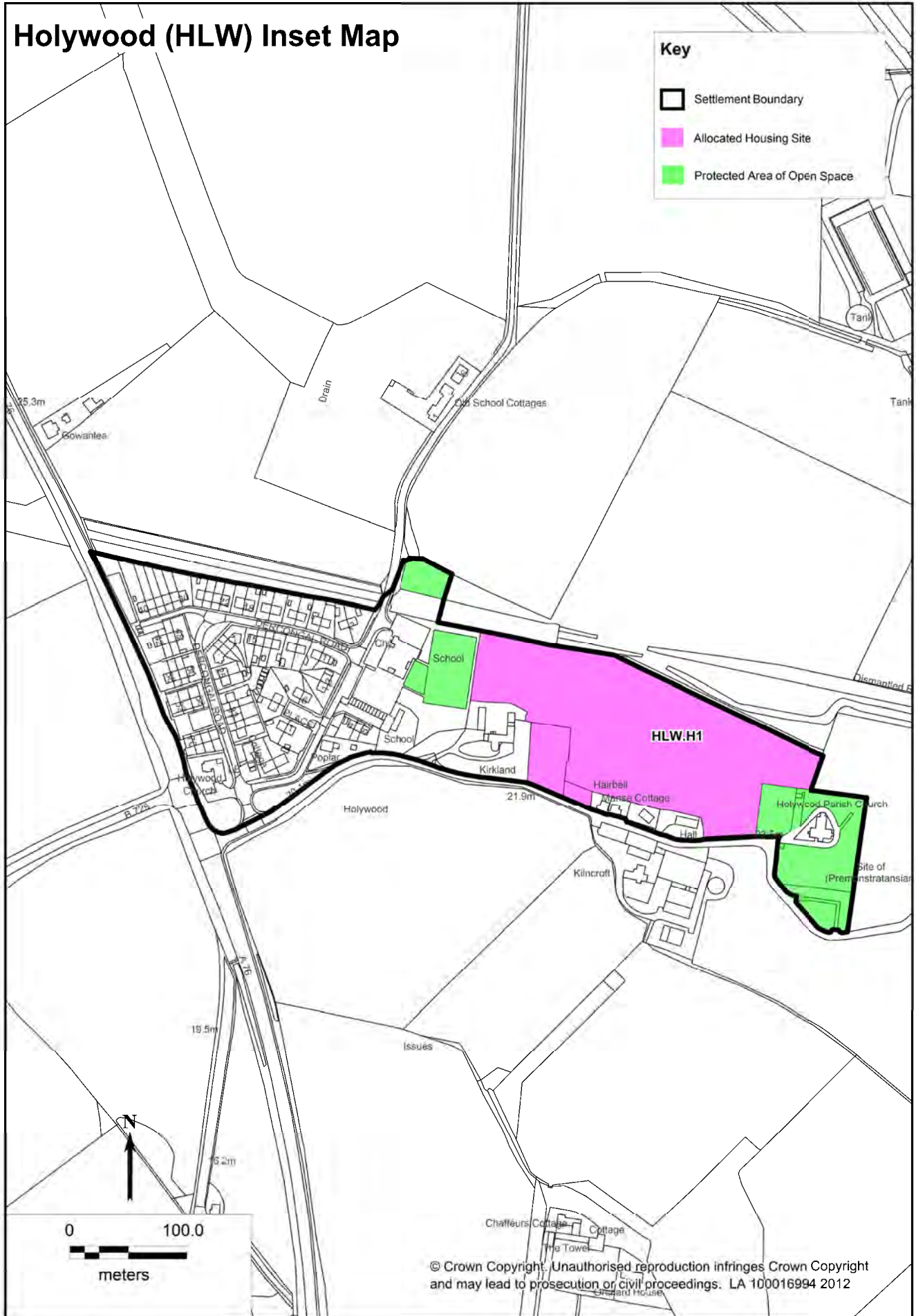
A masterplan is required to be submitted as part of any planning application and agreed by the Council. Site gently undulates with tree and hedge boundary which should be retained subject to pedestrian/cycle/road access points.



Site is a mixed use site with the majority of the site for housing, with 1 hectare available for flexible 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 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. Phasing of site along with above matters to be addressed within masterplan. 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.



Hollywood (HLW) Inset Map





Hollywood Settlement Overview

Hollywood is identified as a Local Centre in the Dumfries Housing Market Area. The village lies to the north of Dumfries adjacent to the A76 trunk road. Facilities within the village include a shop, school and village hall.

Development opportunities are limited due to archaeological sites, visual

prominence and access, however a site has been allocated for housing development within the village to provide opportunities for incremental growth in order to support and sustain local facilities. The site allocated for housing in the previous Local Plan has not been brought forward due to its visual prominence and is out of keeping and character with the historic nature of development within the village.

Planning objectives for Hollywood

1. Consolidate and enhance Hollywood's role as a Local Centre within the settlement hierarchy.
2. Allocate land for housing on eastern edge of settlement to allow for a reasonable amount of future growth.

Hollywood (HLW) Housing (H) Site

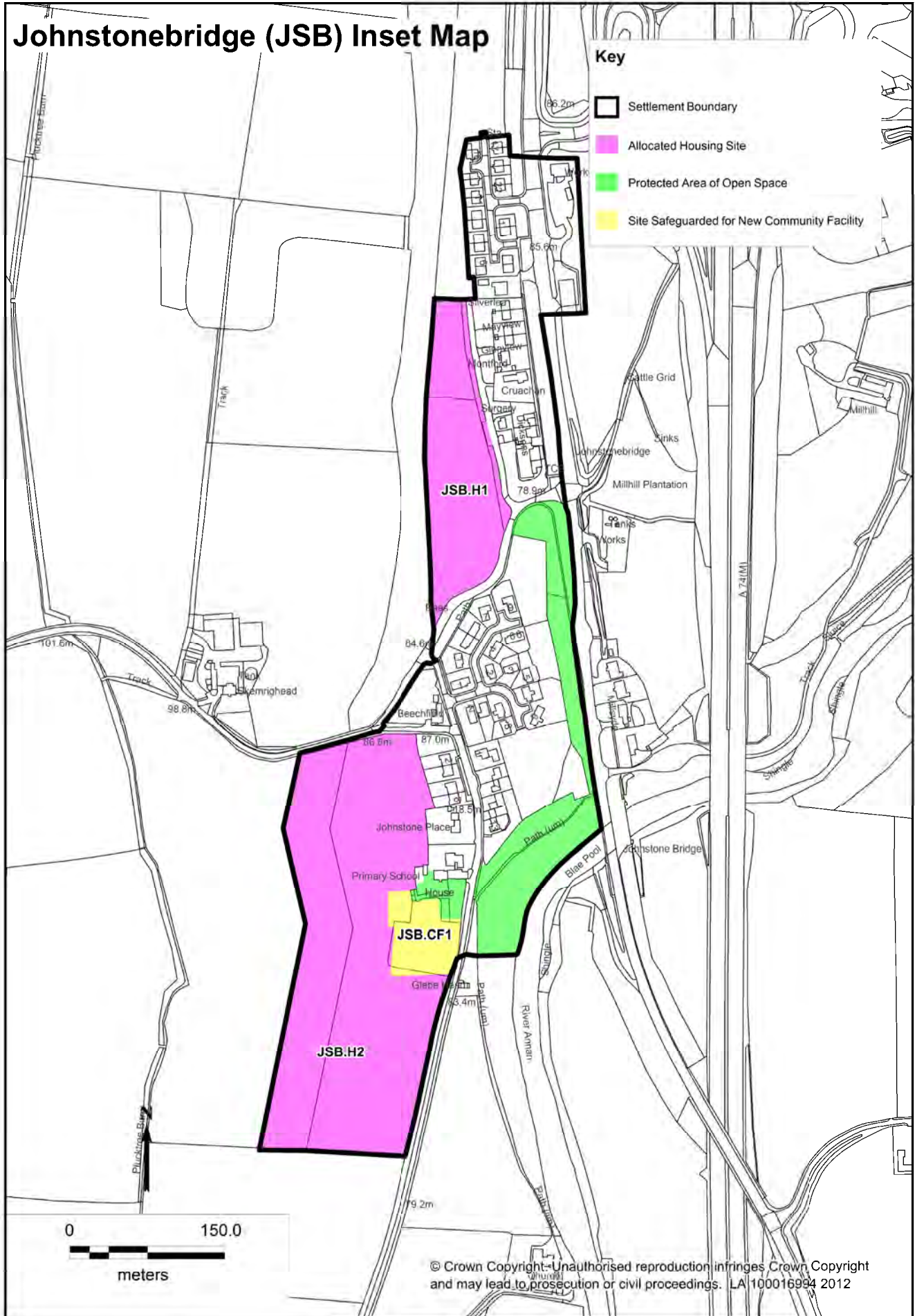
HLW.H1 Kirkland (35 units allocated up to 2024)

This site is well related to the settlement between the school and the former church and is relatively flat land. There are considered to be nationally important archaeological remains to the eastern end of the site which are likely to significantly limit the extent of development and hence a reduced number of housing units is indicated for this site. Further archaeological investigation will be required.

Vehicular access into the site should be formed within the western frontage. The public road from the vicinity of Poplar Cottage to the access must be improved as part of the development.



Johnstonebridge (JSB) Inset Map





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. The settlement contains a primary school and doctors surgery which operates part time.

Development potential is restricted to the east and south by the B7076 and A74(M), to the west by woodland, to the north by the gas pipeline and to the south by the River Annan.

Johnstonebridge Community Council plan to relocate the existing community hall so that it is adjacent to the primary school and provide outdoor sports facilities for the benefit of the local community, site JSB.CF1 has been allocated for this purpose. The number of houses in Johnstonebridge has grown significantly in recent years with developments at Kirkhill and Beechfield Lane. The housing site north of MacLean Drive has been brought forward from the previous Local Plan. The housing site to the west of the school is a new allocation, the development of which will need to be phased.

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 brown-field 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 2024)

This site was granted planning permission in principle for residential development in 2011. Prior to the consideration of more detailed proposals the following matters are to be addressed: details of boundary treatment and landscaping to protect the ash and beech trees adjacent.



JSB.H2 Land West of School (90 units allocated up to 2024)

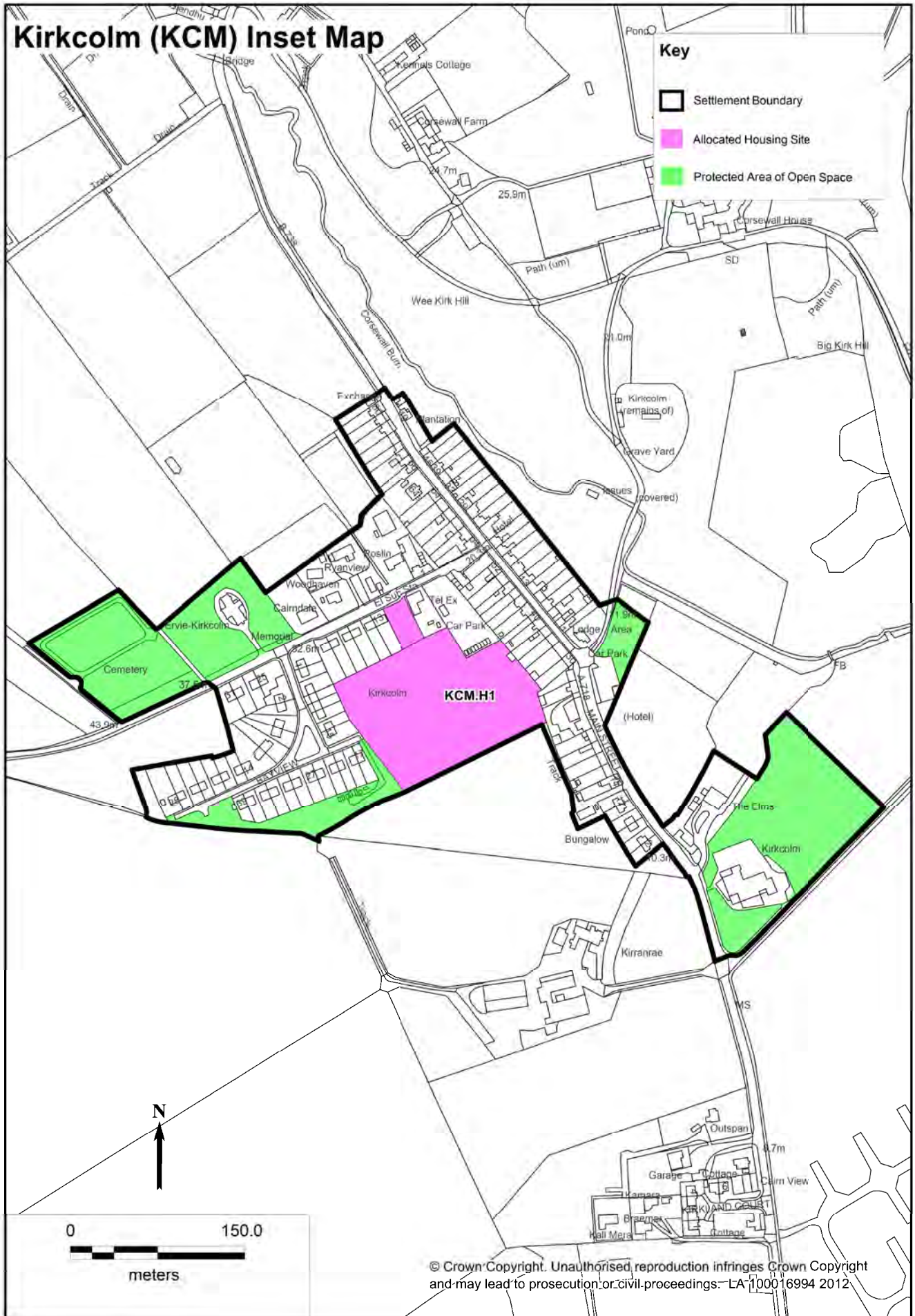
A masterplan is required to be submitted as part of any planning application and agreed by the Council. It should include phasing details of the development, provision of open space that is integrated with outdoor sports facilities on adjoining site JSB.CF1 and access links provided for pedestrians/cyclists. Site has benefit of flood risk assessment; mitigation measures must be implemented to the satisfaction of the Council. The tree and hedge boundary should be retained subject to cycle/ pedestrian/vehicular access points.

Johnstonebridge (JSB) Community Facilities (CF) Sites

JSB.CF1 Land Adjoining School

The facilities should be made accessible to pedestrian/ cyclist from adjoining school, public road and housing site JSB.H2. The tree and hedge boundary should be retained subject to pedestrian/ cycle/ vehicular access point(s).







Kirkcolm Settlement Overview

Kirkcolm is identified as a Local Centre in the Stranraer Housing Market Area. It is located to the north of Stranraer overlooking Loch Ryan and contains several facilities including a primary school and hall.

The settlement is located within the Rhins Coast Regional Scenic Area. This

designation is an important consideration when considering future development. The site allocated for housing development in the previous Local Plan has been brought forward into the LDP, it provides an opportunity for incremental growth in order to support and sustain local facilities.

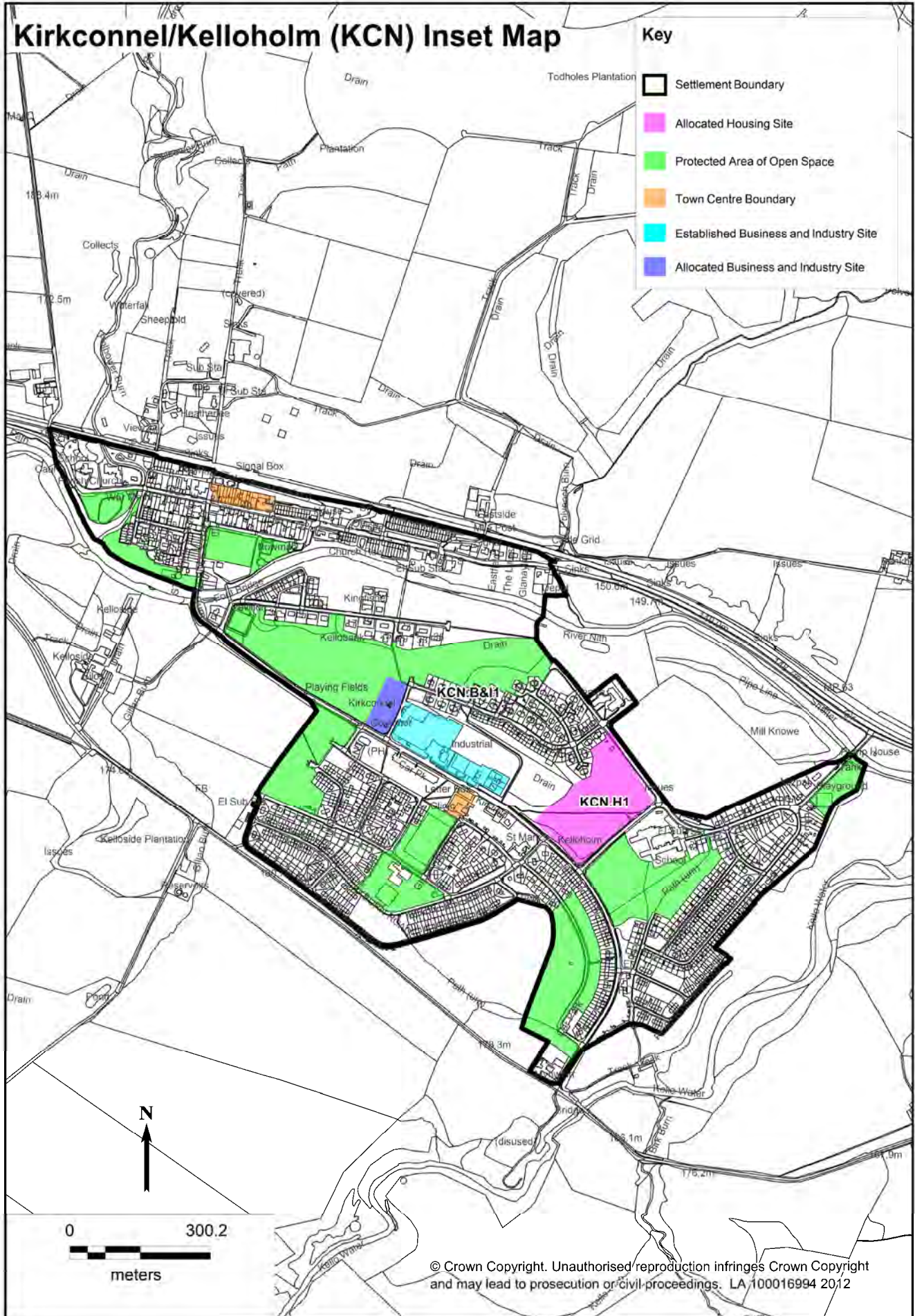
Planning objectives for Kirkcolm

1. Consolidate and enhance Kirkcolm's role as a Local Centre in the settlement hierarchy.
2. To protect the surrounding countryside from ribbon development.
3. Continue to identify opportunities to provide moderate possibilities to expand the village through a housing allocation.

Kirkcolm (KCM) Housing (H) Site

KCM.H1 Land off Church Road (20 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2011. Should this current permission not be implemented any other proposals would be expected to address the following access issues. Access should be taken from Church Road and Bayview Terrace. An access into the adjacent southern field should be incorporated into the site layout to safeguard potential future development.





Kirkconnel and Kelloholm Settlement Overview

Kirkconnel and Kelloholm are identified as a joint District Centre within the Dumfries Housing Market Area. The settlements are located on the A76, 30 miles north of Dumfries, and jointly contain a number of services including a primary school, medical centre and shops.

The settlements are linked former mining communities that have suffered population decline and unemployment since the closure of the deep mining industry. Recent years have shown limited demand for either new build private market or affordable housing within the settlements. The allocated housing site along with windfall infill sites at Kingsway, Graham Street, Dryburn Avenue, etc. will provide sufficient choice during the LDP period.

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. 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 at Greystone Avenue to accommodate employment opportunities.

Kirkconnel and Kelloholm (KCN) Housing (H) Site

KCN.H1 Glenaber Avenue (90 units allocated up to 2024)

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. A culverted watercourse appears to flow through the site. A masterplan layout and level information regarding the site along with bed, bank and water levels of the watercourse may be sufficient to demonstrate that any flood risk is acceptable. Otherwise a flood risk assessment may be required. Development should provide improvements to the amenity of the area and also provide landscaping opportunities. A coal survey may be required along with any necessary mitigation works.

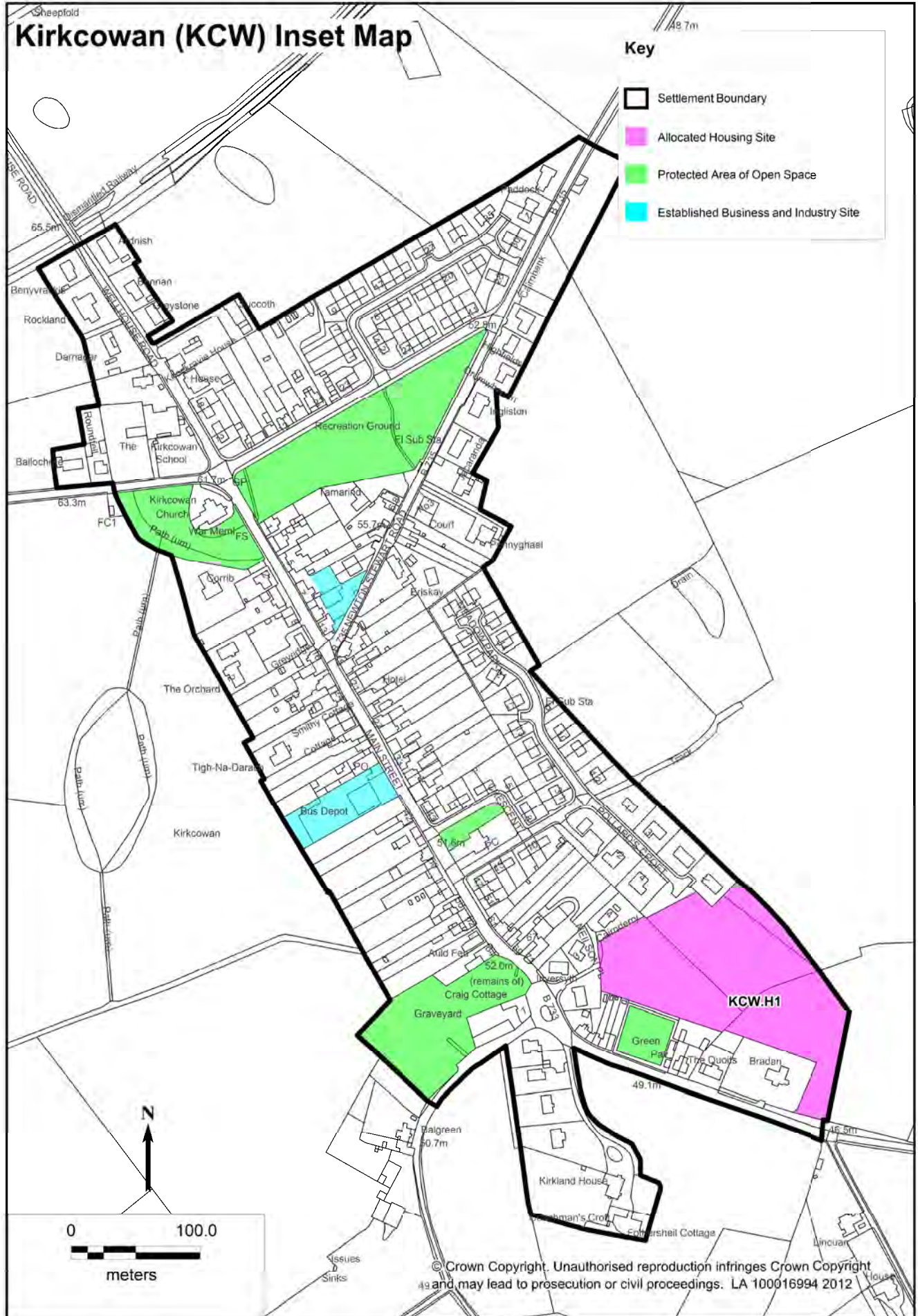


Kirkconnel Business and Industry Site

KCN.B&I 1 Greystone Avenue (0.7 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. The site does contain a gas governor to the south eastern corner which may constrain development in this area. A coal survey may be required along with any necessary mitigation works.







Kirkcowan Settlement Overview

Kirkcowan is identified as a Local Centre within the Mid Galloway Housing Market Area. The settlement is located on the northern edge of the Machars 4km south of the A75 and contains a number of facilities including a primary school, shop and other small businesses.

Development potential is limited by a large prominent hill to the west. The

former railway line provides a suitable barrier to development to the north with a burn providing a barrier to the south. Land to the east provides potential suitable long term development opportunities.

The housing site allocated in the previous Local Plan has been brought forward into the LDP as it continues to provide the most appropriate option for residential development.

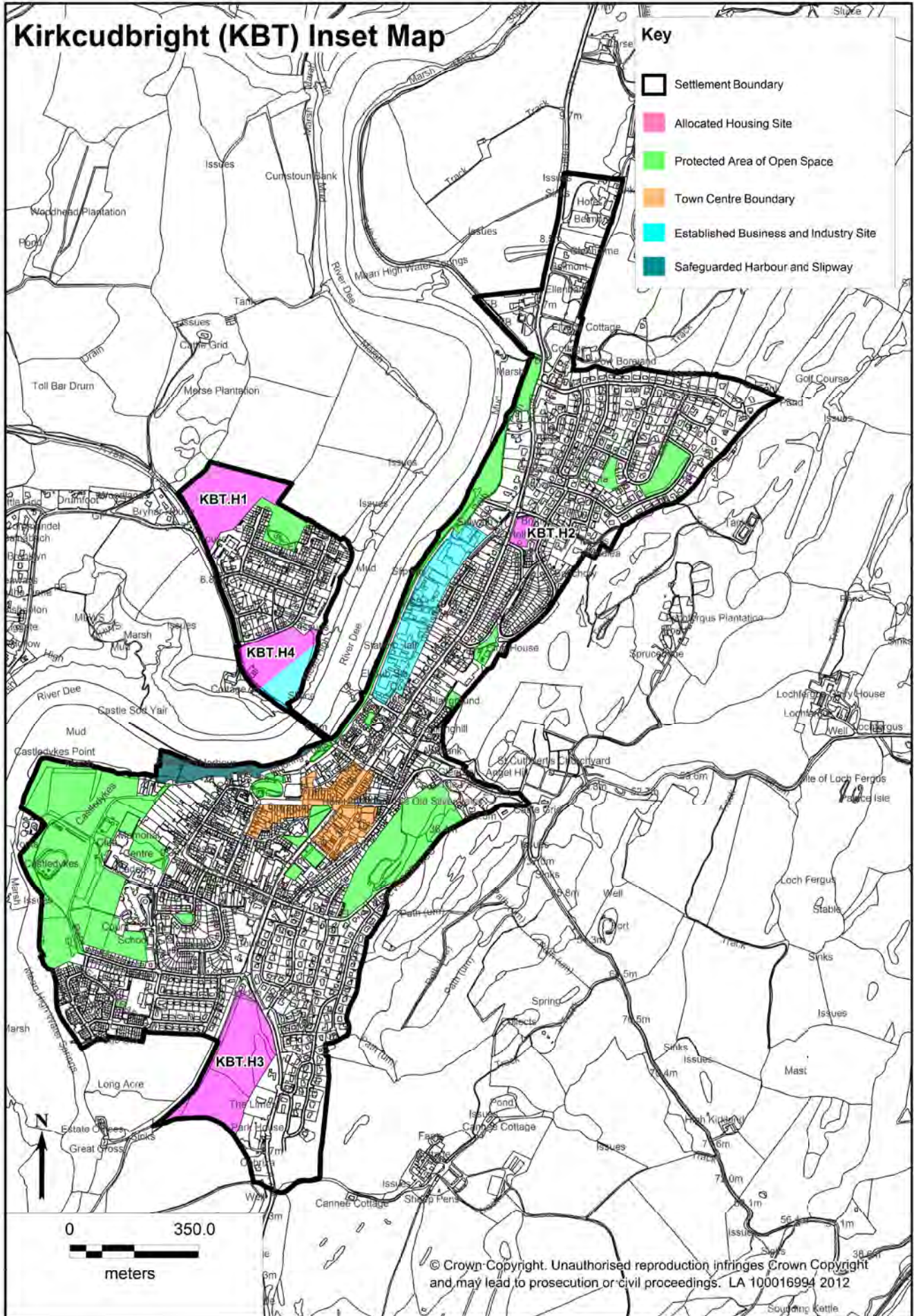
Planning objectives for Kirkcowan

1. Consolidate and enhance Kirkcowan's role as a Local Centre in 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 identify and protect 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 2024)

Access should be taken from the B733 and from 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.





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.

Development in Kirkcudbright originated in the historic core around the harbour and has spread to the north and south being restricted in the west by the river

and to the east by the topography of the land and the golf course. The northern approach to the town is via the A711 Tongland Road. It is acknowledged that any development here could adversely affect the main approach into and the setting of the town.

The housing sites allocated in the previous Local Plan have been brought forward into the LDP, the additional site at the former creamery has been granted planning permission. A low density development at Cannee field is being built out on a site by site basis.

Planning objectives for Kirkcudbright

1. Consolidate and support Kirkcudbright’s role as a District Centre in the settlement hierarchy.
2. Protect the landscape setting and historic character of Kirkcudbright, in order to sustain and encourage tourism.
3. Support established business and industrial land, recognising that the remaining opportunity land at the former creamery site provides for future expansion of business premises and employment for the town. There is a continuing need to identify additional land for business and industry use.
4. Support new housing in sustainable locations close to the town centre and / or to public transport and pedestrian links.

Kirkcudbright (KBT) Housing (H) Sites

KBT.H1 Mersehouse/Mersecroft (70 units allocated up to 2024)

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 to and agreed by SEPA and the Council in order to identify the developable area, for example to take account of pluvial (rain water) flooding which has been identified as an issue.

KBT.H2 East of Tongland Rd/Burnside Loaning (8 units allocated up to 2024)

This is a prominent site, forming part of the town's main approach road, and represents an opportunity 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.

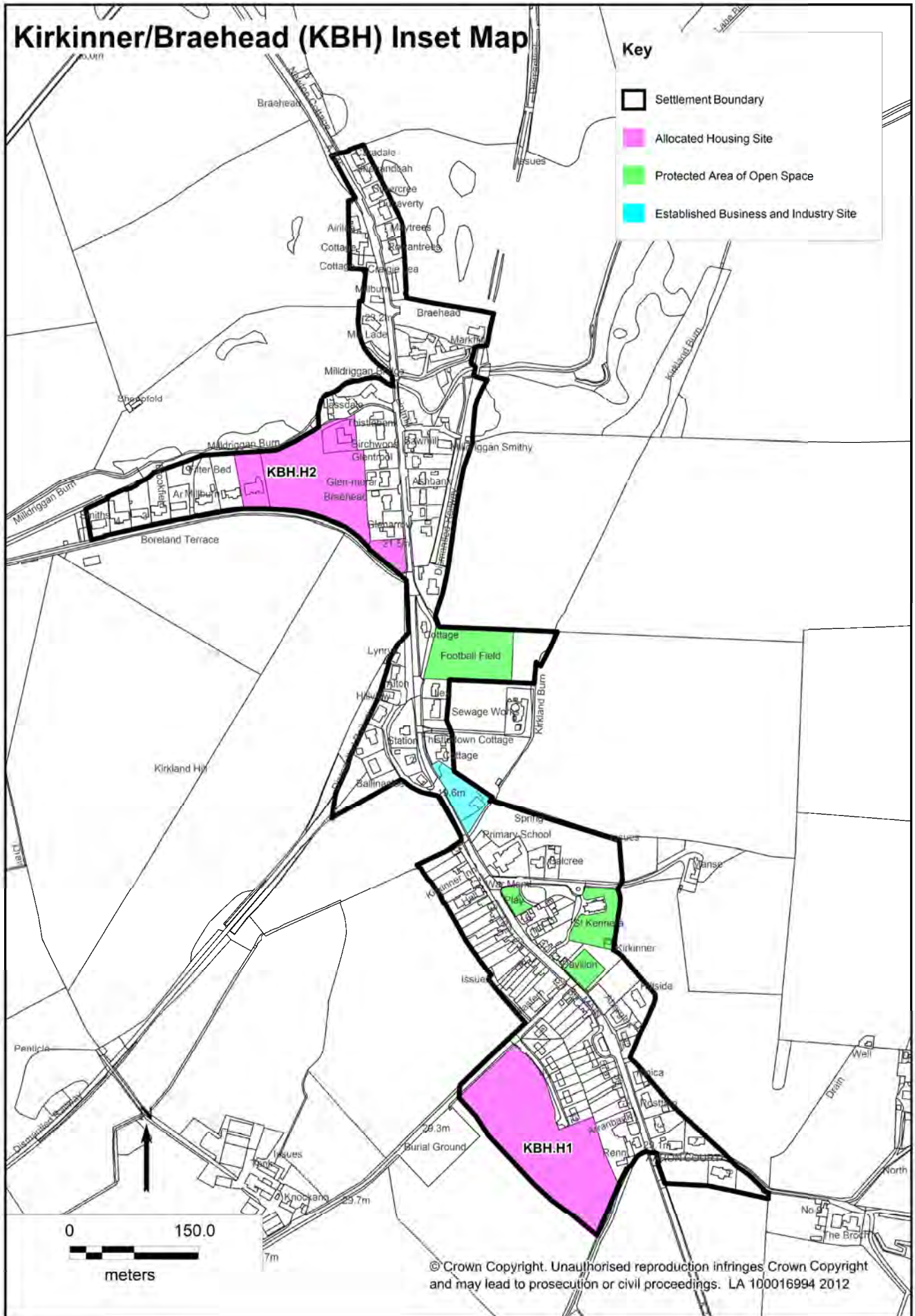
KBT.H3 Land at Parkhouse (76 units allocated beyond 2024)

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 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 suggested to address any concerns over ground stability, prior to any development. A Flood Risk Assessment will need to be submitted to and agreed by the Council as part of any planning application in order to identify the developable area. The site is within close proximity to a waste water pumping station.



KBT.H4 Former Creamery Site, Merse Road (36 units allocated up to 2024)

This site was granted full planning permission for residential development in 2012. Should this permission lapse and not be implemented other future proposals will need take the following into account. Although it is located adjacent to a flood risk area, SEPA have accepted the flood risk assessment submitted as part of the application approved in 2012. The site is within close proximity to a waste water pumping station. Possible contamination issues have been highlighted owing to previous uses and should be investigated prior to development. As the development is located adjacent to an established business and industry site, account will need to be taken of potential impact on residents from any future industrial uses on the neighbouring site.





Kirkinner and Braehead Settlement Overview

Kirkinner and Braehead are identified as a Local Centre in the Mid Galloway Housing Market Area, they are located south of Newton Stewart. Previous infill development has had a considerable effect on the character of both settlements and has led to them

practically merging into one settlement. Taken together both settlements contain a number of facilities including a shop, hall, bowling green and primary school.

Two of the housing sites allocated in the previous Local Plan have been brought forward into the LDP as they continue to provide the most appropriate option for residential development.

Planning objectives for Kirkinner and Braehead

1. Consolidate and support Kirkinner and Braehead's role as a Local Centre in the settlement hierarchy.
2. Continue to identify opportunities to provide moderate possibilities to expand the village through housing allocations.
3. Support established business and industry within the settlement.

Kirkinner and Braehead (KBH) Housing (H) Sites

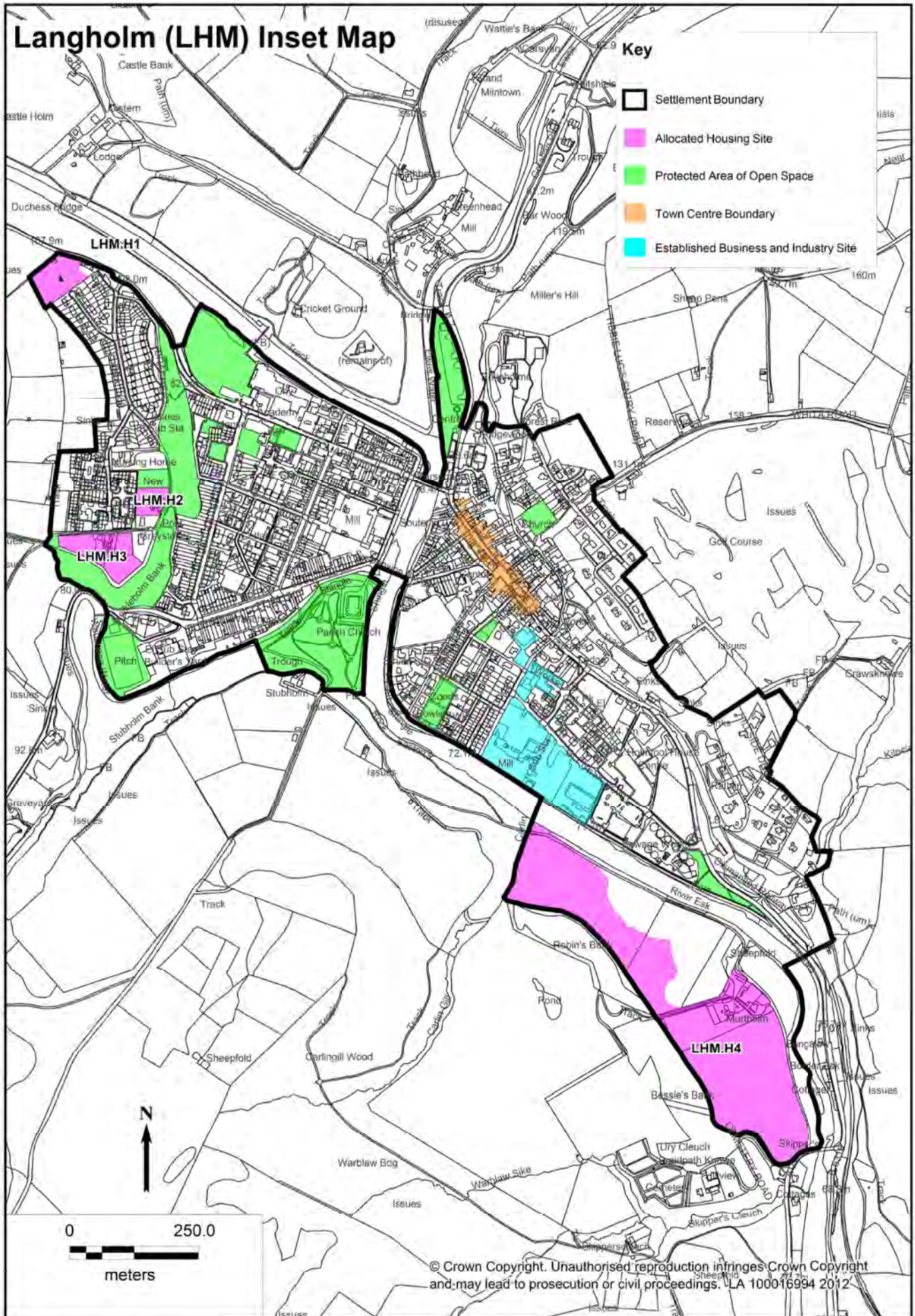
KBH.H1 St Kennera Terrace (46 units allocated up to 2024)

This site was granted full planning permission for residential development in 2011. Should this current permission not be implemented other future proposals would need to address the following issues.

The site will require 2 access points which could be taken from St Kennera Terrace and the existing farm track to the south which would require upgrading. The western boundary would require strengthening with hedge and tree planting to screen from the cemetery.

KBH.H2 Smiths Croft (10 units allocated up to 2024)

This site has been developed on a plot by plot basis during the previous Local Plan. A masterplan will need to accompany any future applications outlining how the remainder of the site is to be developed. It should include an access from Newtonhill along with details of suitable boundary treatment. Flood risk will need to be investigated to take account of the water course that runs through the site.





Langholm Settlement Overview

Langholm is defined as a District Centre in the Eskdale Housing Market Area and is strategically located on the A7. The settlement contains a number of facilities including a primary and secondary school, a small supermarket and a number of independent shops, public houses as well as other small businesses.

Langholm is characterised by the River Esk running through the settlement, the floodplain of which limits development potential along with the hills that surround the settlement. Langholm

has a conservation area and falls within the Langholm Hills Regional Scenic Area. These designations are important considerations in determining future development.

Three of the sites allocated for housing development in the LDP were included in the previous Local Plan; the only new allocation is the site at Holmwood Crescent. Local road network constraints limit the number of units that can be developed on LHM.H1, H2 and H3 to a maximum of 5 units. The Murtholm site represents the main focus of growth for the settlement.

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.

Langholm (LHM) Housing (H) Sites

LHM.H1 Holmwood Crescent (5 units allocated up to 2024)

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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.



LHM.H2 Meikleholm Cottage (5 units allocated up to 2024)

The trees along the northern boundary along with the hedgerows to be retained subject to pedestrian/cycle/vehicular access.

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 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 2024)

The trees and hedgerows to be retained along boundary of site subject to pedestrian/cycle/vehicular access points. Access should be taken from Meikleholm Brae, an extension of the existing road network will be required. 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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

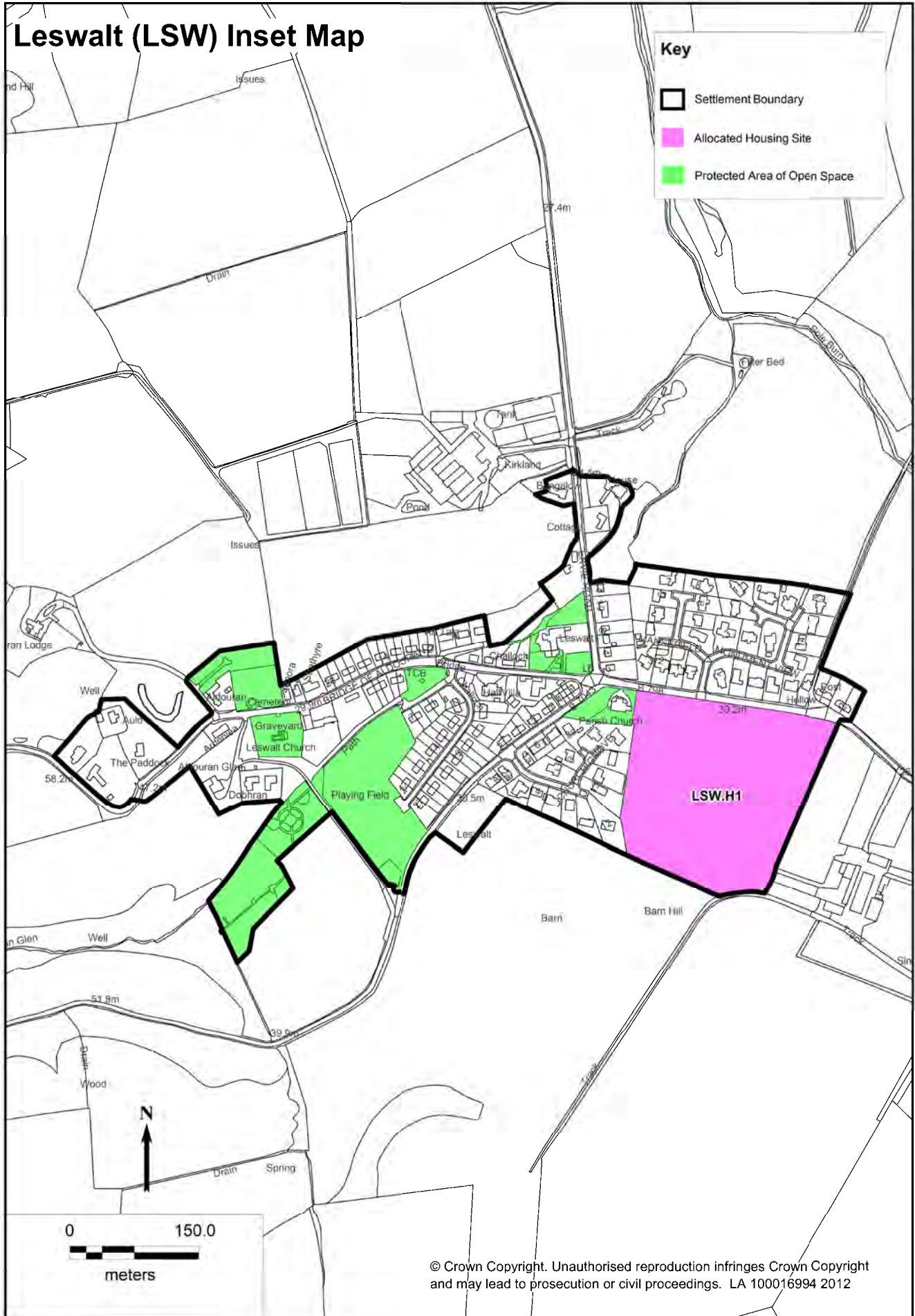
LHM.H4 Murtholm Farm (200 units allocated up to 2024)

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. 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. Site has benefit of flood risk assessment and mitigation measures require to be implemented. The trees and hedgerow boundaries should be retained subject to pedestrian/cycle/vehicular access points. The site is within close proximity of the Langholm Waste Water Treatment Works.





Leswalt (LSW) Inset Map



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Leswalt Settlement Overview

Leswalt is identified as a Local Centre in the Stranraer Housing Market Area. It is located north west of Stranraer in the upper Rhins area. The settlement has a number of facilities including a hall and shop.

The housing site allocated in the previous Local Plan has been brought forward into the LDP to provide opportunities for incremental growth in order to support and sustain local facilities.

Planning objectives for Leswalt

1. Consolidate and enhance Leswalt's role as a Local Centre in the settlement hierarchy.
2. Continue to identify opportunities to provide moderate possibilities to expand the village through a housing allocation.

Leswalt (LSW) Housing (H) Site

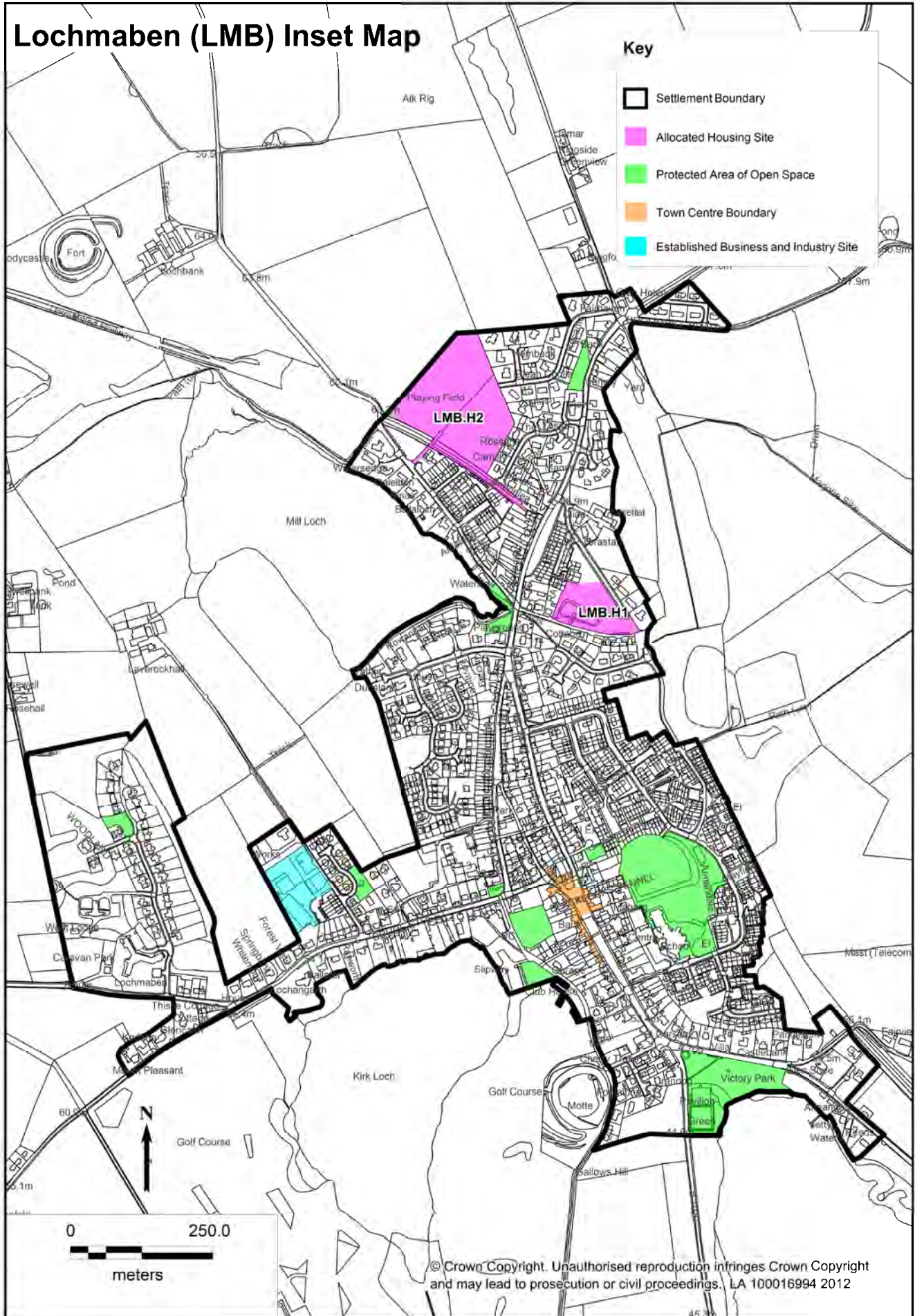
LSW.H1 Challoch (56 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2012. Should this permission not be implemented any other proposals would be expected to address the following issues.

The site should be accessed from the B798 road and consist of a looped layout. A parking area for Leswalt Church should be provided to accommodate the existing on street parking that result 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 created which will provide an eastern boundary to the site and the settlement.



Lochmaben (LMB) Inset Map





Lochmaben Settlement Overview

Lochmaben is identified as a District Centre within Dumfries Housing Market Area. It is located on the A709 between Dumfries and Lockerbie. The settlement contains a number of facilities including a primary school, hall, shops, bank, and other small businesses.

Lochmaben is characterised by its three Lochs and former castles. Future development potential is restricted by the

lochs, local road network constraints, and the landscape setting of the town in most directions.

There are two housing allocations from the previous Local Plan which are being built out, the former hospital and Vendace Drive sites. The site at Laverockhall is being carried forward from the previous Local Plan, whilst the site at the former railway station is a new allocation.

Planning objectives for Lochmaben

1. Consolidate and enhance Lochmaben's role as a District Centre within the settlement hierarchy.
2. Continue to allocate land for housing 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 brown-field opportunities.
4. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.

Lochmaben (LMB) Housing (H) Sites

LMB.H1 Former Railway Station (15 units allocated up to 2024)

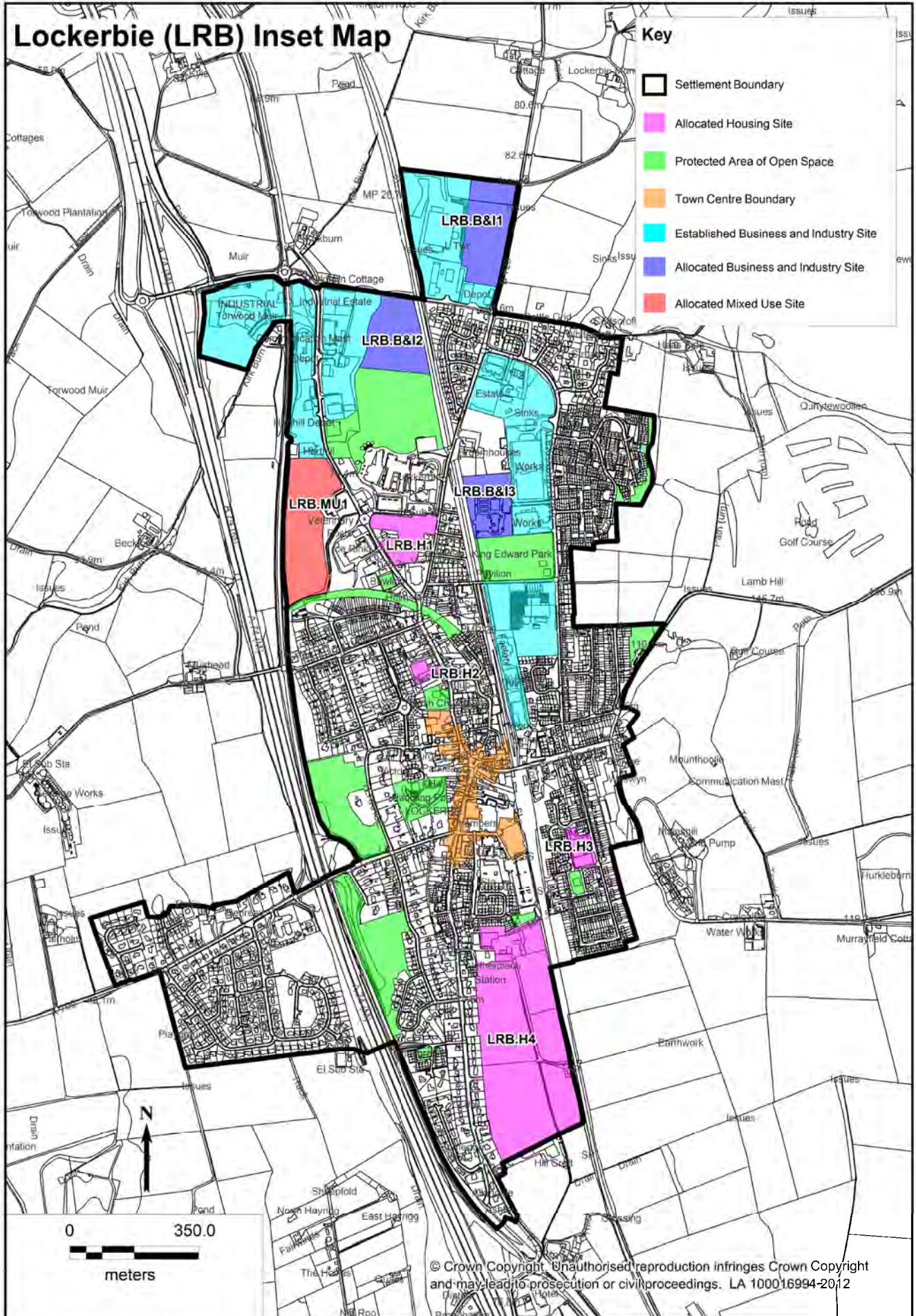
An archaeological assessment will be required as the site is the location of the former Lochmaben railway station and there was a mill in the vicinity of the junction between Mill Road and the B7020. Any significant archaeological features remaining on site may form a part of the provision of open space. A contaminated land assessment should be carried out due to previous railway and gas works uses on the site. The site should be accessed from Mill Road and/or Millhill Road. A residual flood risk from Mill Loch in the event of infrastructure failure requires to be investigated.



LMB.H2 Laverockhall (40 units allocated up to 2024)

The site slopes south westwards and includes hedge and tree boundaries which should be retained subject to pedestrian/cycle/vehicular access points. A kickabout area will need to form part of the open space provision on site. An archaeology evaluation may be required due to the former railway line that runs through site. Appropriate landscaping to the western boundary should be provided.







Lockerbie Settlement Overview

Lockerbie is identified as a District Centre in the Dumfries Housing Market Area and forms part of the Gretna-Lockerbie-Annan regeneration corridor. Lockerbie is strategically located adjacent to the A74(M) and west coast main line. The settlement contains a number of facilities including a primary and secondary school, a supermarket and a range of small independent shops, town hall, train station, ice rink, park and various small businesses.

Lockerbie is an historic market town. Development potential is restricted by the A74(M), railway line, and hills surrounding the settlement. A

regeneration masterplan has been prepared for Lockerbie, which will be adopted as supplementary guidance to the LDP.

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, additional business and industry land is also allocated to the north of Lockerbie, at Hangingshaws. Recent housing developments include West Acres which is ongoing and land to the east near Sydney Place. New housing sites are allocated to the north and south of the settlement with several smaller sites closer to the town centre.

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 brown-field land.
4. Identify new business and industry land.
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 2024)

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 existing bus stop.

It is believed that a culverted watercourse crosses the site. Site levels in relation to bed, bank and water levels of the watercourse should be ascertained. This may be sufficient to show that there is no flood risk. Otherwise a flood risk assessment may be required.

LRB.H2 10-14 Townhead Street (10 units allocated up to 2024)

This is a brownfield site with existing buildings still on site. The site layout should consider relationship with adjacent electricity substation in terms of access maintenance and up-to-date government health guidance, accommodate pedestrian/cycle access to two halls adjoining western boundary. There are slight restrictions on visibility splays due south of access, road improvements will be required to formalise access for residential use. A contaminated land assessment is required due to underground petrol/diesel tank on site. The existing boundary trees should be retained where possible.

Care will be needed to avoid unacceptable effect on the privacy of neighbouring residential property (Policy OP1(a) refers).



LRB.H3 Park Place (15 units allocated up to 2024)

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 2024)

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 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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

Lockerbie (LRB) Mixed Use (MU) Site

LRB.MU1 Land west of ice rink (80 units allocated up to 2024 with minimum of 0.6 hectares for flexible business units)

An undulating site with trees along boundary with B7076 which should be retained subject to pedestrian/cycle/vehicular access point(s). Burn runs along southern and eastern boundaries.

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 which differentiates the flexible business units from the housing and details on how the site is to be phased. At least two accesses will be required into the site



from Glasgow Road. A noise assessment maybe required due to existing business uses to the north of the site. A flood risk assessment to be submitted to 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&I1 Dryfe Road (3.32 hectares)

Full planning permission was granted in 2012 for (class 5) manufacturing and storage building and (class 3) food processing and packing units. Should this permission not be implemented the following will be important considerations for any future development proposals.

Improvements will need to be made to Dryfe Road and Haas Road to accommodate development on the site. The existing tree and hedge boundaries will need to be retained as part of any development with additional landscaping provided along the eastern and northern boundaries. Buildings should be set back from eastern boundary to minimise landscape impact on the non-inventory designed landscape of Lockerbie House to the east and northeast. An archaeological evaluation will be required as the indicated line of historic road runs through the southern half of the site. The small burn that runs through the site should remain open.

A flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

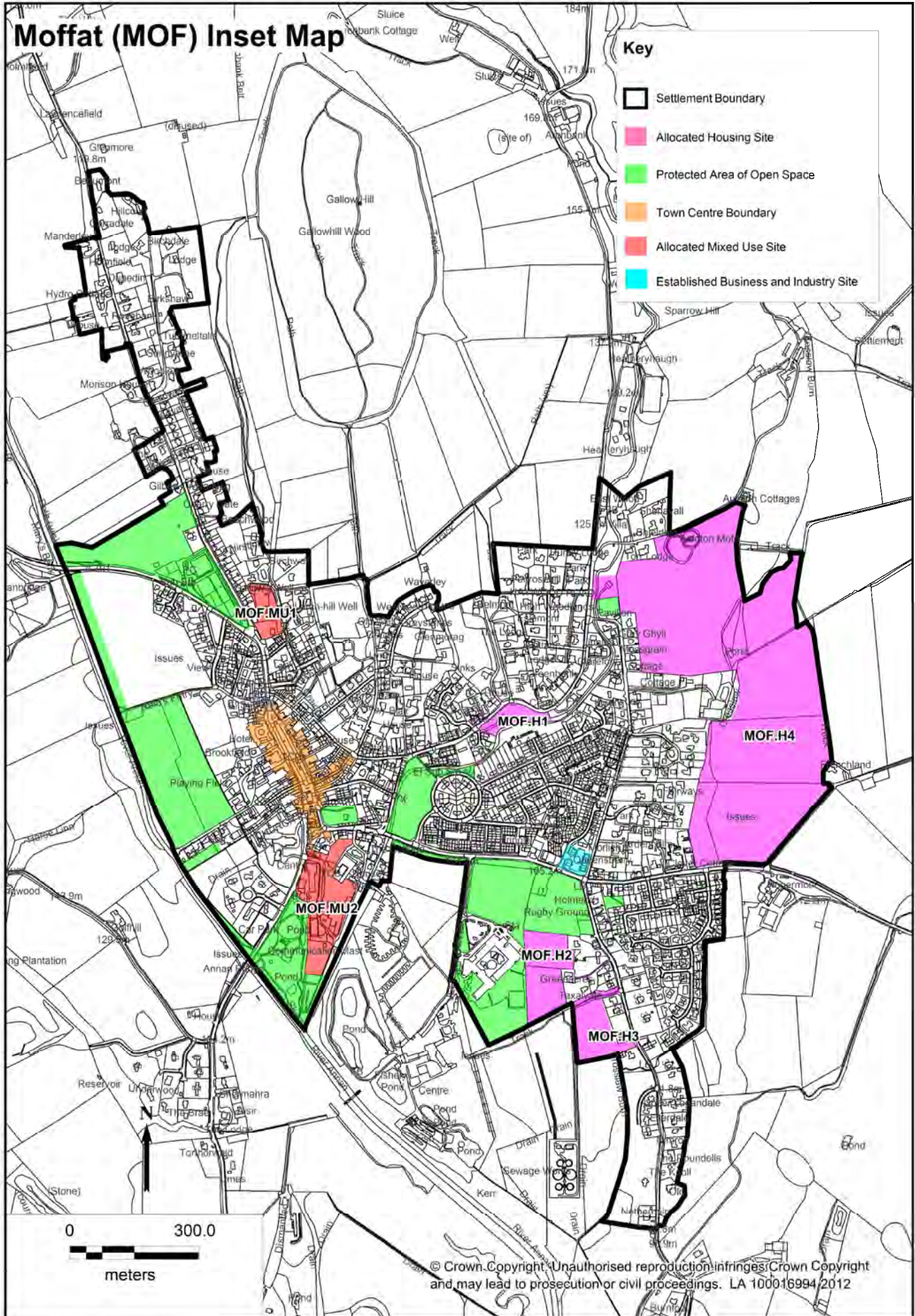
LRB.B&I2 Broomhouses (2.8 hectares)

An undulating site adjacent to school playing fields, railway line and existing business units. Tree and hedge boundary should be retained subject to pedestrian/cycle/vehicular access points. Additional landscaping including structural planting will be required along the northern and western boundaries. The site should be accessed via Glasgow Road and/or Haas Road. Road improvements with junction onto public road required. There are known archaeological remains on this site, an assessment with be required before any development can commence on site.



LRB.B&I3 Former primary school (2 hectares)

A flat site adjacent to railway line, park and existing business/industrial units. Boundary hedges and trees should be retained subject to pedestrian/cycle/vehicular access points. Development proposals will need to demonstrate that they will not have an adverse impact on neighbouring residential properties.





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). The settlement contains a number of facilities including a primary and secondary school, hotels, parks, small supermarket, range of shops and other small businesses.

Moffat developed in the nineteenth century as a spa town. It has an extensive conservation area and an attractive landscape setting. It is within the Moffat Hills Regional Scenic Area. These positive qualities and its proximity to the A74(M) are a sound base for its tourist economy. Development potential is restricted by the hills to the north, east and west, the floodplain associated with the River

Annan, Birnock Water and Crosslaw Burn, and the gas pipeline and A74(M) to the west. The conservation area and regional scenic area designations are important considerations in determining future development.

Moffat has had recent development along Old Carlisle Road and Rogermoor to the south of the settlement. New sites are required to meet the housing land requirement. Five sites are allocated for housing in the LDP including a mixed use site at the former academy. The largest site is adjoining the Selkirk Road and will require flood mitigation. The two mixed use sites offer flexible business units at the former Moffat Academy site and hotel and retail uses at the former woollen mill.

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 and the landscape setting to sustain and encourage tourism and for the benefit of residents.
3. Support in principle the redevelopment of brown-field opportunities.
4. Focus development towards the east of the settlement which offer suitable areas for growth.
5. Identify land to accommodate the medium-long term provision of enterprise / small business start-up units at the former academy.



Moffat (MOF) Housing (H) Sites

MOF.H1 Dickson's Well (6 units allocated up to 2024)

This site was granted full planning permission for residential development in 2010. Should this current permission not be implemented any other proposals would be expected to address the following issues: layout and design of homes and landscaping should be sympathetic to listed building on opposite side of Well Road from site. Site has benefit of flood risk assessment and development must implement necessary flood mitigation measures. Trees along site boundaries to be retained.

MOF.H2 Greenacres (15 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2010 but has now lapsed. Housing numbers should be restricted to 15 units due to road access constraints. Proposals for development must be accompanied by a flood risk assessment. 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 schools site to the south end of Jeff Brown Drive. Such a route would provide good access to the schools and a shorter journey to the town centre.

MOF.H3 Old Carlisle Road (34 units allocated up to 2024)

Site should be accessed from two points along 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 development must be accompanied by a flood risk assessment. Tree planting will be required to screen the development from the waste water treatment works. The scope for improvement of 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 development on site MOF.H2 Greenacres, this would allow for the possibility of a pedestrian route being created from the site and around the south side of the schools site to the south end of Jeff Brown Drive. Such a route would provide good access to the schools and a shorter journey to the town centre.

MOF.H4 Selkirk Road (200 units allocated up to 2024)

Site falls southwards towards Selkirk Road A708 and is located within 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 Auldton 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).

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 2024 plus flexible business units)

The site contains former Academy buildings, as the main building is listed it must be retained, sensitively reused and setting safeguarded.

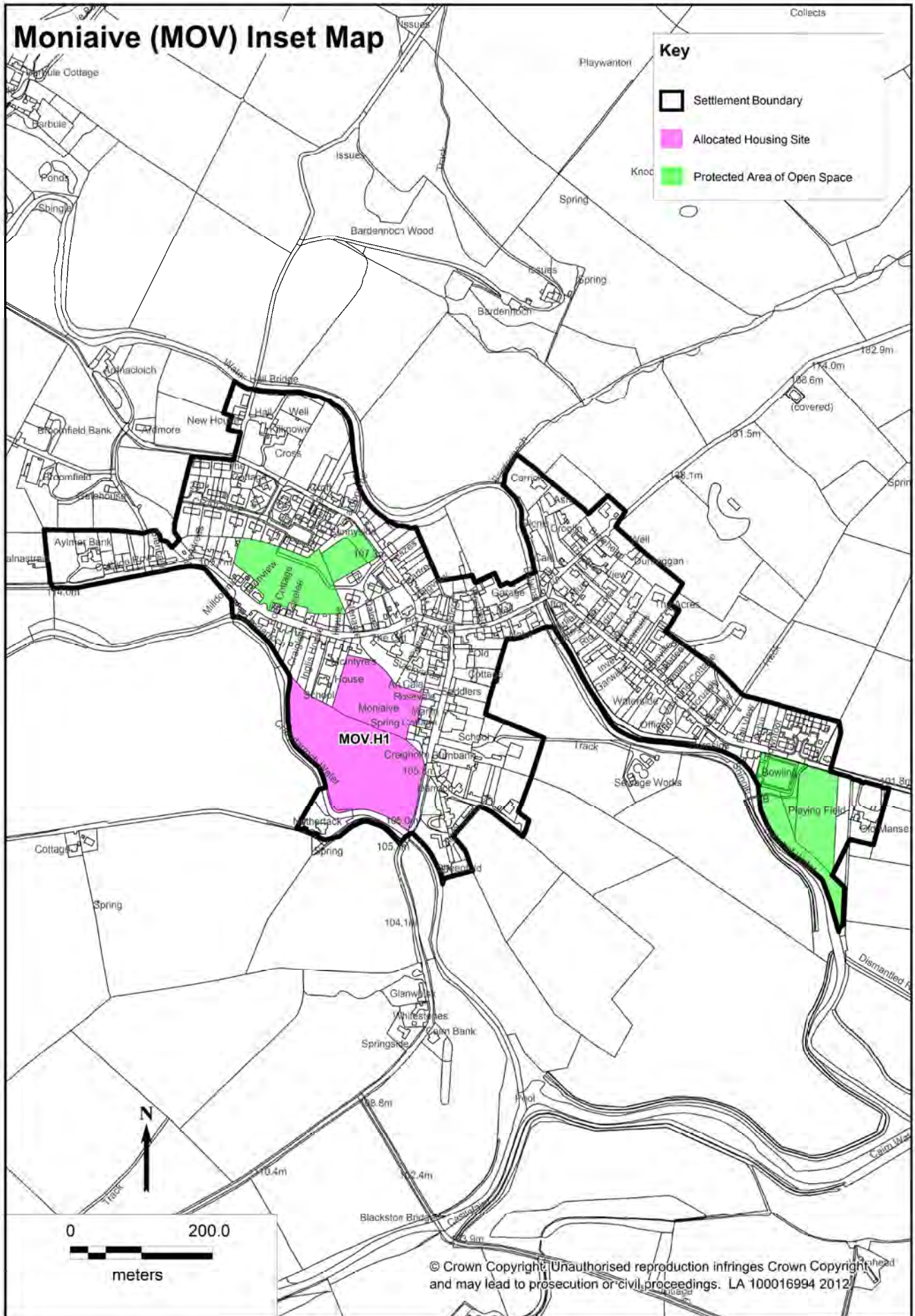
The site could accommodate a mix of uses, including residential, business, cultural and educational uses. The uses that can be accommodated in the business units must not have an adverse impact on the amenity of proposed housing units or neighbouring properties. Site investigation to ensure existing water courses (especially culverted water courses) are managed appropriately.

MOF.MU2 Former Woollen Mill

Site could include a range of uses such as a hotel, tourist centre and retail. 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 listed buildings opposite, and provision of a pedestrian/cycle access onto A708 Holm Street.

Improvements will be required to the junction with A701. A contaminated land assessment will be required due to previous uses which include former gas works. A bat and barn owl survey may be required due to disused buildings on site. A flood risk assessment will need to be submitted to 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 eastern boundary of site.







Moniaive Settlement Overview

Moniaive is identified as a Local Centre in the Dumfries Housing Market Area. The village lies on the A702 west of Thornhill and has a range of facilities including a primary school, it is also a popular visitor and tourist destination.

In terms of development the settlement is constrained by topography, flood risk and visual prominence. Moniaive also has a conservation area. Roads access and parking is an issue within the village due to the narrowness of the roads. There are

a small number of opportunity infill sites within the village which could provide for a limited number of smaller scale developments.

Neither of the housing sites allocated in the previous Local Plan have been brought forward into the LDP as one of the sites is located within the flood risk area and the landowner does not wish the other site to be developed. As a result a site for housing has been identified to the south of the village to provide an opportunity for limited expansion.

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 southern 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.

Moffat (MOF) Mixed Use (MU) Sites

MOV.H1 Chapel Street (50 units allocated up to 2024)

There is an area of flood risk within the site to the north west corner and to the edge of the burn that forms the western boundary. 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 of the site.



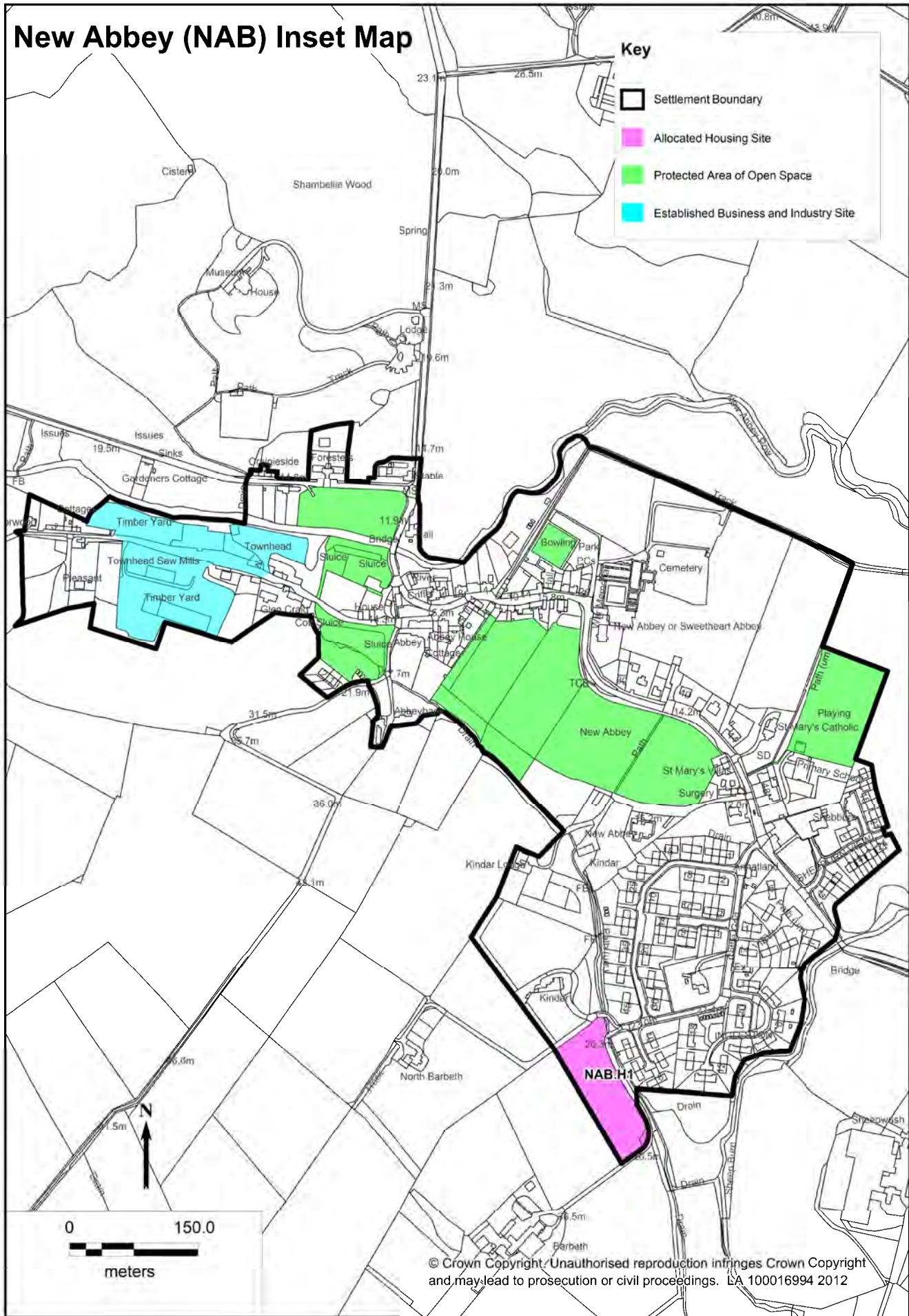
Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village and is not detrimental to the approach to the settlement, and the character and features of the Conservation Area or nearby Listed Buildings. Access to the site should be taken from Chapel Street.

There are existing problems in the village in relation to narrow carriageways, lack of footways and on-street parking. Traffic generated by the development has the potential to make these problems worse. This must be offset by incorporating into the development measures such as provision of parking for existing properties. Direct vehicular access between the site and Ayr Street may be required.





New Abbey (NAB) Inset Map





New Abbey Settlement Overview

New Abbey is identified as a Local Centre in the Dumfries Housing Market Area. The village lies on the A710 and provides a range of facilities including a primary school, shop, cafe and public houses.

The settlement has a conservation area and is an important visitor and tourist destination, mainly due to Sweetheart Abbey which forms an important focal point for the village.

In terms of development opportunities the settlement is constrained by topography, roads access, archaeological sites, flood risk and visual prominence. There are a small number of brownfield opportunity infill sites within the village, such as the former garage site, which could provide for a limited number of smaller scale developments. A site at the eastern end of the village, which was identified in the previous Local Plan for housing, has been developed.

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 on the southern 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.

New Abbey (NAB) Housing (H) Site

NAB.H1 Kindar Road (10 units allocated up to 2024)

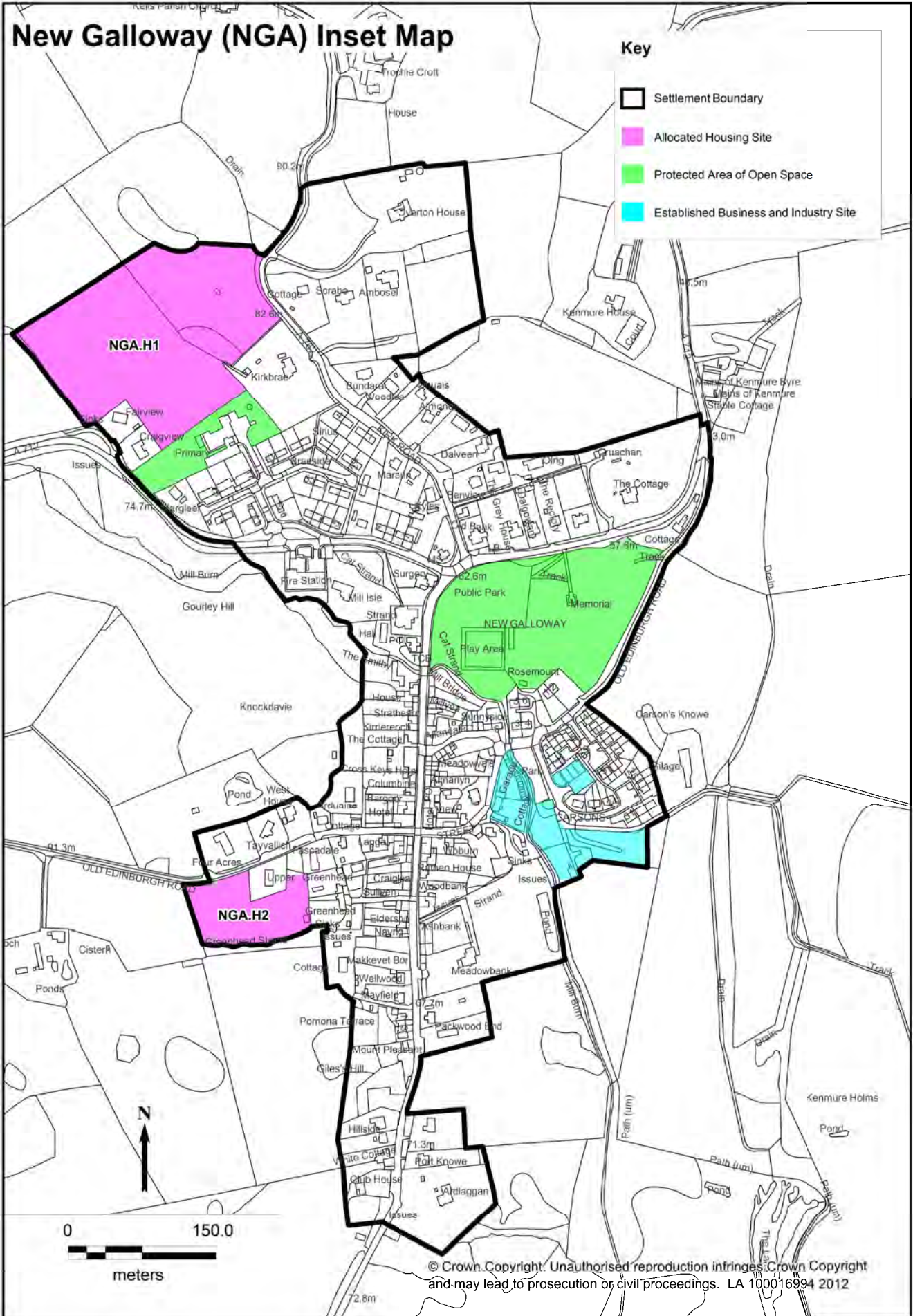
The site should be developed with two rows of houses on the lower slope. Although the site is relatively elevated, if house types are restricted to 1½ storey or single storey its development will not be obtrusive because of the mature trees to the eastern edge of the site. Careful consideration of the 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.

There is an area of flood risk within the site due to the adjacent Mill Lade. Flood risk will need to be investigated to determine whether the adjacent Mill Lade will have an impact on developing the site.







New Galloway Settlement Overview

New Galloway is identified as a Local Centre in the Stewartry Housing Market Area. The settlement has a number of facilities which tend to benefit from the tourist and visitor trade that is principally attracted by the visual quality of the surrounding landscape and local townscape.

New Galloway lies within the Galloway Hills Regional Scenic Area and this landscape designation is an important consideration when considering future development. Much of the historic core of New Galloway is designated as a

conservation area. Development in the settlement is constrained by the narrow, steep nature of many of the access roads and potential flooding to the east. This eastern area of land is also adjacent to several natural heritage sites, such as the Loch Ken & River Dee Marshes Special Protection Area and therefore additional development should be avoided here.

As previous housing sites in the settlement have been limited in size, a larger housing site has been allocated to the north of the town adjacent to the primary school to serve the long term development needs of New Galloway.

Planning objectives for New Galloway

1. Consolidate and support New Galloway's role as a Local Centre in the settlement hierarchy.
2. Support further additional employment opportunities in New Galloway and the nearby area, where consistent with other policies of the plan.
3. Allocate additional land to the north of the settlement which can be phased over time to accommodate future demand.
4. Continue to recognise and protect established business and industrial land at East Port / Carson's Knowe.
5. 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.



New Galloway (NGA) Housing (H) Sites

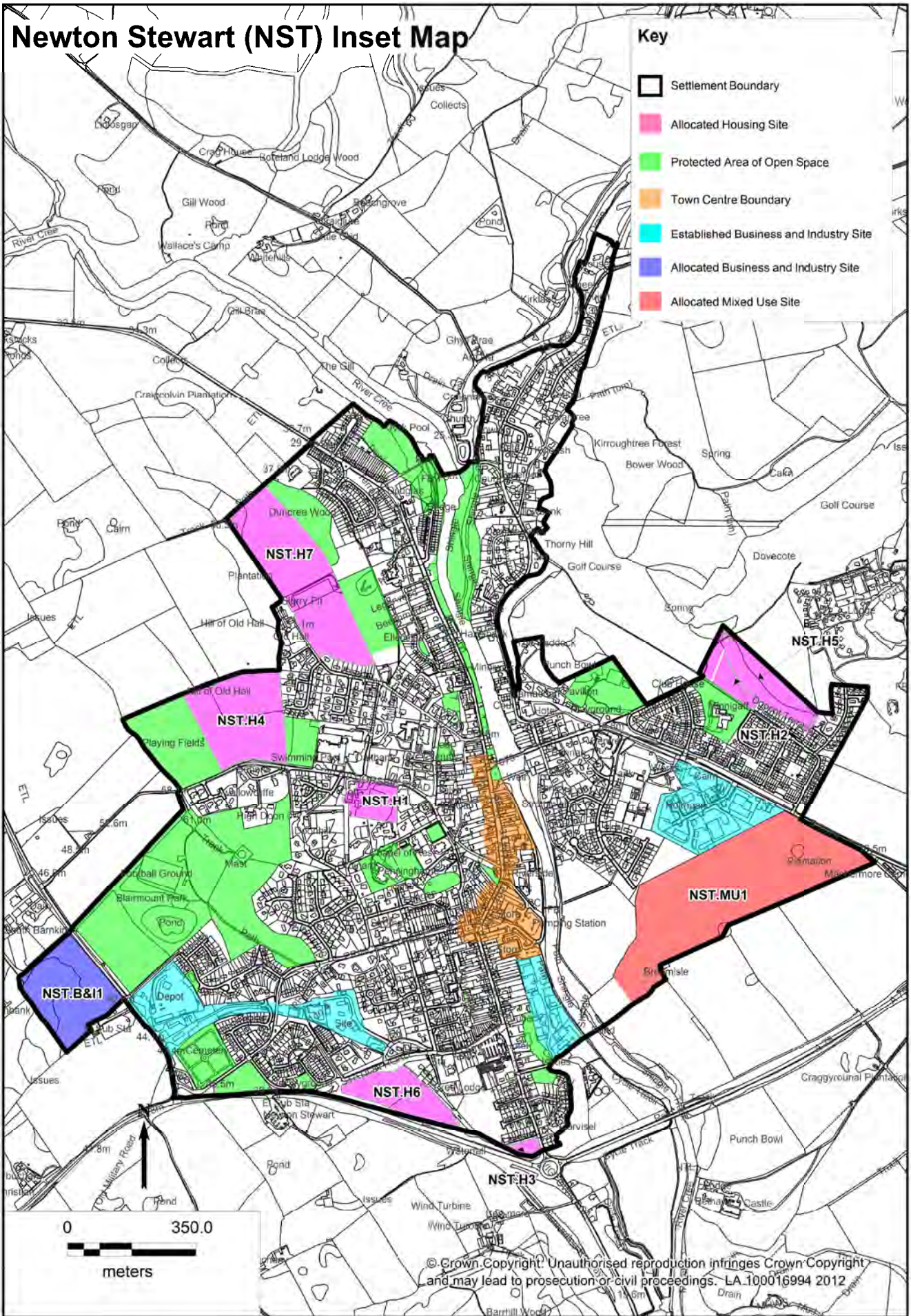
NGA.H1 West of Kirk Road (30 units allocated up to 2024)

A masterplan is required to be submitted as part of any planning application and agreed by the Council, considering the phasing of the entire site along with a demonstration that satisfactory road access can be achieved. 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. 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 at the early site planning stage rather than relying on excessive cut and fill. A Flood Risk Assessment will also need to be submitted to and agreed by the Council as part of any planning application in order to identify the developable area.

NGA.H2 West Port (5 units allocated up to 2024)

This site should round off development along West Port. Design of any housing will be 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. There may be a flood envelope associated with the small burn that runs to the south of the site; flood risk will need to be investigated to determine whether this will have an impact on development of the site.







Newton Stewart Settlement Overview

Newton Stewart is identified as a District Centre in the Mid Galloway Housing Market Area. It is located on the A75 and acts as a commuter town for the surrounding smaller towns and villages. The settlement benefits from having a number of facilities such as a primary and secondary school, supermarkets, independent shops, a cinema and public houses.

Development opportunities are limited due to the A75 acting as a barrier for development in the south and the topography and environmental designations in the east. The conservation area in Newton Stewart covers most of

the older parts of the town and the old bridge.

Several housing sites allocated in the previous Local Plan have been carried forward into the LDP. In order to provide choice and sites for subsequent plans land to the north of the settlement provides the most suitable opportunity for future development. New sites (NST.H4 and NST.H7) are allocated in the LDP. No development will be permitted on any of the sites until a masterplan has been completed, submitted to and agreed by the Council. The masterplan will outline access points to both NST.H4 and NST.H7, development layout and phasing. It should also include a strategic road layout that will allow links from NST.H7 to NST.H4 onto Corsbie Road.

Planning objectives for Newton Stewart

1. Consolidate and enhance Newton Stewart's role as a District Centre in the settlement hierarchy.
2. Focus development towards the north and east of the settlement which offer suitable areas for growth.
3. Encourage and support the improvement of the town centre.
4. Focus business and industry development to the west of the settlement.
5. 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.



Newton Stewart (NST) Housing (H) Sites

NST.H1 Former Woodlands School (36 units allocated up to 2024)

This site was granted full planning permission for residential development in 2012. Should this current permission not be implemented any other proposals should seek to maintain the surrounding character of the site. Access into the site should be taken from Corsbie Road with an internal loop road. The existing footway along the northern boundary will require to be upgraded. An archaeological assessment may need to be carried out.

NST.H2 Racegreen Avenue (22 units allocated up to 2024)

This site was granted full planning permission for residential development in 2011. Should this current permission not be implemented any other proposals would need to incorporate an access point into adjacent site NST.H5, reinforce the northern boundary with hedge and tree planting and an archaeological assessment may need to be carried out.

NST.H3 Barrhill Avenue (8 units allocated up to 2024)

This site was granted full planning permission for residential development in 2012. Should this current permission not be implemented any other proposals would need to incorporate an access point. Access can be taken from Barrhill Avenue. Screening from the A75 and junction should be incorporated in the development of the site.

NST.H4 Corsbie Road (81 units allocated up to 2024)

This site overlooks the Douglas Ewart High School. 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 elements that need to be included in the masterplan are outlined in the settlement overview text. The site should be accessed from Corsbie Road and an access point must be provided to access NST.H7. Given the topography of the site development will be restricted to the lower levels and a comprehensive landscaping scheme will need to be submitted with the application.



NST.H5 Doocot Terrace (28 units allocated up to 2024)

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.

NST.H6 Station Road (12 units allocated up to 2024)

This site is a prominent green space on undulating topography and is elevated from the A75. Two access points from Station Road will be required along with a lit foot way to link in with existing footways. Development should avoid areas of higher ground. A continuous strip of trees or plant growth of significant width should be used to screen development from the A75.

NST.H7 Old Hall (100 units allocated beyond 2024)

This large site in the north of the settlement offers long term development potential. Access will be taken from the north of the settlement. 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 elements that need to be included in the masterplan are outlined in the settlement overview text.

Newton Stewart (NST) Mixed Use (MU) Site

NST.MU1 Masonfield (140 units allocated up to 2024 plus flexible business units)

A masterplan was prepared for this site when it was allocated in the previous Local Plan. The masterplan 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 B7079 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. Development should retain trees and landform with design taking account of these features. There should be no development within the indicative flood plain. An archaeological assessment and any mitigation are required due to a possible prehistoric burial ground on the site. Integration with the wider community through sustainable transport such as walking, cycling and public transport links are vital.

The flexible business units should be located adjacent to Holmpark Industrial Estate to form an appropriate transition between industrial estate and residential area.

Newton Stewart (NST) Business & Industry (B&I) Site

NST.B&I1 Barnkirk Farm (4.1 hectares)

This site has good access to the A75 trunk road. A wide tree belt to the western and southern boundaries will need to be provided to help screen the site. A flood risk assessment will need to be submitted and agreed by SEPA and the Council as part of any planning application to determine whether the minor water course that runs through the site will have an impact on developing the site.

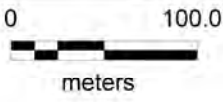
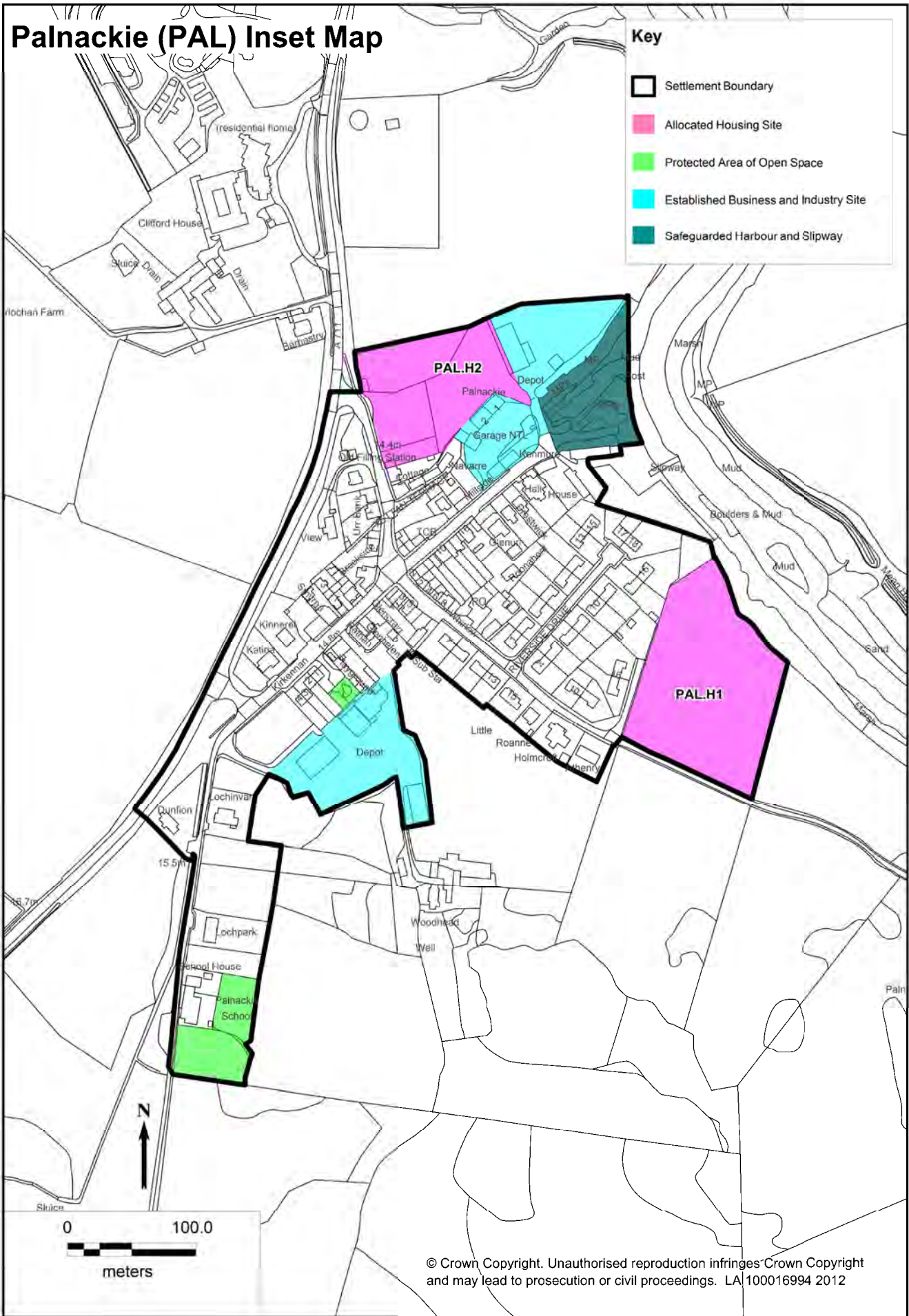




Palnackie (PAL) Inset Map

Key

- Settlement Boundary
- Allocated Housing Site
- Protected Area of Open Space
- Established Business and Industry Site
- Safeguarded Harbour and Slipway



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Palnackie Settlement Overview

Palnackie is identified as a Local Centre in the Stewartry Housing Market Area. The settlement contains a number of facilities including a primary school and shop, as well as other businesses.

Palnackie is an historic port town located within the East Stewartry Coast National Scenic Area, an indicator of the local landscape quality and a factor when considering future development. A Palnackie Village Design Statement

(adopted as supplementary guidance) has been prepared for the village and this should be taken into account when designing any new development.

The sites allocated in the previous Local Plan have been brought forward into the LDP. Planning permission in principle has been granted on the housing site off Glen Road (PAL.H1) and this, along with the allocated site to the north (PAL.H2) should provide a good supply of future housing land in the settlement.

Planning objectives for Palnackie

1. Consolidate and support Palnackie's role as a Local Centre in the settlement hierarchy.
2. Recognise Palnackie's position within a National Scenic Area and ensure design of any new development respects this designation and advice outlined in the Village Design Statement.
3. Continue to identify and protect established business and industrial areas, recognising their important role in providing local employment including safeguarding of the port area to protect any future port operations.

Palnackie (PAL) Housing (H) Sites

PAL.H1 Glen Road (23 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2010. A masterplan is required to be submitted as part of any future full planning application and agreed by the Council including details of layout, materials, landscaping and so on. Development should reflect the predominant building styles, materials and forms that are exhibited in the village's existing buildings. Access is to be taken off the existing track to the east of Riverside Drive.



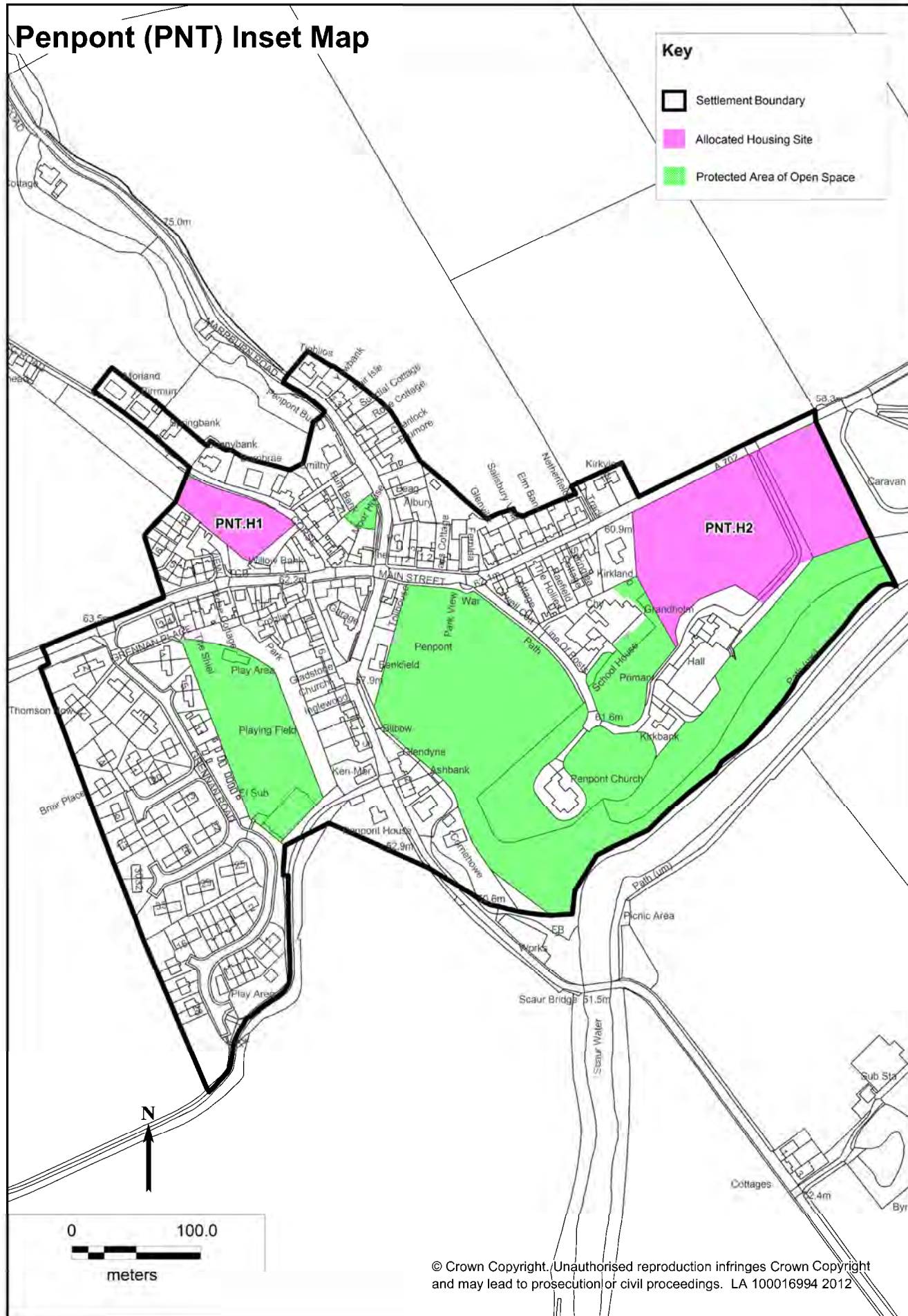
PAL.H2 North of Yettan Terrace (8 units allocated up to 2024)

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. The existing trees to the east of the site should be retained as far as possible to provide screening from the adjacent industrial area. The site is within close proximity to the Palnackie Septic Tank.





Penpont (PNT) Inset Map





Penpont Settlement Overview

Penpont is identified as a Local Centre in the Dumfries Housing Market Area. The village lies to the west of Thornhill on the A702 and contains a number of facilities including a primary school, post office and village hall. A conservation area appraisal is currently being undertaken

with a view to forming a conservation area within the village.

A site which was allocated in the previous Local Plan for housing has now been developed. A small number of small scale sites have been allocated for housing within the village to provide opportunities for incremental growth in order to support and sustain local facilities.

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

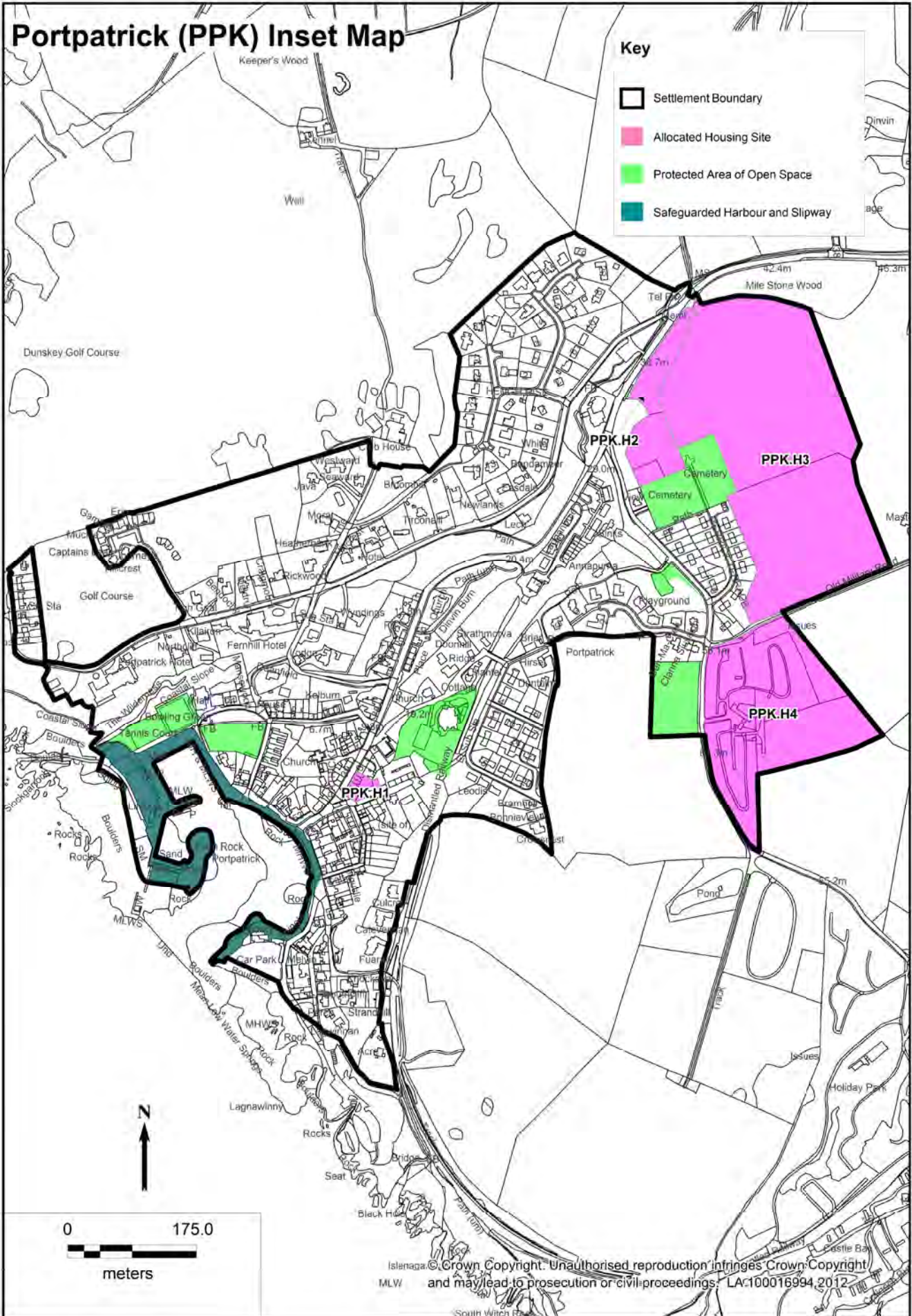
PNT.H1 West of Bogg Road (8 units allocated up to 2024)

This is an infill site. Care must be taken to ensure that development relates satisfactorily to the existing Tynron View development.

PNT.H2 Main Street (27 units allocated up to 2024)

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.

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. 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 and is located to the west of Stranraer on the A77 road. The settlement contains a number of historic buildings which are included within the conservation area. It is a popular tourist destination, as well as a busy harbour town with a number of facilities including a primary school, shops and restaurants.

Development opportunities are limited due to the topography of the land which rises to prominent hillsides in the north,

east and south. Although it is accepted that development to the east could affect the approach and setting of the town, it does provide the logical direction for future growth. The former railway line acts as a boundary for development in the south of the settlement and provides walking opportunities for residents and visitors.

One site allocated in the previous Local Plan has been brought forward into the LDP as it provides the most appropriate option for residential development along with additional surrounding land.

Planning objectives for Portpatrick

1. Consolidate and enhance Portpatrick's role as a Local Centre within the settlement hierarchy.
2. Identify opportunities to provide moderate possibilities to expand the village 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.

Portpatrick (PPK) Housing (H) Sites

PPK.H1 Hill Street (7 units allocated up to 2024)

Full planning permission for residential development was granted in 2009. Should this permission not be implemented any other proposals would be expected to address the following issues. Access to the site should be taken from Hill Street. Development should respect the historic and architectural quality and setting of the Conservation Area.



PPK.H2 East of Heugh Road (6 units allocated up to 2024)

Site should be developed in conjunction with PPK.H3. As this site is the first phase of a larger site a masterplan will need to be submitted as part of any planning application and agreed by the Council. The masterplan should include details of phasing (the site should be developed from the north and progress southwards), overall layout and design should be in keeping with the surrounding built environment (the eastern part of the site is elevated, development should be limited to 1 and 1½ storey units), include pedestrian and cycle links into the town and demonstrate that the site can be accessed from the A77.

PPK.H3 High Merrick (120 units allocated up to 2024)

Site should be developed in conjunction with PPK.H2. As this site is the first phase of a larger site a masterplan will need to be submitted as part of any planning application and agreed by the Council. Details of what the masterplan should include are outlined in the site guidance to PPK.H2.

PPK.H4 Sunnymeade North (57 units allocated up to 2024)

This site is currently occupied by Sunnymeade Caravan Park, the lower section of the site is considered suitable for development. Access into the site should be taken from Portree Terrace.

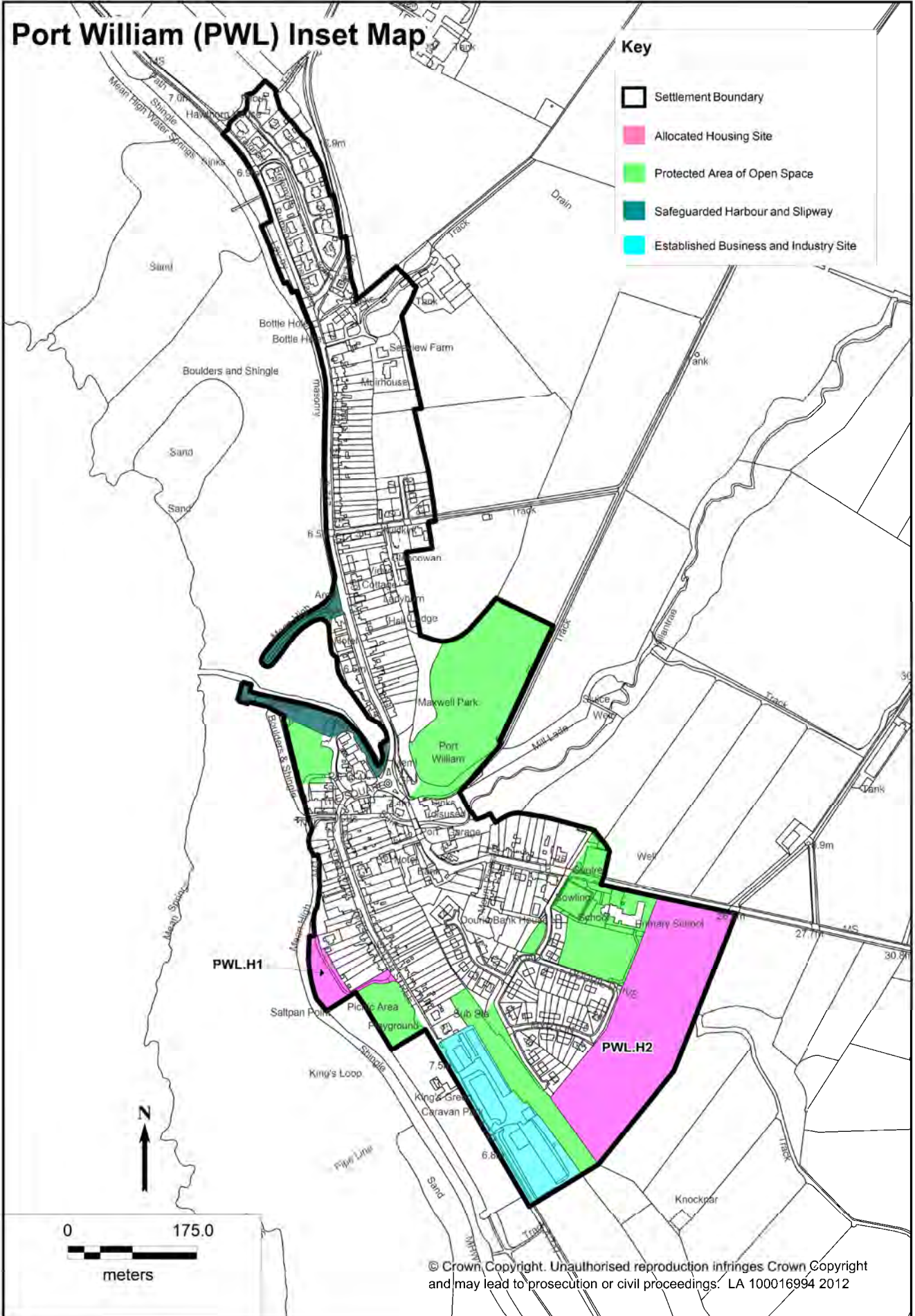




Port William (PWL) Inset Map

Key

- Settlement Boundary
- Allocated Housing Site
- Protected Area of Open Space
- Safeguarded Harbour and Slipway
- Established Business and Industry Site



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Port William Settlement Overview

Port William is identified as a Local Centre in the Mid Galloway Housing Market Area. It is a linear shaped settlement located on the West coast of the Machars overlooking Luce Bay. It is a popular tourist destination, as well as a busy harbour town with a number of facilities such as shops, primary school and a number of recreational facilities.

The settlement contains a number of historic buildings which are included

within the conservation area. Future development is constrained with the coast to the west and elevated land to the east, the land to the south offers a suitable extension to the settlement.

There are no remaining allocated housing sites left from the previous Local Plan, the allocated sites provide a logical extension to the settlement. The village also benefits from having a site specifically identified for business and industry use which is accessed via the A747.

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 moderate possibilities to expand the village 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.
4. Maintain focus for business and industry development to the south of the settlement.

Port William (PWL) Housing (H) Sites

PWL.H1 South Street (7 units allocated up to 2024)

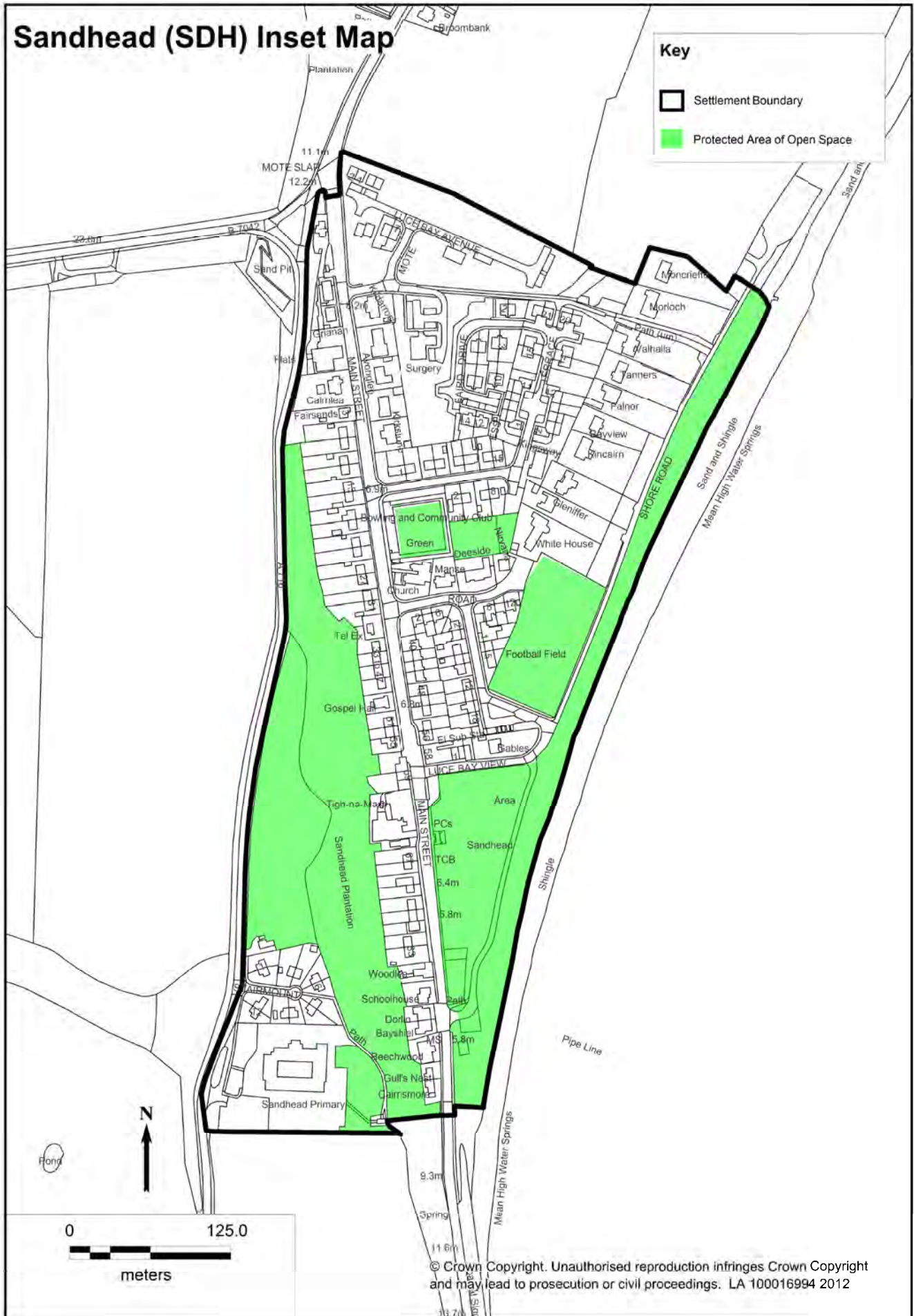
This site was granted full planning permission for residential development in 2010. Should this permission not be implemented other future proposals should take access from South Street. Development should respect the historic and architectural quality and setting of the settlement's Conservation Area. The site is within close proximity to the Waste Water Treatment Works and the Waste Water Pumping Station.



PWL.H2 Dourie Farm (54 units allocated up to 2024)

A masterplan is required to be submitted as part of any planning application and agreed by the Council. It should include details of phasing, overall layout reflecting the prominent position of the site on the approach into the village. The layout should also relate to the landform and should not overlook the cliff top. Access into the site from Dourie Drive, Myrton Crescent and the B7085.







Sandhead Settlement Overview

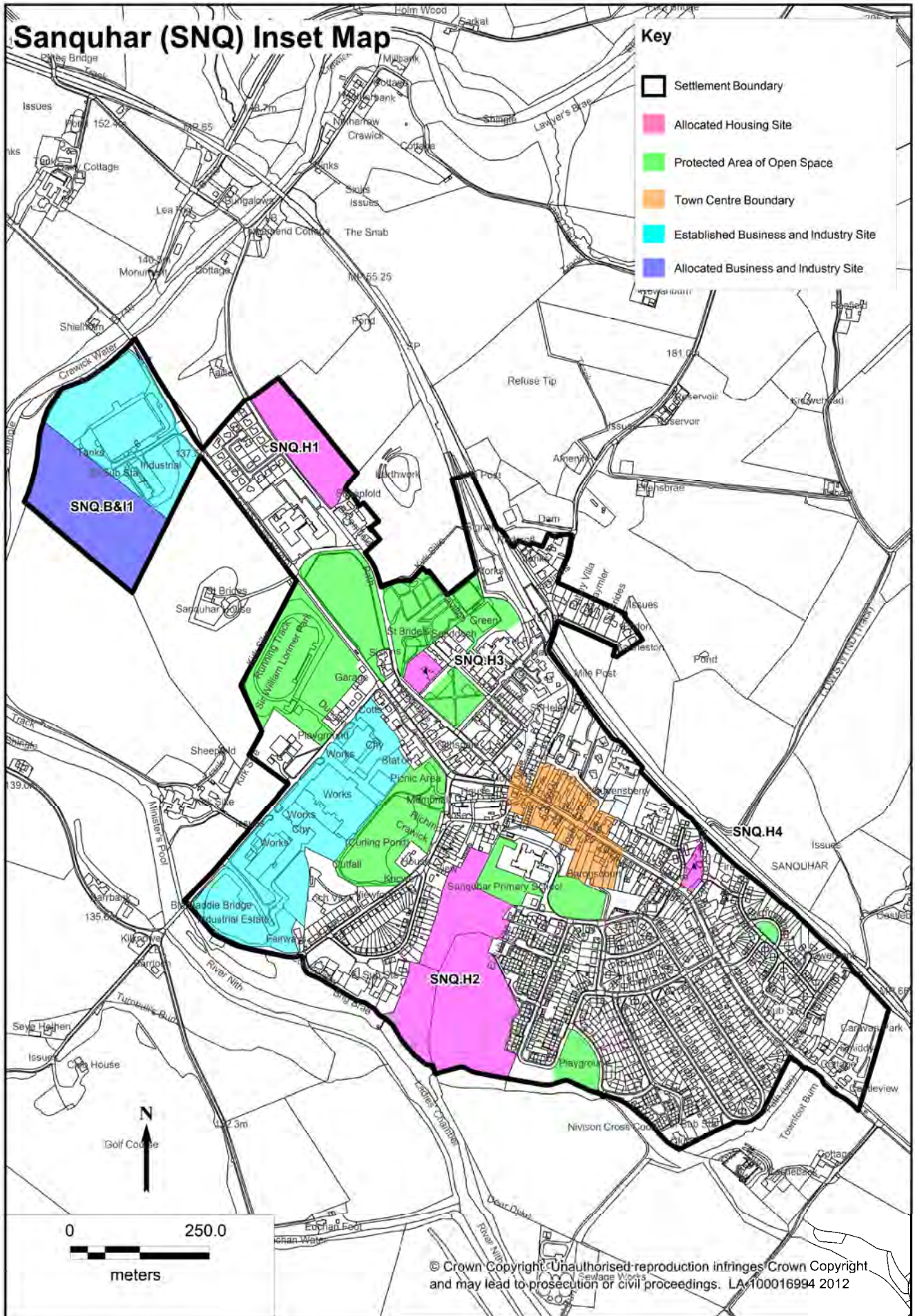
Sandhead is identified as a Local Centre in the Stranraer Housing Market Area and lies south of Stranraer on the A716. Overlooking Luce Bay the settlement offers a number of facilities including primary school, bowling green, shop and cafe.

Steep slopes flank both sides of the A716, unsuitable land to the south and Luce Bay to the east limits potential development of Sandhead.

There are no allocated sites in Sandhead but development opportunities still exist in the partially developed Piggery Lane site and at a number of infill opportunities.

Planning objectives for Sandhead

1. Consolidate and enhance Sandhead's role as a Local Centre in the settlement hierarchy.





Sanquhar Settlement Overview

Sanquhar is identified as a District Centre within 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. The settlement contains a number of facilities including both a primary and secondary school, a range of independent shops, post office and a number of small businesses.

Sanquhar is constrained for further growth by flood risk, archaeological sites and topography which makes some sites adjacent to the railway line highly visually prominent due to the slope of the land.

Recent years has shown limited demand for either new build private market or affordable housing within the settlement. Two of the previously allocated housing sites have been brought forward into the LDP as they continue to provide suitable options for residential development. There are also a number of windfall infill sites.

There are some vacant sites available within the established business and industry areas shown on the map and a further site has been allocated for the purposes of providing opportunities for business and industry growth.

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. Extend the town centre area northwards to include existing shops and leisure uses associated with the high street.
4. Support in principle the redevelopment of brown field opportunities.
5. Continue to identify and protect established business and industry areas, recognising their important role in providing local employment.
6. Identify new business and industrial land available adjacent to the established business and employment land in the northern part of the town to accommodate employment opportunities.
7. 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 (20 units allocated up to 2024)

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 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. A coal survey may be required along with any necessary mitigation works.

SNQ.H2 Queen's Road (125 units allocated up to 2024)

Planning permission in principle for residential development was granted in 2010. Should this permission not be implemented the following points will need to be taken into consideration. The site is to be accessed from Queen's Road. Consideration may need to be given to the central area of the site which appears poorly drained. A footpath crosses the site and this may have to be incorporated into any design and layout of the area. A coal survey may be required along with any necessary mitigation works.

SNQ.H3 Queensberry Square (10 units allocated up to 2024)

The site has the benefit of full planning permission for residential development which was granted in 2010. Should this permission not be implemented the following points will need to be taken into consideration. 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. A coal survey may be required along with any necessary mitigation works.



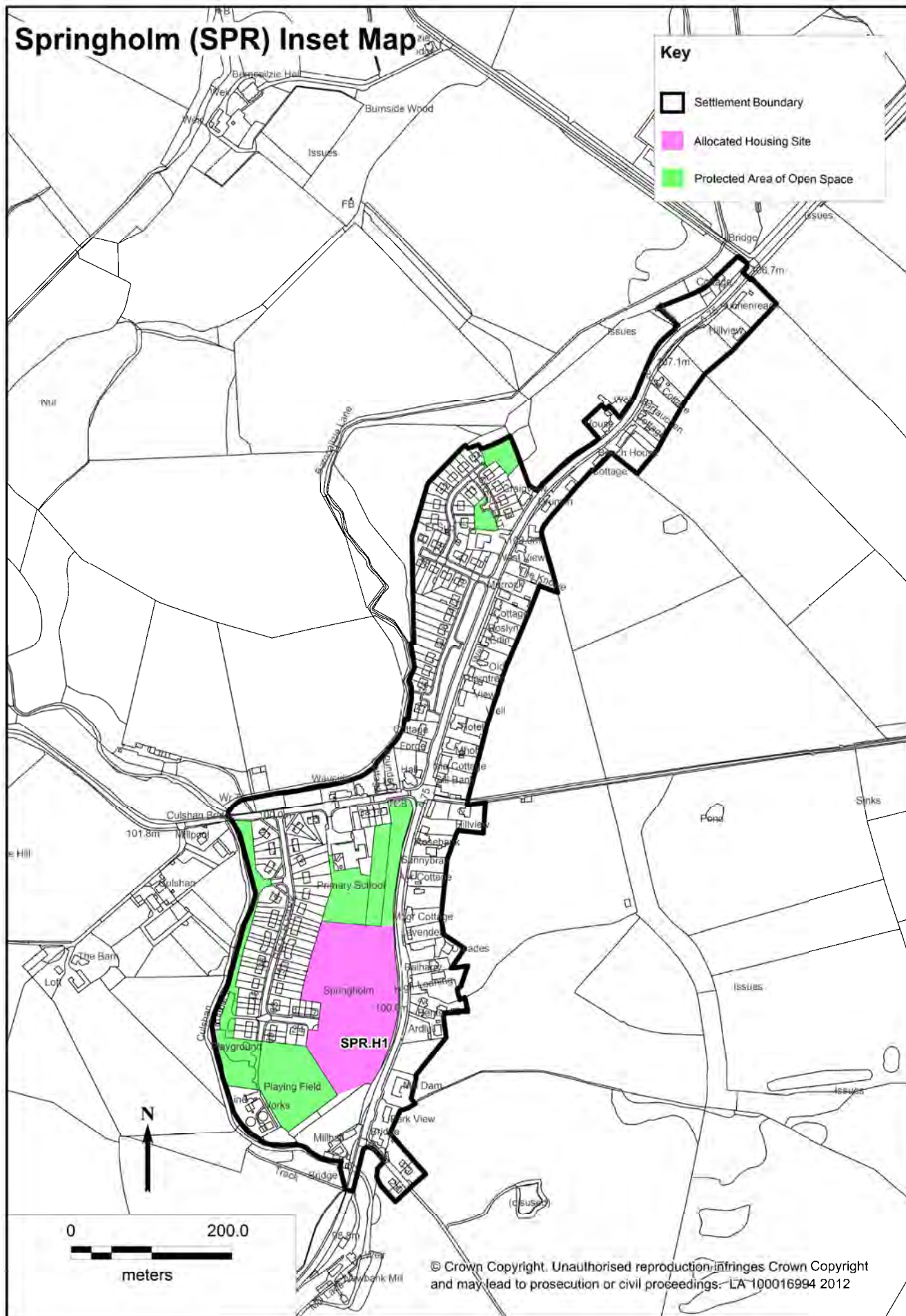
SNQ.H4 High Street (19 units allocated up to 2024)

The site has the benefit of full planning permission for residential development which was granted in 2010. Should this permission not be implemented the following points will need to be taken into consideration. As the site is within the conservation area the layout and design of the development will be important considerations. A contaminated land assessment may be required considering the previous use of the site. A coal survey may also be required along with any necessary mitigation works.

Sanquhar (SNQ) Business and Industry (B&I) Site

SNQ.B&I1 Glasgow Road (3.62 hectares)

The site to be accessed from the existing access with the A76 trunk road. 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 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 of the site. A coal survey may be required along with any necessary mitigation works.





Springholm Settlement Overview

Springholm is identified as a Local Centre in the Stewartry Housing Market Area. It has a range of facilities including shops, a hall and a public house.

Springholm is located on the A75 with development fronting this on either side. The older core of the settlement consists

of a long ribbon of development with additional residential development to the west at Reoch Park. Construction of houses at Cameronian Place has also expanded the town.

The housing site allocated in the previous Local Plan has been brought forward into the LDP and enlarged.

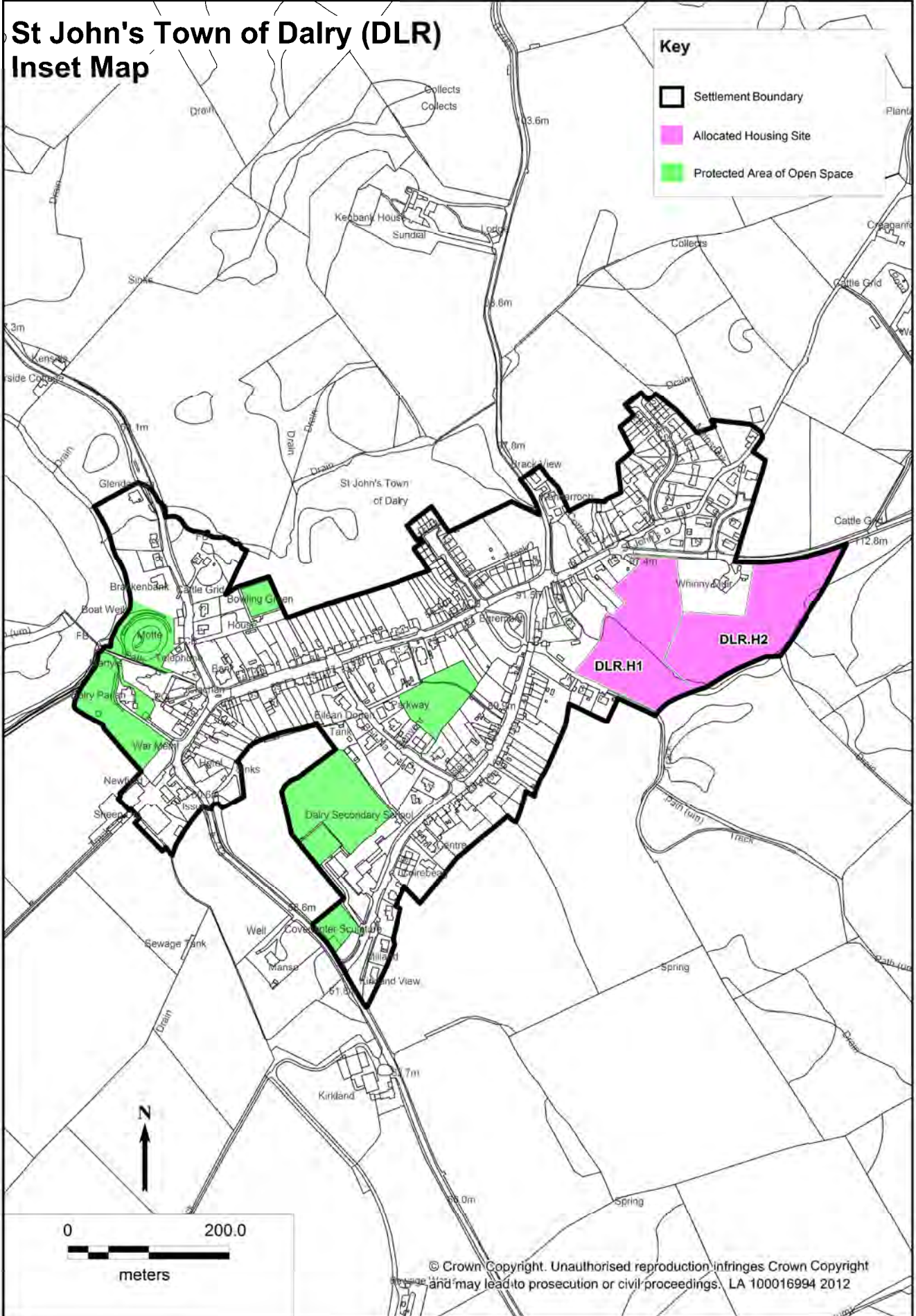
Planning objectives for Springholm

1. Consolidate and support Springholm's role as a Local Centre in the settlement hierarchy.
2. Allow for a sensitive phased development of the allocated site taking into consideration the traffic noise from the A75.
3. Continue to support provision of community facilities.

Springholm (SPR) Housing (H) Site

SPR. H1 Land off Ewart Place (40 units allocated up to 2024)

A masterplan is required to be submitted as part of any planning application and agreed by the Council, considering the phasing of the entire site. 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, with the possibility of a secondary access from Reoch Place. Provision will need to be made to continue to allow a path linking the playing field to the west and other areas of informal space to the north. There may be a flood envelope associated with a small watercourse within the site so flood risk will need to be investigated to determine whether this will have an impact on development of the site.





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. There are a number of facilities including shops, public houses, a primary and secondary school that provide for the settlement itself and the surrounding rural community.

The town is within the Galloway Hills Regional Scenic Area and the landscape

setting will be an important consideration in new development. 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.

The two housing sites at Whinnymuir were allocated in the previous Local Plan and have been brought forward into the LDP.

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 use of new infrastructure which will be provided as part of new development at Whinnymuir by directing future development to this part of the town.

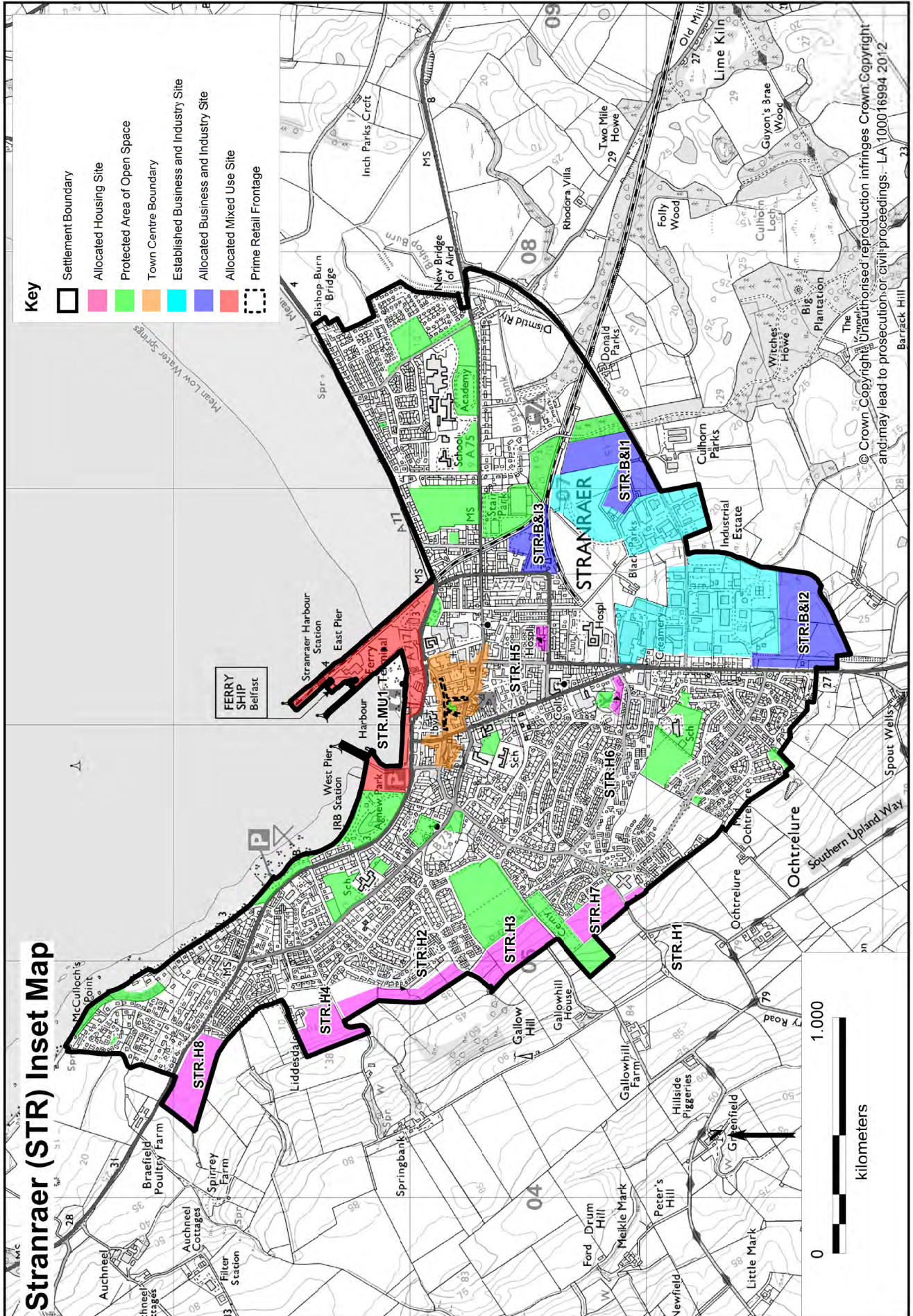
St. John's Town of Dalry (DLR) Housing (H) Sites

DLR. H1 Whinnymuir (35 units allocated up to 2024)

This site was granted planning permission in 2011. It is proposed that the majority of houses will be affordable. The site is adjacent to a flood risk area but SEPA have accepted the Flood Risk Assessment submitted as part of the previous application.

DLR.H2 South of Whinnymuir (25 units allocated up to 2024)

Site may be developed as an extension to the adjacent land at DLR.H1 and should benefit from the associated infrastructure upgrade. A masterplan is required to be submitted as part of any planning application and agreed by the Council, demonstrating the phasing of development and how it will co-ordinate with the adjacent site. 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 and landscaping for the wider site. As an existing watercourse is within the site, a flood risk assessment will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.



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Stranraer Settlement Overview

Stranraer is identified as a District Centre in the Stranraer Housing Market Area. It is located on the banks of Loch Ryan and has good access onto the A75 trunk road. Stranraer is the second largest town in the region and functions as the main service centre for the western part of the region. The town contains a number of facilities including primary schools and a secondary school, a small hospital, leisure centre, a wide range of shops including several supermarkets, a library and museum as well as many other businesses.

Relocation of the Stena ferry terminal further along the coast to Cairnryan has provided a regeneration opportunity to redevelop the waterfront.

The Stranraer Waterfront Urban Design Strategy and Masterplan (the masterplan for the whole waterfront area) together with a design and development brief for the old ferry port and its environs will be adopted as supplementary guidance to the LDP, they outline the vision for the waterfront.

Sites allocated in the previous Local Plan for housing have been brought forward into the LDP as they continue to provide suitable options for residential development. Additional business and industry land has been provided adjacent to the Blackparks Industrial Estate to enhance the town's options for future business and industry development.

Planning objectives for Stranraer

1. Consolidate and enhance Stranraer's role as a District Centre in 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 improvement of the town centre by building on the regeneration work at Castle Square.
4. Provide land at Blackparks Industrial estate to encourage and support business and industry growth.
5. Supporting new housing in sustainable locations close to the town centre and to public transport and pedestrian links.
6. Support in principle the redevelopment of brown field opportunities including the redevelopment of the Garrick Hospital site.
7. 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.
8. Reposition Stranraer and Loch Ryan as a distinctive and successful marine leisure destination.



Stranraer (STR) Housing (H) Sites

STR.H1 Thorney Croft West (10 units allocated up to 2024)

Full planning permission was granted for residential development in 2009. Should this permission not be implemented other proposals would be expected to address the following issue. The road access to the site needs to be widened and improved to the Council's adoptable standards.

STR.H2 West Leafield (158 units allocated up to 2024)

Full planning permission was granted in 2009 for residential development. Should this current permission not be implemented any other proposals would be expected to address the following issues. Site to be accessed from Nursery Avenue and Spring Bank Road. The improvement of the private Springbank 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 site STR.H3. A masterplan layout and level information of the site along with bed, bank and water levels of the small watercourse may be sufficient to remove concerns about potential flooding; or a Flood Risk Assessment may be required to verify that the site complies with the principles of Scottish Planning Policy.

STR.H3 Moorefield (49 units allocated up to 2024)

Site should be accessed from Moorefield and Nursery Avenue. The site has the benefit of being located adjacent 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. A masterplan layout and level information of the site along with bed, bank and water levels of the small watercourse may be sufficient to remove concerns about potential flooding; or a Flood Risk Assessment may be required to verify that the site complies with the principles of Scottish Planning Policy.



STR.H4 Springbank (74 units allocated up to 2024)

The improvement of the private Springbank 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. A masterplan layout and level information of the site along with bed, bank and water levels of the small watercourse may be sufficient to remove concerns about potential flooding; or a Flood Risk Assessment may be required to verify that the site complies with the principles of Scottish Planning Policy.

STR.H5 Former Garrick Hospital (18 units allocated up to 2024)

This is a brownfield opportunity site. Planning permission in principle was granted for residential development in 2012. Should this not be implemented the following are important considerations for future proposals. Access into the site should be taken from Edinburgh Road, off street parking would be required within the site or parking must be provided within the curtilage of each individual property.

STR.H6 Land behind the Coachmans (9 units allocated up to 2024)

The site layout should be designed to maintain and protect the large mature deciduous trees. Access should be taken from Lewis Street. 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 2024)

Site is located adjacent to the Glebe Cemetery. Access should be taken from Smithy Road and will require a looped road layout and 2 access points.



STR.H8 Leswalt Road (35 units allocated up to 2024)

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 layout, design and site levels, landscaping. The site requires 2 access points from the A718. 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 of the site. The site has been identified as potentially having contamination and therefore development of this site would require a ground investigation to ascertain its suitability.

Stranraer Mixed Use (MU) Site

STR.MU1 Stranraer Waterfront (165 units allocated up to 2024 plus a supermarket, hotel, cultural, leisure, commercial and retail facilities)

A masterplan and a detailed design and development brief have been adopted as supplementary guidance to the LDP. They outline the type, design and layout of development that would be considered suitable on the site. The new Port Rodie Waste Water Pumping Station is within this site.

Stranraer (STR) Business & Industry (B&I) Sites

STR.B&I1 Blackparks Industrial Estate (6.7 hectares)

Site requires a loop road layout from Fountainway back onto Commerce Road at Culhorn Parks. A flood risk assessment, masterplan and/or site levels will need to be submitted as part of any planning application to determine the potential flood risk. An archaeology assessment will be required on the eastern part of the site as it is a known archaeology site. Existing woodland adjacent to site should be retained and increased to ensure screening between housing and industrial sites.

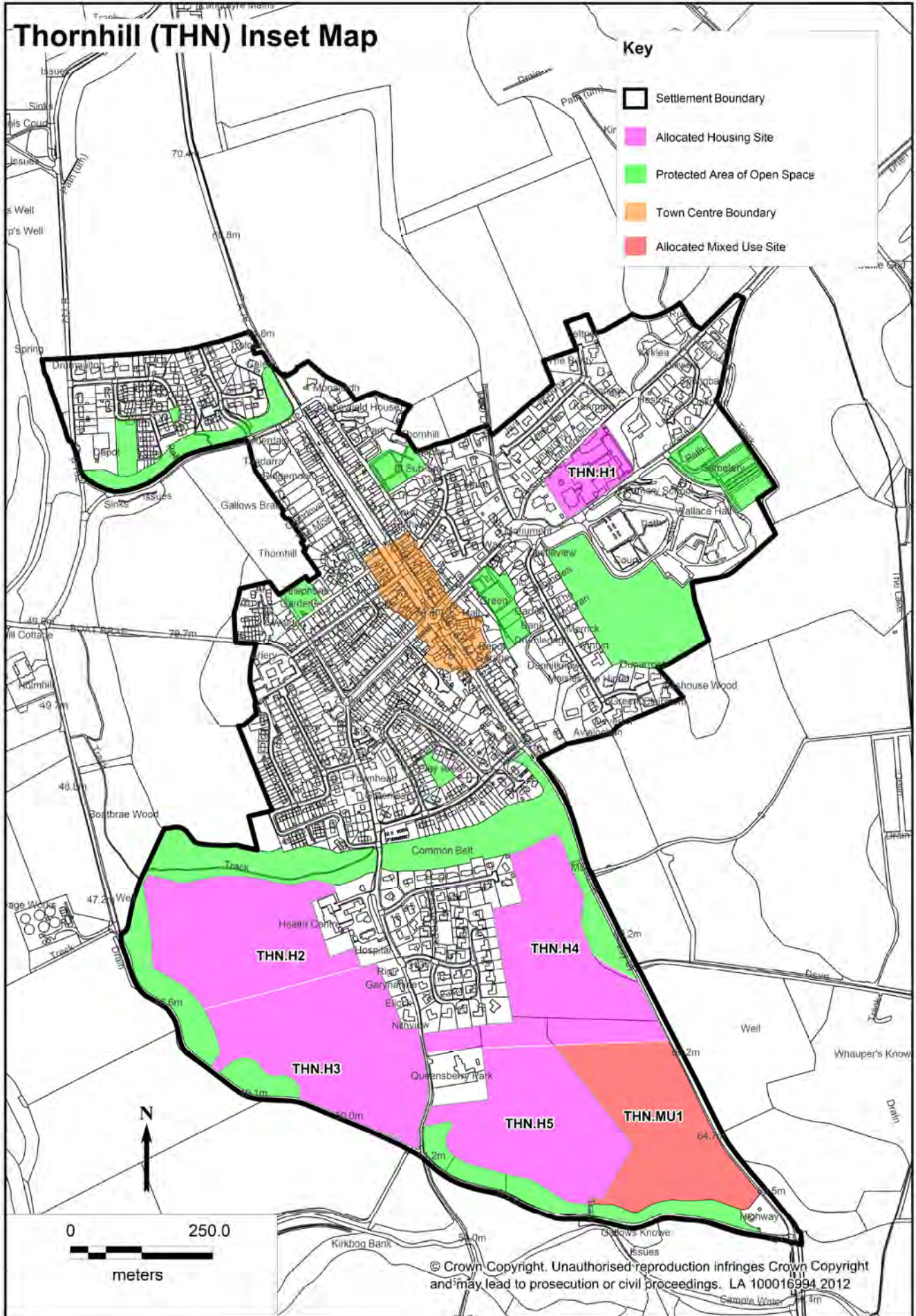


STR.B&I2 Clashmahew (9.6 hectares)

A roundabout will need to be developed on the A77 to enable access into the site. In relation to flood risk, SEPA recognise the majority of the site is developable but require further information be provided to demonstrate if the small south east section is developable. An archaeology assessment may be required due to former railway which ran through the site.

STR.B&I3 Railway Yard (4 hectares)

This brownfield site is considered suitable for business and industry use. A scrap yard is located to the north of the site and due to its previous use contamination is likely present, a contaminated land assessment will therefore be required. A flood risk assessment, masterplan and/or site levels will be required as part of any planning application to determine potential flood risk. An archaeology assessment may be required due to former railway which ran through the site.





Thornhill Settlement Overview

Thornhill is identified as a District Centre in the Dumfries Housing Market Area and is well located on the A76, approximately 13 miles north of Dumfries. The settlement has a good selection of shops and facilities, including a newly completed school for both primary and secondary students. The settlement is an attractive planned small market town attracting a number of tourist visitors and has conservation area status.

The more easily accessible parts of Thornhill have now been developed. In order to open up additional areas for development in this popular and vibrant settlement and in accordance with "Designing Streets" 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 masterplanning exercise which takes into account such issues as the following:

- road network and connections;
- the balance of land uses within the area;
- additional landscaping and retention of existing landscaping and woodland; and
- linkages to the wider settlement.

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 to and agreed by the Council.

Although large areas to the south of Thornhill have been identified for development 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.

Boatbrae Wood to the west and south of the settlement is an important visual feature on the edges of the settlement which should be retained where possible.

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. Support in principle the redevelopment of brown field opportunities.
4. Identify new business land to provide employment opportunities.



Thornhill (THN) Housing (H) Sites

THN.H1 Wallace Hall (37 units allocated up to 2024)

This brownfield site was granted full planning permission for residential development in 2010. The permission includes conversion of the former school buildings which are a listed property and additional new build elements. Should this permission not be implemented any future proposals should take account of the setting and character of the listed building and be of a design and form to complement the local area.

THN.H2 Hospital Brae (112 units allocated up to 2024)

For this site and the four other sites south of Boatbrae Wood a masterplanning exercise must be carried out, as described under "Thornhill Settlement Overview". As part of the masterplanning process, and in accordance with Scottish Planning Policy, consultation with Transport Scotland on the suitability or otherwise of access to the A76 trunk road must be undertaken.

The treebelt to the north and west of the site should be retained as a strong visual feature in the area. 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 Scotland and the Council. The site is in close proximity to the waste water treatment works.

THN.H3 Boatbrae (64 units allocated up to 2024)

For this site and the four other sites south of Boatbrae Wood a masterplanning exercise must be carried out, as described under "Thornhill Settlement Overview". As part of the masterplanning process, and in accordance with Scottish Planning Policy, consultation with Transport Scotland on the suitability or otherwise of access to the A76 trunk road must be undertaken.



The treebelt to the west of the site should be retained as a strong visual feature in the area. 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 a developer will be required to safeguard the archaeological remains identified within the site, to the satisfaction of Historic 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. The site is in close proximity to the waste water treatment works.

THN.H4 Queensberry Beeches (103 units allocated beyond 2024)

For this site and the four other sites south of Boatbrae Wood a masterplanning exercise must be carried out, as described under “Thornhill Settlement Overview”. As part of the masterplanning process, and in accordance with Scottish Planning Policy, consultation with Transport Scotland on the suitability or otherwise of access to the A76 trunk road must be undertaken.

The treebelt to the north and east of the site should be retained as a strong visual feature in the area. 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 of this site from the A76.

THN.H5 Queensberry Park (122 units allocated beyond 2024)

For this site and the four other sites south of Boatbrae Wood a masterplanning exercise must be carried out, as described under “Thornhill Settlement Overview”. As part of the masterplanning process, and in accordance with Scottish Planning Policy, consultation with Transport Scotland on the suitability or otherwise of access to the A76 trunk road must be undertaken.

The treebelt to the south of the site should be retained as a strong visual feature in the area.



Thornhill (THN) Mixed Use (MU) Site

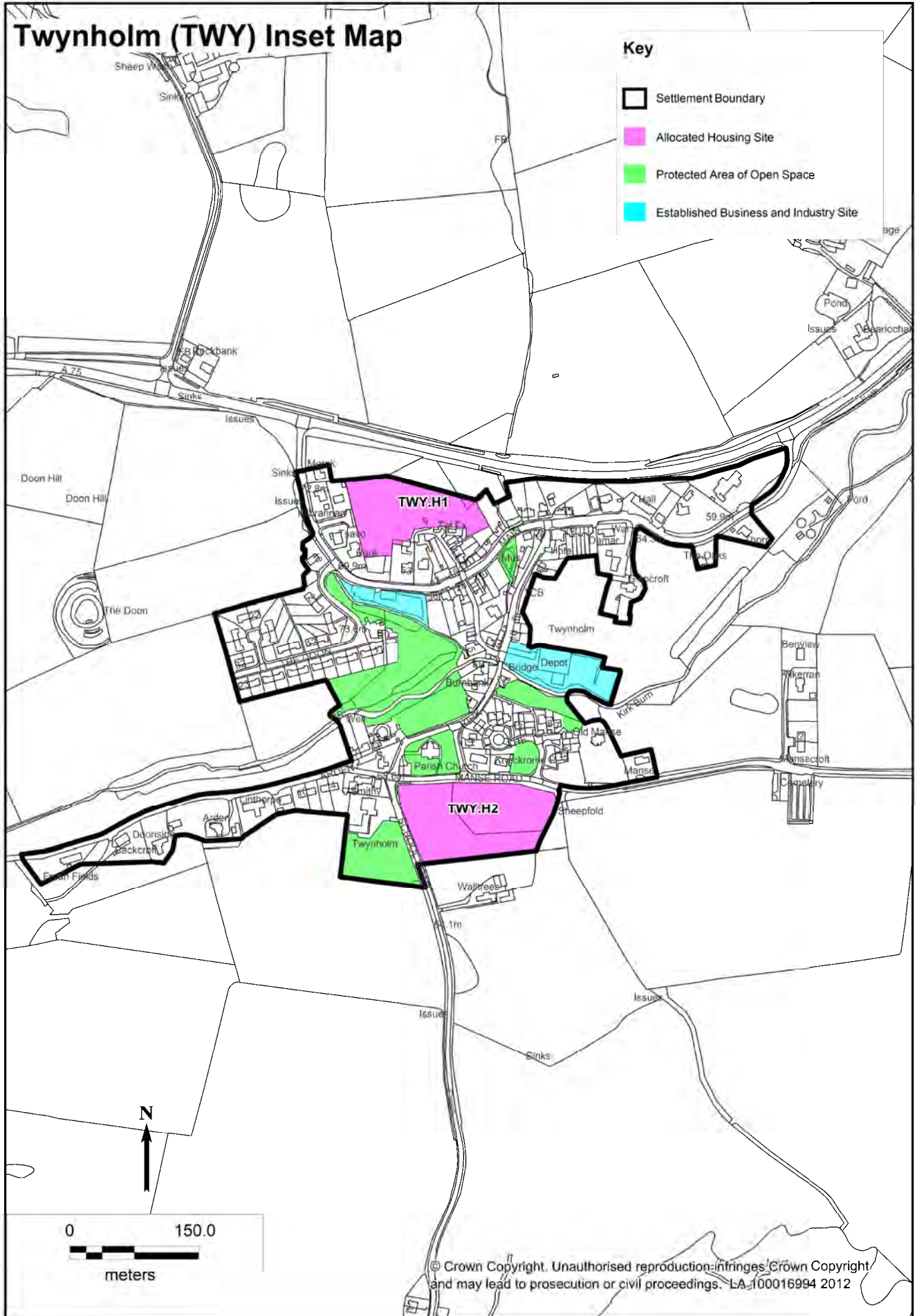
THN.MU1 Gallows Knowe (47 units allocated up to 2024 plus 2.6 hectares business land)

For this site and the four other sites south of Boatbrae Wood a masterplanning exercise must be carried out, as described under “Thornhill Settlement Overview”. As part of the masterplanning process, and in accordance with Scottish Planning Policy, consultation with Transport Scotland on the suitability or otherwise of access to the A76 trunk road must be undertaken.

Proposals for this site should include flexible business units that are built in such a way as to ensure adaptability in the future. The use of such workshops 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. Additional structure planting may also be required to the eastern boundary in order to reduce the visual prominence of this site from the A76.







Twynholm Settlement Overview

Twynholm is identified as a Local Centre in the Stewartry Housing Market Area. It is located approximately three miles north of Kirkcudbright and is bypassed by the A75. The town contains a number of facilities including a primary school, shop and garage, as well as other local employment opportunities.

The town's setting and appearance is enhanced by the mature trees and shrubs lining the burns that flow through the settlement and development affecting this should be avoided.

The housing sites allocated in the previous Local Plan have been brought forward into the LDP.

Planning objectives for Twynholm

1. Consolidate and support Twynholm's role as a Local Centre in the settlement hierarchy.
2. Provide land in order to create opportunities for a mixture of housing types and tenures but ensure that land is phased to avoid too much development all at one time.
3. Continue to identify and protect business and industrial land which provides important local employment.

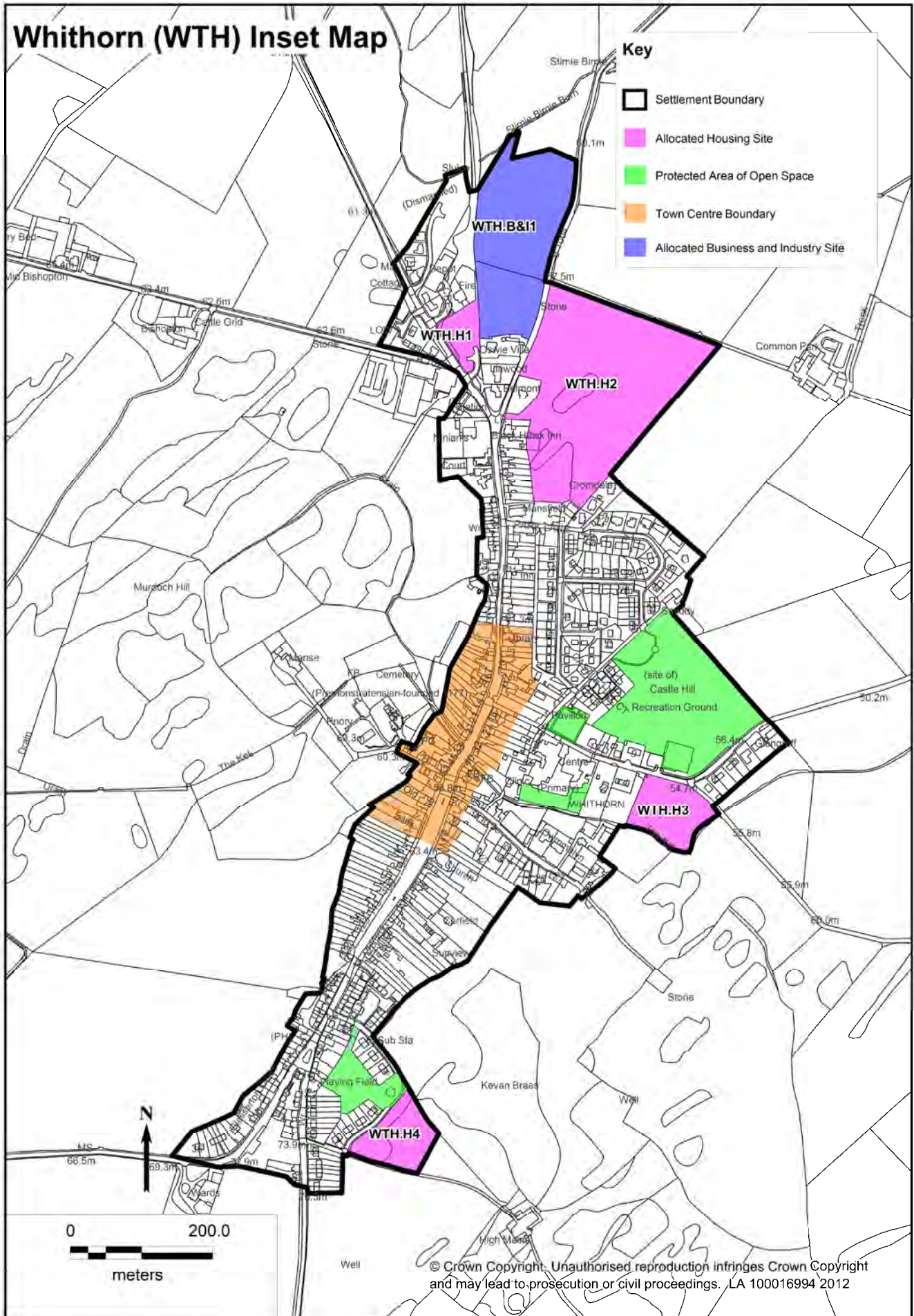
Twynholm (TWY) Housing (H) Sites

TWY. H1 Rear of Main Street (10 units allocated up to 2024)

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.

TWY.H2 Manse Road (15 units allocated up to 2024)

Full planning permission for residential development was granted in 2008 for the eastern part of the site. Should this permission not be implemented future development proposals should ensure consideration is given to preserving the setting and approach to the listed church opposite. Careful design and siting may be able to overcome this. There are archaeological concerns relating to a possible standing stone recorded in northern part of site and therefore mitigation may be required to address this.





Whithorn Settlement Overview

Whithorn is identified as a District Centre in the Mid Galloway Housing Market Area. It is a linear shaped settlement located towards the southern edge of the Machars. The settlement has a number of facilities that serve the wider area including a primary school, shops, small business and visitor and tourist facilities associated with the Whithorn Dig and the town's Christian Heritage.

The settlements 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. Development opportunities are best offered to the north of the town and through small pockets of development.

A new business and industry site has been allocated in the north of the settlement. This is viewed as a suitable site to provide business opportunities in one of the region's most rural settlements. The site at Station Road is the only housing site to have been carried forward from the previous Local Plan. Additional housing sites have been allocated to provide additional choice.

Planning objectives for Whithorn

1. Consolidate and enhance Whithorn's role as a District Centre in the settlement hierarchy.
2. Identify opportunities to provide moderate possibilities to expand the village 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.
4. Provide employment land to encourage and support business and industry growth.

Whithorn (WTH) Housing (H) Sites

WTH.H1 Station Road (6 units allocated up to 2024)

An access road has already been installed which links onto the A746. 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 2024)

Large site located to North East of settlement. Site requires two access points from the B7004 road and with a loop layout within the site. An access into the adjoining field to the east must be included into the layout of the site. The 1st edition ordnance survey maps record several quarried areas on this site. A ground investigation report of the site will be required to ensure they have not been filled with any contaminated material. Development should retain trees and existing boundaries, including the dry stone dyke, where possible.

WTH.H3 Ladycroft (5 units allocated up to 2024)

The site is a relatively small site located to the east of Whithorn. The site is best suited to frontage development as it would reflect the existing pattern of development in the area. The road will need to be widened and a footpath provided. Flood risk will need to be investigated to determine whether the minor water course that runs through the site will have an impact on developing of the site.

WTH.H4 Greencroft (8 units allocated up to 2024)

The site is a relatively small site located to the south of Whithorn. Careful and sensitive design is required as the site is visible from the south and east. The layout of the site should ensure that the development does not intrude into open countryside. Access can be taken from Greencroft and High Mains. Dry stone dykes and gorse thickets are characteristic of the area and should be retained where possible.



Whithorn (WTH) Business & Industry (B&I) Site

WTH.B&I1 Stirnie Birnie Bridge (2.8 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.

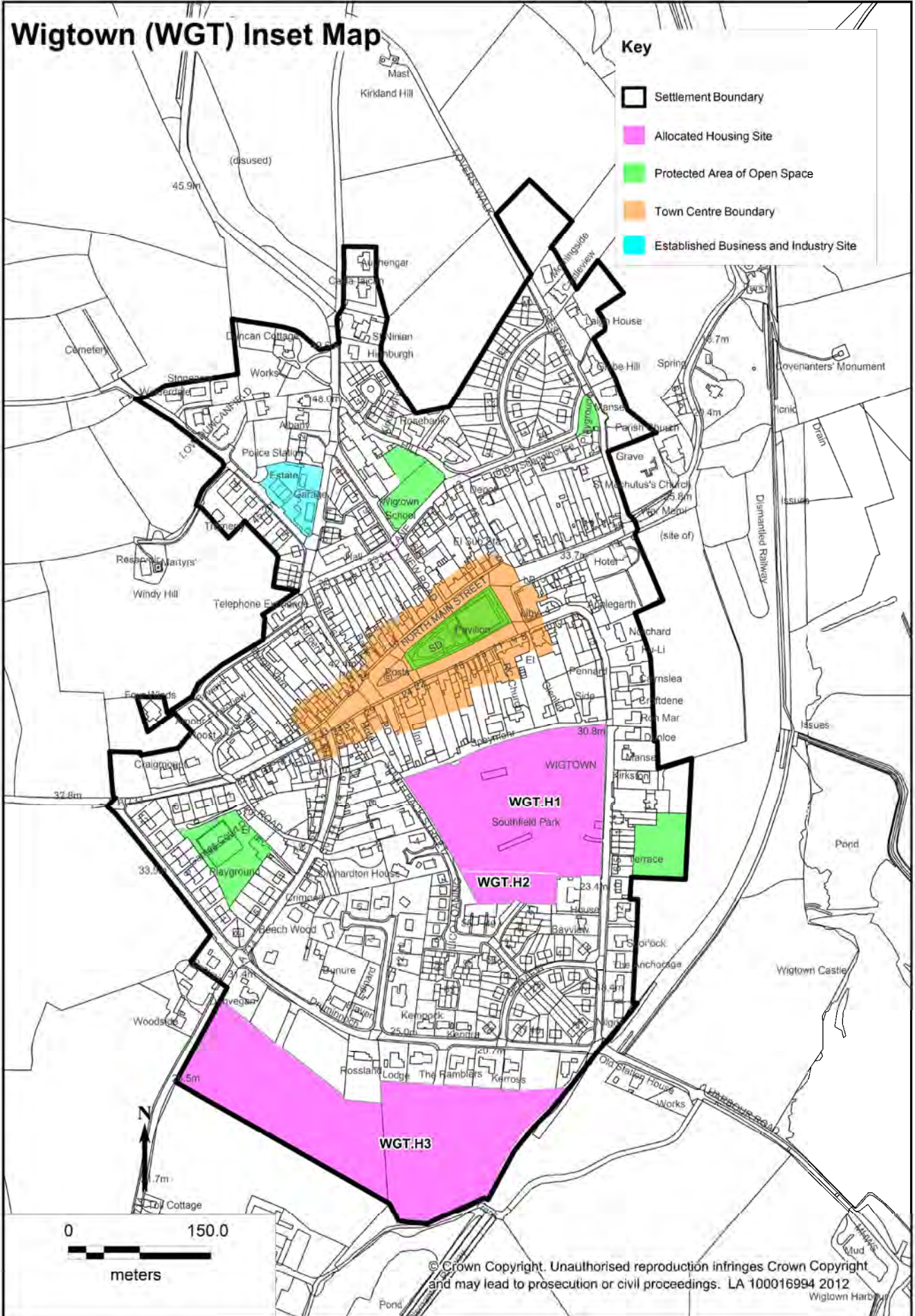
A flood risk assessment will need to be submitted to and agreed by the Council as part of any planning application to determine whether the small water course that runs adjacent to the site will have an impact on developing the site. Development of site must include screening from the adjacent housing areas to the west. A contaminated land assessment may be required.



Wigtown (WGT) Inset Map

Key

- Settlement Boundary
- Allocated Housing Site
- Protected Area of Open Space
- Town Centre Boundary
- Established Business and Industry Site





Wigtown Settlement Overview

Wigtown is identified as a District Centre in the Mid Galloway Housing Market Area. It is located 6 km south of Newton Stewart overlooking Wigtown Bay on the east coast of the Machars. Wigtown has a number of facilities including a primary school, shops, library, town hall and many small businesses. The town is designated as Scotland's Book Town and hosts a number of related events each year.

Development potential is limited due to the rising landform to the north and west with environmentally and archaeologically sensitive areas to the east.

Three housing sites allocated in the previous Local Plan have been brought forward into the LDP as they continue to provide the logical option for residential development.

Planning objectives for Wigtown

1. Consolidate and enhance Wigtown's role as a District Centre in the settlement hierarchy.
2. Continue to identify opportunities to provide moderate possibilities to expand the village 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.
4. To protect the environmental and archaeologically important area to the east of the town from development.
5. Support established business and industry within settlement.

Wigtown (WGT) Housing (H) Sites

WGT.H1 Southfield Park (34 units allocated up to 2024)

A former agricultural show ground this is a large site in the centre of Wigtown within the conservation area. Development of the site should be carefully designed and retain a suitable amount of open space to reflect the original valuable greenspace which was the heart of the settlement. The original stone boundary walls have medieval carved stone work incorporated into their fabric and should be retained. Access to the adjacent site WGT.H2 should be incorporated into the layout of the site. 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.

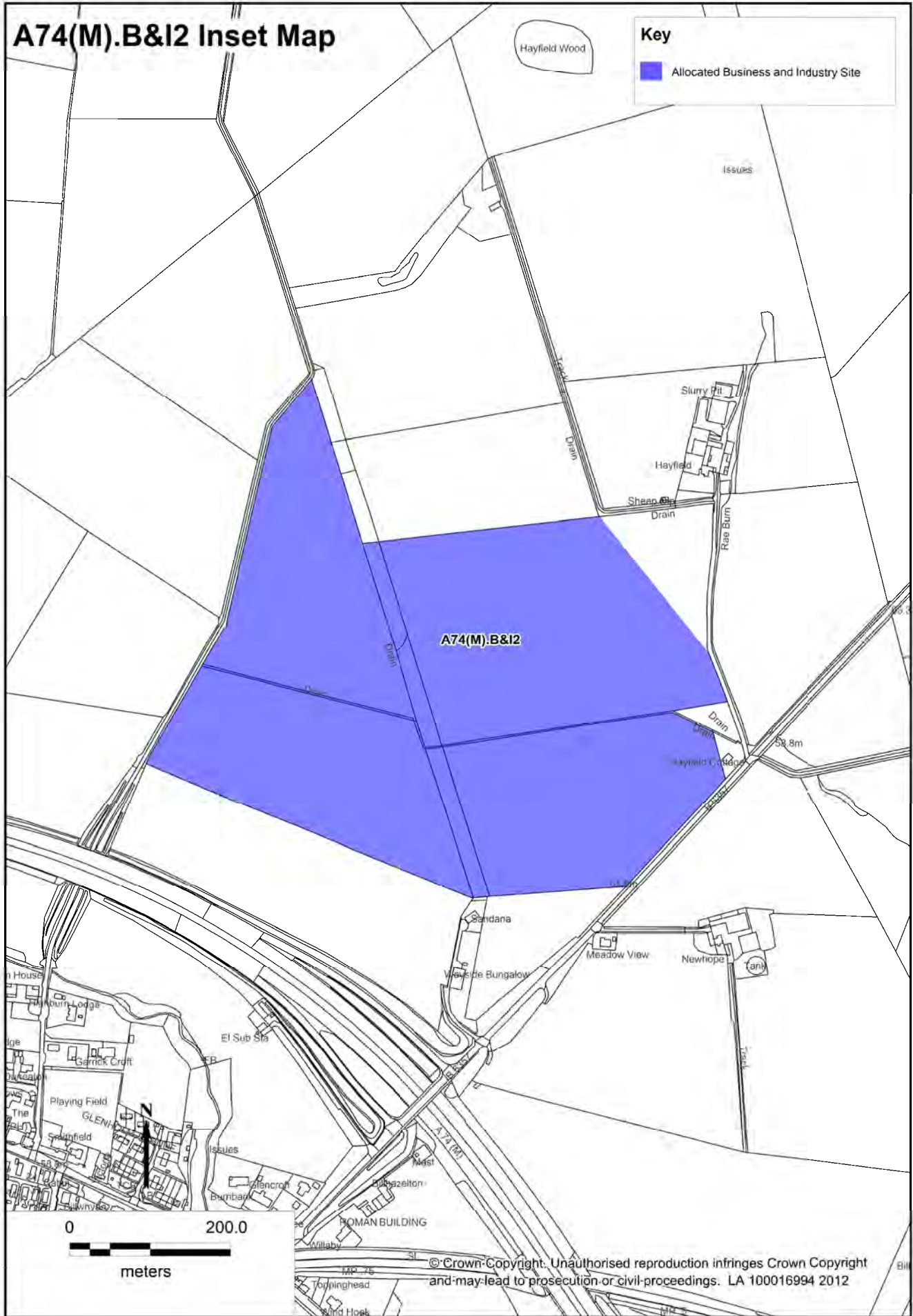


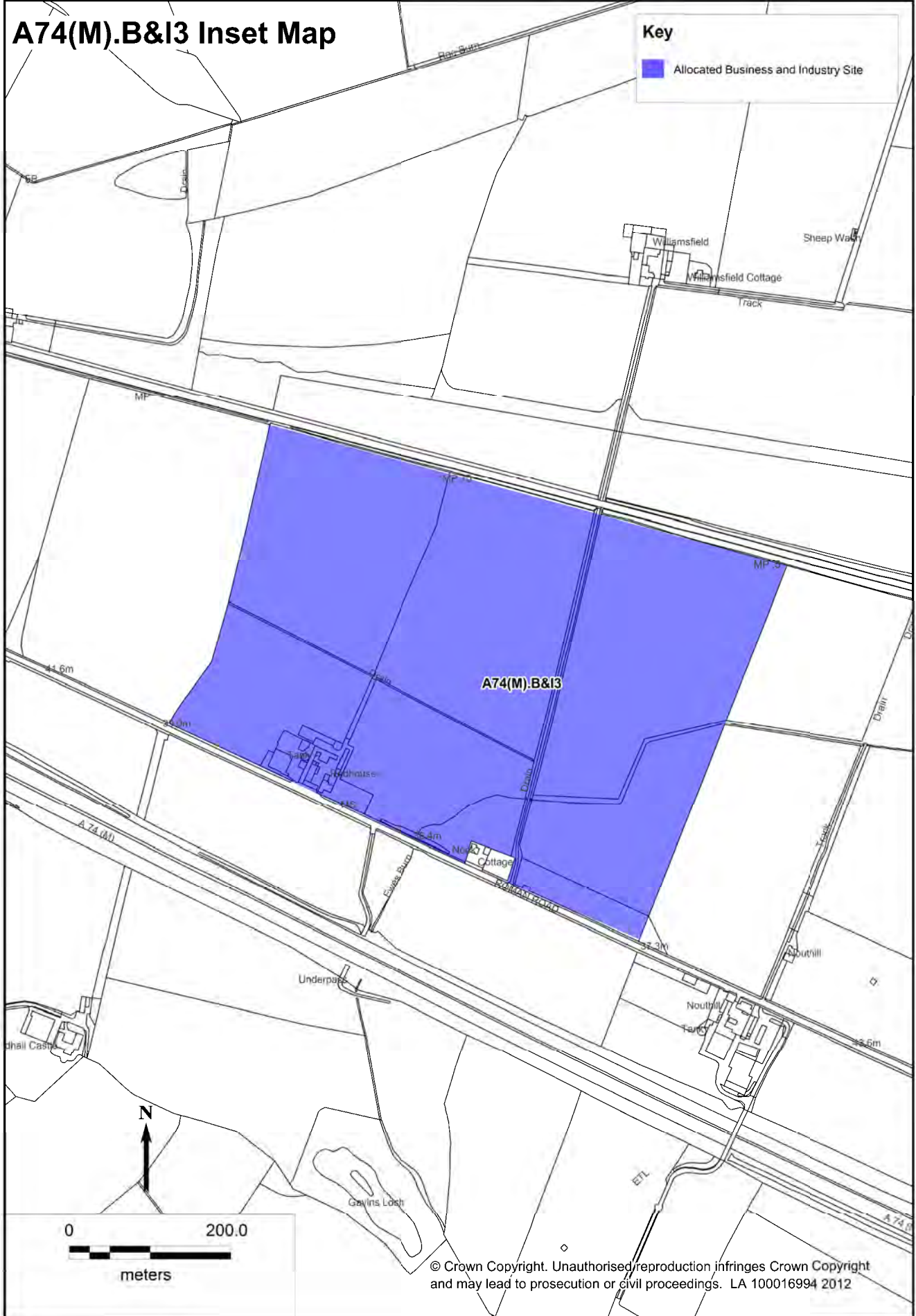
WGT.H2 Seaview (8 units allocated up to 2024)

A small site adjacent to the Southfield Park site sharing the former agricultural show ground. Site should be accessed via the incorporation of an access in the Southfield Park (WGT.H1) layout. Design should complement the surrounding built environment.

WGT.H3 Station Road (50 units allocated up to 2024)

A large site to the south of the settlement which would be accessed via 2 points from Station Road which have been reserved through previous applications. One of these access points may not be wide enough for a development of this size but a third access may be suitable from the north eastern corner of the site. Development of this site will increase the amount of traffic that uses the Station Road/A714 junction. Improvements to this junction will be required before any development can start on this site. Development will be limited to 1 – 1½ storey to reduce visual impact on skyline with a clear southern boundary created from thorn hedging and hedgerow trees.







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 LDP for business and industrial development. If these sites exceed market requirements for the LDP period they will be carried forward into the next LDP.

Planning objectives for A74(M) sites

1. Encourage employment creation by identifying new business and industrial land to provide strategic inward investment opportunities for businesses which require quick access to the A74(M).
2. Support the Gretna-Lockerbie-Annan regeneration corridor.

A74(M) Business & Industry Sites

A74(M).B&I1 Hangingshaws, Johnstonebridge (20 hectares)

The site is 2 miles south of A74(M) Jct.16. Planning permission in principle was granted in 2010 for business and industrial use. A masterplan is required to be submitted as part of any future planning application and agreed by the Council. The masterplan 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. Road improvements may be required depending on the size of the development proposed. The mature oak trees on site must be safeguarded and protected during construction and operational phases. An archaeology assessment will be required as three areas of archaeological remains are noted within the site. A contaminated land assessment will be required for the land adjacent to 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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

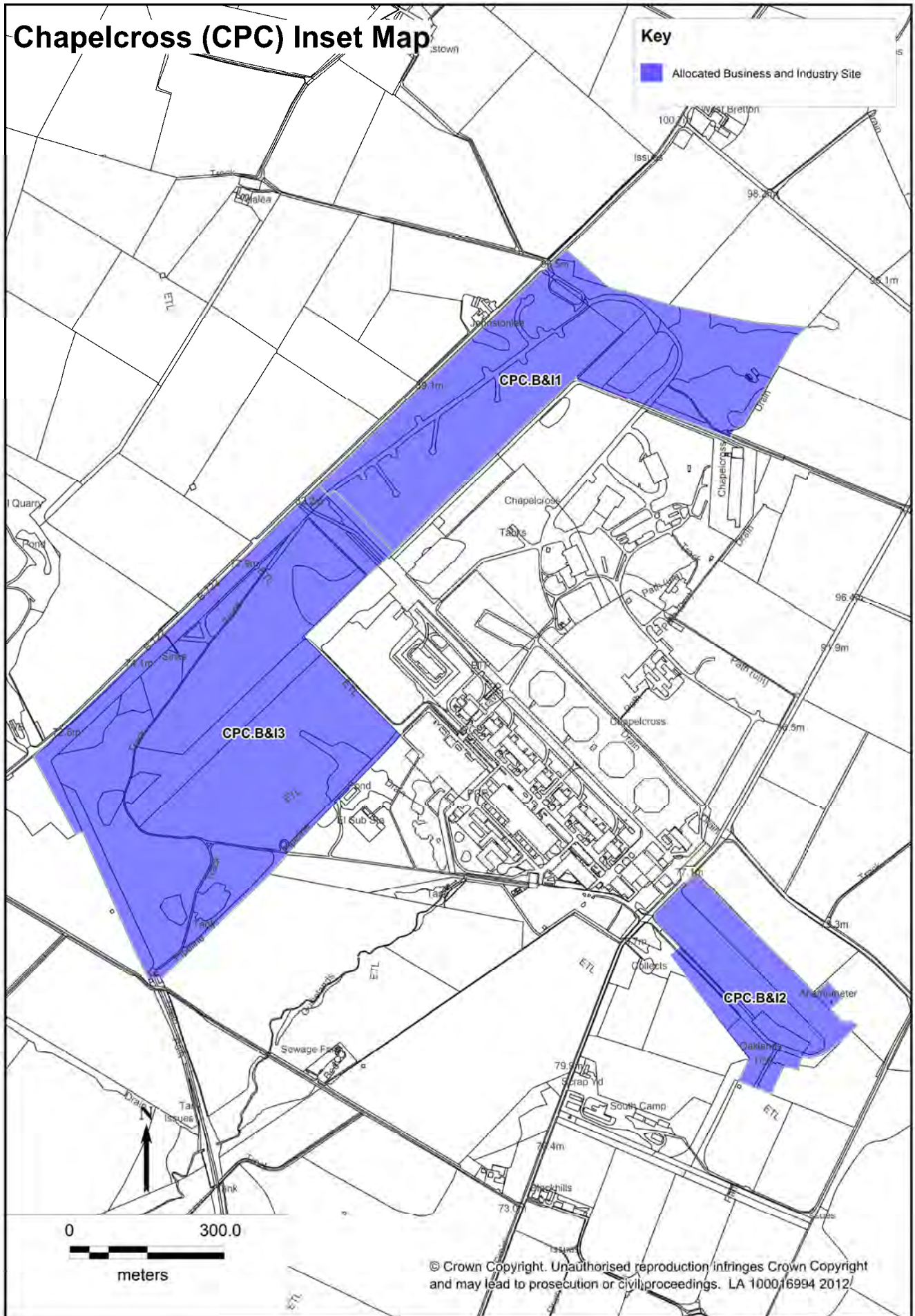


A74(M).B&I2 Hayfield/Newhope, Kirkpatrick Fleming (26.24 hectares)

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 site and A74(M), landscape mitigation measures including: buildings set back from neighbouring residential properties, structural planting to mitigate landscape impact from A74(M), and existing hedgerows and trees along boundary retained and enhanced with additional planting. 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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

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 site and A74(M), and landscape mitigation measures. Landscape mitigation must include: buildings set back from B7076, existing hedgerows and trees along external boundaries retained and enhanced with additional planting, retention of existing plantation adjacent to B7076 and east of Redhouse cottage, and mitigation for adjacent residential properties. A contaminated land assessment will be required for the land adjacent to 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 to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.





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 corridor.

Chapelcross offers employment opportunities for both strategic business needs with close proximity to the A74(M) and A75, and for local needs within easy

reach of Annan. Chapelcross benefits from significant electricity infrastructure which may offer an opportunity for electricity producer(s) or high power users. A development framework will be prepared for Chapelcross which will supplement the site guidance below.

The type and scale of development proposed may require improvements to be made to the B722. The cost of any improvements will need to be borne by the developer. Planning policies would enable additional land to be brought forward during the plan period should the market require.

Planning objectives for Chapelcross sites

1. Support the Gretna-Lockerbie-Annan regeneration corridor.
2. Encourage employment creation through business expansion or inward investment.
3. Identify new business and industrial land to provide employment opportunities.
4. Support in principle the redevelopment of brown-field land.
5. Support the relocation of existing businesses in Annan to Chapelcross as per the Annan Regeneration Masterplan.

Chapelcross (CPC) Business & Industry (B&I) Sites

CPC.B&I1 Chapelcross North (19.43 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 boundary treatment / landscaping will also need to be submitted alongside any planning application. A flood risk assessment including assessment of culverted watercourses will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.



CPC.B&I2 Chapelcross South (7.13 hectares)

The site is within 2.5 miles of Annan. The junction with 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 boundary treatment / landscaping will also need to be submitted alongside any planning application. A flood risk assessment including assessment of culverted watercourses will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.

CPC.B&I3 Chapelcross West (32.37 hectares)

The site is within 2.5 miles of A74(M) Jct.20 and benefits from electricity infrastructure as 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 boundary treatment / landscaping will also need to be submitted alongside any planning application. A flood risk assessment including assessment of culverted watercourses will need to be submitted to and agreed by SEPA and the Council as part of any planning application in order to identify the developable area.