

Shaping Places for Wellbeing Programme

Fraserburgh Project Town

Fraserburgh Harbour Masterplan

Place and Wellbeing Assessment Report

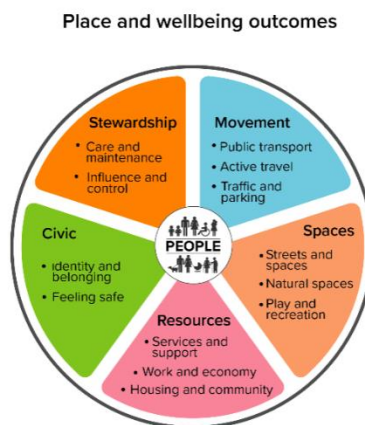
26th November 2024



About the report

This is a report of a Place and Wellbeing Assessment held in November 2024 to look at the Fraserburgh Harbour Masterplan. The Place and Wellbeing Assessment aims to build on the strengths of the work already done on this Masterplan and produce recommendations that will support future developments and iterations as well as the actual delivery of the Masterplan.

A Place and Wellbeing Assessment involves a workshop pulling together expertise and perspectives from a range of attendees to consider how a plan, policy or decision impacts on delivering a place that enables wellbeing and reduces inequality. To do this, attendees consider the impact on each of the Place and Wellbeing Outcomes and those who are experiencing inequality in that place. This paper is the output of one of these assessments.



The [Place and Wellbeing Outcomes](#) are the evidenced features that every place needs to have for the places we live, work and relax in to positively enable health and wellbeing.

To get a better understanding about inequalities in the Project Towns, the Shaping Places for Wellbeing Programme gathered data with the support of the Public Health Scotland's Local Intelligence Support Team (LIST) and the Community Link Leads. This data has been used to highlight the people within each town who are being impacted most by poor health and wellbeing. The process for gathering data can be followed through [this guide](#).

The data for Fraserburgh, at the time of the assessment, highlighted five key areas of focus. These are:

- Poverty
- Substance use
- Mental health
- Police Interventions
- Access to services

Navigating the document

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Background to the Fraserburgh Harbour Masterplan

Fraserburgh Harbour is a Trust Port located in the Northeast of Scotland, ideally positioned for the emerging offshore wind farm projects in the North Sea; oil and gas installations; and the fishing grounds of the north and east of Scotland. Fraserburgh is a port in partial transition. It has a proud heritage as a major fishing port, but recent changes in the fishing sector and new opportunities opening in offshore energy, mean it must be fit for the 21st century. The harbour's business base is already diverse, encompassing boat repair and maintenance, oil and gas supply, cargo import/export and offshore renewables as well as fishing. The harbour infrastructure, however, is constraining future development and this masterplan sets out proposals to meet future needs.

The current version of the Fraserburgh Harbour Masterplan provides a strategic framework for the development of infrastructure at Fraserburgh Harbour over a 20-year period, from 2018 to 2038. With the strategic framework having already been in place and progressing over the past 6 years, the forward direction is focused on supporting growth in existing

markets as well as facilitating and attracting new business. The Harbour lies at the core of the economic and social fabric of Fraserburgh, and the masterplan proposals will have a transformational effect on the sustainability and vitality of the local community.

Links to Shaping Places for Wellbeing Programme

The ambition of the [Shaping Places for Wellbeing Programme](#) is to improve Scotland's wellbeing by reducing the significant inequality in the health of its people. The programme objective focusses on the evidenced impact that the places where we live, work and relax have on our health and wellbeing. This impact can be positive or negative and the programme aims to ensure these unintended consequences are fully considered when we make decisions about a place.

Our objective is to support delivery of the Place and Wellbeing Outcomes. A process used for doing so is a [Place and Wellbeing Assessment](#). This paper is the output of one of these assessments.

A 'How to Guide' for [Place and Wellbeing Assessments](#) has been designed to support others to undertake their own assessments.

There is high-level evidence and research that sits behind our Place and Wellbeing Outcomes and links to health and wellbeing. Full details on all of this evidence can be found on our Wiki page on the [Shaping Places for Wellbeing Knowledge Hub](#). You will find some of this evidence listed in the body of the report.

Report Summary

The Fraserburgh Harbour Masterplan contributes to delivering and supporting many of the aspects of a place that enable the wellbeing of those who live, work and relax in Fraserburgh. The review of the Masterplan is an opportunity to broaden the contribution it can make to Fraserburgh and in doing so, consider how it can contribute to the overall wellbeing and reduction of inequality in some communities.

Three overarching themes emerged as central to the discussions during the assessment of Fraserburgh Harbor Masterplan. These themes encapsulate the concerns, aspirations, and priorities of the representatives at the assessment, as they envision a sustainable, inclusive, and vibrant future for the town. The themes identified are as follows:

Connectivity and Accessibility

A significant theme across the discussions was the need to improve connectivity and accessibility within Fraserburgh and its surrounding areas. This includes enhancing transport infrastructure for all users, such as pedestrians, cyclists, public transport users, and drivers, while addressing concerns about traffic management and parking. Participants emphasised the importance of seamless connections between key areas, particularly the harbour, residential zones, and commercial centres, as well as linking Fraserburgh with the wider Aberdeenshire region. Accessibility was also viewed through the lens of inclusivity, with calls for universally accessible public spaces, improved active travel options, and affordable public transport.

Community Well-Being and Identity

The discussions underscored the community's desire to strengthen social cohesion and preserve Fraserburgh's identity and heritage while fostering a safe, welcoming, and inclusive environment. Participants expressed a strong connection to the town's maritime history and cultural legacy, advocating for its integration into the harbour's redevelopment. Safety and inclusivity emerged as essential for ensuring that all residents, including marginalised groups, feel a sense of belonging and pride. There was also a focus on providing spaces and opportunities for recreation, cultural activities, and social interaction to support mental and physical well-being.

Sustainability and Stewardship

Sustainability emerged as an overarching priority, identified across most of the discussion, reflecting the Harbour's commitment to environmentally conscious development and long-term stewardship of Fraserburgh's resources. Discussions highlighted the need to balance economic growth, particularly through harbour expansion, with environmental preservation and climate resilience. The importance of sustainable practices, such as energy efficiency, green infrastructure, and eco-friendly transport, was frequently emphasised. Participants also stressed the value of empowering the community to play an active role in shaping and maintaining their town through collaborative decision-making and accountability measures.

Recommendations

For ease of reference, all the recommendations contained in this Report are listed in the table below:

Place and Wellbeing Theme	Place and Wellbeing Outcome	Recommendation	
Movement	Active Travel	1	Recognising the importance of expanding the walking and cycling infrastructure in and around the harbour area, Fraserburgh Harbour should identify and include details of any upgrades, ensuring accessibility, within their delivery plan, and work with Aberdeenshire Council Roads team to support the delivery.
		2	Promotion of Active Travel as the preferred mode of travel around Fraserburgh should be undertaken by the Harbour, for its employees and associated businesses.
		3	Aberdeenshire Council's Local Transport Strategy team should work with Fraserburgh Harbour to identify ways to connect the harbour to the wider Active Travel network. Links should also be made with the Fraserburgh Beach Masterplan to connect these pieces of work relating to Active Travel.
	Public Transport	4	Fraserburgh Harbour should provide information to support the work to improve public transport accessibility and coverage in the area. Sharing information with local bus operators and linking to the work already identified through the Fraserburgh Beach Masterplan around the location of bus stops.
		5	Aberdeenshire Council's Transport Strategy team should work with NESTRANs and other relevant partners, to support the integration of active travel and public transport.
		6	Fraserburgh Harbour should promote green transport solutions for those accessing the harbour, including employees and other businesses.
	Traffic and Parking	7	Fraserburgh Harbour should ensure parking facilities available at/within the new Harbour development are appropriate to support all modes of transport, including cycling and electric vehicles, and work with Aberdeenshire Council to ensure parking facilities in Fraserburgh are adequate to support the growth of the harbour.
		8	Fraserburgh Harbour should share information gathered as part of the Traffic Assessment undertaken to determine the impact of stacking lanes and vehicle movements to harbour, most notably with Aberdeenshire Council.
		9	Aberdeenshire Council Road Safety team should identify the need for road safety improvements around the harbour area underpinned by the Masterplan and supporting Traffic Assessment

Spaces	Streets and Spaces	10	Fraserburgh Harbour should include the development of clear signage and information boards in and around the new harbour area, and work with Aberdeenshire Council to ensure that they link with the Fraserburgh Beach Masterplan signage work.
		11	Fraserburgh Harbour and Aberdeenshire Council should work together to ensure that the lighting in and around the harbour is adequate to support safe movement to and from the harbour during non-daylight hours.
	Natural Spaces	12	Fraserburgh Harbour should create links with local branches of the RSPB and other environmental groups within Fraserburgh, to provide opportunities for expert support and guidance relating to any potential impacts on natural spaces throughout the harbour development.
		13	Fraserburgh Harbour will share and disseminate the Environmental Scoping document and subsequent Environmental Impact Assessment (upon completion) with the wider community, to raise awareness of the work done.
	Play and Recreation	14	The Fraserburgh Harbour Masterplan will link with The Fraserburgh Beach Masterplan around the development of play areas close to the harbour, ensuring these are clearly signposted within the harbour area for visitors.
		15	The Fraserburgh Harbour Masterplan should be developed to identify opportunities for recreational spaces within the harbour for employees and businesses using the harbour, including outdoor seating spaces and communal areas, safe from vehicles.
		16	Aberdeenshire Council will work with Fraserburgh Harbour to develop nature-themed play areas with input from local young people, in line with the Fraserburgh Beach Masterplan and connecting the heritage of the harbour to the surrounding area.

Resources	Services and Support	17	Local Health and Social Care services should link with the harbour to provide support for those working in and around the harbour, particularly those who are hard to reach, with information available about these services from within the harbour facilities.
		18	Aberdeenshire Council's Live Life Aberdeenshire team, the Health and Social Care Partnership and NHS Grampian Public Health team, should seek to work with Fraserburgh Harbour, to ensure that support for employees and those accessing the Harbour, can be developed.
		19	Aberdeenshire Council's Whole Family Wellbeing Hub, Early Years team and Employability team should link with Fraserburgh Harbour to identify any increase in demand for childcare provision in the area, as a result of increases in employment opportunities.
	Work and Economy	20	Partnership work between Aberdeenshire Council's Employability team, 'Enable' (charity organisation) and Fraserburgh Harbour should be undertaken, to support new employment opportunities created through the harbour development, to be accessed by local people seeking employment.
		21	Fraserburgh Harbour should outline plans to support Community Wealth Building opportunities, related to the development of the harbour, raising awareness of the opportunities but also the contribution of the harbour to the surrounding community.
		22	Aberdeenshire Council's Community Learning and Development team, as well as other education providers, should work with residents to develop access to training and education opportunities to support residents to access new employment opportunities created through development of the harbour.
		23	Aberdeenshire Council's Place Economy team and Business Gateway team should lead on partnership work to identify and support opportunities linked to potential increases in tourism, leisure, retail and hospitality.
	Housing and Community	24	Fraserburgh Harbour will ensure that all information relating to the planned harbour development and growth, is shared with Aberdeenshire Council's Planning Service team, to ensure this information can help inform local plans and strategies, such as the Local Development Plan.
Civic	Identity and Belonging	25	Fraserburgh Harbour will continue to promote and celebrate local heritage and culture through the Masterplan and will identify opportunities to embed the local heritage and culture into the design and delivery aspects of the harbour development.
		26	Fraserburgh Harbour will work with public sector partners and community groups to support activities that can develop and foster community cohesion in Fraserburgh area, using the harbour as a common link between divided community groups.

	Feeling Safe	27	Local Police Scotland services should be included in discussions and made aware of plans, as the harbour grows and develops, to ensure they can provide visibility of local policing to help improve perceptions of safety around the harbour.
		28	In the design and delivery phase, Fraserburgh Harbour should be mindful of reducing the potential for anti-social behaviour hotspots, by creating spaces with access to natural observation, and not including areas that lend themselves to becoming neglected.
		Also see recommendation 11 regarding street lighting.	
Stewardship	Care and Maintenance	29	Fraserburgh Harbour and Aberdeenshire Council Waste Support teams will ensure that waste refuse and recycling facilities are appropriate to support the increase in business, with a focus on recycling facility availability.
		30	Work should be done by Fraserburgh Harbour and Aberdeenshire Council's Banff & Buchan Area Management team as well as Place Economy team; to raise the profile of Fraserburgh Harbour in recognition of the key role it plays in the town's overall maintenance.
	Influence and Control	31	Fraserburgh Academy and local Primary Schools will continue to work with Fraserburgh Harbour to create opportunities for engagement with young people relating to the decision-making around the harbour development and additional links will be explored with local groups and clubs for young people (such as the Sea Cadets and Police Scotland Youth Volunteers).
		32	Fraserburgh Harbour will become an active partner, linking with the existing consultation processes being developed and implemented by Aberdeenshire Council as part of the Fraserburgh Place Plan.
		33	Fraserburgh Harbour will identify opportunities for funding and support from related business (such as offshore businesses) and share information with local community-led projects.

Next Steps

The recommendations in this report are reviewed by the key people involved in producing or reviewing the plan to see what can be incorporated into the next version of the plan, what needs further consideration and where collaboration is needed to take them forward. Not all recommendations will be suitable to take forward at that time due to time, capacity or other constraints.

Appendix 1

Summary of Discussion and Recommendations by Place and Wellbeing Outcome

Movement

Active Travel

Everyone can:

- easily move around using good-quality, accessible, well-maintained and safe segregated wheeling, walking and cycling routes and access secure bike parking.
- wheel, walk and cycle through routes that connect homes, destinations and public transport, are segregated from, and prioritised above, motorised traffic and are part of a local green network.

Evidence and Research:

- Active travel has the potential to improve health by increasing physical activity, weight loss and reducing obesity.¹
- Active travel has been associated with reduced risk for all-cause mortality and improvements in mental health.¹
- Active travel can increase social interactions.¹
- Active travel has the potential to provide benefits to local economies.²

¹ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

² www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

Public Transport

Everyone has access to a sustainable, affordable, accessible, available, appropriate, and safe public transport service.

Evidence and Research:

- Public transport use has the potential to improve access to services and facilities and connect communities.³
- Public transport has the potential to encourage active travel.³
- Public transport should be accessible, available, affordable and appropriate.³
- Rural and island areas often rely more on public transport because they must travel further to access services and employment⁴

Traffic and Parking

Everyone can benefit from:

- reducing traffic and traffic speeds in the community.
- traffic management and design, where traffic and car parking do not dominate or prevent other uses of space and car parking is prioritised for those who don't have other options.

Evidence and Research:

- Motorised transport has the potential to increase air and noise pollution and greenhouse gases.³
- People in deprived areas can be exposed to higher levels of air and noise pollution and certain groups of the population can be more adversely affected by poorer air quality.³
- One third of Scotland's households do not own a car and this increases to half the households in deprived areas.⁵
- Motorised transport has the potential to reduce levels of physical activity and social interactions.⁶

³ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

⁴ Scottish Government. Building the evidence base on tackling poverty www.gov.scot/publications/drivers-of-poverty/

⁵ Scottish Household Survey, 2018

⁶ Mueller N, Rojas-Rueda D, Cole-Hunter T, et al. Health impact assessment of active transportation: A systematic review. Preventative Medicine 2015;76:103–114

Summary of discussion:

The theme of Movement covers the three outcomes of Active Travel, Public Transport and Traffic and Parking. Within the assessment the discussion focused on the transport infrastructure and the various means of getting people, goods, and services around Fraserburgh. It was recognised that these elements play a crucial role in shaping the daily lives of residents and visitors, influencing access to services, opportunities, and overall quality of life within the communities in the immediate and surrounding areas.

Within the assessment participants discussed the Active Travel outcome, acknowledging that it encompasses forms of transportation that involve physical activity, such as walking, cycling, and other non-motorised forms of transport. The group discussed the need for development of infrastructure that supports active travel, recognising that it is critical not only for sustainability but also for improving the health and well-being of residents.

The group identified several key points that needed to be considered when discussing Active Travel. Initially there was a focus on the availability of walking and cycling networks, with suggestion that there needs to be an emphasis on creating safer and more accessible walking and cycling routes throughout the town, linking key areas such as the harbour, residential neighbourhoods, and commercial zones. Linked to this point was the issue of pedestrian safety, with the participants considering the means for improvement, such as through improved street design, better crossings, and clear signage. It was agreed that with increased foot traffic expected from business growth in the harbour, addressing pedestrian safety needs to be clearly considered within the Masterplan. Finally, cycle infrastructure was also discussed. Participants suggested that dedicated cycling lanes and bike-sharing facilities should be considered to enhance Fraserburgh's appeal as a destination for cyclists, as well as to encourage residents to choose cycling, particularly if accessing the harbour for employment.

In considering the journeys to the harbour for employees, the discussion naturally moved on to considering the outcome of Public Transport, with the broad agreement that accessibility through public transport is vital for connecting Fraserburgh with the wider region, including surrounding towns and cities. Participants recognised the importance of ensuring that the harbour and surrounding areas are well-served by bus and other transport links, with these being essential to maintaining economic vibrancy and providing equitable access to opportunities that are and will be created by the development of the harbour.

Through the discourse around Public Transport there were several points acknowledged as being relevant to the Harbour Masterplan. Integration of transport systems was seen as being an important opportunity, with a need for strong connection between the harbour and other transport options, including bus services. Within this discussion the topic of trainlines was raised, reflecting the ongoing desire to review the lack of rail access to the Northeast, however it was agreed that this was out with the scope of the harbour project. Whilst discussing the need for integrated travel options, the group raised concerns about the frequency and affordability of public transport, specifically the shared concerns about the infrequency of public transport services and high costs, particularly for residents who rely on

buses and taxis for daily commuting. Improving the frequency of services, and possibly reducing fares, could make public transport a more viable option for the community. Participants were in general agreement that in developing the harbour area there would be an opportunity to consider the development of a Public Transport Hub, with development of a central transport hub near the harbour, which could facilitate multiple modes of transport (bus, taxi, cycling, walking) and which would ensure smoother transitions between various travel options.

The final outcome to be discussed under the Movement theme was Traffic and Parking. The discussion from the group focused on the need for the management of traffic flow and parking whilst the Harbour, along with the nearby beach area, undergo development, with consideration of both private vehicle access and the management of commercial traffic due to the harbour's growth. Recognition of the significant increase in the size of the harbour outlined in the Masterplan led the group to reflect on traffic management. Suggestions from the group focused on controlling traffic flow during peak hours, especially around the harbour area, with opportunities to introduce measures such as dedicated lanes for commercial vehicles, timed access, and enhanced signage to reduce congestion.

Participants raised the issue of parking facilities, with the need for expanded parking infrastructure emphasised, particularly to accommodate the proposed increased numbers of businesses in and around the harbour area, as well as the potential for increased tourism to the area. In developing parking facilities consideration would need to be given to designated motorised parking for specific groups such as disabled drivers, business owners, employees, whilst also supporting Electric Vehicle use as well as safe and secure bicycle storage.

Recommendations:

Active Travel:

1. Recognising the importance of expanding the walking and cycling infrastructure in and around the harbour area, Fraserburgh Harbour should identify and include details of any upgrades, ensuring accessibility, within their delivery plan, and work with Aberdeenshire Council Roads team to support the delivery.
2. Promotion of Active Travel as the preferred mode of travel around Fraserburgh should be undertaken by the Harbour, for its employees and associated businesses.
3. Aberdeenshire Council's Local Transport Strategy team should work with Fraserburgh Harbour to identify ways to connect the harbour to the wider Active Travel network. Links should also be made with the Fraserburgh Beach Masterplan to connect these pieces of work relating to Active Travel.

Public Transport:

4. Fraserburgh Harbour should provide information to support the work to improve public transport accessibility and coverage in the area. Sharing information with local bus

operators and linking to the work already identified through the Fraserburgh Beach Masterplan around the location of bus stops.

5. Aberdeenshire Council's Transport Strategy team should work with NESTRANs and other relevant partners, to support the integration of active travel and public transport.
6. Fraserburgh Harbour should promote green transport solutions for those accessing the harbour, including employees and other businesses.

Traffic and Parking:

7. Fraserburgh Harbour should ensure parking facilities available at/within the new Harbour development are appropriate to support all modes of transport, including cycling and electric vehicles, and work with Aberdeenshire Council to ensure parking facilities in Fraserburgh are adequate to support the growth of the harbour.
8. Fraserburgh Harbour should share information gathered as part of the Traffic Assessment undertaken to determine the impact of stacking lanes and vehicle movements to harbour, most notably with Aberdeenshire Council.
9. Aberdeenshire Council Road Safety team should identify the need for road safety improvements around the harbour area underpinned by the Masterplan and supporting Traffic Assessment.

Spaces

Streets and Spaces

Everyone can access:

- buildings, streets and public spaces that create an attractive place to use, enjoy and interact with others.
- streets and spaces that are well-connected, designed for climate resilience and maintained, providing multiple functions and amenities to meet the varying needs of different population groups.

Evidence and Research:

- Navigable streets and spaces allow people to move around easily, safely and access facilities and services.⁷
- Walkable neighbourhoods can provide opportunities to socially interact.⁸

⁷ Quality of Life Foundation. Quality of life literature review; 2019. www.qolf.org/wpcontent/uploads/2021/02/Literature-Review-of-Quality-of-Life-in-the-Built-Environment-Publica-4-1.pdf

⁸ Carmona M. Place value: place quality and its impact on health, social, economic and environmental outcomes. *Journal of Urban Design* 2019;24:1–48.

- Intergenerational connection and sharing of resources to support health, including the sharing of community assets, can strengthen communities.⁹
- The authors of a few reviews hypothesise that landmarks can provide a sense of place and belonging.¹⁰

Natural Spaces

Everyone can:

- access good-quality natural spaces that support biodiversity and are well-connected, designed for climate resilience, safe and provide multiple functions and amenities to meet the varying needs of different population groups.
- be protected from environmental hazards including air/water/soil pollution or the risk of flooding.
- access community food growing opportunities and prime quality agricultural land is protected.

Evidence and Research:

- Urban green and open spaces contribute to public health and wellbeing, particularly mental health and wellbeing.¹¹
- Natural spaces can have an impact on health through facilitation of physical activity, improved social interactions/relationships and stress reduction.¹²
- Natural spaces can encourage social interactions and a sense of community and belonging.¹³
- There is an emerging and growing evidence base on the links between blue space and health.¹⁰

Play and Recreation

Everyone can access a range of high quality, safe, well-maintained accessible places with opportunities for play and recreation to meet the varying needs of different population groups and the community itself.

⁹ O'Connor, Alfrey, Hall & Burke Intergeneration understandings of personal, social and community assets for health. Health & Place 2019, 57:218-227

¹⁰ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

¹¹ [Environmental and Human Health - The contribution of green and open space in public health and wellbeing.](#)

¹² www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation

¹³ Hartig T, Mitchell R, de Vries S, et al. Nature and health. Annual Review of Public Health 2014;35:207–228.

Evidence and Research:

- Play and recreation is beneficial for the health of both adults and children through the encouragement of physical activity and social interactions.¹⁴
- Undertaking play or recreation in natural spaces and accessing them through active travel has benefits for the environment.¹⁵
- Perceptions of poor design, quality and safety can lead to children and young people not using the play and recreation spaces.¹⁵

Summary of discussion:

The Spaces theme addresses the physical environment in which people live, work, and play. This encompasses the Outcomes of Natural Spaces, Streets and Spaces, and Play and Recreation. The participants in the assessment considered how Fraserburgh Harbour contributes to the spaces within the town and surrounding area, and how it supports these outcomes.

The discussion started by focusing on Streets and Spaces, with the group acknowledging that the design of streets and public spaces influences how people interact with their environment, as well as with each other. Recognising that the Masterplan will influence the physical spaces in and around the harbour, it was agreed that this work should support the improvement of the aesthetic quality of streets and public spaces, such as through landscaping, street furniture, and better signage, to help make these spaces more inviting. Several participants noted the importance of creating spaces that encourage community engagement and public activities. The point was made that streets and public spaces must be accessible to all, including those with mobility issues. As such, the need to ensure that public areas around the harbour are universally accessible was a key point of discussion. It was also noted that the inclusion of public art and elements that reflect Fraserburgh's heritage could strengthen the identity of the town and attract tourists and visitors.

Conversation moved on to consider the outcome of Natural Spaces, with key points identifying that the natural spaces around the harbour are essential for maintaining biodiversity and providing residents with areas for relaxation and outdoor activities. All participants agreed that preserving and enhancing the natural green and blue areas within Fraserburgh, particularly around the harbour, is of importance.

Through the discussion of this outcome the group were made aware that as part of the Masterplan an Environmental Scoping Report is being submitted to outline what will be included within the Environmental Impact Assessment. This will consider the impact of the planned development on the surrounding land, including aspects such as beach erosion,

¹⁴ <https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-socialisolation>; <http://www.playscotland.org/wp-content/uploads/Power-of-Play-an-evidence-base.pdf> 24 Play

¹⁵ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

native animal populations, and wave patterns. The group agreed this was a valuable element of the project and that dissemination of these reports, and the results of the impact assessments, would be beneficial for all stakeholders.

The points raised whilst discussing Natural Spaces included the need to ensure the protection and enhancement of natural spaces to maintain a balance with urban development, with participants suggesting that the availability of green spaces around the harbour should be developed to offer residents opportunities for nature-based recreation and community engagement. Linked to that point was the issue of climate resilience, in particular flood defences which are an ever-growing concern for coastal communities. The group highlighted the importance of developing spaces that contribute to climate resilience, such as creating natural buffers that protect against coastal erosion and flooding. It was acknowledged that whilst the harbour could not be responsible for preventing coastal erosion along the whole coastal area of Fraserburgh, it was a key stakeholder in that piece of work and the physical harbour is the last line of defence against flooding for the main town.

The final outcome under the Spaces theme was Play and Recreation. The group discussed the importance of creating spaces for play and recreation to maintain the well-being of Fraserburgh's residents, particularly children and families, with the understanding that these spaces need to be accessible, safe, and well-designed to foster a healthy and active community.

Participants emphasised that there was a recognised need for more recreational facilities, including parks with play equipment for children, and safe walking routes. The previous and ongoing work relating to the Fraserburgh Beach Masterplan was referenced in this discussion, providing the context for projects that has already been identified, and how they could be integrated into the Harbour Masterplan, to ensure that these spaces are designed to serve both residents and visitors. As part of that discussion the group acknowledged that inclusive design was crucial, to ensure recreational spaces are accessible to children with disabilities as well as those from most disadvantaged communities. One proposed suggestion to help facilitate that inclusivity was to prioritise community engagement when planning play spaces, recognising that engagement can be challenging and so links to existing community groups is important. It was felt that this would be an effective way to ensure that these spaces meet local needs and desires, especially in residential areas near the harbour, where greatest levels of deprivation are experienced.

Recommendations:

Streets and Spaces:

10. Fraserburgh Harbour should include the development of clear signage and information boards in and around the new harbour area, and work with Aberdeenshire Council to ensure that they link with the Fraserburgh Beach Masterplan signage work.

11. Fraserburgh Harbour and Aberdeenshire Council should work together to ensure that the lighting in and around the harbour is adequate to support safe movement to and from the harbour during non-daylight hours.

Natural Spaces:

12. Fraserburgh Harbour should create links with local branches of the RSPB and other environmental groups within Fraserburgh, to provide opportunities for expert support and guidance relating to any potential impacts on natural spaces throughout the harbour development.
13. Fraserburgh Harbour will share and disseminate the Environmental Scoping document and subsequent Environmental Impact Assessment (upon completion) with the wider community, to raise awareness of the work done.

Play and Recreation:

14. The Fraserburgh Harbour Masterplan will link with The Fraserburgh Beach Masterplan around the development of play areas close to the harbour, ensuring these are clearly signposted within the harbour area for visitors.
15. The Fraserburgh Harbour Masterplan should be developed to identify opportunities for recreational spaces within the harbour for employees and businesses using the harbour, including outdoor seating spaces and communal areas, safe from vehicles.
16. Aberdeenshire Council will work with Fraserburgh Harbour to develop nature-themed play areas with input from local young people, in line with the Fraserburgh Beach Masterplan and connecting the heritage of the harbour to the surrounding area.

Resources

Services and Support

Everyone can access:

- health enhancing, accessible, affordable and well-maintained services, facilities and amenities. These are informed by community engagement, responsive to the needs and priorities of all local people.
- a range of spaces and opportunities for communities to meet indoors and outdoors.
- information and resources necessary for an included life in a range of digital and non-digital formats.

Evidence and Research:

- People need local facilities and services to live and enjoy healthy independent lives¹⁶
- Accessibility to services can be exacerbated by poor transport links and safety of wider environment.¹⁷
- Services and support can provide people with a sense of belonging to the community.¹⁸

Work and Economy

Everyone benefits equally from a local economy that provides:

- essential goods and services produced or procured locally.
- good quality paid and unpaid work.
- access to assets such as wealth and capital and the resources that enable people to participate in the economy such as good health and education.
- a balanced value ascribed across sectors such as female dominated sectors and the non-monetary economy.

Evidence and Research:

- Transport is a key barrier to employment for many residents living in low-income neighbourhoods.¹⁹
- The cost and accessibility of public transport can affect access to employment opportunities, which can disproportionately disadvantage those on the lowest incomes.²⁰
- Unemployment can be harmful to health and the longer someone is unemployed, the worse the health outcomes.¹⁸

Housing and Community

Everyone has access to:

- a home that is affordable, energy efficient, high quality and provides access to private outdoor space.

¹⁶

<https://www.tandfonline.com/doi/abs/10.1080/10511482.2014.900102>; <https://www.instituteofhealthequity.org/resources-reports/spatial-planning-and-health-nice>

¹⁷ <https://www.transport.gov.scot/our-approach/national-transport-strategy/>

¹⁸ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

¹⁹ [Crisp, Ferrari, Gore, Green, McCarthy, Rae, Reeve & Stevens \(2018\) Tackling transport-related barriers to employment in low-income neighbourhoods.](#)

²⁰ Scottish Government. Building the evidence base on tackling poverty paper 1 – a discussion paper on the drivers of poverty; 2017.

- a variety of housing types, sizes and tenancies to meet the needs of the community. And of a sufficient density to sustain existing or future local facilities, services and amenities.
- a home that is designed and built to meet need and demand, is adaptable to changing needs and includes accessible/wheelchair standard housing.
- new homes that are located and designed to provide high levels of climate resilience and use sustainable materials and construction methods.
- homes that are designed to promote community cohesion.

Evidence and Research:

- Housing should be located close enough to enable residents to easily access facilities and services including employment, social networks and transport.²¹
- Provision of good quality affordable housing is associated with improved physical and mental health outcomes including quality of life.²¹

Summary of discussion:

There are three outcomes under the Resources theme, these being Services and Support, Work and Economy, and Housing and Community. The assessment prompted participants to consider how Fraserburgh Harbour Masterplan identifies and develops resources in the area, which support the community's economic and social needs, ensuring that the resources available can support the proposed growth of the economy in Fraserburgh and any associated population growth.

The discussion started by considering Services and Support, with the group exploring the range of public and private sector provisions that support the health, well-being, and daily needs of residents. Conversation acknowledged that the development of the harbour, as outlined in the Masterplan, could lead to an increased demand for healthcare and social services within Fraserburgh, and that partnership working between the private and public sectors, would be required to support the growth of those required services. The challenges around that growth were identified and raised as a concern, particularly at a time where resources are being scaled back due to financial pressures across the public sector. In response to those agreed challenges, the importance of community support networks was recognised. Participants appreciated that Fraserburgh Harbour, and associated private businesses, could support local charities, social groups, and volunteer organisations, who offer support to vulnerable communities and individuals, and that opportunities to offer that support and stabilise those resources should be identified.

Having explored Services and Support, the group naturally moved on to discuss the Work and Economy Outcome, with the thread of volunteering often crossing over both Outcomes.

²¹ www.health.org.uk/publications/reports/the-marmot-review-10-years-on

Consensus around the need for a thriving economy was clearly achieved, with agreement that it would be central to the success of Fraserburgh's regeneration. The Masterplan very clearly supports the case that the development of the harbour and surrounding areas provides significant economic opportunities for Fraserburgh and the wider region. Participants recognised the opportunities for business development, with acknowledgement that the expansion of the harbour's facilities and improvements in its logistics infrastructure, could attract more businesses to Fraserburgh, creating jobs and boosting the local economy. The point was raised that community wealth building and specifically local employment, should be at the heart of any such boost to the economy, with an emphasis placed on job creation for residents, supported by training and employment schemes to ensure that the community benefits from the harbour's growth. Additionally, it was felt that throughout the continuation of the Masterplan development, including the delivery aspects, an emphasis should be placed on securing locally identified resources, including skilled workforces. Whilst this was agreed to be of importance, it was also acknowledged that this would require input from numerous partners and stakeholders to be achieved.

Participants raised the point of the need to develop sustainable economic models through the work to develop the harbour but also in the business opportunities which may arise because of the development. It was suggested that in line with the work already undertaken by the harbour, to develop the links and opportunities with renewable energy companies, such as offshore wind, there should be further exploration into sustainable and green businesses, particularly in the context of decommissioning and recycling, which may present new opportunities for Fraserburgh's economy.

Housing and Community was the final outcome to be considered under the Resources theme, with the discussion predominantly focused on the potential for increased demand for housing as the size of the harbour and its operations grows. The group acknowledged that large scale plans, such as the Masterplan, need to be considered by organisations and companies considering local development and looking for development opportunities, due to the potential to significantly influence the demand for housing. Within this discussion, the group considered the need for affordable housing to be included in any developments or proposals, with acknowledgement that any influx of workers into the harbour sector, could increase the demand for affordable housing options. Recognition was given to the need to ensure that any new housing was well integrated into the existing communities, to help support and grow a sense of cohesion amongst the existing and potential new communities. Key suggestions were made around ensuring that there are adequate, accessible services available to support any community growth, as well as integrated spaces that support movement and active travel around the town, as previously considered.

Recommendations:

Services and Support:

17. Local Health and Social Care services should link with the harbour to provide support for those working in and around the harbour, particularly those who are hard to reach, with information available about these services from within the harbour facilities.
18. Aberdeenshire Council's Live Life Aberdeenshire team, the Health and Social Care Partnership and NHS Grampian Public Health team, should seek to work with Fraserburgh Harbour, to ensure that support for employees and those accessing the Harbour, can be developed.
19. Aberdeenshire Council's Whole Family Wellbeing Hub, Early Years team and Employability team should link with Fraserburgh Harbour to identify any increase in demand for childcare provision in the area, as a result of increases in employment opportunities.

Work and Economy:

20. Partnership work between Aberdeenshire Council's Employability team, 'Enable' (charity organisation) and Fraserburgh Harbour should be undertaken, to support new employment opportunities created through the harbour development, to be accessed by local people seeking employment.
21. Fraserburgh Harbour should outline plans to support Community Wealth Building opportunities, related to the development of the harbour, raising awareness of the opportunities but also the contribution of the harbour to the surrounding community.
22. Aberdeenshire Council's Community Learning and Development team, as well as other education providers, should work with residents to develop access to training and education opportunities to support residents to access new employment opportunities created through development of the harbour.
23. Aberdeenshire Council's Place Economy team and Business Gateway team should lead on partnership work to identify and support opportunities linked to potential increases in tourism, leisure, retail and hospitality.

Housing and Community:

24. Fraserburgh Harbour will ensure that all information relating to the planned harbour development and growth, is shared with Aberdeenshire Council's Planning Service team, to ensure this information can help inform local plans and strategies, such as the Local Development Plan.

Identity and Belonging

Everyone can benefit from a place that has a positive identity, culture and history, where people feel like they belong and are able to participate and interact positively with others.

Evidence and Research:

- A sense or feeling of belonging to a community is associated positively with mental health, and an improved quality of life.²²
- Social isolation and fewer social interactions can be exacerbated by a poor physical environment.²³
- Landmarks or something distinctive about the neighbourhood can also help to create a sense of place and belonging, which is beneficial for health.²⁴
- The physical attributes of a place including its design, quality and maintenance can influence perceptions and its reputation – negative perceptions can negatively impact on physical and mental health.²⁵

Feeling Safe

Everyone feels safe and secure in their own home and their local community taking account of the experience of different population groups.

Evidence and Research:

- Fear of crime, antisocial behaviour or crime itself can make places feel unsafe.²⁶
- A fear of crime can impact negatively on physical and mental health.²⁵
- Perceptions of a place feeling unsafe can lead to negative impacts on health, for example mental wellbeing, and can reduce outdoor activities.²⁵

²² Quality of life literature review www.qolf.org/wp-content/uploads/2021/02/Literature-Review-ofQuality-of-Life-in-the-Built-Environment-Publica-4-1.pdf

²³ <https://vhscotland.org.uk/the-zubairi-report/>

²⁴ Design for social sustainability – a framework for creating thriving new communities. <https://youngfoundation.org/publications/design-for-social-sustainability/>

²⁵ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

²⁶ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

Summary of discussion:

The Civic theme focuses on the two outcomes of Identity and Belonging and Feeling Safe. With the assessment already clearly identifying the core role that Fraserburgh Harbour plays in the wider social and cultural aspects of life in Fraserburgh, the group discussed how seeking opportunities for the harbour to continue to support and build cohesive, safe, and inclusive communities, would be fundamental to the long-term success of the Harbour Masterplan.

Throughout the previous discussions within the assessment, the group had been very clear on the opportunity that the Harbour Masterplan provides regarding strengthening Fraserburgh's identity and sense of belonging. In the focused consideration of this Outcome, the discussion was expanded to acknowledge that developing the harbour, in line with the Masterplan, provided realistic and significant opportunities to preserve the cultural heritage of Fraserburgh and the traditions associated with both fishing and ship repairs, whilst supporting opportunities to become a more vibrant, inclusive, and connected place. The group demonstrated a desire to further develop the role of the harbour in supporting and sustaining the cultural heritage of Fraserburgh, and suggestions were made around the integration local language, history, and cultural symbols into the harbour and surrounding areas, as it was felt this would help to create and reinforce a sense of pride and belonging.

Whilst participants were supportive of the role of the harbour in maintaining the identity and belonging in Fraserburgh, there was also consideration given to the existing divide that is evident within the communities in Fraserburgh. Work by public sector organisations, alongside community groups and residents, has highlighted that there is a clear geographical split in the main town, between the North and South, with many of the communities in the North area experiencing some of the worst health and wellbeing inequalities, as evidenced by the Scottish Index of Multiple Deprivation (SIMD). It was identified that work would be needed to ensure that the development of the harbour does not further exacerbate these divisions, with the group highlighting the importance for ongoing developments to be as inclusive as possible. It was felt that an inclusive approach, supported by existing partnerships and collaborations within the community, would help to support all groups, including those marginalised communities, to be represented, and as such that would help to foster a sense of shared ownership of Fraserburgh's future.

Whilst considering the Feeling Safe outcome, participants recognised that safety is a key element of the community experience and clarified that the Harbour Master Plan must contribute to creating a secure environment for the communities within Fraserburgh. There were discussions around the importance of investing in safety infrastructure, including lighting, surveillance, and emergency services. Ensuring that people feel safe walking around the town at all times of day was emphasised, with recognition that in a busy harbour a lot of movement can be required out with day light hours. It was proposed that the harbour is one of the safest environments, due to high levels of natural observation because of constant work and physical presence, but it is important to ensure that all population groups, including vulnerable groups such as women and elderly, have the perception of safety, with understanding that good lighting and open spaces help to support those perceptions. The

group acknowledged that Police Scotland would be key to developing those perceptions and feelings of safety, especially through the role of the community officers, and that they should be included as a partner in those considerations.

Recommendations:

Identity and Belonging:

25. Fraserburgh Harbour will continue to promote and celebrate local heritage and culture through the Masterplan and will identify opportunities to embed the local heritage and culture into the design and delivery aspects of the harbour development.
26. Fraserburgh Harbour will work with public sector partners and community groups to support activities that can develop and foster community cohesion in Fraserburgh area, using the harbour as a common link between divided community groups.

Feeling Safe:

27. Local Police Scotland services should be included in discussions and made aware of plans, as the harbour grows and develops, to ensure they can provide visibility of local policing to help improve perceptions of safety around the harbour.
28. In the design and delivery phase, Fraserburgh Harbour should be mindful of reducing the potential for anti-social behaviour hotspots, by creating spaces with access to natural observation, and not including areas that lend themselves to becoming neglected.

Also see recommendation 11 regarding street lighting.

Stewardship

Care and Maintenance

Everyone has access to:

- buildings, spaces and routes that are well cared for in a way that is responsive to the needs and priorities of local communities.
- good facilities for recycling and well organised refuse storage and collection.

Evidence and Research:

- If places are regarded as not being maintained this can lead to perceptions of it being unsafe and reduced social capital.²⁷

²⁷ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

- If a place is not well maintained this can lead to negative perceptions of a place, which can lead to investors disinvesting and people not wanting to go to that place.²⁸

Influence and Sense of Control

Everyone is empowered to be involved a place in which:

- local outcomes are improved by effective collaborations between communities, community organisations and public bodies.
- decision making processes are designed to involve communities as equal partners.
- community organisations co-produce local solutions to issues.
- communities have increased influence over decisions.

Evidence and Research:

- Sense of control has been described as ‘believing that you can influence and shape your own life’.²⁸
- Sense of control can be beneficial for mental health and quality of life.²⁸
- People on lower incomes tend to have a lower sense of control compared to people on higher incomes.²⁸
- Empowerment can help to reduce isolation and can be beneficial for mental health and wellbeing.²⁸
- People living in more socioeconomically deprived areas can feel less confident about being involved in decision-making compared to less deprived areas.²⁸

Summary of discussion:

The final theme to be considered within the assessment was that of Stewardship. This theme included the Outcomes of Care and Maintenance and Influence and Control. Underpinning the discussion of this theme was the agreement from the group that the Harbour Masterplan was of great significance for the long-term care and maintenance of Fraserburgh. The group were clear that developing the harbour would provide important opportunities to maintain the important economic activity within Fraserburgh, but it also provided crucial care and maintenance to the physical harbour area and surrounding spaces to ensure that Fraserburgh can sustain its position as an active and attractive coastal community.

Participants explored the Outcome of Care and Maintenance, with the acknowledgement that sustaining the physical development over time would be critical to ensuring that the harbour and its facilities continue to meet the needs of the community, both locally but also wider in terms of the businesses and industries it supports. Sustainability of the development included

²⁸ <https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf>

recognition of factors such as infrastructure upkeep, environmental protection, and the continued care of public spaces, all of which would be key to the successful implementation of this project. Alongside the sustainability of the development, the group considered the sustainable practices that should be promoted, such as energy-efficient building designs and eco-friendly transport options, all of which would help to ensure Fraserburgh's future resilience. One point raised specifically around sustainable practices, was that of refuse and recycling facilities within the harbour area. With the masterplan outlining a much larger harbour facility, with increased space and facilities to grow current business and secure new business opportunities, it will be important to ensure that there are appropriate facilities for the disposal of any waste, with recycling presented as the easiest and preferred option where possible.

To bring the assessment discussion to a close, the group considered the Outcome of Influence and Control, with the understanding that such a large and significant project should include community involvement in decision-making, especially where the intention is for the Fraserburgh Harbour development to reflect what is best for the community and its residents.

Participants were reminded that the harbour have already engaged with local organisations and communities over the last 6 years, fostering a collaborative decision-making approach, to ensure that this project represents the aspirations of Fraserburgh and its residents. It was agreed that continued involvement from local organisations, residents, and businesses in the ongoing planning processes would be essential to the overall success of the Masterplan and the future of the harbour. Continuing to provide regular opportunities for consultation, as well as disseminating information that outlines the transparent decision-making processes, would be key to realising the aspiration for Fraserburgh's growth to benefit all residents.

Recommendations:

Care and Maintenance:

29. Fraserburgh Harbour and Aberdeenshire Council Waste Support teams will ensure that waste refuse and recycling facilities are appropriate to support the increase in business, with a focus on recycling facility availability.
30. Work should be done by Fraserburgh Harbour and Aberdeenshire Council's Banff & Buchan Area Management team as well as Place Economy team; to raise the profile of Fraserburgh Harbour in recognition of the key role it plays in the town's overall maintenance

Influence and Control:

31. Fraserburgh Academy and local Primary Schools will continue to work with Fraserburgh Harbour to create opportunities for engagement with young people relating to the decision-making around the harbour development and additional links will be explored

with local groups and clubs for young people (such as the Sea Cadets and Police Scotland Youth Volunteers).

32. Fraserburgh Harbour will become an active partner, linking with the existing consultation processes being developed and implemented by Aberdeenshire Council as part of the Fraserburgh Place Plan.
33. Fraserburgh Harbour will identify opportunities for funding and support from related business (such as offshore businesses) and share information with local community-led projects.

Appendix 2

Participants

- Pamela Neri – Fraserburgh Harbour
- Alan Petrie – Office of Karen Adams MSP
- Christine Bell – Eyemouth Harbour
- Kevin Fettes – Arch Henderson
- Irene Sharp – Fraserburgh Academy
- Louise Crosby – Fisher Advisory
- Elaine Sinclair – Aberdeenshire Council
- Rebecca Allison – Net Zero Technology Centre
- Ryan Maclean - Scrabster
- Piers Blaxter – Aberdeenshire Council
- Maria Martinez Sanchez – Robert Gordon University
- Ian MacDonald – Scottish Power
- Lynda McGuigan – Museum of Scottish Lighthouses
- Alan Buchan - Furuno
- Chris Muir – Aberdeenshire Council
- Terri Vogt – ETZ Limited
- Charlotte Cochrane – Salamander Offshore Wind
- Sally Reynolds – Stornoway Port Authority
- Sarah Hillyear – Robert Gordon University
- Councillor Gillian Owen – Aberdeenshire Council
- Councillor Doreen Mair – Aberdeenshire Council
- Angela Keith - Aberdeenshire Council
- Laura Stewart - Aberdeenshire Council
- Matthew Smart – Aberdeenshire Council
- Alex Wilde (Chair) – Shaping Places for Wellbeing
- Alice Collins (note taker) – Shaping Places for Wellbeing
- Jennifer Robertson (note taker) – Shaping Places for Wellbeing