

# **Moray Local Development Plan 2020**

## **VOLUME 2 Settlement Statements**



**moray**  
council



## How to use the Settlement Statements

The Settlement Statements set out the current and proposed land uses. In general the land use designations indicate the types of uses that will be acceptable under the terms of the Plan. However, proposals must also satisfy the policies set out in Volume 1 of this Plan.

### Placemaking

Quality Placemaking is a priority for the Scottish Government and Moray Council. It is essential that developers discuss proposals at a very early stage with Council officers. Details of the Council's Quality Auditing process are available at [www.moray.gov.uk/moray\\_standard/page\\_102159.html](http://www.moray.gov.uk/moray_standard/page_102159.html) along with contact information for early design advice.

### Water/ Wastewater

Developers are advised to contact Scottish Water as early as possible in order to confirm that there is sufficient drainage capacity and water supply available to accommodate proposals. Scottish Water will work with developers to ensure that new development can be accommodated.

### Transportation

A number of potential transportation improvements (TSP) have been identified for each settlement. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to support the development, including any off site improvements.

These requirements are not exhaustive and do not pre-empt anything that might result from the Transport Assessment process. It is essential that developers contact the Council's Transportation team at an early stage, especially where the need for a Transport Assessment has been highlighted in the text.

### Flooding/ Drainage

Developers are advised to contact the Moray Flood Risk Management Team to discuss drainage and flooding issues where highlighted in the site designations and to take account of Policy EP12 and the Flood Risk and Drainage Impact Assessment for New Developments Supplementary Guidance. All water attenuation solutions must be above ground.

### Developer Obligations

Obligations will be sought towards infrastructure improvements required to support development. Details are set out in the Developer Obligations Supplementary Guidance. It is essential that developers contact the Council's Developer Obligations officer at an early stage.

### Key Design Principles

For some of the site designations, Key Design Principles have been prepared. These expand on the site designation text and include the main design and infrastructure criteria that must be observed when designing a layout. These aspects must be taken into account at an early stage of the process.

### Landscaping definitions

Some of the site designations refer to landscaping requirements which will assist new development integrate into the landscape. Policies also refer to various standards of trees. The terminology used is as follows;

**Structure planting**- the planting of shelter belts, small woodlands or substantial clumps of trees, to provide strategic planting, visual containment and screening. This must be woodland type density and reflect woodland pattern in the surrounding area and soften the built development. It needs to be visually and physically significant to achieve that and include a path network linking people to places. Structural planting should be of native species, including, as appropriate to the site, oak, ash, beech, pine, birch and rowan. Proposals must be accompanied by a planting and maintenance plan.

**Feature trees**- These are single trees planted in a more decorative way, to add interest and create detail and definition of space within a development. These could be planted to create avenues or points of interest in streets, open spaces and hard landscaped areas. These could be a wide variety of species from native species to more decorative species of rowan and birch and more exotic species of maple, chestnut or Cheech where a larger tree is suitable. Species choice will relate to the location and scale of the feature; the proximity of houses; the need for autumn colour, flowers, berries or other decorative elements to complement the tree.



## Tree Technical Specification

Symbol	Definition	Girth cm	Height cm
1+0	1 year seedling	6-8	Light Standard 250/300
2+0	2 year seedling	8-10	Standard 250/300
0+1	1 year cutting	10-12	Selected Standard 300/350
0+2	2 year cutting	12 - 14	Heavy Standard 350/425
1+1	2 year transplant, 1x	14 - 16	Extra Heavy Standard 425/600
1+2	3 year transplant, 1x	16 - 18	Extra Heavy Standard 450/625
2+2	4 year transplant, 2x	18 - 20	Extra Heavy Standard 450/650
		20 - 25	Semi-Mature 500+

Trees are specified by their girth in centimetres, measured at 1 metre above ground level. Clear stem height, that is, the distance from the ground to the lowest branch, is normally 1.8 to 2.0 metres between the size ranges 12 - 20cm girth. In contrast, a feathered tree (fthd) is supplied with branches furnished almost down to the ground. Regular transplanting of trees encourages a compact fibrous root system, thereby significantly improving the chances of successful establishment on site. Plants transplanted once are indicated with the symbol 1x, those transplanted twice with 2x and so on. All J. A. Jones standard trees have been transplanted a minimum of three times.

### Multi-stems (ms)

Multi-stems are sold, not based on girth, but their height and the number of stems. All multi-stems are provided root-balled to help ensure transplanting success.

## Contents

Aberlour	x	Forres	195
Alves	x	Garmouth	215
Archiestown	x	Hopeman	218
Buckie	104	Keith	221
Burghead	121	Kingston	235
Craigellachie	127	Kinloss	237
Cullen	132	Lhanbryde	241
Cummingston	137	Lossiemouth	245
Dallas	139	Mosstodloch	255
Dufftown	142	Newmill	260
Duffus	149	Portgordon	263
Dyke	151	Portknockie	266
Elgin	154	Rafford	269
Findhorn	181	Rothies	272
Flindochty	185	Rothiemay	279
Fochabers	189	Urquhart	282







Population  
**1,279**



Households  
**529**



**Settlement Hierarchy**  
**Tertiary Growth Area**

### **Development Strategy / Placemaking Objectives**

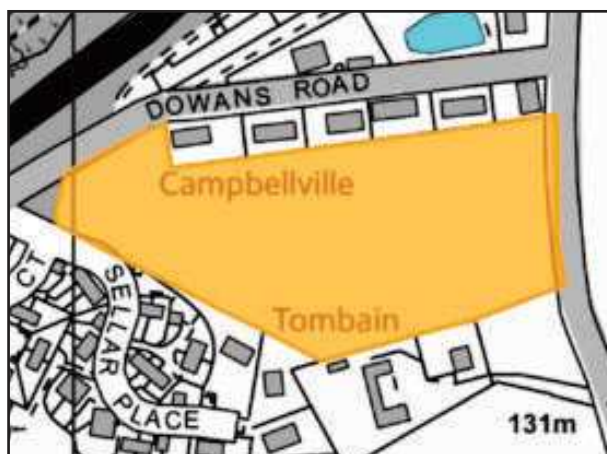
- New development to reflect the traditional built form and layout of Aberlour, including modern interpretations of local traditional buildings.
- To promote active travel connections from the south-west into the town and wider countryside.
- To identify an additional 4.8ha of land for employment within Speyside LHMA and support proposals for business development and growth.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

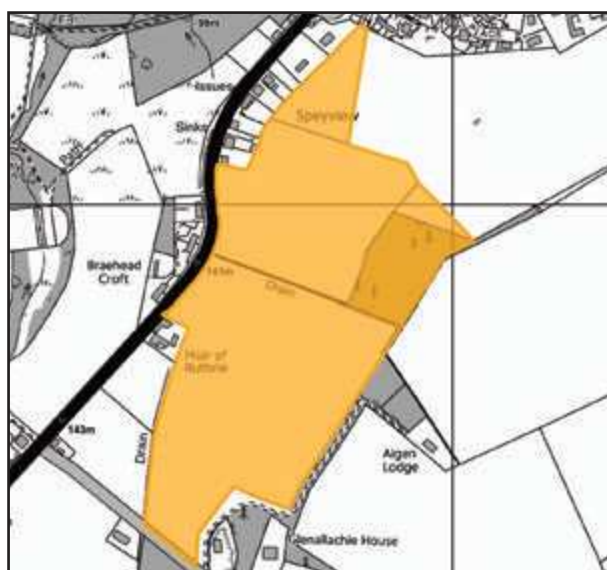
## HOUSING

### R1 Tombain Farm 2 ha 12 units



- Access must be taken off Sellar Place.
- Playspace required.
- Eastern boundary to ensure that a 4.5m verge is maintained for future widening of C59H (Aberlour - Edinville Road).
- Emergency access must be provided to site from C59H (Aberlour - Edinville Road).
- Improvements to off-site footways on Dowans Road and additional remote pedestrian connection to Dowans Road must be provided.
- Existing stand of trees must be retained.
- New wastewater connection to the sewer required.
- Drainage Impact Assessment (DIA) required.

### R2 Speyview 14 ha 60 units and 1ha of employment land

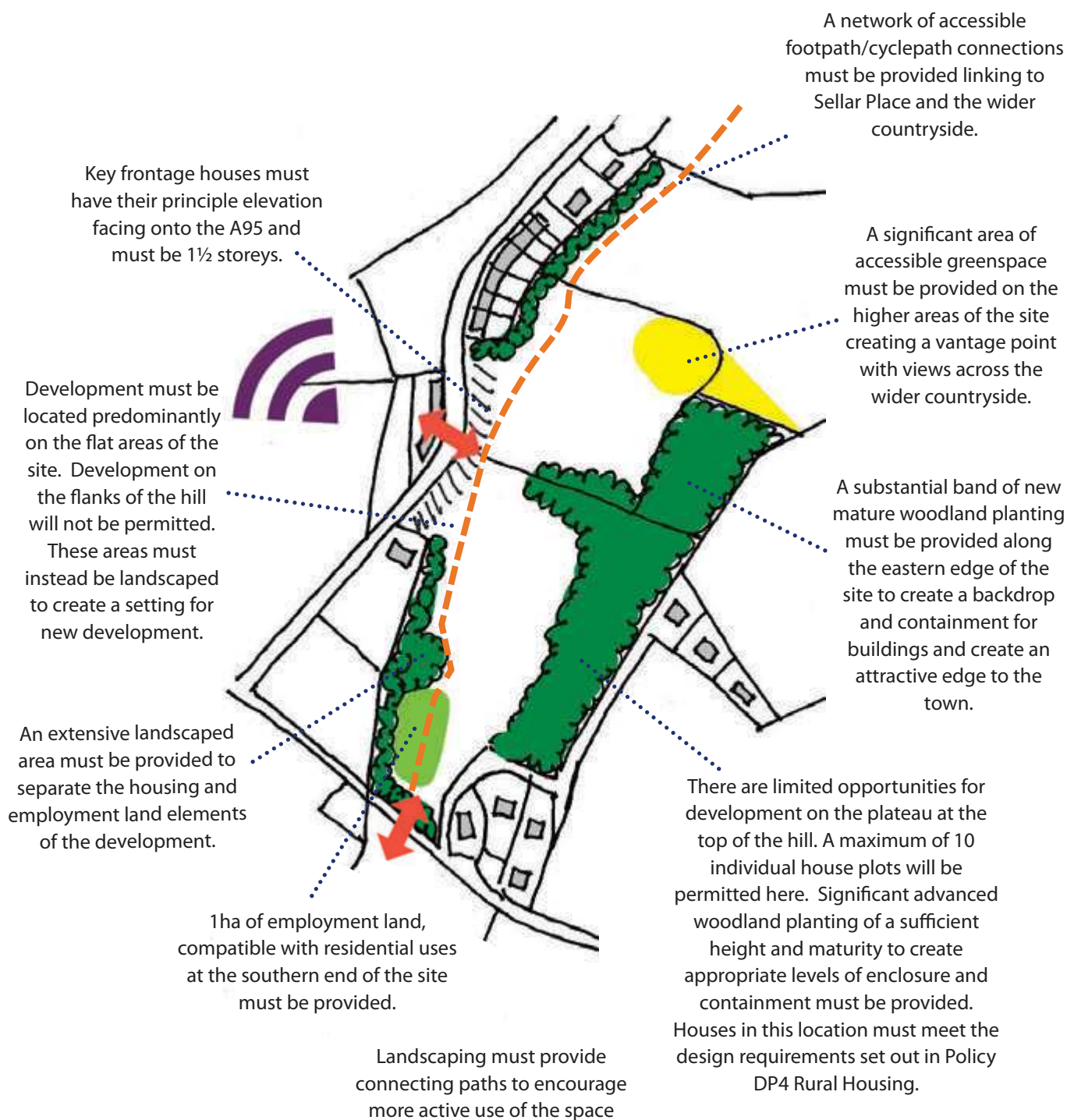


- Proposals must comply with key design principles set out in Figure 1.1.
- Masterplan required for the site including provision of 1ha of employment land to the south.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- Development must reflect the woodland character of the site.
- Houses fronting onto the A95 must be 1½ storey in height, have their primary elevations facing the road with no direct access onto the A95 and be of traditional design with stone frontages, natural slate roofs and low stone walls with metal railings.
- Woodland creation along the eastern boundary must be provided to create a backdrop for housing and an attractive edge to the town.
- Landscaping on the western edge must be provided to create a buffer between the development and existing housing along the A95.

- Early phase(s) must provide a central greenspace with pocket park.
- Later phase(s) must provide a neighbourhood park or a pocket park, depending on the balance of residential and industrial use.
- Phase 1 must provide an active travel connection to Sellar Place.
- Footpath along or parallel to the extent of the site frontage onto the A95 must be provided. Once completed, the development must provide active travel connections from U103H (Ruthrie Road) on the southern boundary with the A95 frontage and Sellar Place and potential for future connectivity from the eastern site boundary.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.



Figure 1.1 Key Design Principles R2 Speyview



## EMPLOYMENT

### I1 Fisherton

### Industrial Estate



- Accommodates McPherson of Aberlour's transport depot and Walkers Shortbread Factory.
- New development will comprise of redevelopment, extension or change of use.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

### I2 Aberlour Distillery

### Existing Business Area

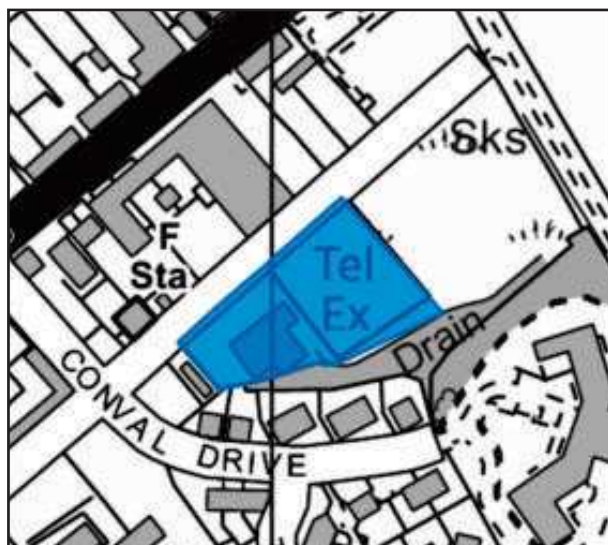


- Reserved for the use of the distillery and related business uses, including tourism.
- Transport Assessment required.
- Access paths to Linn Falls and Mary Avenue must be retained and enhanced.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otters that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Demonstrate that there will be no adverse impact on the amenity of nearby residential areas.
- Phase 1 Habitat Survey required.



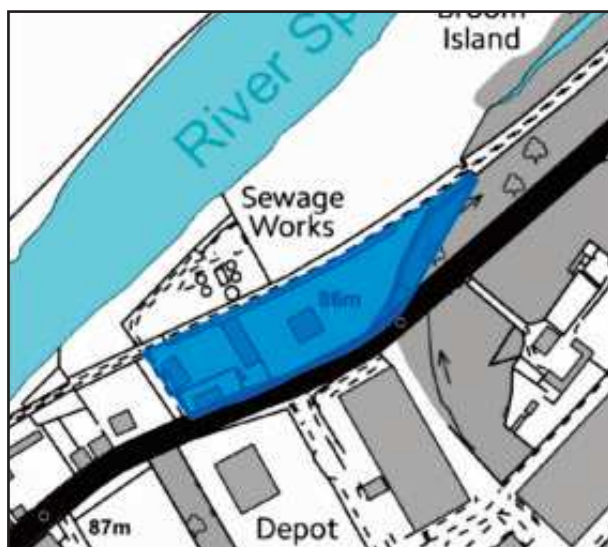


### 13 Mary Avenue Industrial Estate



- New development will comprise of redevelopment, extension or change of use.
- Part of the site benefits from the Aberlour Flood Scheme and is adjacent to surface water risk areas.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

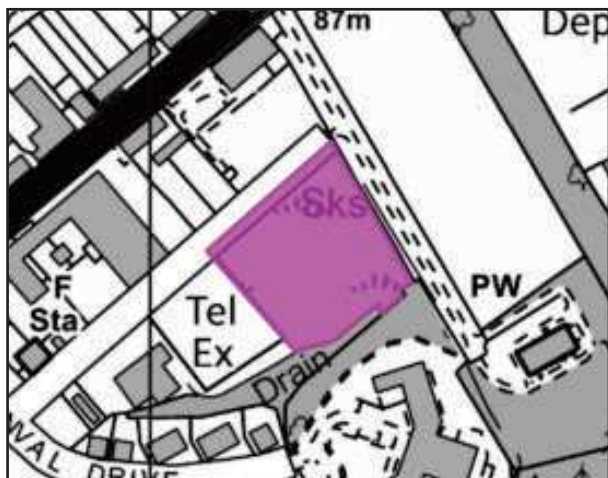
### 14 Fisherton Yard Industrial Estate



- Development must respect the site's sensitive location at the entrance to Aberlour and will be required to screen or landscape the frontage to the A95.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otters that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Phase 1 Habitat Survey required.

## OPPORTUNITY SITES

### OPP1 Mary Avenue 0.54 ha



#### Suitable Uses

Business and residential

#### Site specific requirements

- Improvements to the access road required.
- Adjacent to surface water risk areas.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otter that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Phase 1 Habitat Survey required.

## TOURISM

### T3 Speyside Way

- Follows the line of the old railway through the town. Development which abuts the Speyside Way must not impair its attractiveness to users.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Aberlour will be safeguarded from development that is not related to their current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Alice Littler Park (AB/OS/005)
ENV2	Amenity Greenspace	Field at St. Margaret's Church (AB/OS/001) and Allardyce Terrace (AB/OS/021)
ENV3	Playspace for Children and Teenagers	Allardyce Terrace (AB/OS/021) and Taylor Court/Sellar Place (AB/OS/019)
ENV4	Sports Areas	Charlestown Bridge (AB/OS/014) and Speyside High School (AB/OS/007)
ENV6	Natural/Semi-Natural Greenspace	Braes of Allachie (AB/OS/004); Braes of Allachie South (AB/OS/011); Braes of Allachie TPO (AB/OS/012); Braes of Allachie Woods (AB/OS/003); Dowans Brae (AB/OS/016); Linn Brae Woods (AB/OS/006) ; Mary Avenue (AB/OS/008); St. Margaret's Church (AB/OS/001) and Wood of Aberlour (AB/OS/022) Within the Wood of Aberlour ENV, there are limited opportunities for the re-use or replacement of existing buildings.



REF	Type of Open Space	Location
ENV7	Civic Space	The Square (AB/OS/010)
ENV9	Cemeteries and proposed extensions	Aberlour Cemetery and Aberlour Cemetery Extension (AB/OS/015)
ENV10	Private Gardens and Grounds	West Lynne
TPO	Tree Preservation Order	Braes of Allachie

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SAC	Special Area of Conservation	The River Spey
SLA	Special Landscape Area	The Spey Valley
SSSI	Site of Special Scientific Interest	The River Spey

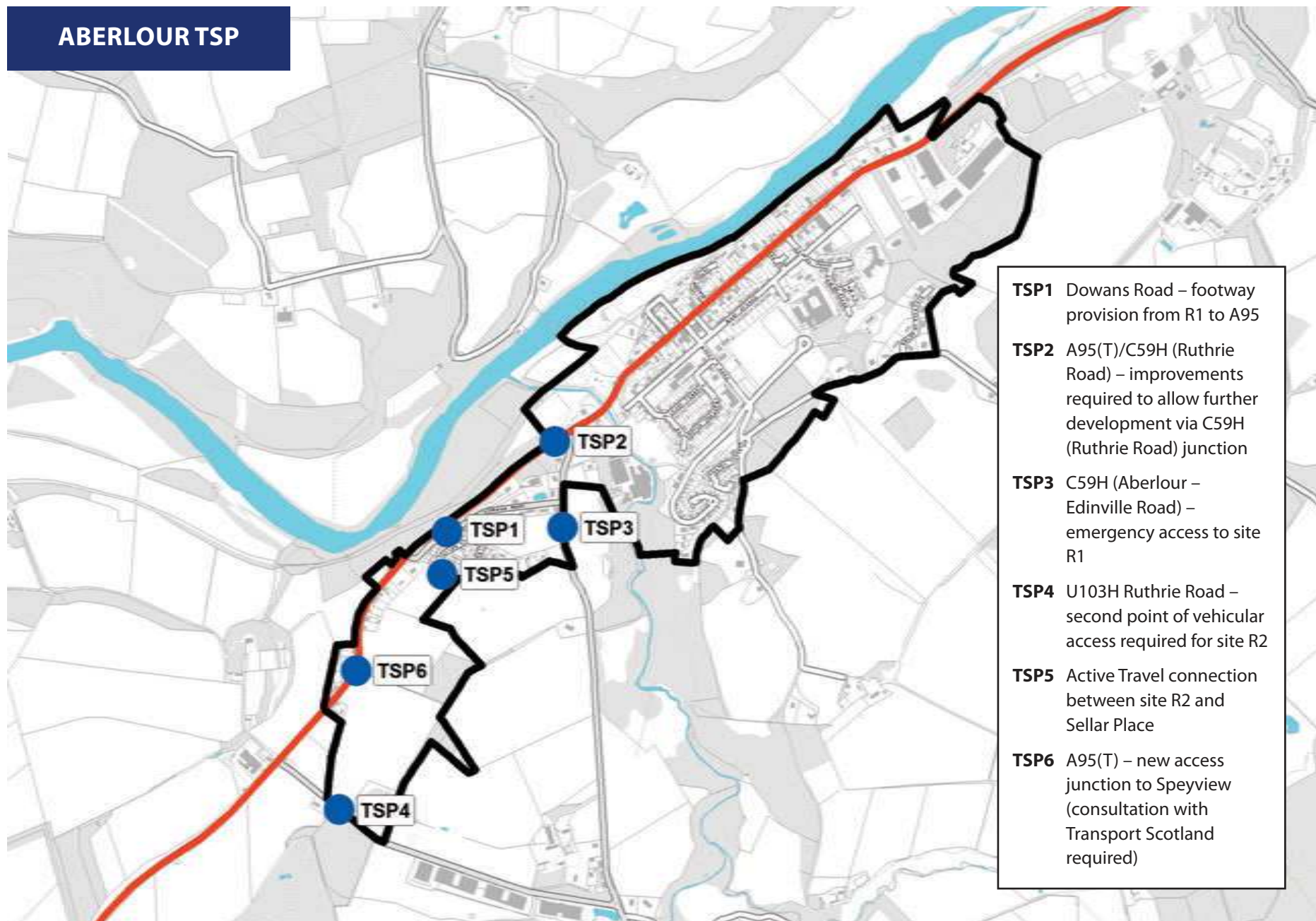
## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Reconfiguration to Aberlour Health Centre	R1, R2, OPP1
Healthcare	1 x Additional Dental Chair	R1, R2, OPP1



## ABERLOUR TSP















Population  
**165**



Households  
**78**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

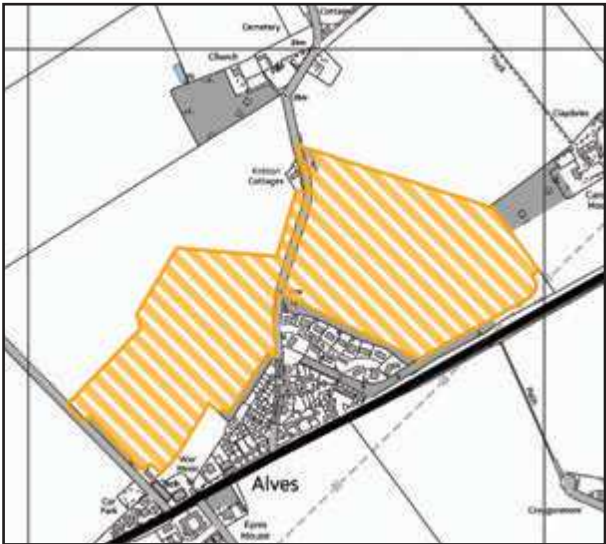
- To identify a longer term housing area.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

LONG Alves North



- Masterplan required for a significant growth area to include a mix of uses.
- Layout must maximise opportunities for solar gain, shelter and renewable energy provision.
- Advanced planting must be provided to integrate development on the site.
- Woodland planting, including substantial belts of woodland across the ridges and steeper slopes, must be provided in order to create an outer settlement boundary to the east and establish a setting for development, creating unity and reinforcing shelter.
- A linear park, incorporating a play area, which makes full use of existing wetland is required.
- Transport Assessment or Statement required.
- Adequate numbers of vehicular access points, based on the number of houses proposed, onto Burghead Road and the U58E Wester Alves Road are required.
- Single track sections of the U58E require to be upgraded and widened to Moray Council Standards.
- Provision of 'active travel' walking and cycling routes linking the school to new residential areas required.
- Provision of footway where there are missing sections along Burghead Road required.
- Area of surface water risk to be addressed.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Alves will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV4	Sports Areas	Recreation Ground
ENV6	Natural/Semi-Natural Greenspace	Shelter Belts
ENV7	Civic Space	War Memorial
TPO	Tree Preservation Order	War Memorial



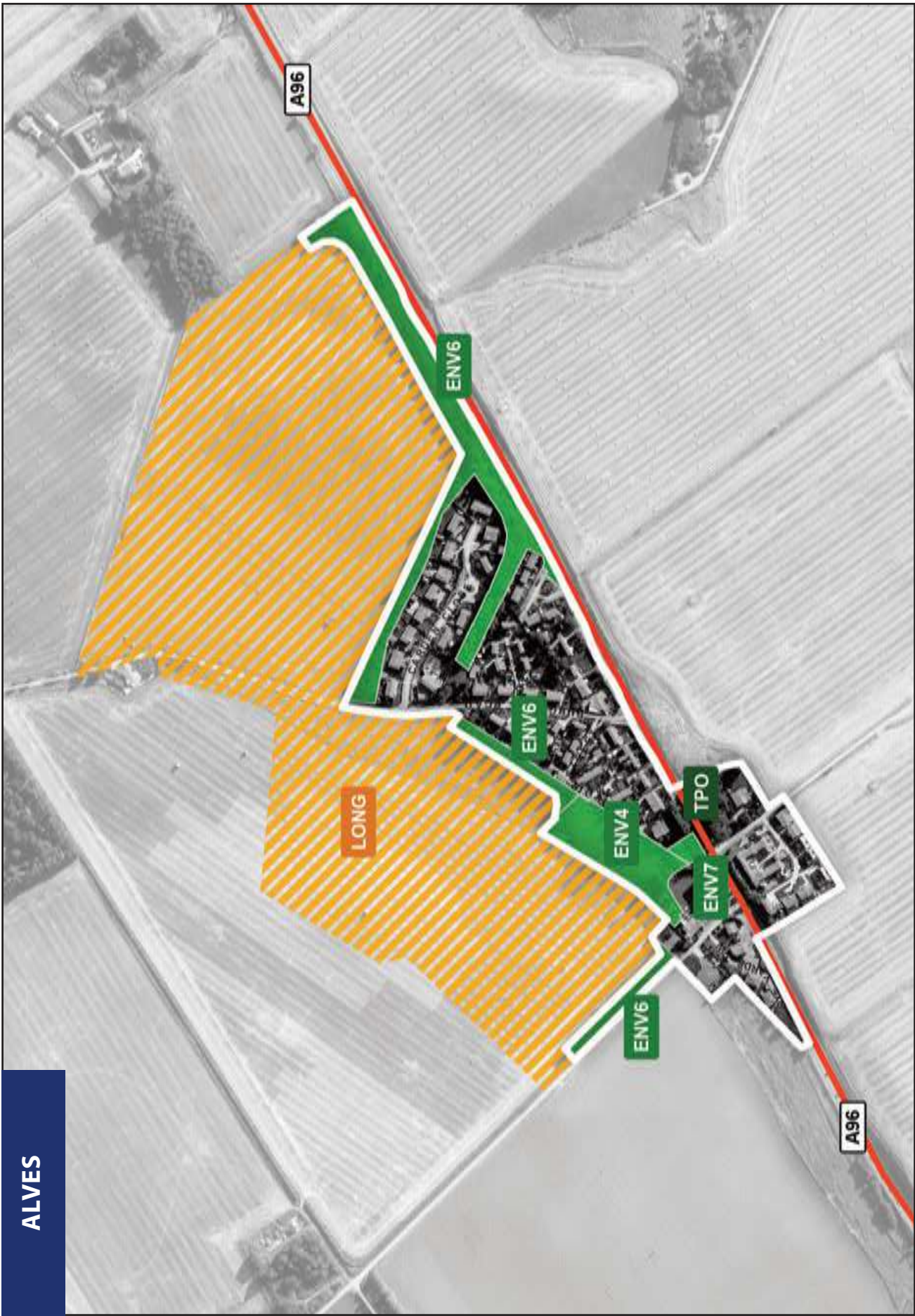
## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	Extension to Forres Academy or alternative provision	LONG
Healthcare	Extension to Forres Health and Care Centre or alternative provision	LONG
Healthcare	2 x Additional Dental Chairs	LONG
Healthcare	Reconfiguration of Pharmacy Outlet(s)	LONG
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	LONG







ALVES







Population  
**253**



Households  
**99**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

## Development Strategy / Placemaking Objectives

- To promote interest and encourage housing development on designated sites.
- Conserve and enhance the distinct built heritage and integrity of the Conservation Area
- New development to reflect the character, appearance, detailing and finishing of the local traditional architecture.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.

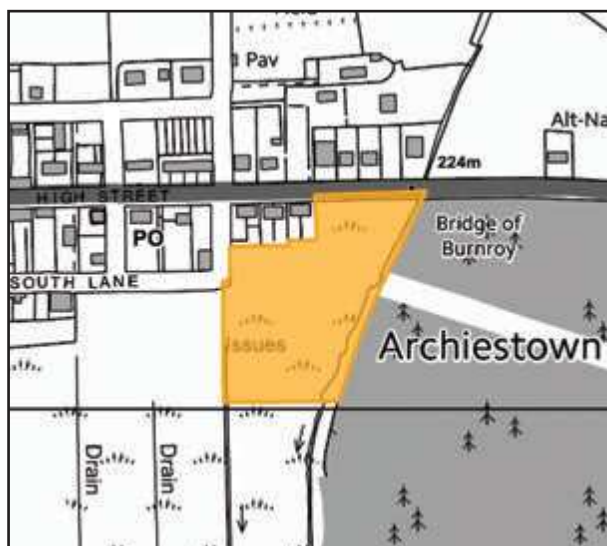




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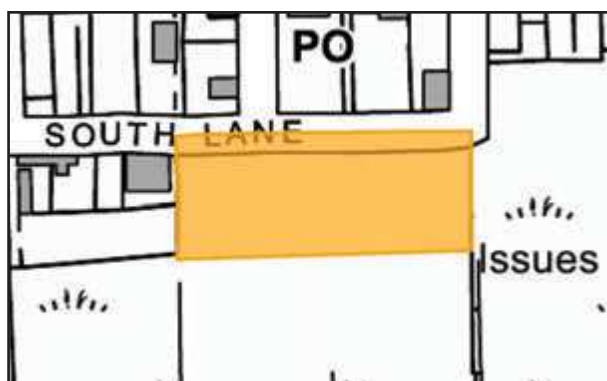
## HOUSING

### R1 East End 1.7ha 15 units



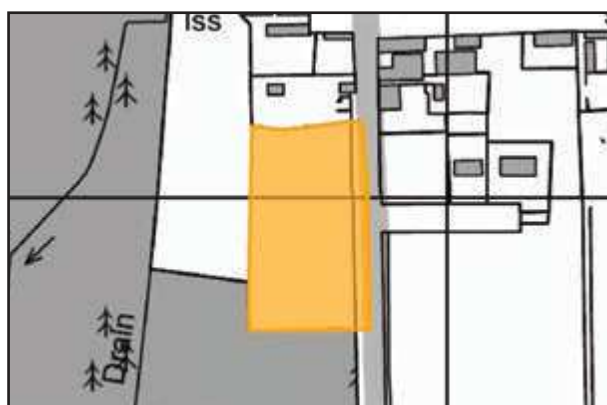
- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local traditional architecture.
- Lanes must be incorporated to reflect the traditional grid layout pattern.
- Extension of existing footway along the B9012 frontage of the site must be provided.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otters that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Phase 1 Habitat Survey required.

### R2 South Lane 0.57ha 4 units



- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local architecture.
- Lanes must be incorporated between houses to link with the lanes between South Lane and High Street.
- Natural stone dykes on frontages of the site and frontage to new lanes required.
- Drainage Impact Assessment (DIA) required.

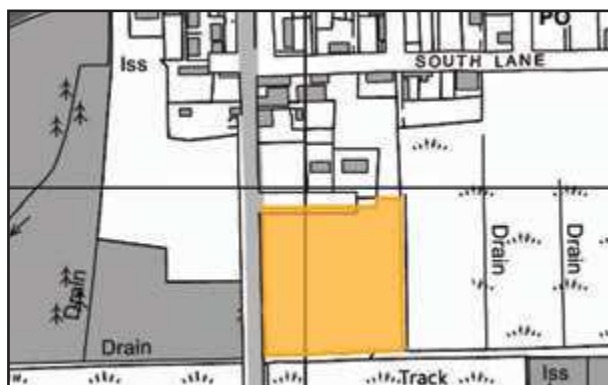
### R3 West End 0.76ha 6 units



- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local architecture.
- Natural stone dykes on frontages of the site must be provided.
- Footway alongside the C15E connecting site to The Square required.
- Drainage Impact Assessment (DIA) required.





**R4 South of Viewmount 1.32ha 10 units**


- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local architecture.
- Natural stone dykes on frontages to existing roads and lanes must be provided.
- Footway alongside the C15E connecting site to The Square required.
- Drainage Impact Assessment (DIA) required.

**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Archiestown will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV4	Sports Areas	The Playing Field
ENV7	Civic Space	The Square

**WIDER ENVIRONMENTAL DESIGNATIONS**

REF	Type of Environment Designation	Specification
CA	Conservation Area	Archiestown Conservation Area
SAC	Special Area of Conservation	River Spey
SLA	Special Landscape Area	The Spey Valley

**INFRASTRUCTURE**

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Reconfiguration of Aberlour Health Centre	R1, R2, R3, R4
Healthcare	1 x Additional Dental Chair	R1, R2, R3, R4





ARCHIESTOWN







Population  
**8,541**



Households  
**3,782**



**Settlement Hierarchy**  
**Secondary Growth**  
**Area**

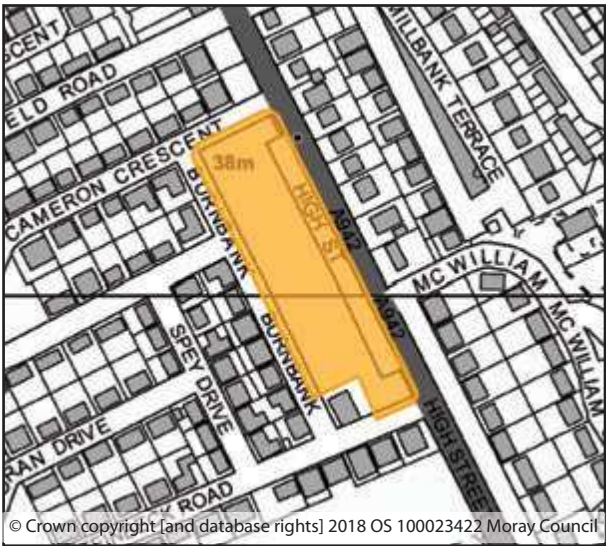
### **Development Strategy / Placemaking Objectives**

- To identify sites for an additional 250 new houses within the Buckie LHMA in addition to existing sites.
- Identification of a strategic reserve of employment land at March Road.
- Promote the diversification of Buckie Harbour.
- Identification of long term growth area to south west of Buckie to include community facilities and the potential location for a new school campus.
- To promote active travel connections and east-west connectivity across Buckie.
- To identify green infrastructure and connect to wider green/blue network.
- Protect and enhance the existing network of open and green spaces.
- To identify a network of new play areas and parks.
- To support and enhance the vitality and viability of Buckie Town Centre.
- Conserve and enhance Buckie's distinctive built heritage and the integrity of Yardie Conservation Area.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

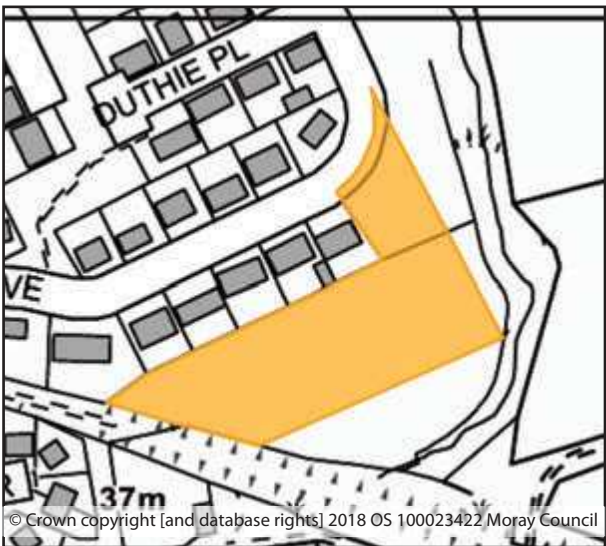
HOUSING

R1 Burnbank 3.04ha 20 units



- Development commenced.

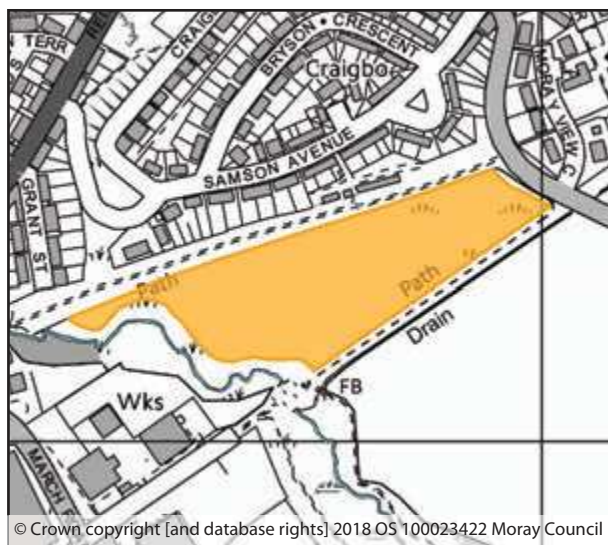
R2 Archibald Grove 0.76ha 10 units



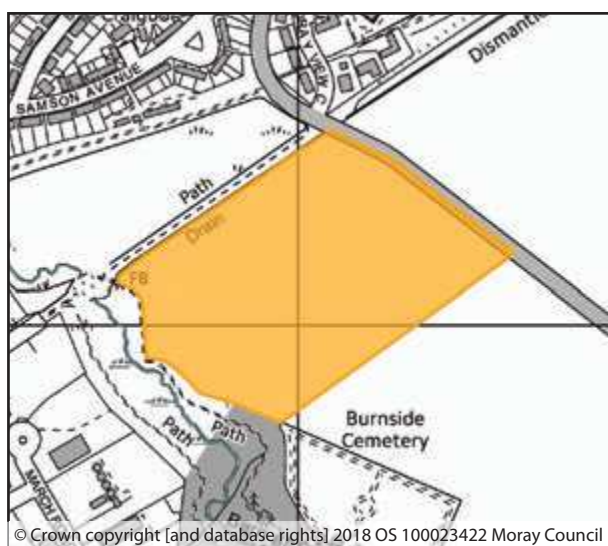
- Access to the neighbouring ENV must be provided.
- A Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- A Phase 1 Habitat Survey will be required.





**R3 Rathburn (N) 2.44ha 60 units**


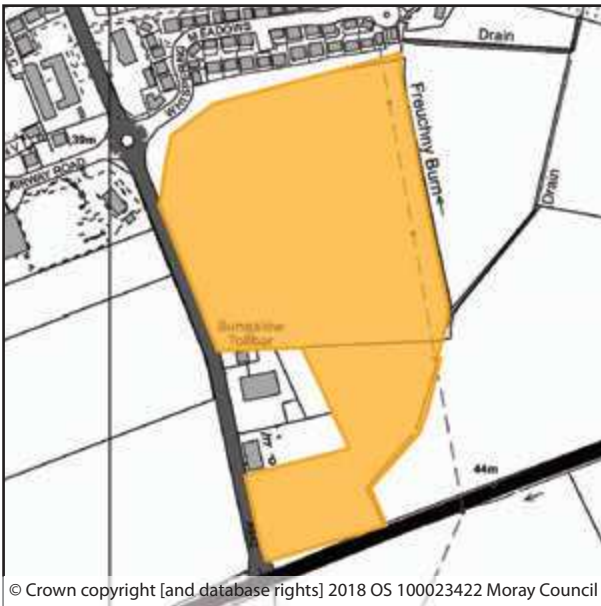
- Access must be taken from March Road North utilising the old railway. The proximity of Site R4 will have implications for the design of this new access road which will need to accommodate traffic from both sites.
- Road widening improvements at crossing of Rathven Burn and junction improvements at connection with March Road will be required. This must provide a 5.5m (minimum) road with cyclepath on one side and footway on opposite side.
- Link to the footway/cycleway and to former railway line to north must be provided.
- Provision of a Neighbourhood Park with playspace and sports pitch must be provided between Sites R3 and R4.
- High risk of noise and odours affecting western part of site due to adjacent industrial activity. Houses to be set back and other mitigation measures may be deemed necessary.
- Noise Impact Assessment (NIA) required.
- Drainage Impact Assessment (DIA) required.
- Badger Survey required. Mitigation measures may be necessary.

**R4 Rathburn (S) 5.88 ha 60 units**


- Access should be as per Site R3 including footway/cyclepath arrangements. Links into path network within the Rathven Burn must be provided.
- Development will be restricted to the lower, more level part of the site.
- The sloped area to the south must be planted with trees with recreational footpaths.
- Provision of a Neighbourhood Park with playspace and sports pitch must be provided between Sites R3 and R4.
- High risk of noise and odours affecting western part of site due to adjacent industrial activity. Houses to be set back and other mitigation measures may be deemed necessary.
- Transport Assessment required.
- Drainage Impact Assessment (DIA) required
- Noise Impact Assessment (NIA) required.
- Archaeological evaluation may be required.



**R5 High Street (E) 10.98 ha 170 units**



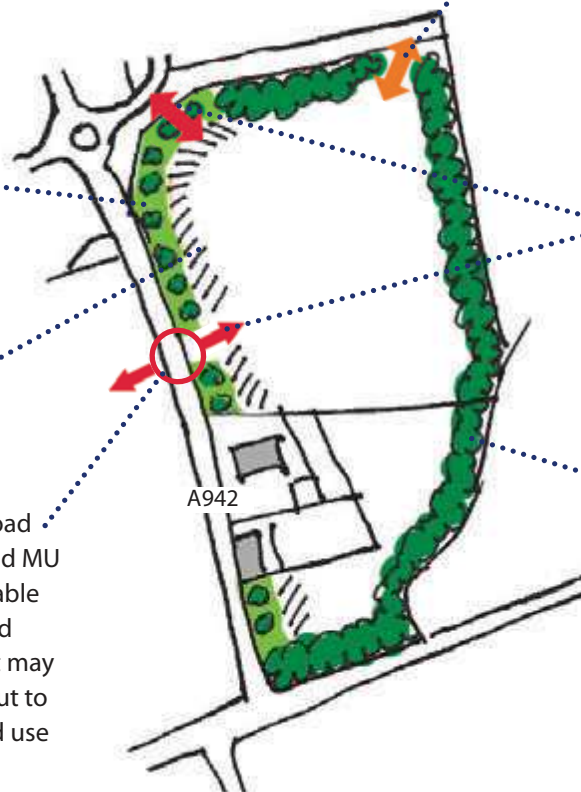
**Figure 1.1 Key Design Principles R5 High Street (E)**

- Proposals must comply with Key Design Principles set out in Figure 1.1.
- A Neighbourhood Park must be provided.
- Cycle/pedestrian connections must be provided along the A942.
- Badger Survey required.
- A Transport Assessment for Sites R5 and MU site will be required to support any planning application.
- Flood Risk Assessment (FRA) required.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.

Open space corridor with tree planting must be provided along A942.

Buildings must provide a frontage to A942.

Integrated approach to road infrastructure for Sites R5 and MU to be taken to ensure suitable provisions for access and connectivity. Development may necessitate new roundabout to serve it and adjacent mixed use designation.



A pedestrian and cycle connection from the site to the turning head at the eastern end of Whispering Meadows should also be formed to improve connectivity between adjacent developments.

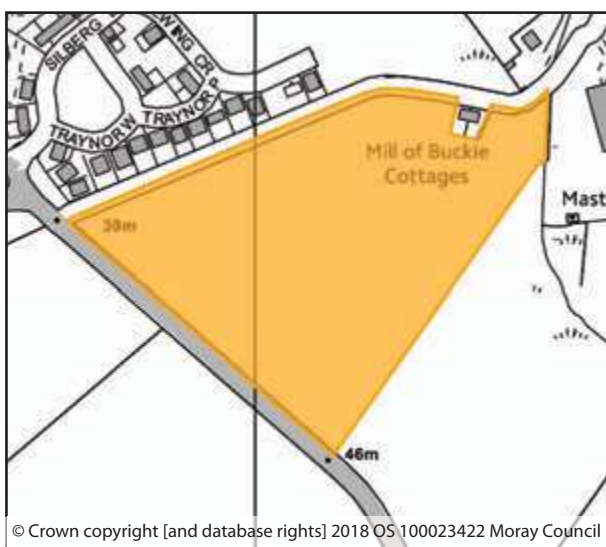
Two points of access will be required. The second point of access should be taken from the entrance to Whispering Meadows to the north.

Substantial landscaping must be provided. This must include a 15m landscape strip to be provided along the eastern boundary, feature tree or hedge planting along the A942, and substantial advance planting to create a robust settlement edge. Landscaping must provide connecting paths to encourage more active use of the space.

**R5 High Street (E) 10.98 ha 170 units**



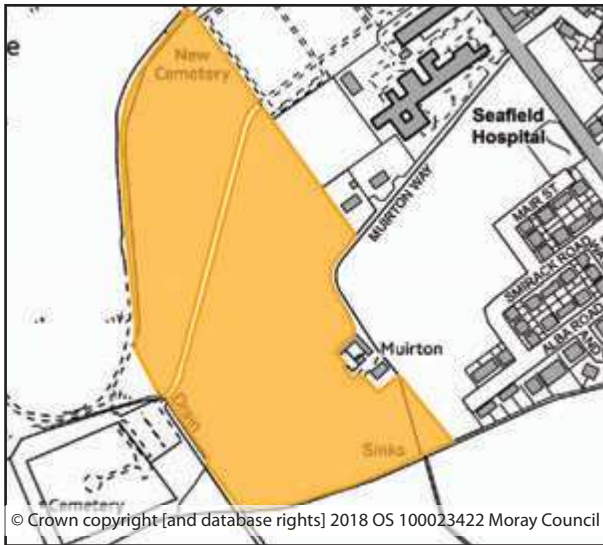
**R6 Barhill Road (S) 5.51ha 110 units**



- Extant consent on the site with development commenced.
- A Pocket Park must be provided.
- Provision of substantial structural planting to create robust site edge required.
- Flood Risk Assessment (FRA) required.
- SUDS and construction phase water management plan required.
- Drainage Impact Assessment (DIA) required.
- Transport Assessment required. Safeguarding of land for future roundabout in association with an access junction to site off Barhill Road required.

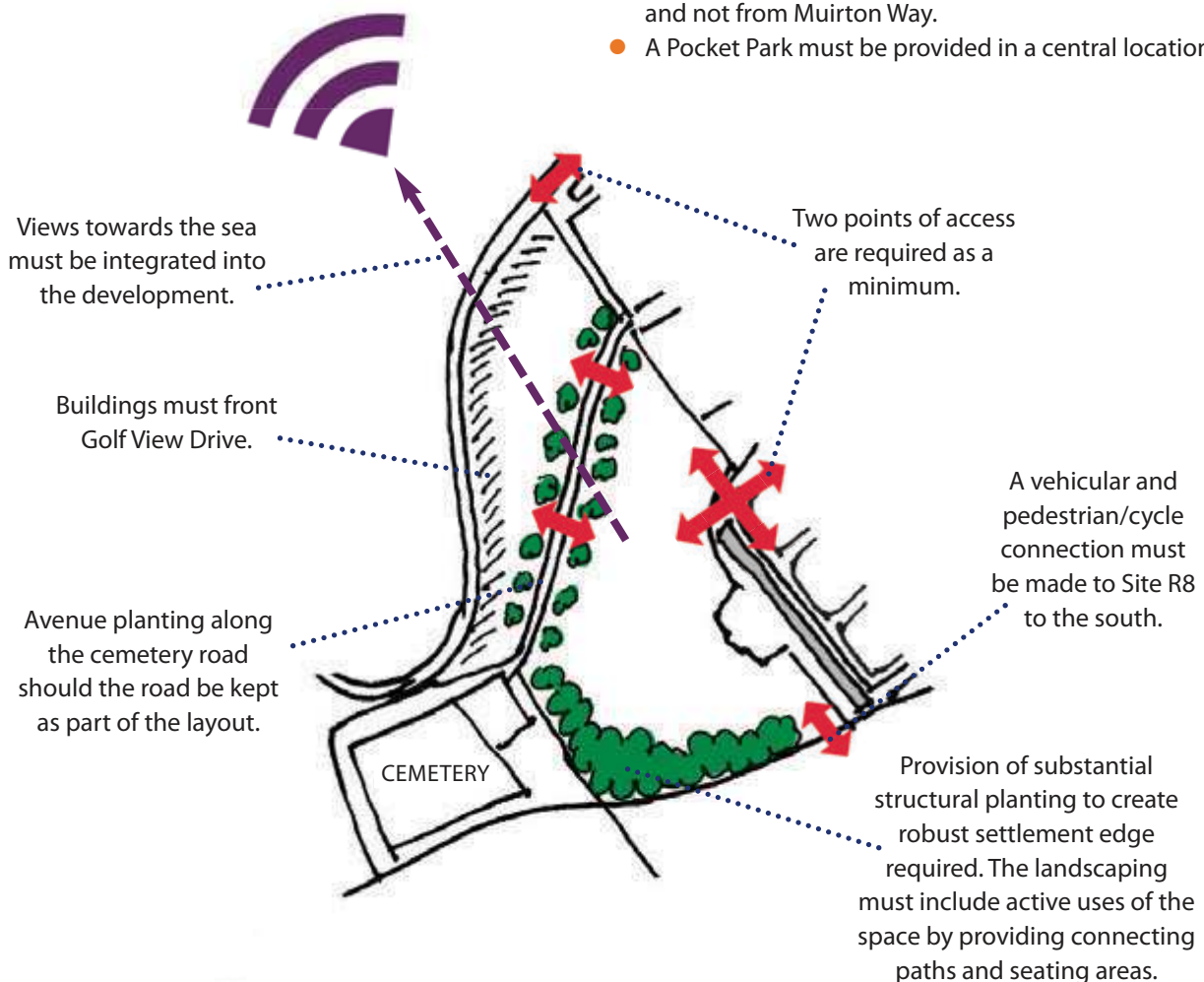


**R7 Land at Muirton 5.19 ha 140 units**



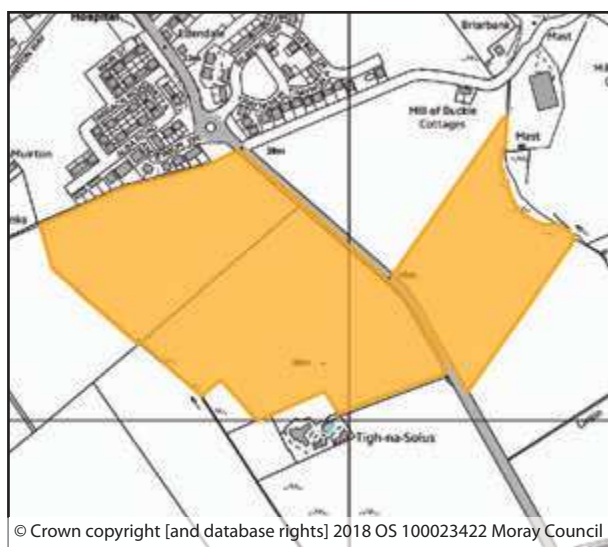
**Figure 1.2 Key Design Principles R7 Land at Muirton**

- Proposals must comply with Key Design Principles set out in Figure 1.2 below.
- Links to core paths BK01 & BK06 must be provided.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- SUDS and construction phase water management plan required.
- Transport Assessment required.
- Two points of access are required as a minimum. Vehicular access via the cemetery is not acceptable and proposals must include measures to close off vehicular access to the old part of the cemetery and provide alternative access to the new part of the cemetery. The recommended vehicular access points are onto Alba Road and Golf View Drive subject to approval of detailed proposals. Both parts of the site must be connected to provide a permeable network for walking, cycling, and vehicular traffic.
- Access improvements required to remove pinch point at Golf View Road and provide 5.5m wide access road and 2m footway on south side.
- Access to Muirton Way for emergency access only. Muirton Farm must be accessed from new site access and not from Muirton Way.
- A Pocket Park must be provided in a central location.



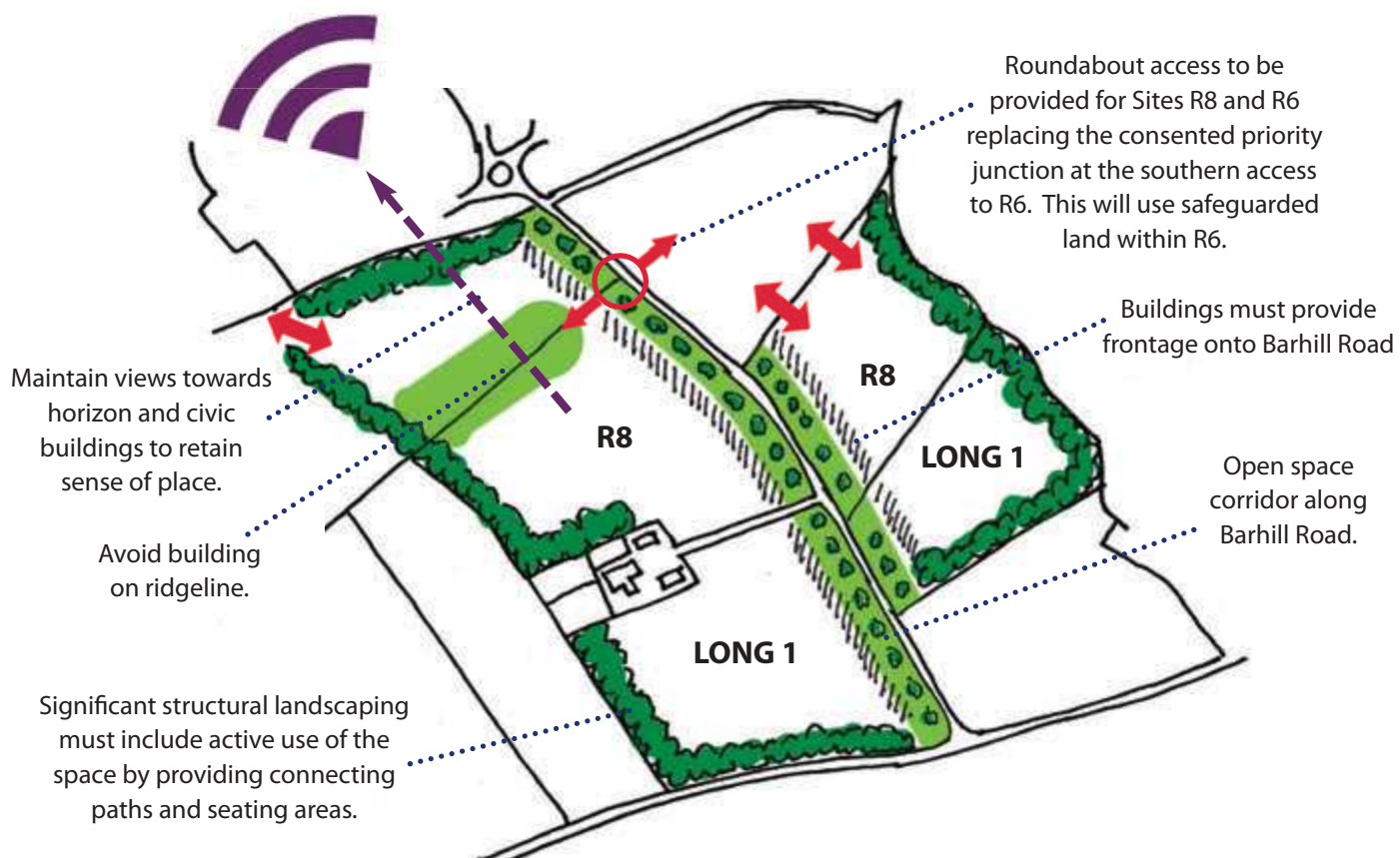


## R8 Land at Barhill Road 250 units



**Figure 1.3** Key Design Principles R8 Land at Barhill Road and Long 1 Land to South West of Buckie

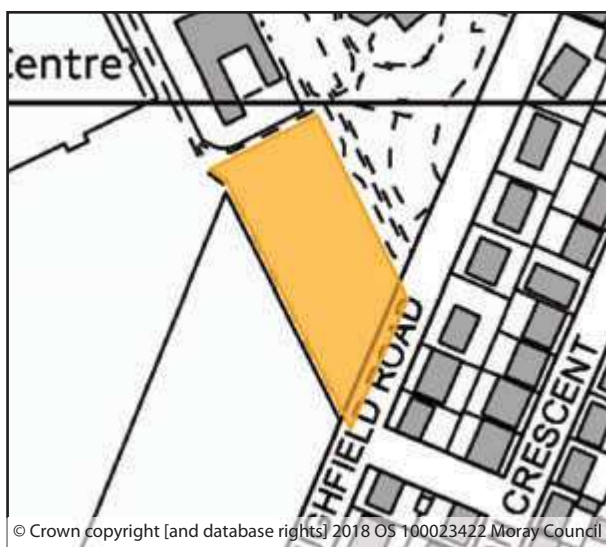
- Proposals must comply with Key Design Principles set out in Figure 1.3 below.
- Masterplan required for Site R8 and LONG 1 for wider south west expansion of Buckie.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- 2.5 ha Primary School could be required on the site.
- The masterplan must include provision for local shops and services.
- Connections to be made to core path network to the north of the site.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- Transport Assessment required.
- Provision for bus waiting facilities may be required along the site frontage onto Barhill Road.
- Pedestrian/cycle and vehicular connections must be made to Sites R6, R7 and LONG1.
- Two points of access required before the development exceeds 100. Access points shown on the design principles map are indicative.
- A Neighbourhood Park must be provided on the western part of the site. A Pocket Park must be provided on the eastern part of the site.



**R9 Site at Ardach Health Centre**

**0.44ha**

**5 units**



- Opportunity for a small low density development. Development must not restrict access to the school, existing paths, or the area of open space.
- To maintain the character of the area, a low density development of up to 5 houses is appropriate.
- Buildings must be single storey to reflect the existing character of Highfield Road.
- Footway along frontage of the site must be widened to 2m.
- Opportunities to provide improved connection to school along west side of site must be included within the site layout.
- A Transport Statement may be sought.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required.

**R10 Site at Station Road, Portessie**

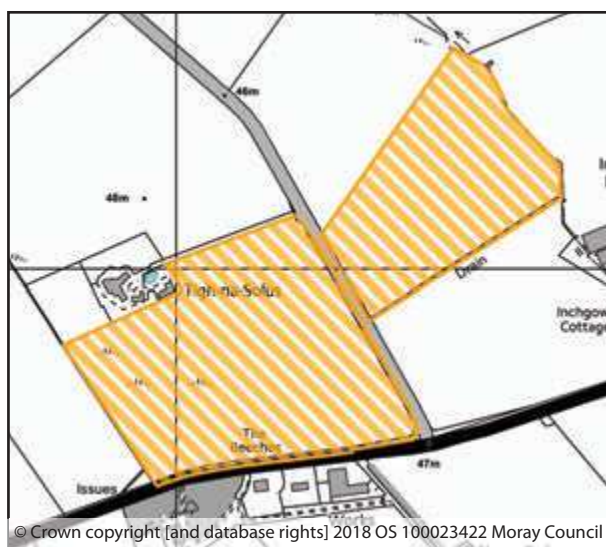
**0.59ha**

**5 units**



- Opportunity for low density development that respects the prominent location and settlement pattern on Station Road.
- The existing cycle path must be retained and remain segregated. National Cycle Path Network Route 1 runs through the site. Provision of an improved section of cyclepath through the site required by providing an off-route cyclepath on the north side of the road.
- Landscaping must be provided along the southern boundary of the site.
- Site is a former railyard. A Contamination Assessment may be required.
- Improvement to core path BK4 will be sought.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Drainage Impact Assessment (DIA) required.

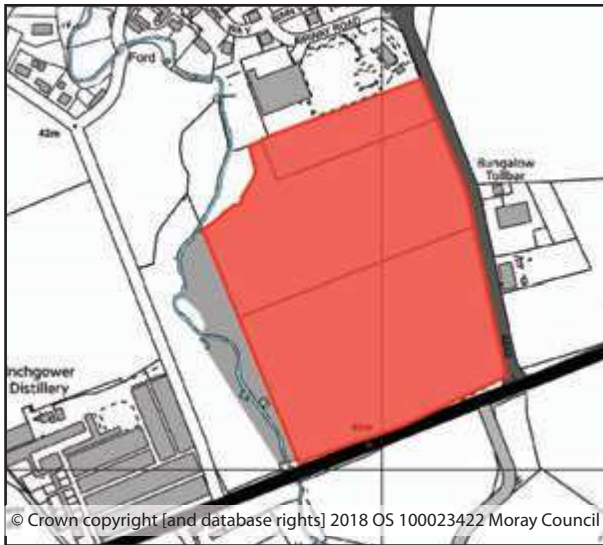


**LONG 1 Land to South West of Buckie****13.02ha**

- Proposals must comply with Key Design Principles set out in Figure 1.3.
- Masterplan required for LONG 1 and Site R8 for wider south west expansion of Buckie.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- Part of site is within close proximity to the distillery. Proposals must demonstrate that there is no potential for any land use conflict.
- Continuation of Open Space corridor along Barhill Road required.
- Buildings must provide a frontage onto Barhill Road.
- Significant structural planting is required to provide containment and settlement edge. Landscaped areas must incorporate recreational footpaths.
- Public transport provision for new bus stops and active travel provisions.
- A Pocket Park and sports pitch must be provided.
- Noise Impact Assessment (NIA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Multiple access connections must be provided between Sites R8 and LONG1.
- Transport Assessment is required the scope of which will need to include the full masterplan. Access proposals to provide direct access onto Barhill Road and to provide connections through to R8 to the north, east and west sides of Barhill Road.
- There is a drain on the east side of the road which flows into the Buckie Burn. Another drain runs on the western boundary. Pollution must be avoided.





**MU HIGH STREET (W)****6.37 ha**

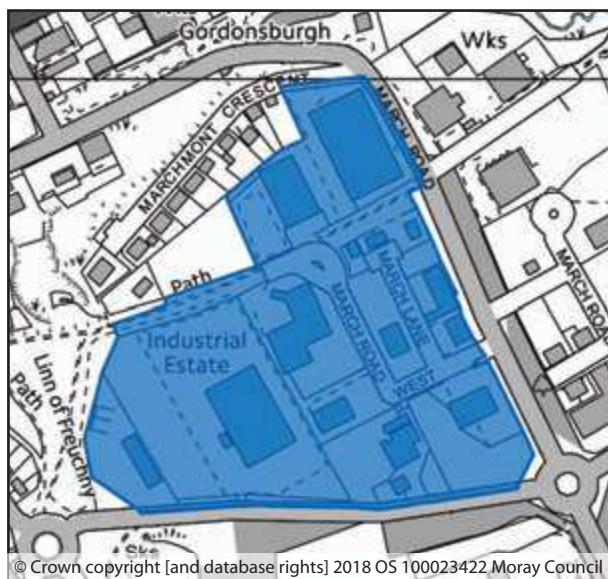
- A mixed use site on an edge of town location that can accommodate residential and Class 2 Financial, Professional and other Services & Class 4 Business uses which require a higher quality environmental setting. The site would also be appropriate for a hotel should there be the demand.
- The site will not be acceptable for general industrial use.
- To provide a higher environmental setting the provision of substantial advanced structural landscaping to create a robust settlement edge must be provided including structure and feature tree planting. The landscaping must include active use of the space by providing connecting paths and seating areas.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- A Pocket Park must be provided.
- The site can be developed in phases but it must be done as part of a comprehensive layout/masterplan to ensure there are no land use conflicts. This will ensure that a single phase does not prejudice the development of the remainder of the site.
- Residential development on part of the site may be deemed acceptable with an indicative capacity of 100 units.
- A Transport Assessment for the combined Sites R5 and MU designations will be required. Integrated approach to road infrastructure for Sites R5 and MU to be taken to ensure suitable provisions for access and connectivity. Development may necessitate a new roundabout to serve R5 and MU.
- Proposals must be supported by a Flood Risk Assessment (FRA) which could reduce the developable area of the site.
- Drainage Impact Assessment (DIA) required.
- Badger Survey required.
- Phase 1 Habitat Survey required.



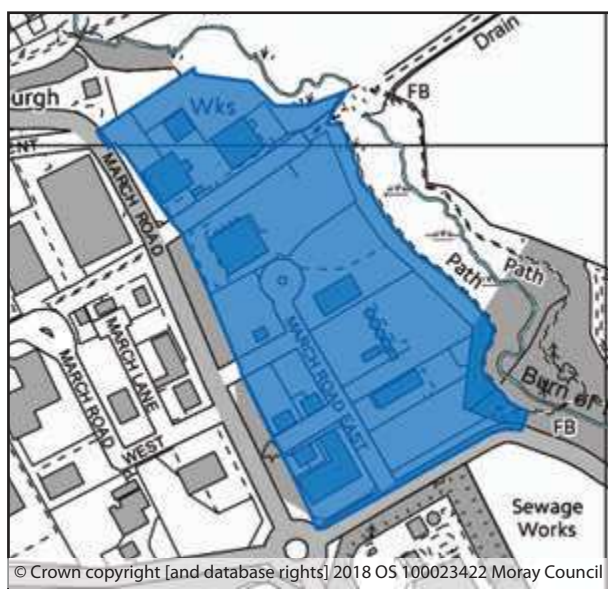
## EMPLOYMENT

## I1/I2 March Road (NW)/March Road (NE)

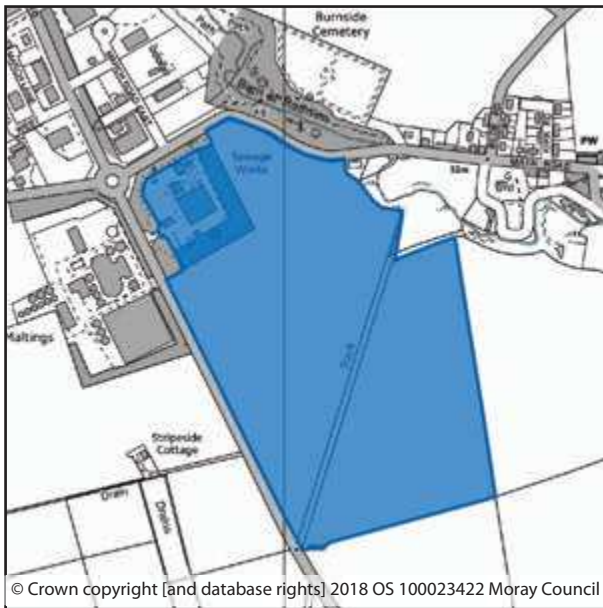
## Industrial Estate



- Fully occupied. New development will comprise redevelopment, extension or change of use.

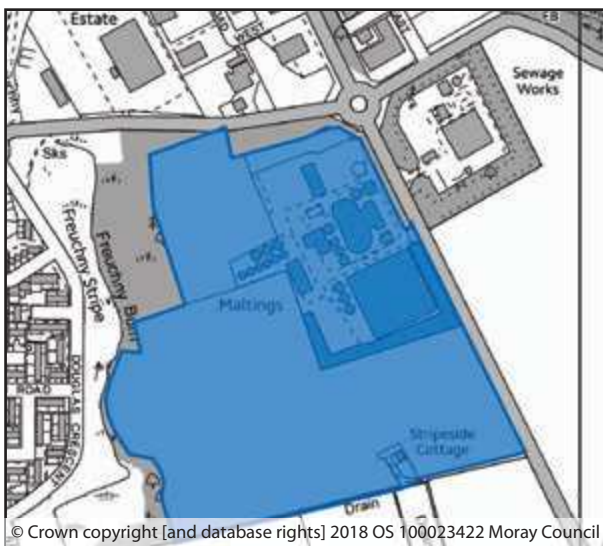


### 13 March Road (SE) Industrial Estate



- Substantial landscaping is required to provide visual containment to the site. Landscaping must encourage active use of these areas by including connecting paths and seating areas.
- It is desirable to leave some additional land around the waste water treatment works.
- Industrial development at the site will require to take account of potential noise impact emissions affecting the adjacent village of Rathven. A Noise Impact Assessment (NIA) may be required.
- Transport Assessment required. Development of the site may require junction improvements at the A98/March Road junction.
- Badger Survey required.
- As the site is within close proximity to a sewage treatment works and local maltings, the developer should consult with the local maltings and Scottish Water in case this impacts upon their operations due to perceived pollution.
- Drainage Impact Assessment (DIA) required.

### 14 Maltings Existing Business Area



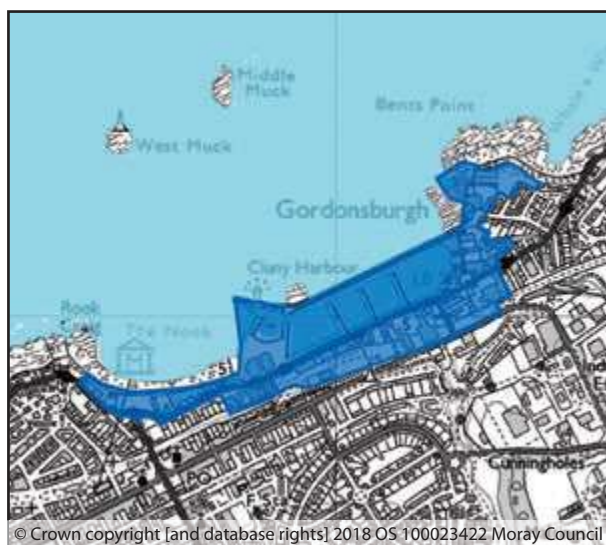
- The undeveloped area around the maltings has in the past been reserved for expansion purposes, and as such, there may be scope for alternative business activities to be introduced.
- Proposals must be compatible with the operations of the maltings.
- Impact of noise from the maltings must be considered.
- Potential noise impact on new housing areas to the west of the site must be considered.
- As the site is within close proximity to a sewage treatment works and local maltings, the developer should consult with the local maltings and Scottish Water in case this impacts upon their operations due to perceived pollution.
- Drainage Impact Assessment (DIA) required.



15

## Harbour Area

## Existing Business Area

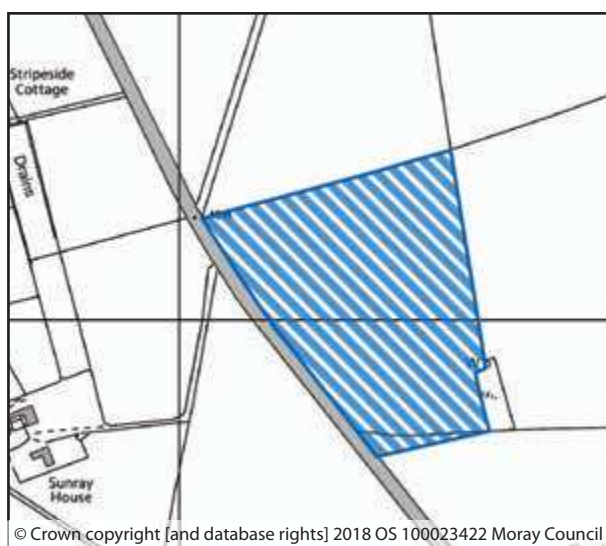


- Changes in the fishing industry and ancillary trades have meant that there is no longer a requirement to restrict activities within the harbour area to harbour related uses only.
- The operational needs of the harbour will still have priority and there will be a presumption in favour of proposals with a requirement to be located in the area.
- Developments should ensure no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) in particular through increased disturbance to bottlenose dolphins for example (but not limited to) as a result of any noise, vibration or increase in water based activity likely to disturb dolphin or their prey species.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Scope to redevelop and regenerate the area with the introduction of a wider range of uses. Proposals for retail, residential or tourist related developments can be considered on their merits.
- Proposals must be supported with a Flood Risk Assessment (FRA).
- Drainage Impact Assessment (DIA) required.
- A Transport Statement or Assessment may be required.
- Parts of the site are covered by Opportunity Sites (see OPP4 Bank Street and OPP5 Former Jones Shipyard).

LONG2

## March Road

## Industrial Estate



- Landscaping and tree planting must be provided along March Road.
- Advance structural landscaping must be provided along the site boundaries to provide visual containment.
- The development must provide connections to the I3 designation to the north.
- A cyclepath along or parallel to the frontage of the site onto March Road will be required.
- Drainage Impact Assessment (DIA) is required.
- Transport Assessment likely to be required as part of a wider masterplan with I3 to identify any junction/road improvements.
- Consideration to setting of scheduled monument Carrieclerach Long Cairn to the SE.





## OPPORTUNITY SITES

### OPP1 Highland Yards



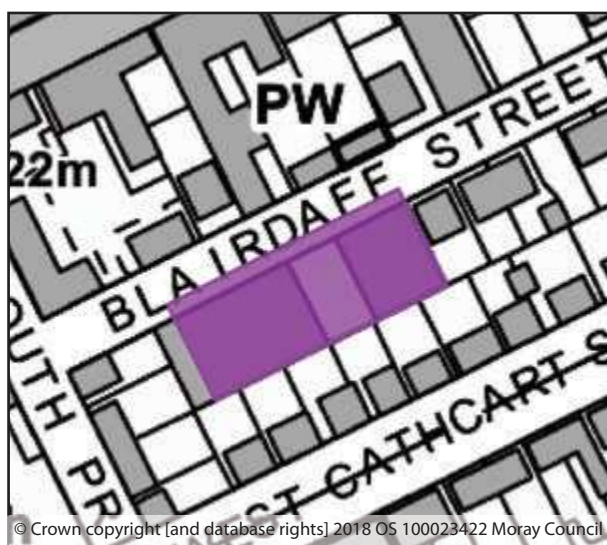
#### Suitable Uses

Residential

#### Site specific requirements

- Freuchny Lane and Well Road must not be used to gain vehicular access.
- Drainage Impact Assessment (DIA) required.

### OPP2 Blairdaff Street



#### Suitable Uses

Residential

#### Site specific requirements

- The site of the old lemonade factory is considered suitable for redevelopment. Any new use should be compatible with the residential character of the surrounding area.
- Drainage Impact Assessment (DIA) required.





### OPP3 Barron Street



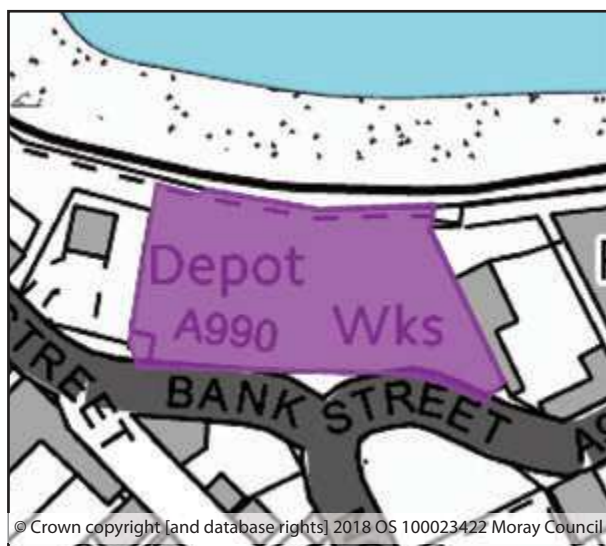
#### Suitable Uses

Class 4 Business or Residential

#### Site specific requirements

- The site has various contaminative uses including a fuel tank, gasworks, and boatyard. A Contamination Assessment will be required.
- Likely amenity issues given the adjacent commercial uses in the vicinity and in particular the extent of fish processing activities. These will require to be addressed in proposals.
- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- A Noise Impact Assessment (NIA) will be required.
- A Drainage Impact Assessment (DIA) is required.
- A Transport Statement will be required.
- Buildings to respect scale of adjoining properties with taller buildings located to the south of the site.

### OPP4 Bank Street



#### Suitable Uses

Business, Storage or Residential

#### Site specific requirements

- An opportunity site within the I5 site on it's western edge is available for redevelopment.
- Vehicular access is constrained which may restrict potential uses.
- Potential contamination issues may need to be addressed depending on the proposed use.
- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- A Flood Risk Assessment (FRA) is required for coastal flood risk to support development for more vulnerable uses. This must consider risk from wave action as well as tides.
- Drainage Impact Assessment (DIA) required.
- Archaeological structural recording or photographic record may be required.



## OPP5 Former Jones Shipyard



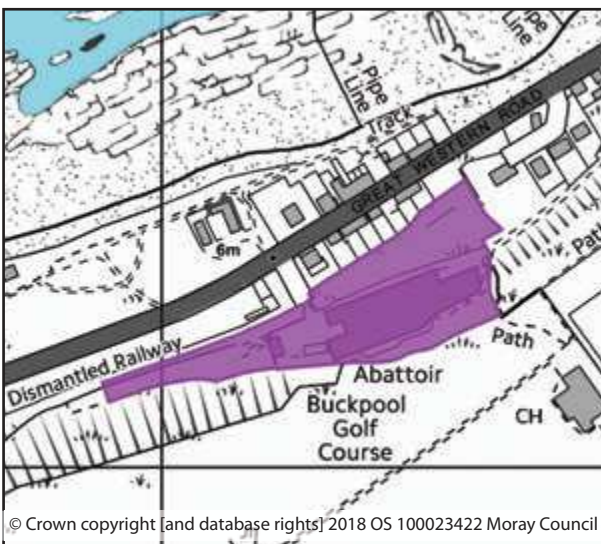
### Suitable Uses

Residential

### Site specific requirements

- Constrained road access into the site despite there being a previous consent and will be extremely difficult to achieve.
- The site has known contamination issues that need resolved.
- Implications for marine environment, climate change, and rising sea levels need to be taken into account.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

## OPP6 Former Grampian Country Pork



### Suitable Uses

Residential (preferred) or low impact/low activity industrial/business use

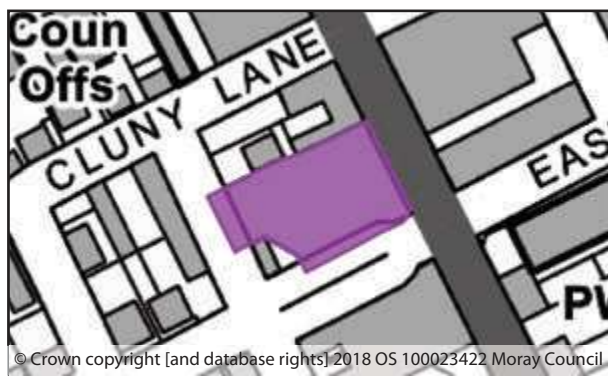
### Site specific requirements

- Identified traffic issues which may affect suitability of new proposals.
- 'Established use rights' allows industrial/business activity. This should be restricted to low impact/low activity with housing the preferred option.
- There may be some contamination/ground treatment necessary before residential use can take place.
- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Drainage Impact Assessment (DIA) required.





## OPP7 Former Millbank Garage Site



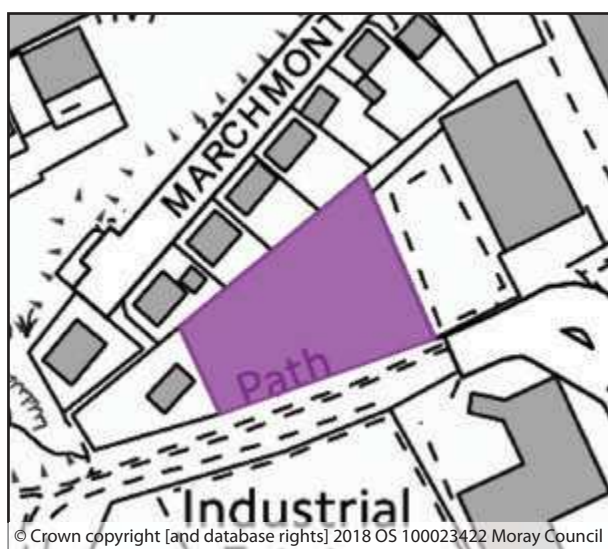
### Suitable Uses

Class 1 (retail), 2 (financial/professional) or 3 (food/drink) uses on ground floor with residential above

### Site specific requirements

- The site has planning permission for 20 houses and 3 shops. The site is located within the core retail area and therefore ground floor properties must remain Class 1, 2 or 3 uses in line with Policy DP7.
- Drainage Impact Assessment (DIA) required.

## OPP8 Site at March Road West



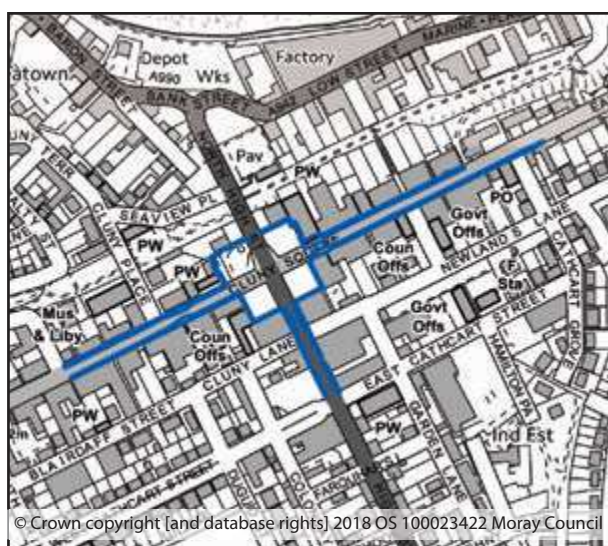
### Suitable Uses

Residential/Commercial

### Site specific requirements

- An opportunity site to the west of I1 site is available for redevelopment.
- Commercial/office/studio uses would be appropriate. This may include a small residential element.
- A direct link to core path BK04 must be provided.
- Development must not adversely affect the amenity of surrounding properties.
- A Noise Impact Assessment (NIA) must be provided to ensure that there is no land use conflict if any residential element is proposed.
- Drainage Impact Assessment (DIA) may be required.
- Transport Statement is likely to be sought.

## CRA Town Centre/Core Retail Area



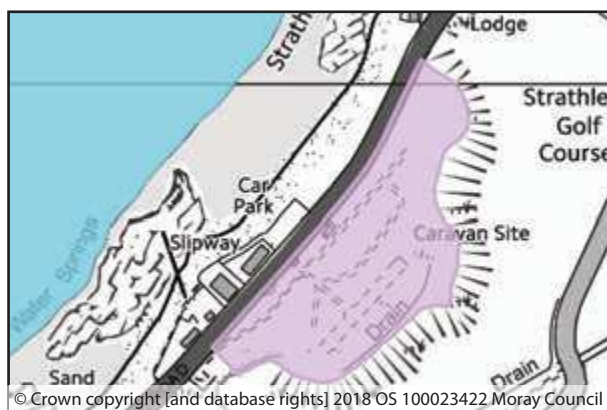
The retention of Buckie's shopping centre (referred to as Core Retail Area on the town map) is of primary importance to the town. Only development for Class 1 shops, Class 2 financial, professional and other services, or Class 3 food and drink at ground level will be supported. Proposals must comply with Policy DP7 Retail/Town Centres and other relevant policies of the LDP.





## TOURISM

### T1 Strathlene Caravan Site



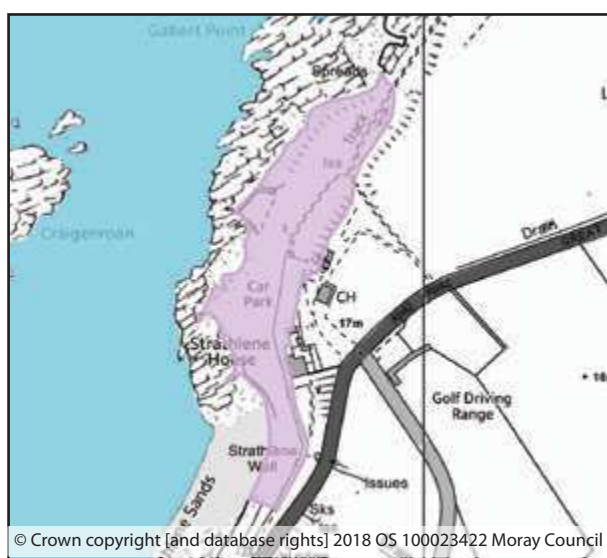
#### Suitable Uses

- This site must remain as a holiday caravan site as part of Buckie's tourism infrastructure.
- Development for alternative uses will not be permitted.

#### Site specific requirements

- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

### T2 Coastal Strip, Strathlene



#### Suitable Uses

- Foreshore will be protected as open space. Only development which adds to its tourist potential will be permitted.

#### Site specific requirements

- Developments to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

### T3 Speyside Way

- Long distance footpath which starts/terminates at Buckie Town Centre will be protected from development.

### T4 Coastal Footpath

- Route of footpath which continues from Speyside Way along coast to Cullen will be safeguarded from development.

### T5 Sustrans Cycle Route

- Sustrans National Cycle Route that will be protected from inappropriate development.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Buckie will be safeguarded from development that is not related to their current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Queen Street Gardens (BC/OS/013); Linzee Gordon Park (BC/OS/017); Ian Johnston Park (BC/OS/014); Buckpool Harbour (BC/OS/003)
ENV2	Amenity Greenspace	The Bow/Lady Road Buckpool (BC/OS/007); Cliff Terrace (BC/OS/024); Linn of Freuchny (BC/OS/027); March Road (BC/OS/031); Well Road (BC/OS/026); Linn Crescent (BC/OS/0025) Whispering Meadows (BC/OS/045); Carlton Terrace (BC/OS/020), Shearer Ave/Duthie Place (BC/OS/044)
ENV3	Playspace for Children and Teenagers	Letterfourie Road (BC/OS/010); Barhill Road West (BC/OS/046)
ENV4	Sports Areas	Merson Park (BC/OS/006); Victoria Park; Millbank Primary School; Portessie Primary Schools; Buckie High School (BC/OS/016); Victoria Pavilion Bowling Green; Buckie Bowling Club Green
ENV5	Green Corridors	Burn of Buckie(BC/OS/011) (within the Burn of Buckie ENV development is restricted to brownfield sites and proposals within the curtilage of existing buildings only); Freuchny Burn (BC/OS/028); Rathven Burn (BC/OS/032); Portessie Station/Cycle Path (BC/OS/037) Buckpool Coast/Coastal Trail (BC/OS/01, 02, 19, 43), Coastal Slope/Former Railway (BC/OS/004); Old Station Yard (BC/OS/023); Old Railway South East (BC/OS/029)
ENV6	Natural/Semi-Natural Greenspace	Mill of Buckie (BC/OS/042); Coastal Slope East (BC/OS/033); Portessie Coast (M/BC/039); Harbour
ENV7	Civic Space	Cluny Square (BC/OS/022)
ENV9	Cemeteries and proposed extensions	Buckie and Rathven
ENV10	Private Gardens and Grounds	Seafeld Hospital
ENV11	Other Functional Greenspace	Small agricultural field at Highfield Road

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
CA	Conservation Area	Yardie Conservation Area
SLA	Special Landscape Area	Portgordon to Cullen Coast



INFRASTRUCTURE

Sites denoted on the Infrastructure, Green Network Map and Transport Proposals (TSP) maps will be required to contribute to and/or provide the infrastructure identified to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out on the maps are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

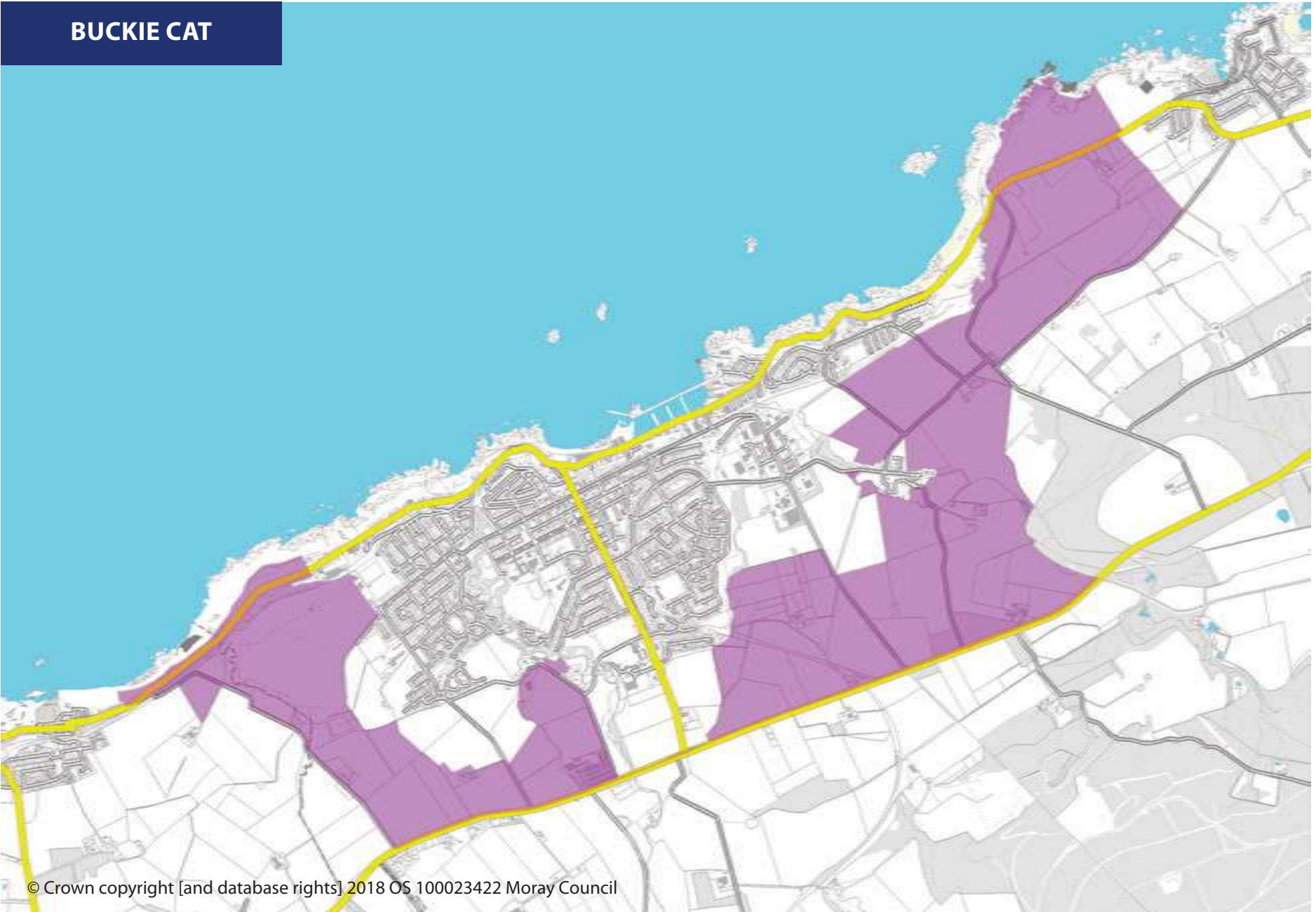
Type of Infrastructure	Mitigation Measure	Sites
Education	New Build or alternative provision	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, LONG1, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, OPP8, MU
Healthcare	Extension to Ardach Medical Practice	R1, R2, R3, R4, R5, R9, R10, OPP1, OPP2, OPP3, OPP4, OPP5, OPP7, OPP8, MU
Healthcare	Reconfiguration of Seafield and Cullen Medical Practice	R6, R7, R8, LONG1, OPP6







## BUCKIE CAT

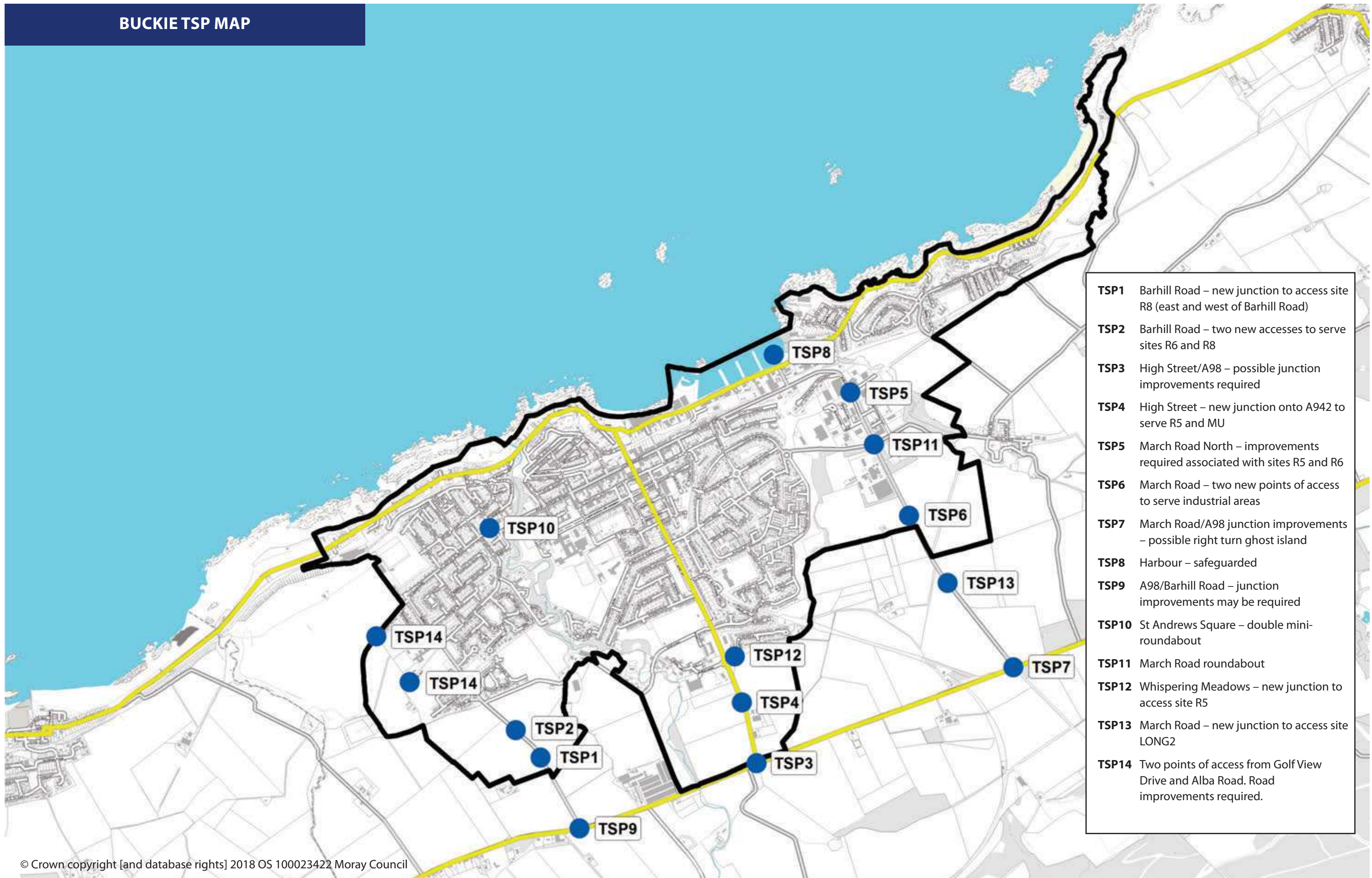


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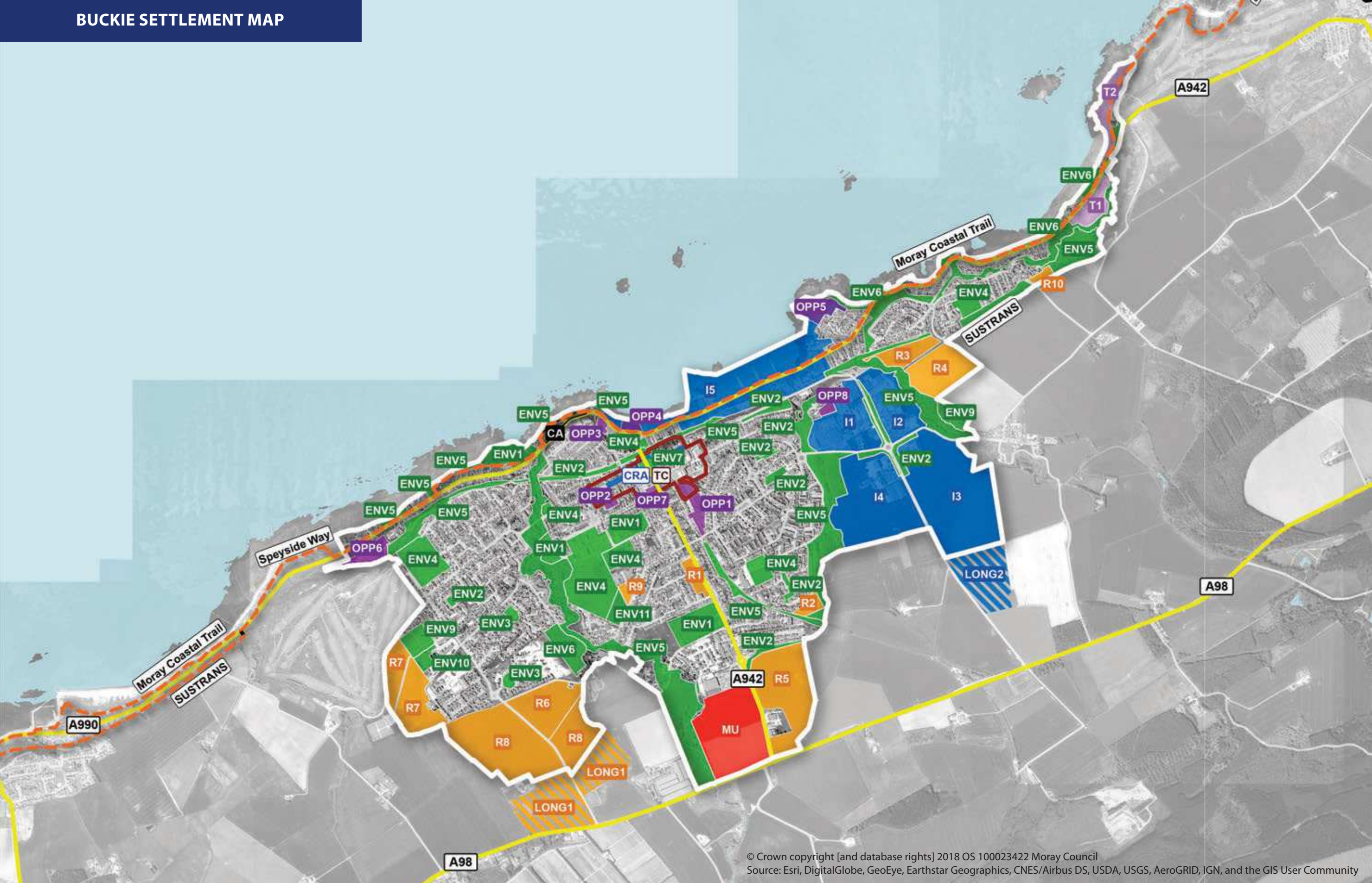


## BUCKIE TSP MAP





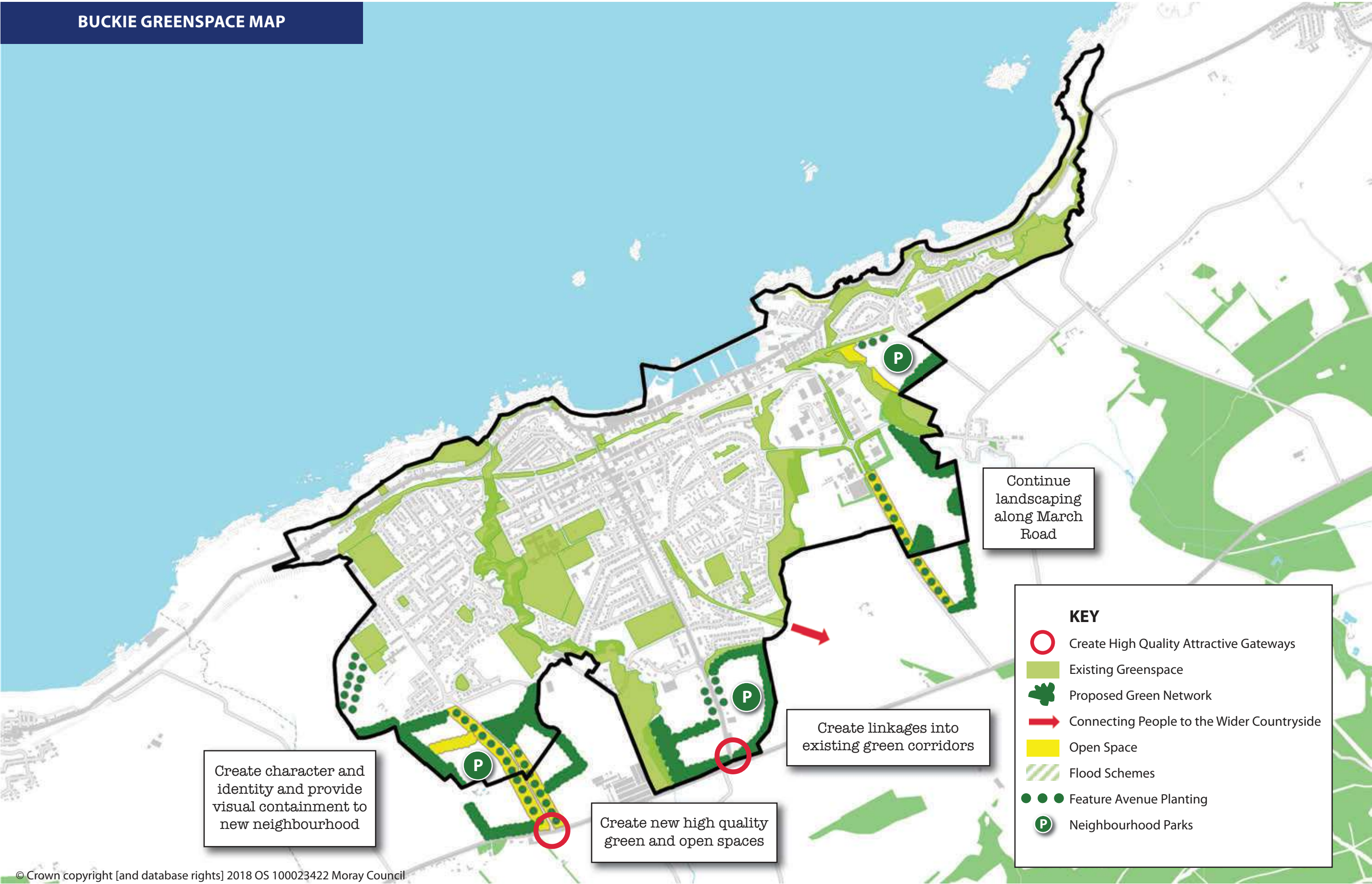
BUCKIE SETTLEMENT MAP



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

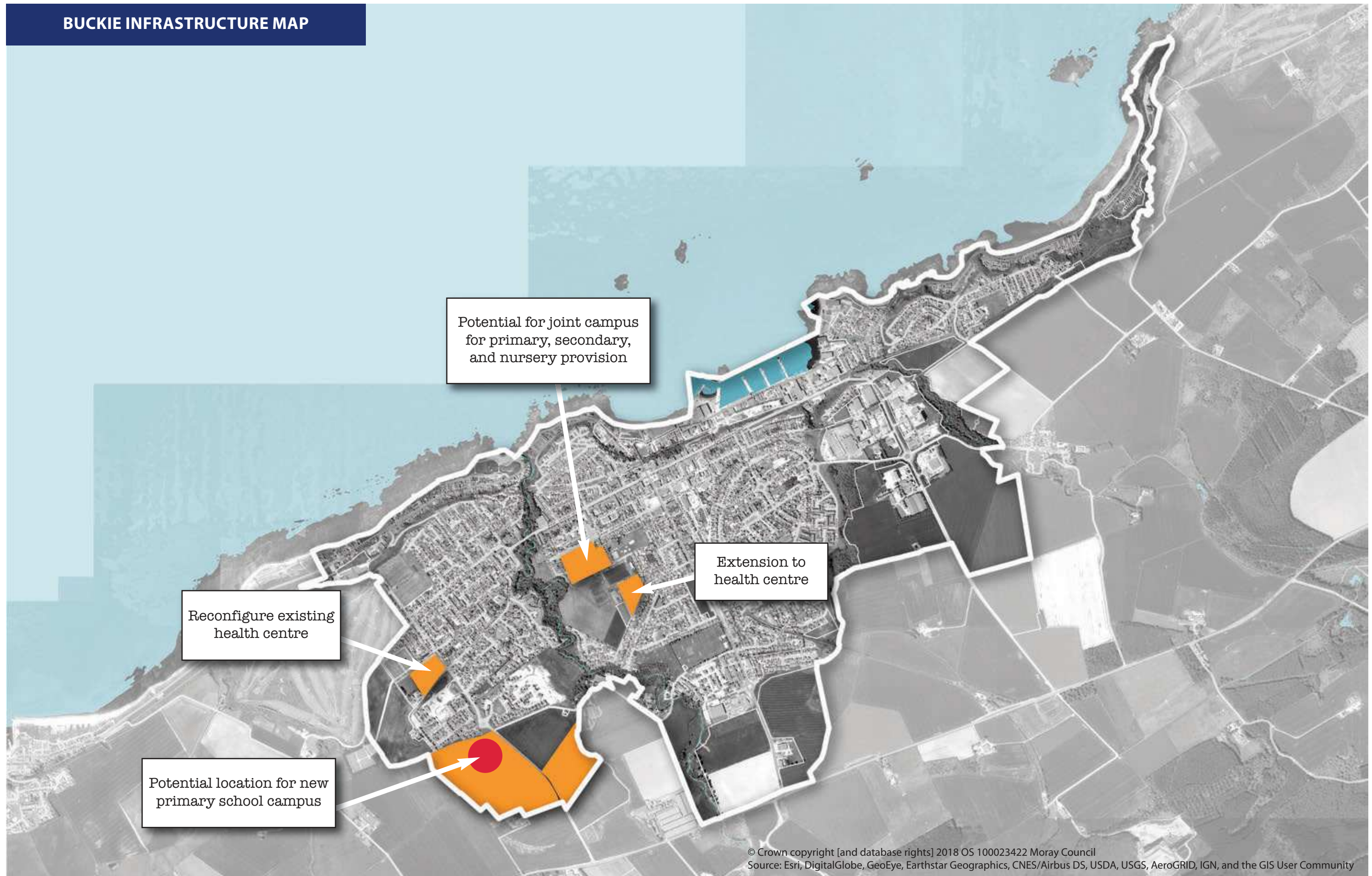


BUCKIE GREENSPACE MAP





BUCKIE INFRASTRUCTURE MAP







Population  
**1,945**



Households  
**835**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

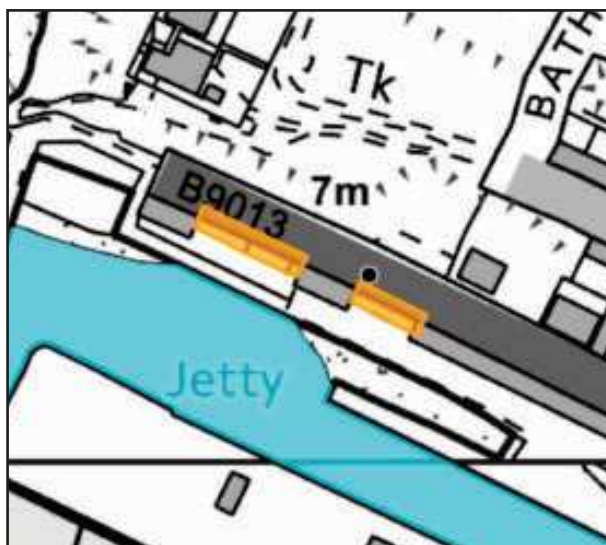
### **Development Strategy / Placemaking Objectives**

- To identify a longer term housing area at Clarkly Hill.
- New development to reflect the traditional grid pattern and key vista of the village.
- To encourage the continued viability of the harbour for both commercial and recreational activity.
- To continue to support Burghead as a tourist destination.
- To continue to improve the overall environmental setting and visual appearance of the town.

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 North Quay 0.05ha



- Several gap sites along the frontage of the building line are suitable for development.
- Development must respect the scale and design of the original buildings and historic importance of the harbour.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or cause changes in water quality affecting the habitats and prey species that SAC bottlenose dolphin rely on.

### R2 Clarkly Hill 3.8 ha 60 houses



- Proposals must comply with Key Design Principles set out in Development Brief and Figure 1.1.
- Masterplan required for R2 Clarkly Hill and LONG Clarkly Hill, including relocated access on B9013 in the form of a roundabout and an emergency access point.
- Buildings required to be a maximum of 1½ storeys in height on the lower (south) part of site and a maximum of one storey in height in the upper (north) part, with houses stepping up the B9040 to Cummingston.
- Buildings must not breach the ridgeline.
- Buildings on primary routes must be set back from the pavement behind low stone walls.
- Transport Assessment required.
- Connections to adjacent LONG Clarkly Hill must be safeguarded.
- Provision of pedestrian crossing facilities across the B9040 and B9013 required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.





LONG

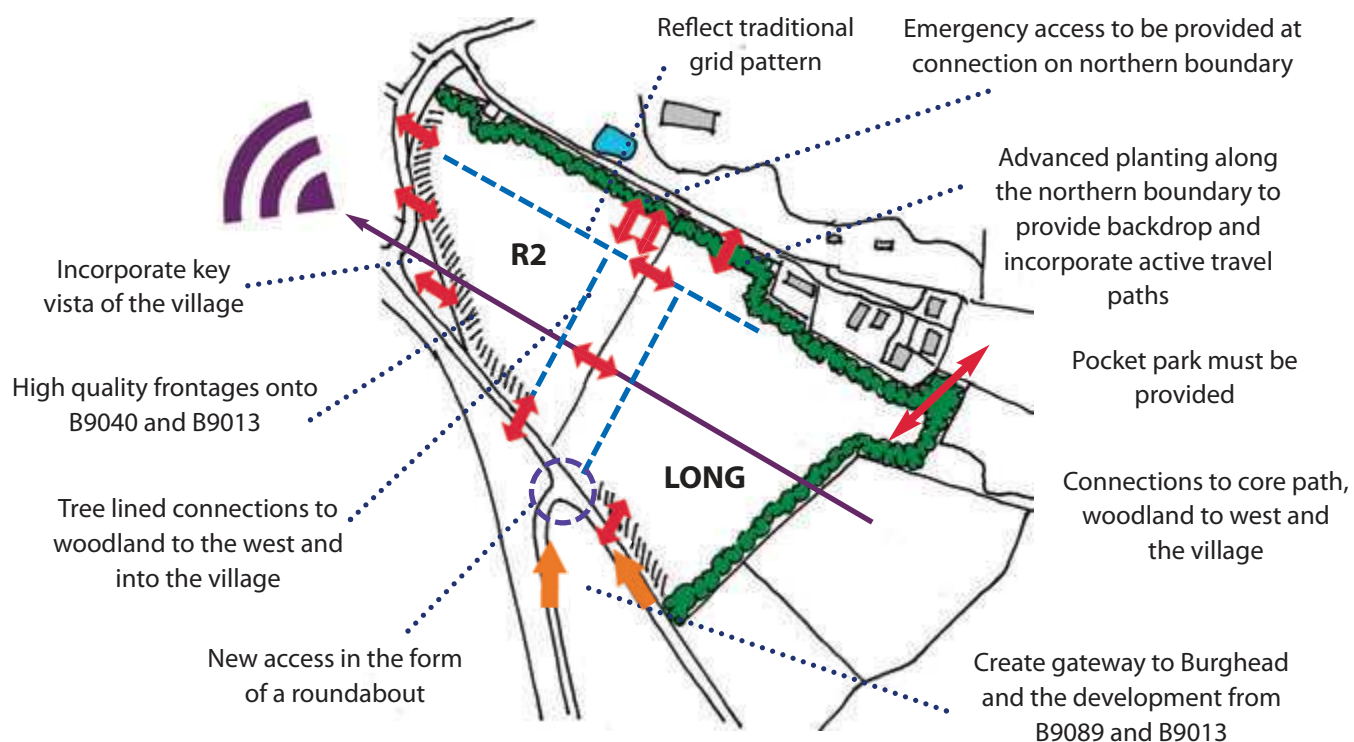
Clarkly Hill

5.7 ha



- Proposals must comply with Key Design Principles set out in Development Brief and Figure 1.1.
- Masterplan required for R2 Clarkly Hill and LONG Clarkly Hill, including relocated access on B9013 in the form of a roundabout and an emergency access point.
- Proposals must comply with requirements set out in the required Masterplan and the site requirements of R2 Clarkly Hill.
- Land constraints relating to the operational radio masts must be incorporated into layout.

Figure 1.1 Key Design Principles R2 and LONG Clarkly Hill





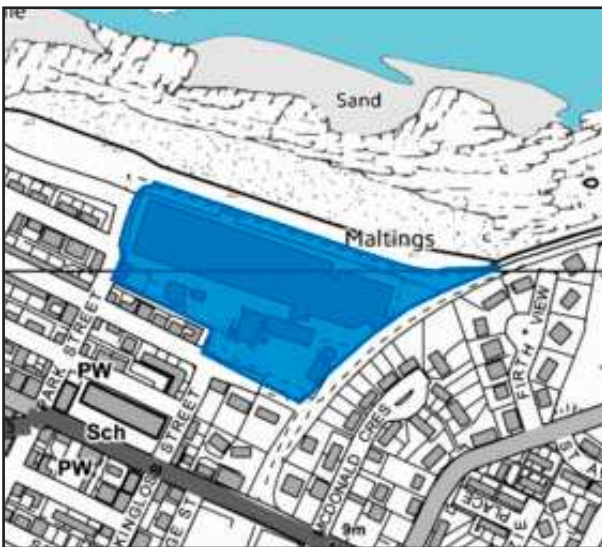
## EMPLOYMENT

### HBR1 Harbour Mixed Harbour (Fishing and Recreational uses)



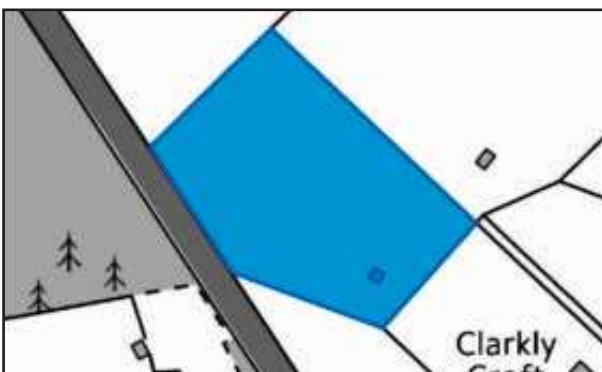
- Tourist and recreational uses will be encouraged.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.

### 11 Burghead Maltings Existing Business Area



- Redevelopment of surplus land or premises within the site will be encouraged where such proposals do not create a nuisance for neighbouring uses.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.
- Flood Risk Assessment (FRA) may be required.

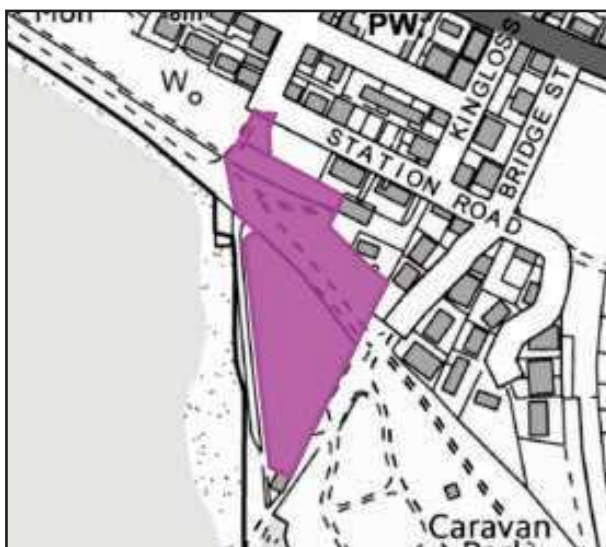
### 12 Crematorium Other Uses



- Proposals must be related to the operation of the crematorium and adjacent burial ground.
- Landscape planting along southern boundary required.

## OPPORTUNITY SITES

## OPP1 West Foreshore 1 ha

**Suitable Uses**

Small Scale Business or Residential

**Site specific requirements**

- Piecemeal development will not be accepted.
- Single planning application for a comprehensive redevelopment of site required, which provides footways/cycleways from T1 Caravan Park through the site to the foreshore area, beach and harbour.
- Esplanade/walkway, equipped with street furniture and lighting required on the foreshore embankment adjacent to site.
- Buildings must not be sited within 10m of the top of the sea defence embankment.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the proposed Moray Firth pSPA caused by disturbance.
- Contamination Assessment required.
- Transport Assessment required.
- Archaeological evaluation of 7-10% required.



## TOURISM

### T1 Caravan Park



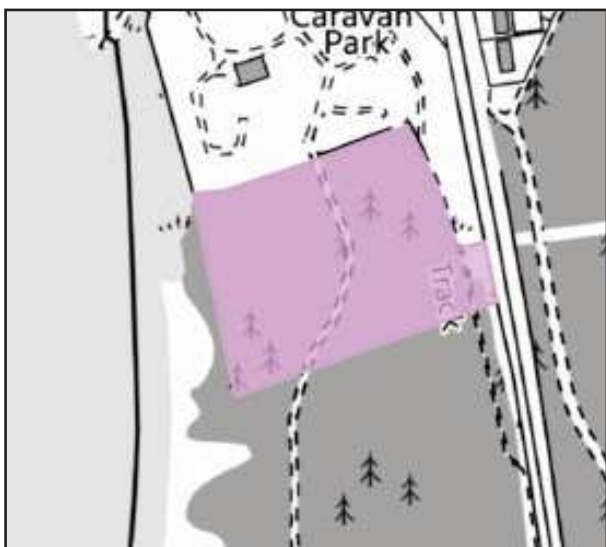
#### Suitable Uses

- This site must remain as a holiday caravan site as part of Burghead's tourism infrastructure.
- Development for alternative uses will not be permitted.

#### Site specific requirements

- Environmental improvements including access, car parking, landscaping and improved visitor facilities could be linked to the redevelopment of OPP1 West Foreshore.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality or disturbance affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Flood Risk Assessment (FRA), taking account of predicted coastal change, may be required.

### T2 Caravan Park Extension



#### Suitable Uses

- Extension of Caravan Park.
- This site must remain as a holiday caravan site as part of Burghead's tourism infrastructure.
- Development for alternative uses will not be permitted.

#### Site specific requirements

- Trees containing squirrel dreys must be retained and incorporated into the layout.
- Transport Statement and widening of Bridge Street from the B9013 to the car park is required, with alternative route signage.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality or disturbance affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Flood Risk Assessment (FRA), taking account of predicted coastal change, may be required.

### T4 Moray Coastal Trail

- The Moray Coastal Trail runs through Burghead and will be safeguarded from inappropriate development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Burghead will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Davidson Place/Keith Road; Fraser Road; Mackenzie Place and Sigurd Street
ENV3	Playspace for Children and Teenagers	St Aethans and Sigurd Street
ENV4	Sports Areas	St Aethans
ENV5	Green Corridors	Former Railway Line and St Aethans Road
ENV6	Natural/Semi-Natural Greenspace	East Foreshore; Headland and West Foreshore
ENV9	Cemeteries and Proposed Extensions	Cemetery; Churchyard and Crematorium.
ENV11	Other Functional Greenspace	Burghead Well

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Burghead Conservation Area
SAC	Special Area of Conservation	Moray Firth
pSPA	Proposed Special Protection Area	Moray Firth
SLA	Special Landscape Area	Culbin to Burghead Coast and Burghead to Lossiemouth Coast
SSSI	Site of Special Scientific Interest	Masonshaugh

## INFRASTRUCTURE

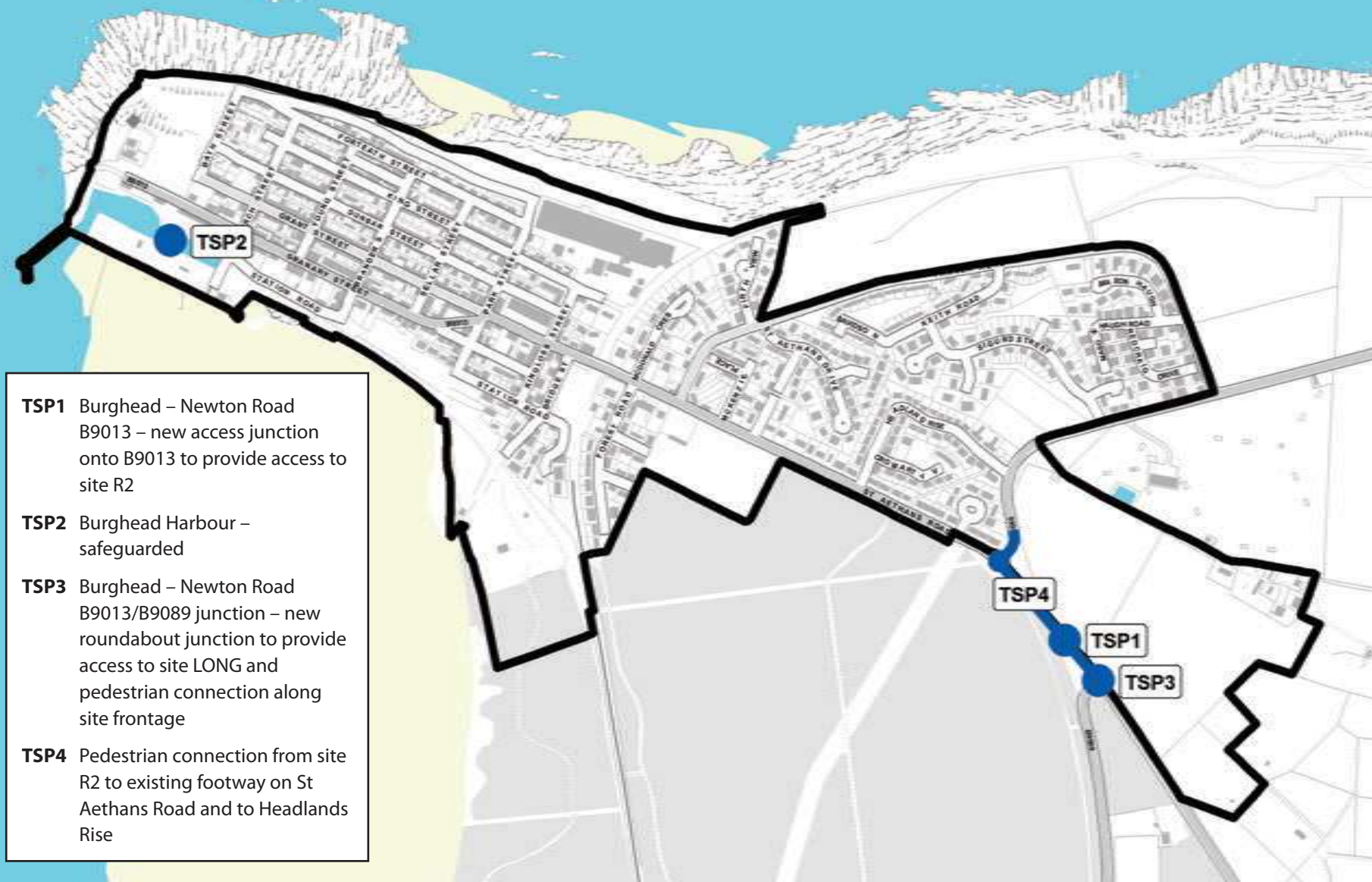
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, LONG, OPP1





## BURGHEAD TSP







## BURGHEAD









Population  
**447**



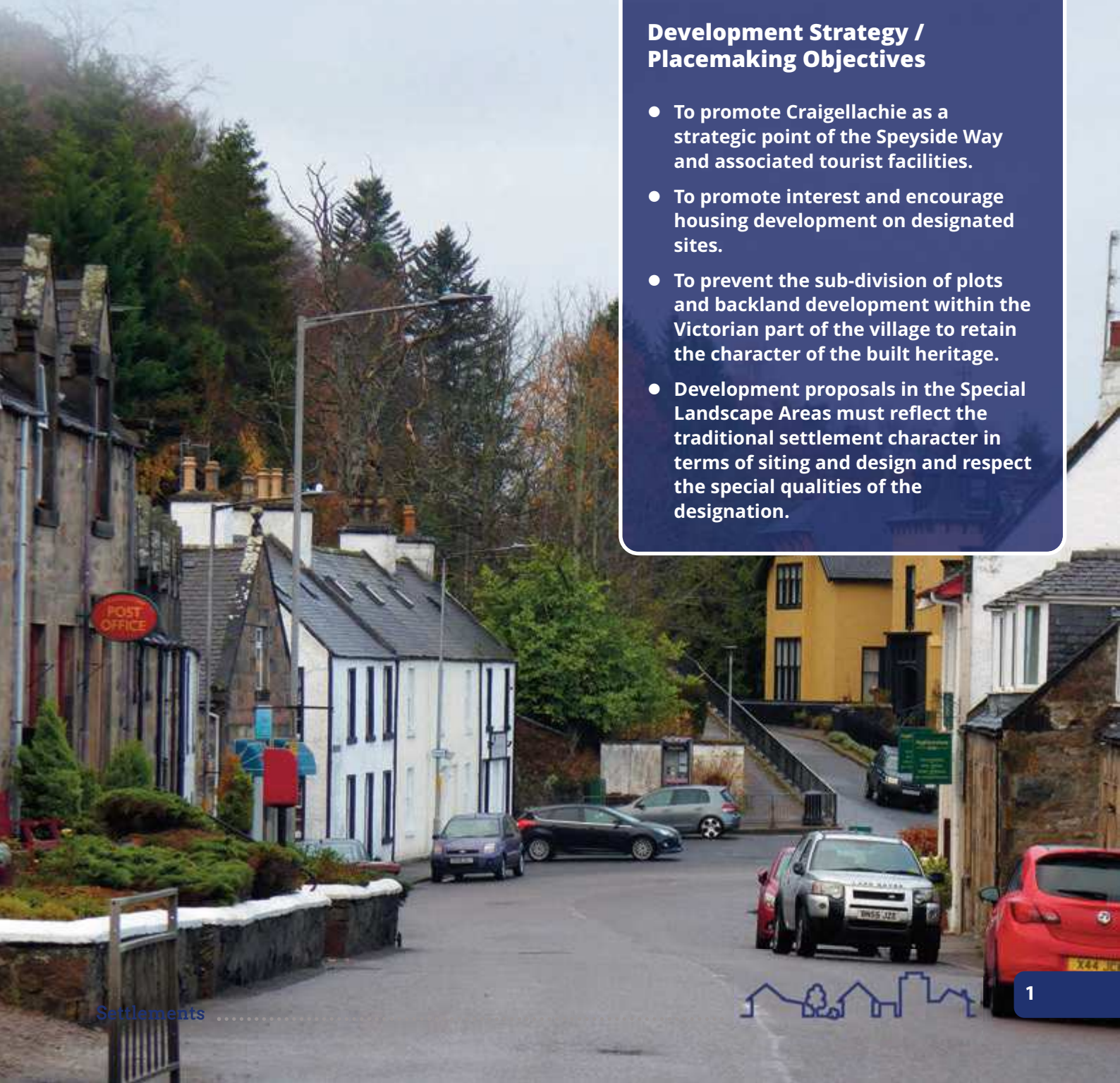
Households  
**202**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

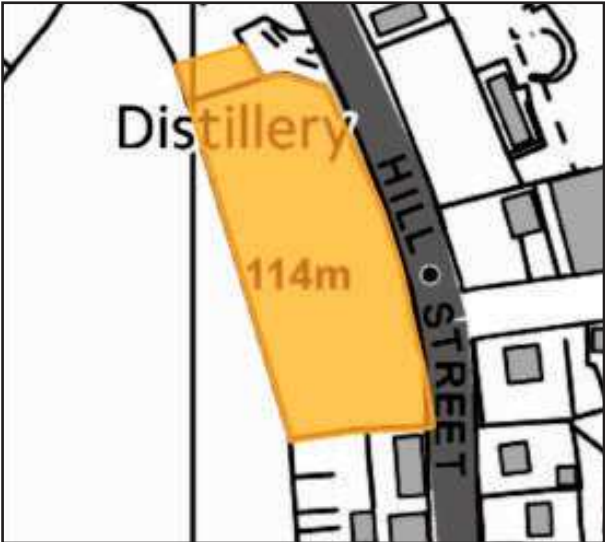
- To promote Craigellachie as a strategic point of the Speyside Way and associated tourist facilities.
- To promote interest and encourage housing development on designated sites.
- To prevent the sub-division of plots and backland development within the Victorian part of the village to retain the character of the built heritage.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

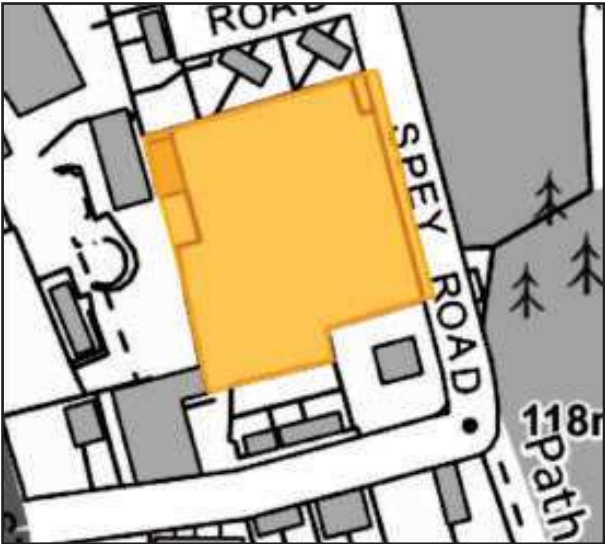
HOUSING

R1 Edward Avenue 0.55ha 5 units



- Houses must be detached with a common building line to reflect the character of the area.
- Noise Impact Assessment (NIA) required.
- Phase 1 Habitat Survey required.
- Drainage Impact Assessment (DIA) required.

R2 Site of Former Brewery 0.63ha 5 units



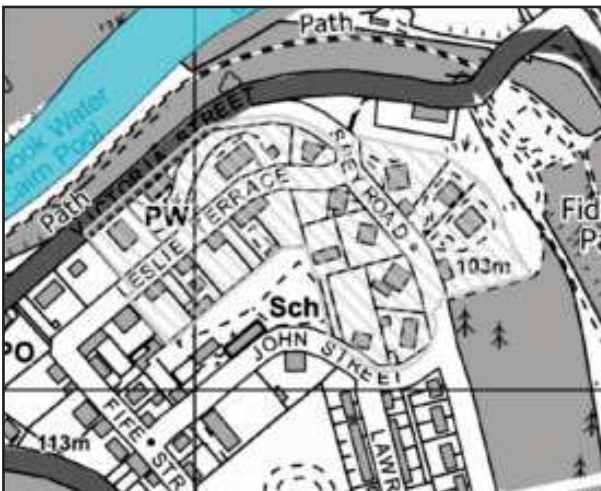
- Noise Impact Assessment (NIA) required.
- Contamination Assessment required.
- Drainage Impact Assessment (DIA) required.
- Appropriate landscaped buffer strip, distance to be determined by NIA, between development and distillery must be provided and retained as open space and managed/maintained by developer.





**R3 Brickfield 1 ha 12 units**


- Tree planting on south-east and north-east boundaries must be provided.
- Drainage Impact Assessment (DIA) required.

**R4 Sub-Division/Backland Development**


- The sub-division of plots or backland development within the boundary is not permitted.
- This does not prevent replacement or redevelopment of existing sites on a one for one basis.

**EMPLOYMENT**
**I1 Craigellachie Distillery Existing Business Area**


- Reserved for the use of the distillery and related business uses, including tourism.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.





## TOURISM

**T1 Speyside Way**

- Follows the line of the old railway line through the town. Development which abuts the Speyside Way must not impair its attractiveness to users.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Craigellachie will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Brickfield Road; Edward Avenue; Spey Road (North) and The Highlander
ENV3	Playspace for Children and Teenagers	The Highlander Play Area
ENV4	Sports Areas	Playing Field and Tennis Court
ENV5	Green Corridors	A95 Corridor; Fiddich Park; Spey Road and Speyside Way
ENV10	Private Gardens and Grounds	Boat of Fiddich Cottage
TPO	Tree Preservation Order	Telford Bridge

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SAC	Special Area of Conservation	River Spey
SLA	Special Landscape Area	The Spey Valley
SSSI	Site of Special Scientific Interest	River Spey

## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

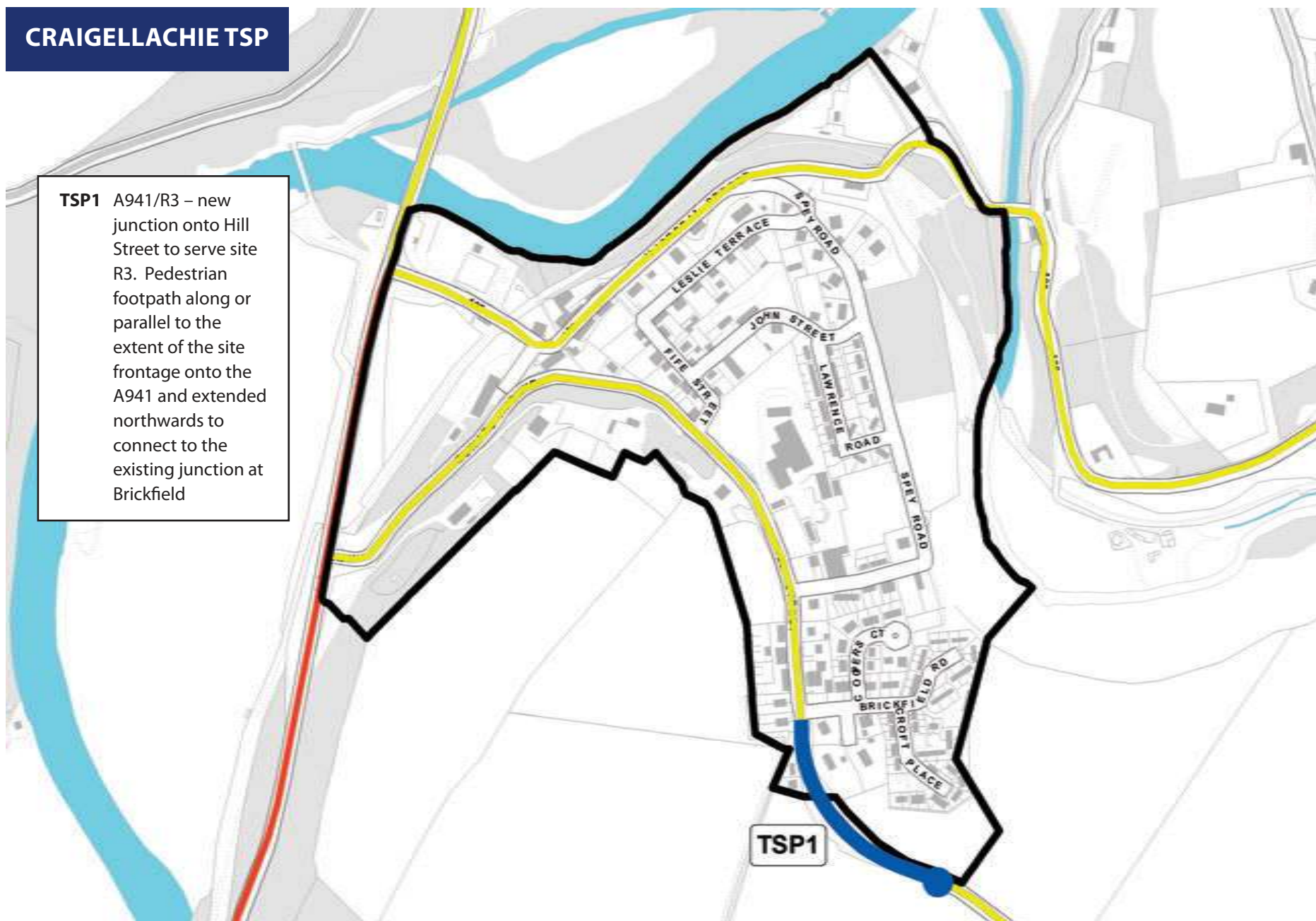
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Reconfiguration of Aberlour Health Centre	R1, R2, R3
Healthcare	1 x Additional Dental Chair	R1, R2, R3





## CRAIGELLACHIE TSP

**TSP1** A941/R3 – new junction onto Hill Street to serve site R3. Pedestrian footpath along or parallel to the extent of the site frontage onto the A941 and extended northwards to connect to the existing junction at Brickfield





CRAIGELLACHIE







Population  
**1,475**



Households  
**661**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

- Conserve and enhance the distinctive built heritage and integrity of the Conservation Area.
- New development must respect the traditional and historic character which defines the settlement.
- To promote interest in the identified housing site at Seafield Road.
- Identification of small business site.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Seafield Road 3.39 ha 55 units



- Proposals must comply with the Key Design Principles set out in figure 1.1.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- Phased Development may be acceptable where the policy terms have been met.
- Separation from Seafield Farm may be required to avoid potential conflicts.
- No individual driveways/access onto Seafield Road will be permitted. All houses must be serviced by an internal road layout.
- Investigate providing crossing point onto footway on western side of road, providing a link that leads to the Primary School.
- Transportation Statement required.
- Drainage Impact Assessment (DIA) required.
- A Pocket Park must be provided.

Figure 1.1 Key Design Principles R1 Seafield Road

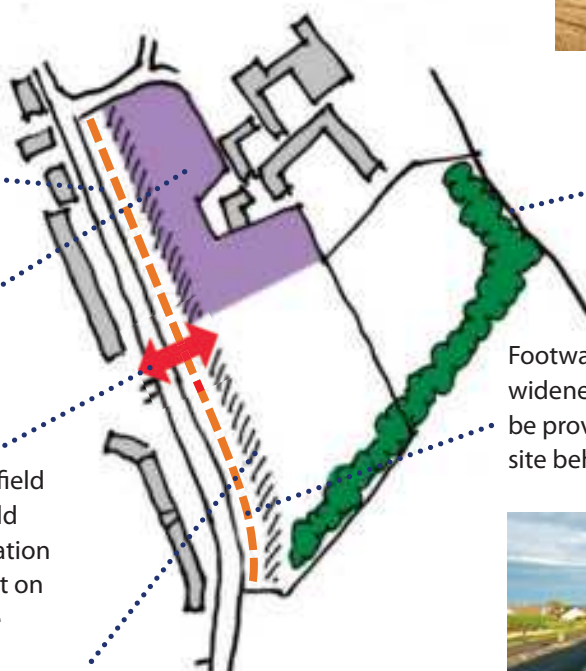


The stone wall must be retained.

Character area to reflect traditional farm buildings and layout eg steadings, courtyard.

New priority junction onto Seafield Road required. The existing field access could be a potential location and would minimise the impact on the stone wall. This will require widening and upgrading.

Houses must front onto Seafield Road.



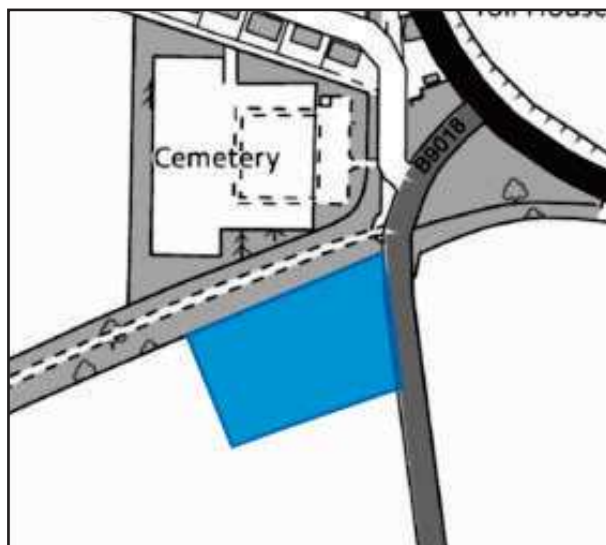
Landscaping along the eastern and southern boundary is required to provide shelter and a sense of enclosure.

Footway along the frontage to be widened to 3m. Alternatively this can be provided as a 3m path within the site behind the stone wall.



## EMPLOYMENT

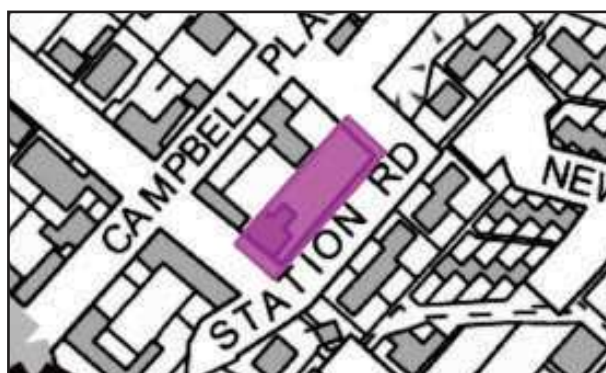
### I1 Site South of Cemetery Industrial Estate



- Small development opportunity for business uses within Class 4 (Business) or light industrial uses that are compatible with the scale of the site and the historic setting.
- The site is located within the Cullen House Garden and Designed Landscape and is adjacent to the formal entranceway.
- Proposals must demonstrate that a suitable access into the site can be achieved which is not detrimental to the formal entranceway into the Designed Landscape. This must be discussed with Historic Environment Scotland and the Roads Authority to determine suitability.
- Access to be taken off B9018. A Traffic Speed Survey will be required, with all costs met by the developer, to establish the appropriate visibility splay and therefore determine access location. Access location must consider the impact of providing required visibility splays on the designed landscape and third party land, on both sides of the road. Third party land owner agreement is likely required to provide and maintain the visibility splay.
- Additional or relocated bus stops to be investigated with Moray Council. New footways along the site frontage that link north to bus stops and to the existing footpath network in Cullen will be required.
- Landscaping must be provided along the northern boundary of the site to provide separation between development and the formal avenue.
- Landscaping must also be provided along western and southern boundaries to provide visual containment and enclosure.
- Regionally significant cropmark of a ring ditch. A 10% targeted evaluation of known features and monitored topsoil strip of all remaining areas is required.

## OPPORTUNITY SITES

### OPP1 Blantyre Street 0.9 ha



#### Suitable Uses

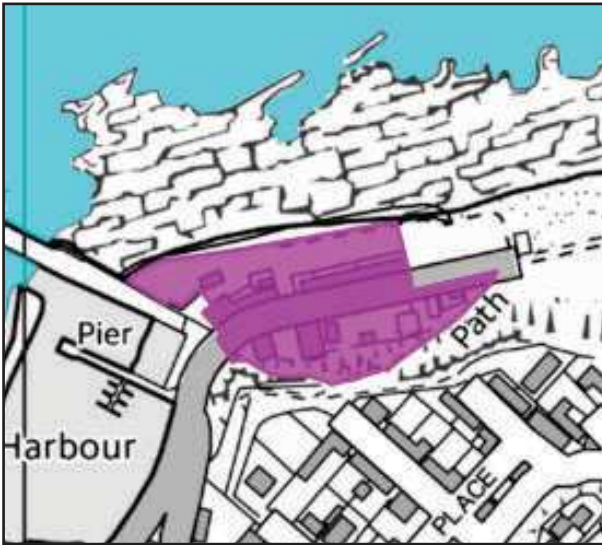
Business/Residential

#### Site specific requirements

- Potential for redevelopment to an alternative use.
- Any business activity would require to be compatible with surrounding residential use, including noise emissions.





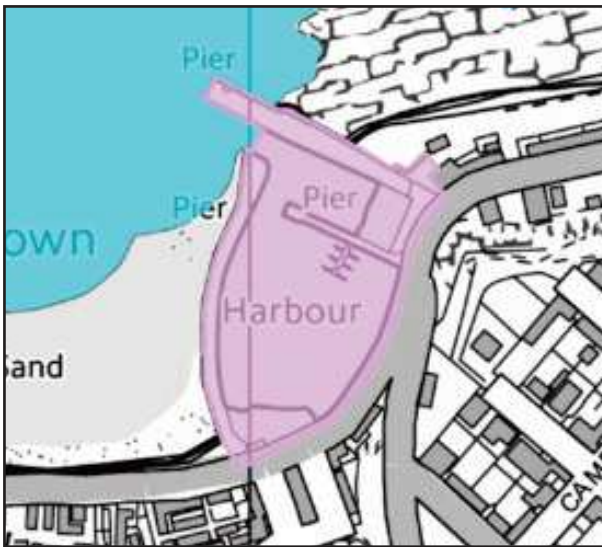
**OPP2 Port Long Road 0.85 ha****Suitable Uses**

Commercial/business/tourism/residential

**Site specific requirements**

- Primary function of the area is for commercial and business use.
- Residential and tourism uses may be acceptable if it can be demonstrated that the proposed uses are compatible with existing uses and that any potential land use conflict can be mitigated.
- Substantial traditional stone and slate building must be converted/reused. New building proposals must reflect the traditional character in terms of style and materials.
- A Noise Impact Assessment (NIA) may be required.
- A Contamination Assessment may be required for any change of use to residential.
- Transport Statement or Assessment requirement to be assessed once development proposals are identified.
- Development must incorporate an upgrade to Core Path CU07 and the adjacent footpath to the south of the site from lower Blantyre Street to Portlong Road. Core Path CU06 goes through the centre of the site on a road with no pavement and the development must separate vehicles from non-motorised users.
- Drainage Impact Assessment (DIA) required.
- A Flood Risk Assessment (FRA) Level 2 is required which must take wave action and coastal surge into account.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) caused by disturbance.

## TOURISM

**T1 Harbour****Suitable Uses**

- The harbour will be reserved for uses related to recreational sailing and leisure to encourage more tourist and visitor activity within the town.

**Site specific requirements**

- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) caused by disturbance.

**T2 Caravan Site****Suitable Uses**

- This must remain as a holiday caravan site as part of Cullen's tourism infrastructure.
- Development for alternative uses will not be permitted.

**T3 Sustrans Cycle Route**

The route of the Sustrans National Cycle Route passes through Cullen and must be safeguarded from development.

**T4 Moray Coastal Trail**

The Moray Coastal Trail runs through Cullen and will be protected and safeguarded from development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Cullen will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Bayview Road; Seafield Road
ENV3	Playspace for Children and Teenagers	Ogilvie Park
ENV4	Sports Areas	Playing Fields; Bowling Green and Tennis, School Playing Fields
ENV5	Green Corridors	Old Railway Line; Coastal Slope; Dismantled Railway Line
ENV6	Natural/Semi-Natural Greenspace	Land to the rear of Findlater Drive; Rear of New View Court; West beach and car park area
ENV7	Civic Space	The Square
ENV9	Cemeteries and proposed extensions	Cullen Cemetery
ENV10	Private Gardens/Grounds	Cathay House

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SLA	Special Landscape Area	Portgordon to Cullen
CA	Conservation Area	Cullen Seatown; Cullen Victoria Street
GDL	Garden and Designed Landscape	Cullen House

## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New Build or alternative provision	R1, OPP1, OPP2
Healthcare	Reconfiguration of Seafield and Cullen Medical Practice	R1, OPP1, OPP2

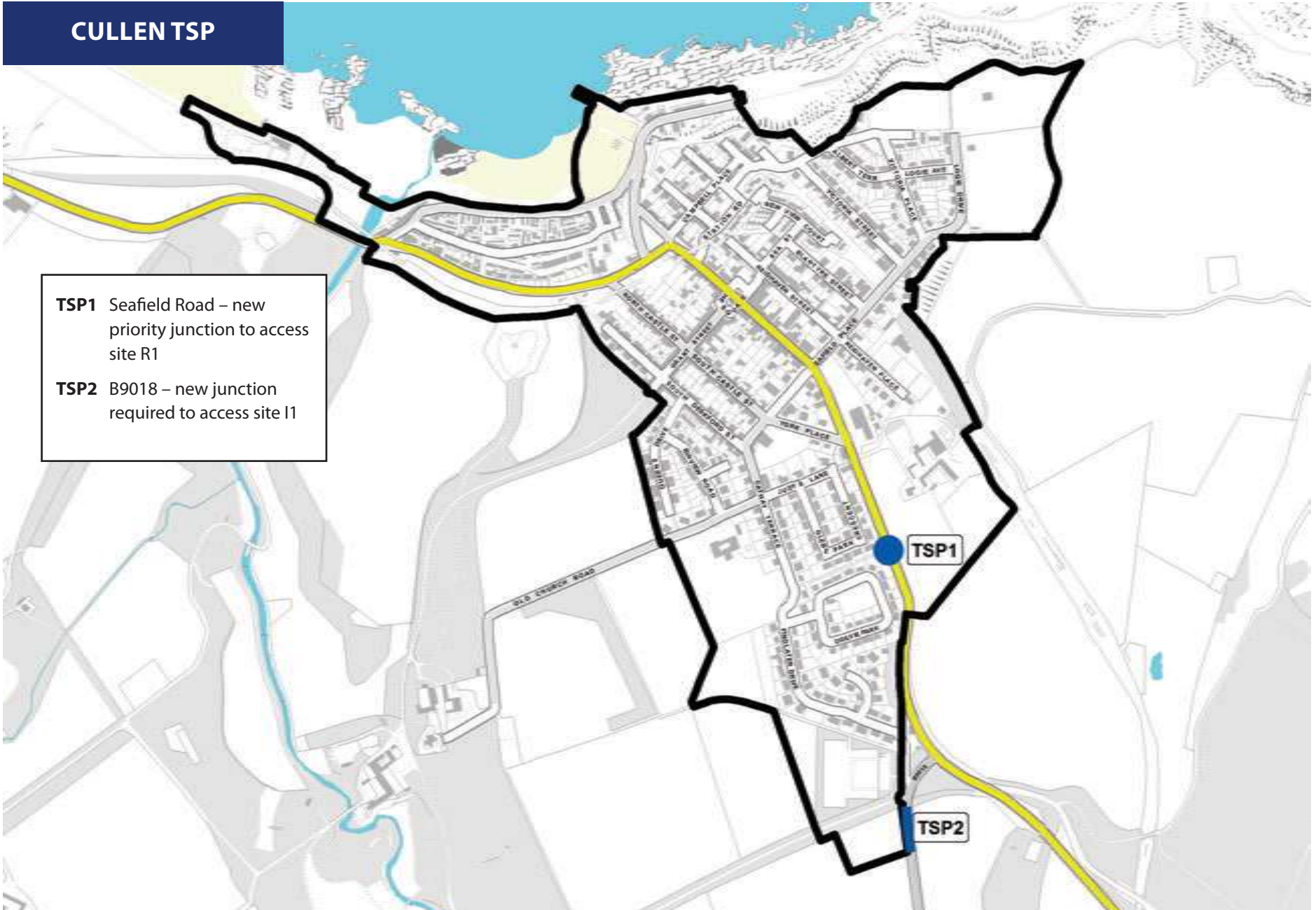




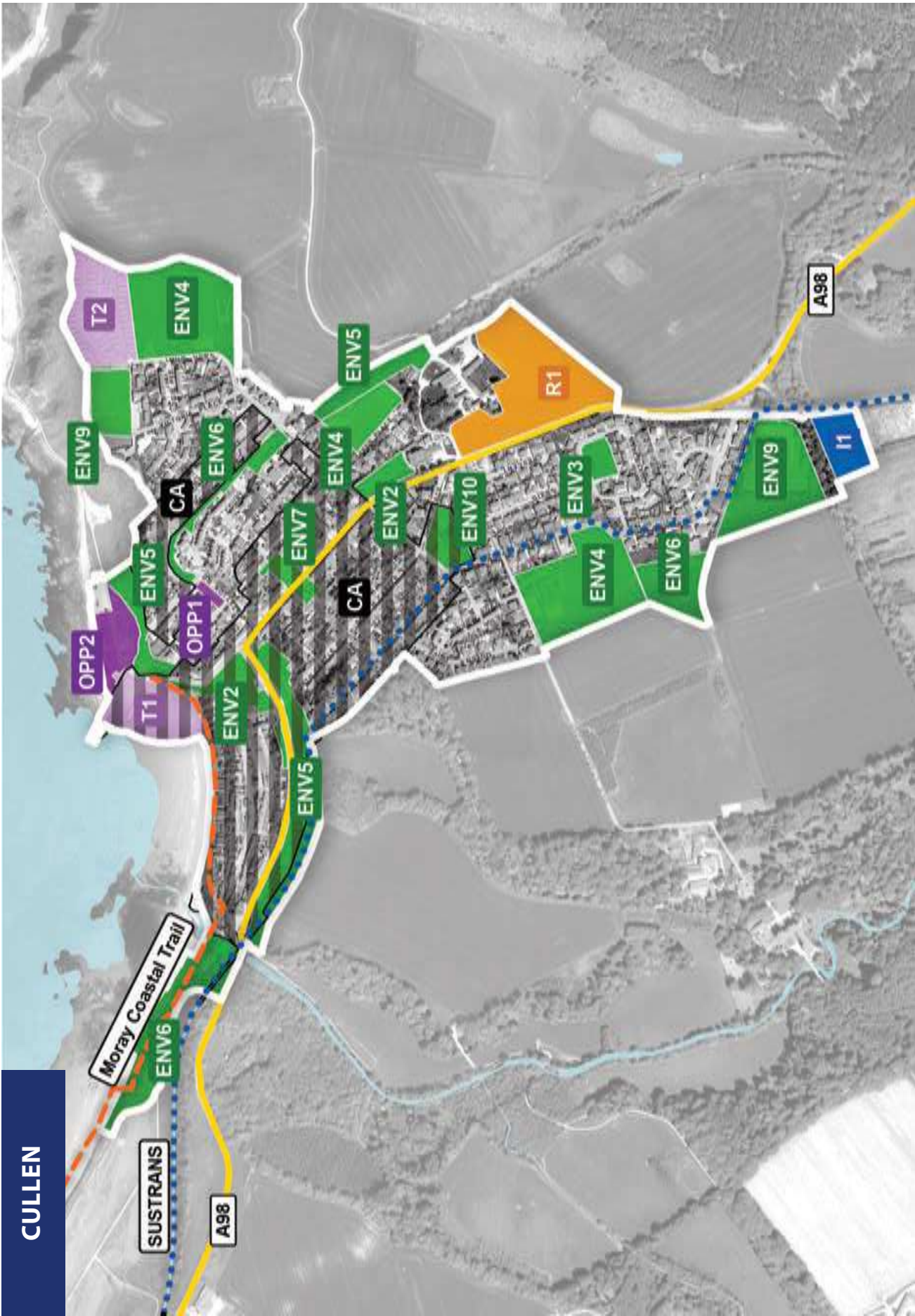
## CULLEN TSP

**TSP1** Seafield Road – new priority junction to access site R1

**TSP2** B9018 – new junction required to access site I1







CULLEN





Population

**180**

Households

**75**

**Settlement Hierarchy**  
**Smaller Towns &**  
**Villages**

### **Development Strategy / Placemaking Objectives**

- Restrict growth to prevent coalescence with Hopeman and Burghead. Linear extension along the B9040 is not supported.
- To preserve existing linear form and character of the village.
- Cummingston has a linear street pattern, with strong building line directly onto the road edge. A mix of single and 1.5 storey stone and slate houses, with simple forms and traditional proportions is characteristic of Cummingston. Gabled and hipped dormers are common features.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.





Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

**R1 Seaview Road 0.6 ha 4 units**



- Development commenced. Maximum of 4 units will be permitted.
- Access to be provided via extension to Seaview Road.
- Drainage Impact Assessment (DIA) required.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Cummingston will be safeguarded from development that is not related to their current use as set out in the table below.

REF	Type of Open Space	Location
ENV3	Playspace for children and teenagers	Seaview Road Play Area
ENV6	Natural/Semi-Natural Greenspace	Headland Seaview Road

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SAC	Special Area of Conservation	Moray Firth
SLA	Special Landscape Area	Burghead to Lossiemouth Coast
pSPA	Proposed Special Protection Area	Moray Firth
SSSI	Site of Special Scientific Interest	Masonhaugh

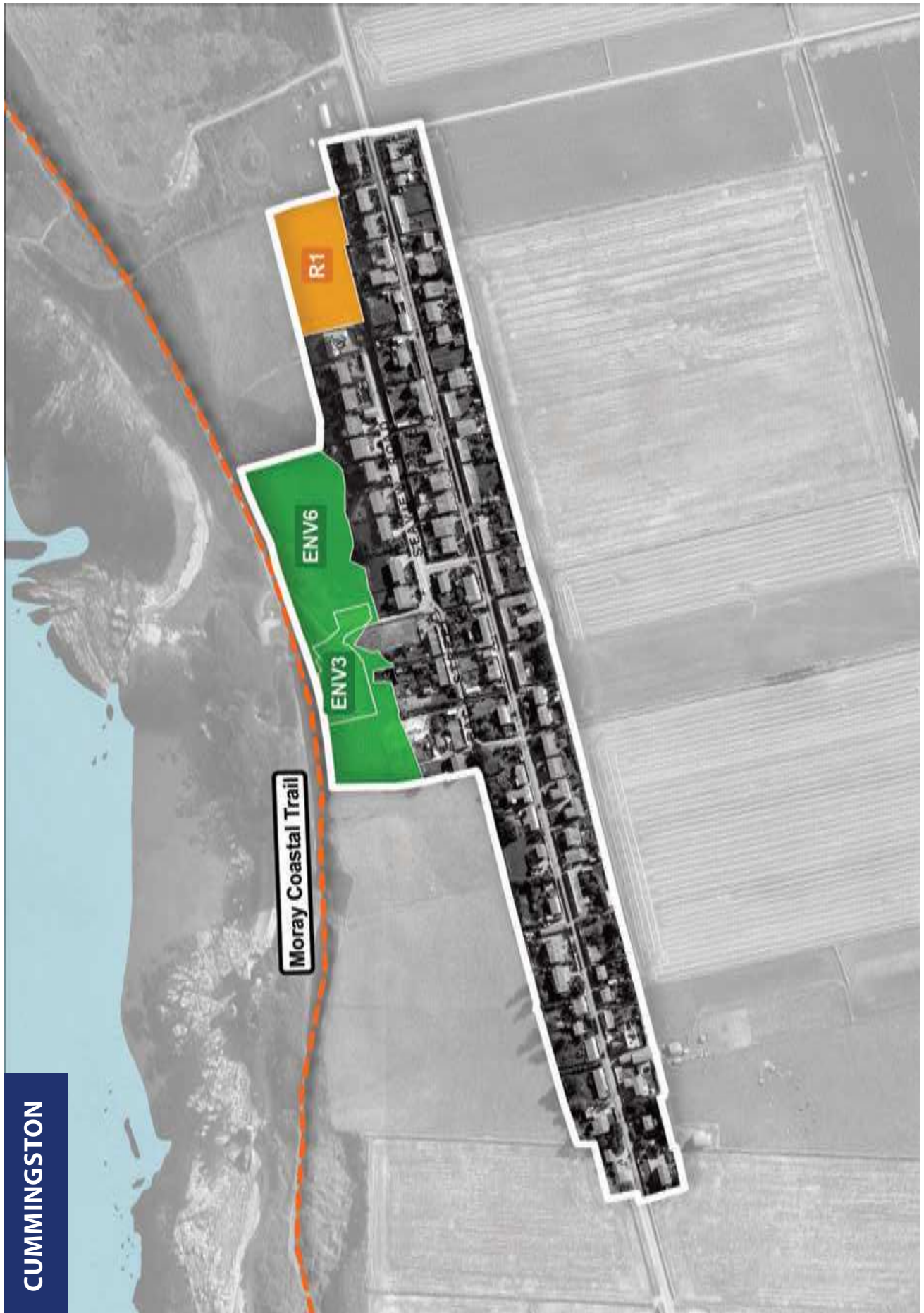
## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Moray Coast Medical Practice	R1







CUMMINGSTON









Population  
**152**



Households  
**50**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

- To maintain and enhance the character and linear form of the village.
- To provide opportunities for new housing developments to the west end of the village.
- To prevent the sub-division of plots and backland development within the village boundary to preserve the character of the built heritage.

**DALLAS**



30

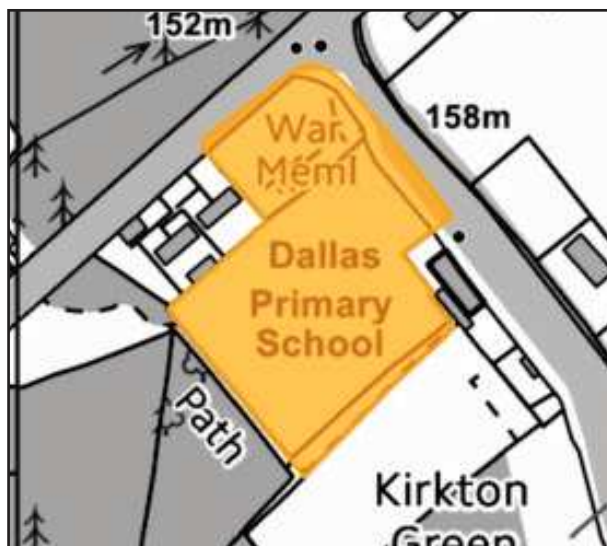




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

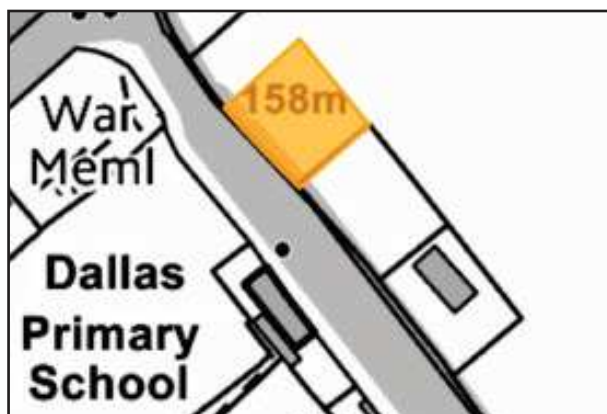
## HOUSING

### R1 Dallas School West 1.02 ha 6 units



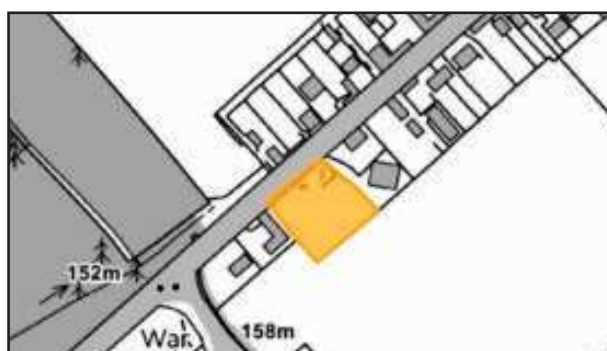
- Development must reflect the linear form of the village and front onto the public roads.
- Development must respect the character of the village in terms of house styles and materials.
- Existing trees and stone walling must be retained.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

### R2 Dallas School East 0.1 ha 1 unit



- Development must reflect the character of the village.
- Drainage Statement required.

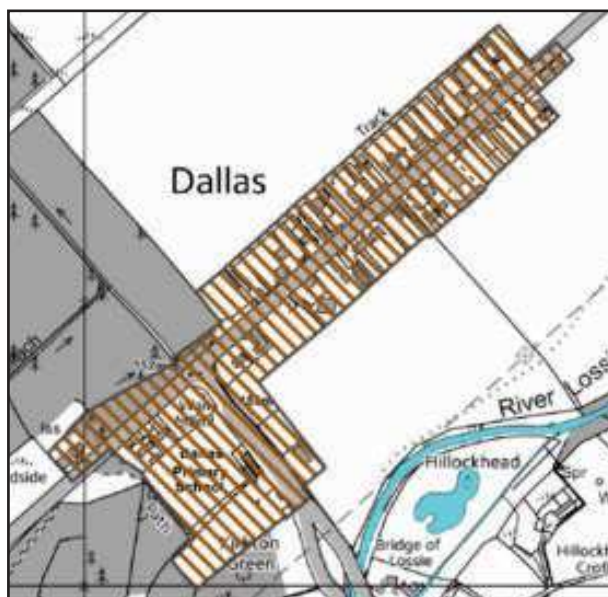
### R3 Former Filling Station 0.25 ha 4 units



- Development must reflect the character of the village.
- Drainage Impact Assessment (DIA) required.
- Remediation of contamination issues required.



## R4 Sub-Division/Backland Development



- The sub-division of plots or backland development within the village will not be permitted to protect its character.
- Replacement or redevelopment of existing sites will be permitted.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Dallas will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV4	Sports Areas	Recreation Ground
ENV6	Natural/Semi-Natural Greenspace	West End
ENV7	Civic Space	The War Memorial

## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	Extension to Forres Academy or alternative provision	R1, R2, R3
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1, R2, R3
Healthcare	2 x Additional Dental Chairs	R1, R2, R3
Healthcare	Reconfiguration of Pharmacy Outlet(s)	R1, R2, R3
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1, R2, R3









Population  
**1,667**



Households  
**762**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

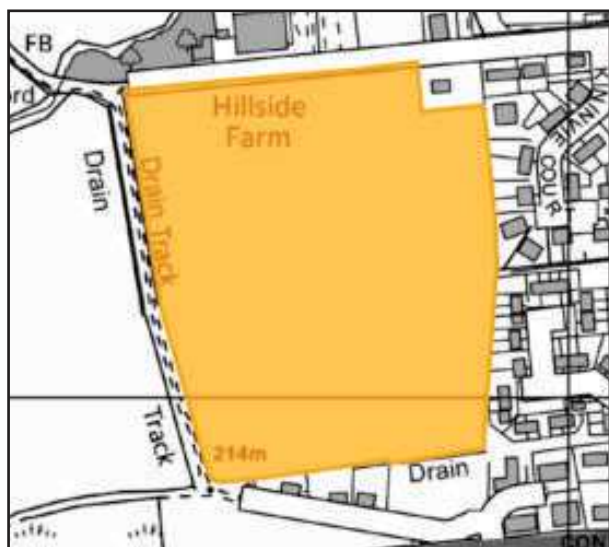
- To promote interest and encourage housing development on designated sites.
- To preserve the form of the original town and built heritage.
- To improve the overall environment of the town and increase the attractiveness for tourism purposes.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

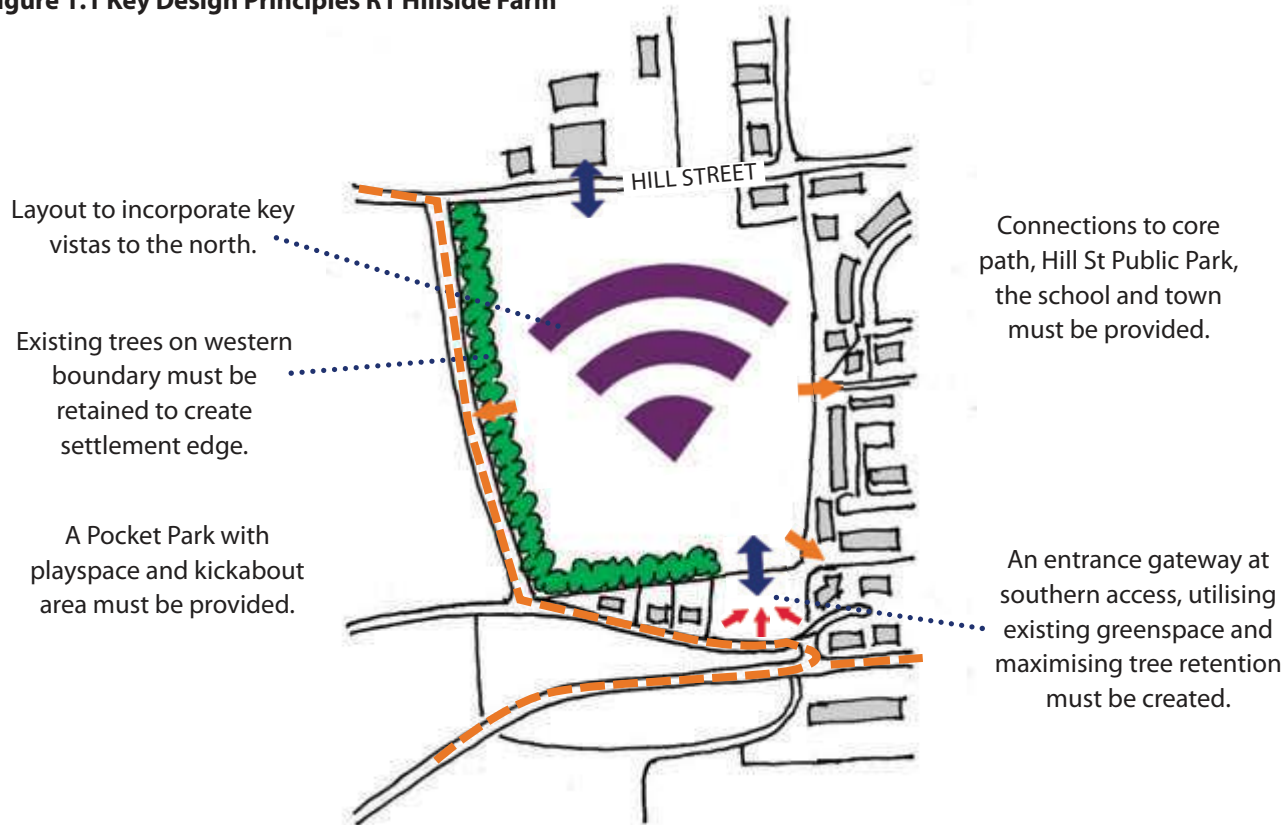
## HOUSING

### R1 Hillside Farm 4.3ha 100 units



- Proposals must comply with key design principles set out in Figure 1.1.
- Transport Assessment required.
- Road improvements required to Hill Street to provide access including road widening, surfacing, drainage, footways and lighting.
- Junction improvements to Hill Street/Balvenie Street must be provided.
- Footpaths must be provided from development to existing path between Westburn Road and Kininvie Court and to Hillside Avenue
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

Figure 1.1 Key Design Principles R1 Hillside Farm



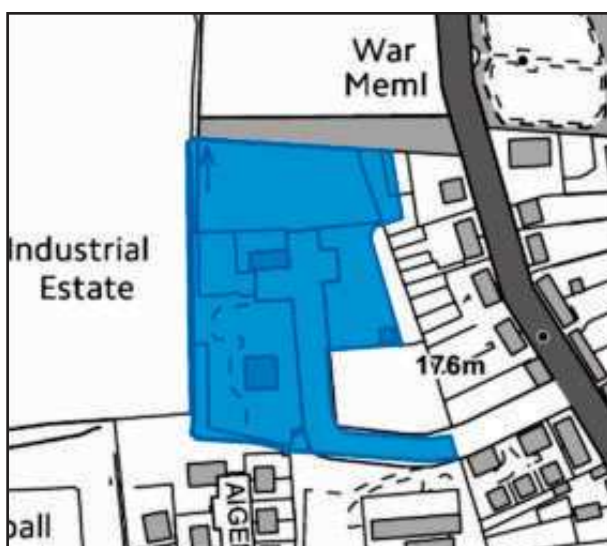


# R1 Hillside Farm 4.3ha 100 units



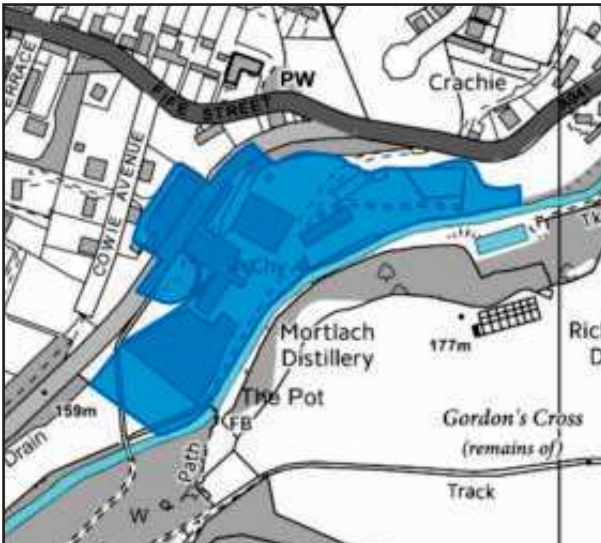
## EMPLOYMENT

### I1 Balvenie Street Industrial Estate



- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

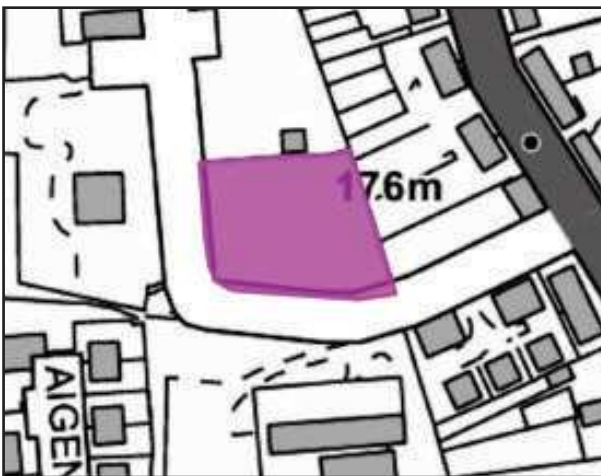
**12 Mortlach Distillery Existing Business Land**



- Reserved for the use of the distillery and related business uses, including tourism.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otter that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Phase 1 Habitat Survey required.

**OPPORTUNITY SITES**

**OPP1 Auction Mart, Hill Street 0.24 ha**



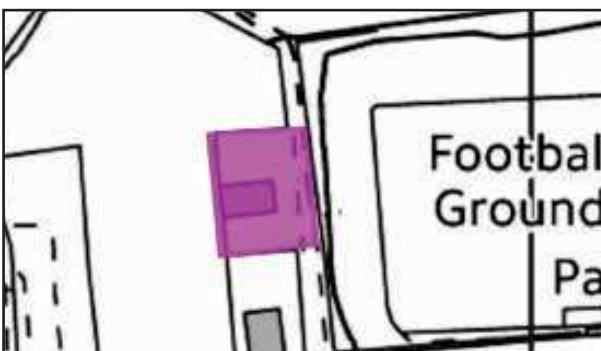
**Suitable Uses**

Business/Residential

**Site specific requirements**

- Phase 1 Habitat Survey required.
- Industrial/Commercial uses must take account of potential for excessive noise affecting residential development in vicinity and give regard to appropriate noise measurement criteria.
- Residential uses must provide footway along the frontage of site and upgrade carriageway width of Hill Street to a minimum of 5.5 metres.

**OPP2 Hill Street 0.12 ha**

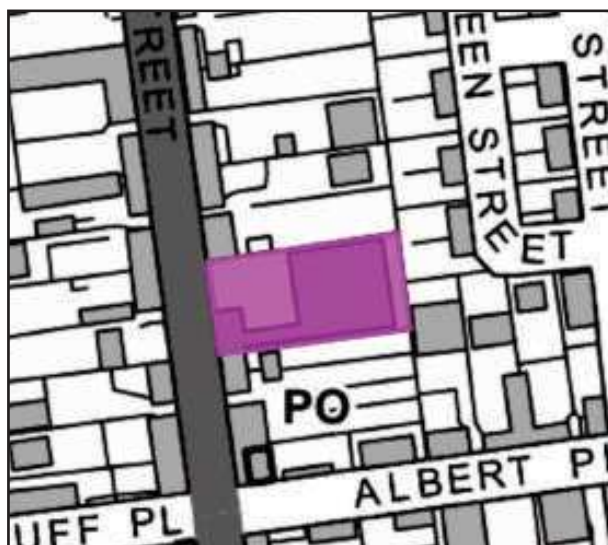


**Suitable Uses**

Residential

**Site specific requirements**

- Indicative capacity of 2 units.

**OPP3 Balvenie Street****0.19 ha****Suitable Uses**

Business/Residential

**Site specific requirements**

- Proposals for site must be low impact/low activity that respects the residential amenity, with housing being the preferred option.
- Contamination Assessment required.

**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Dufftown will be safeguarded from development that is not related to their current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Hill Street Playing Fields (DF/OS/002) and Tininver Street Playing Fields (DF/OS/008)
ENV2	Amenity Greenspace	Conval Street (DF/OS/001); Fife Street (DF/OS/11) and MacLennan Place (DF/OS/007)
ENV4	Sports Areas	Westburn Park
ENV5	Green Corridors	Hill Street
ENV6	Natural/Semi-Natural Greenspace	Balvenie Street (DF/OS/005); Cowie Avenue TPO(DF/OS/012) ; Mortlach Distillery (DF/OS/13) and Mortlach/Cowie Avenue (DF/OS/15)
ENV7	Civic Space	The Square (DF/OS/010) and War Memorial (DF/OS/006)
TPO	Tree Preservation Orders	Cowie Avenue





## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
<b>SAC</b>	Special Area of Conservation	River Spey
<b>SLA</b>	Special Landscape Area	Ben Rinnes

## INFRASTRUCTURE

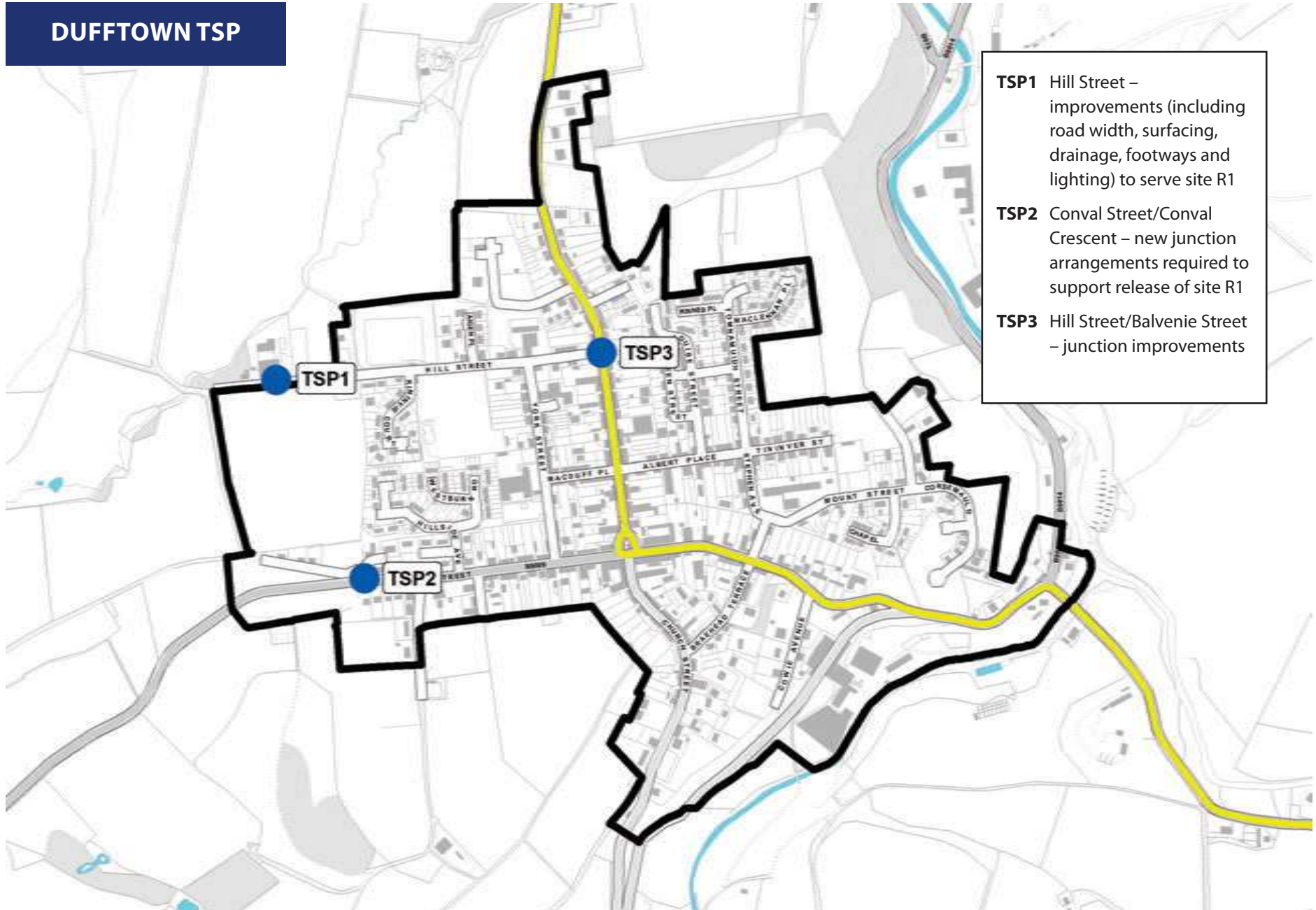
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Rinnes Medical Practice	R1, OPP1, OPP2, OPP3
Healthcare	1 x Additional Dental Chair	R1, OPP1, OPP2, OPP3





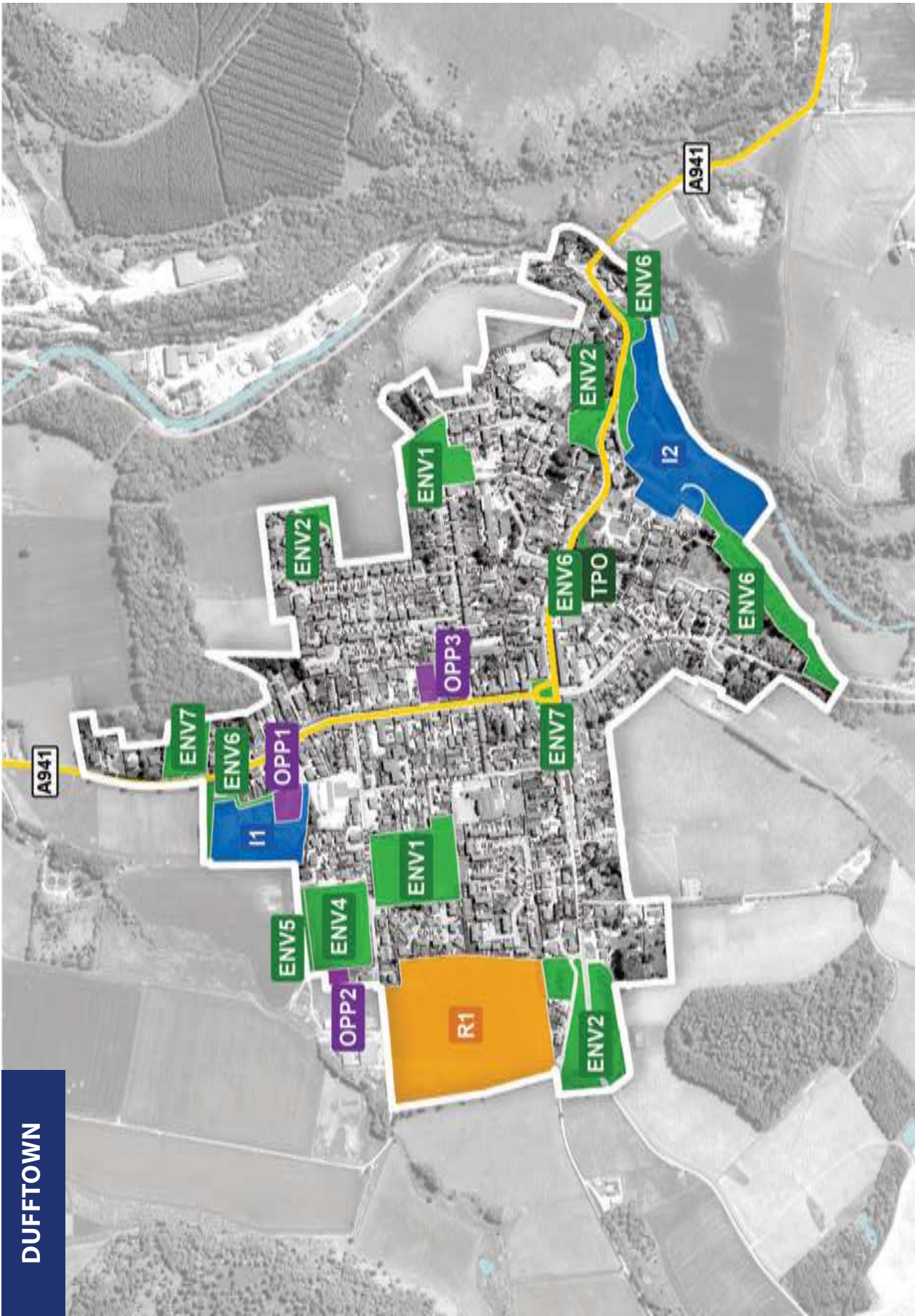
## DUFFTOWN TSP



**TSP1** Hill Street – improvements (including road width, surfacing, drainage, footways and lighting) to serve site R1

**TSP2** Conval Street/Conval Crescent – new junction arrangements required to support release of site R1

**TSP3** Hill Street/Balvenie Street – junction improvements



DUFFTOWN







Population  
**329**



Households  
**133**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

## Development Strategy / Placemaking Objectives

- To curtail further growth of the village
- To conserve and enhance the distinctive built heritage of Duffus.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

No development sites for housing are identified.

ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Duffus will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV3	Playspace for Children and Teenagers	Play Area
ENV4	Sports Areas	Recreation Area
ENV9	Cemeteries and Proposed Extensions	Church Grounds







## DUFFUS



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Population  
**200**



Households  
**92**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

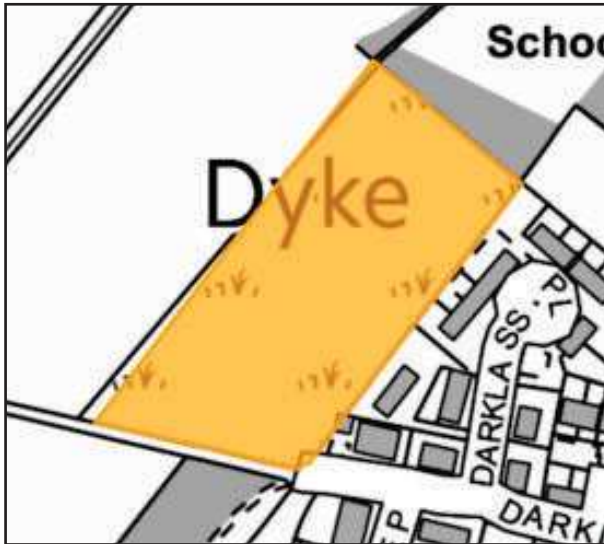
- To prevent ribbon development outwith the settlement boundary along the main road entering the village from the south.
- To maintain and enhance the environment and character of the village.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 North Darklass Road 1.29 ha 12 units



- A landscaped edge incorporating trees must be provided along the north-west edge of the site to continue the tree lined boundary of the village.
- Widening of C7E to a minimum of 5.5m between Dyke and the Barleymill Junction (C7E/U76E) required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

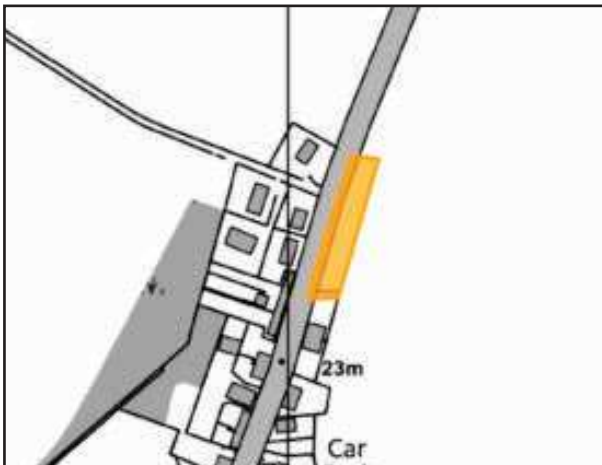
### R2 South Darklass Road 0.44 ha 5 units



- A landscaped edge along the south and west boundaries must be provided to create distinguishable long term settlement boundaries and maintain the character of the entrance into the village.
- Access must be taken off Darklass Road and take into account access requirements for R1 North Darklass Road.
- A second point of road access or an emergency access will be required once the total number of housing units served by the C1E Main Road/U167E Darklass Road Junction exceeds fifty (counting both existing and new development).
- Localised widening and/or passing place provision on C7E between Dyke and the Barleymill Junction (C7E/U76E) required.
- Junction improvements required to Barleymill Junction (C7E/U76E).
- Drainage Impact Assessment (DIA) required.
- Archaeological evaluation required.
- Phase 1 Habitat Survey required.





**R3 Fir Park Road 0.18 ha 3 units**


- Advanced landscape planting along the eastern and northern boundaries of the site required.
- Houses must front onto the C7E and create a gateway into the village.
- Localised widening and/or passing place provision on C7E between Dyke and the Barleymill Junction (C7E/U76E), proportionate to the scale of development required.
- 30mph limit to be relocated beyond the extent of the site and additional street lighting must be provided.
- Drainage Impact Assessment (DIA) required.

**TOURISM**
**T3 SUSTRANS Cycle Route**

- The SUSTRANS National Cycle Route passes through Dyke and will be safeguarded from inappropriate development.

**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Dyke will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV3	Playspace for Children and Teenagers	Play Area
ENV4	Sports Areas	Recreational Area
ENV11	Other Functional Greenspace	Church Grounds
TPO	Tree Preservation Order	Church Grounds



## INFRASTRUCTURE

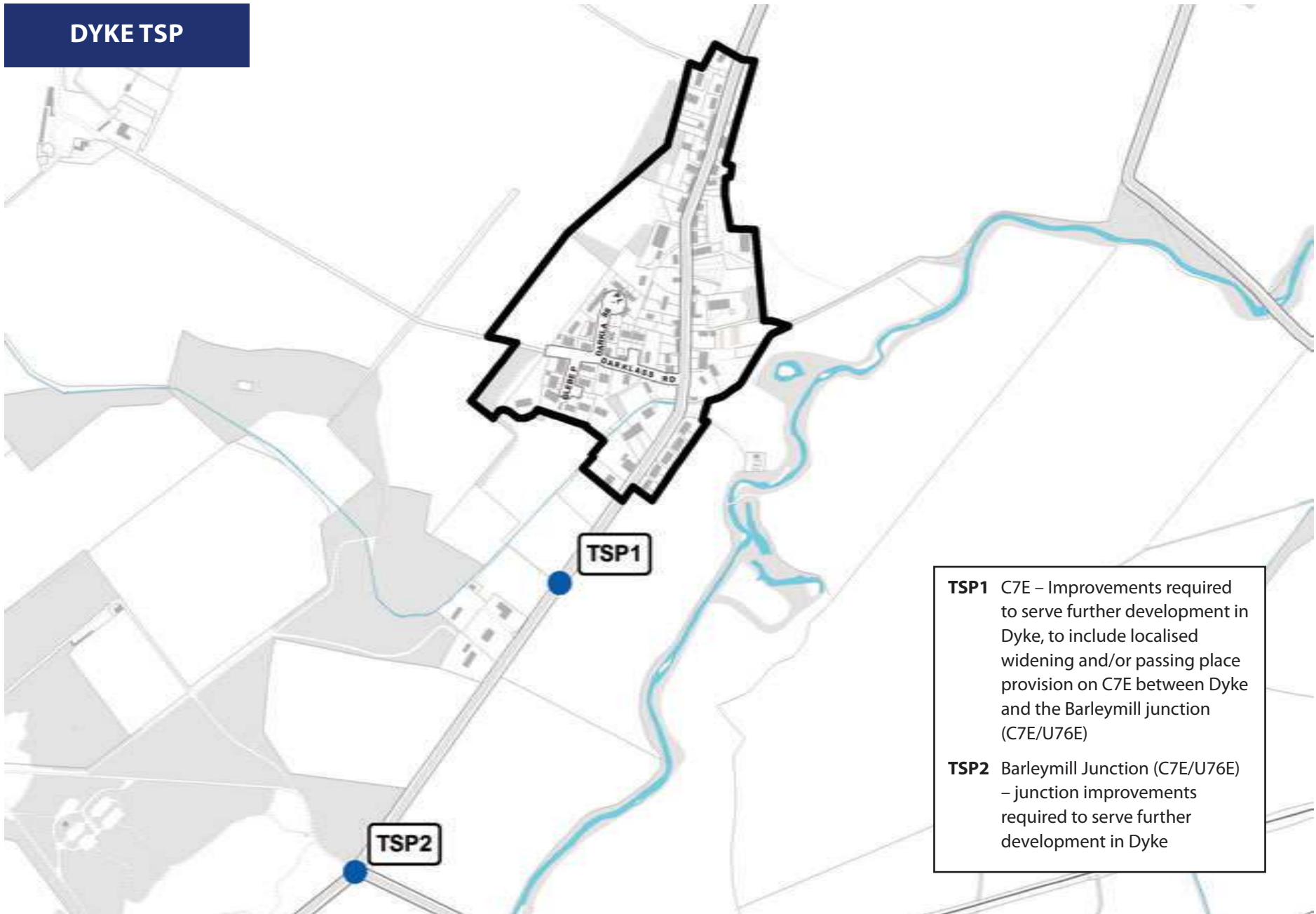
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	Extension to Forres Academy or alternative provision	R1, R2, R3
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1, R2, R3
Healthcare	2 x Additional Dental Chairs	R1, R2, R3
Healthcare	Reconfiguration of Pharmacy Outlet(s)	R1, R2, R3
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1, R2, R3

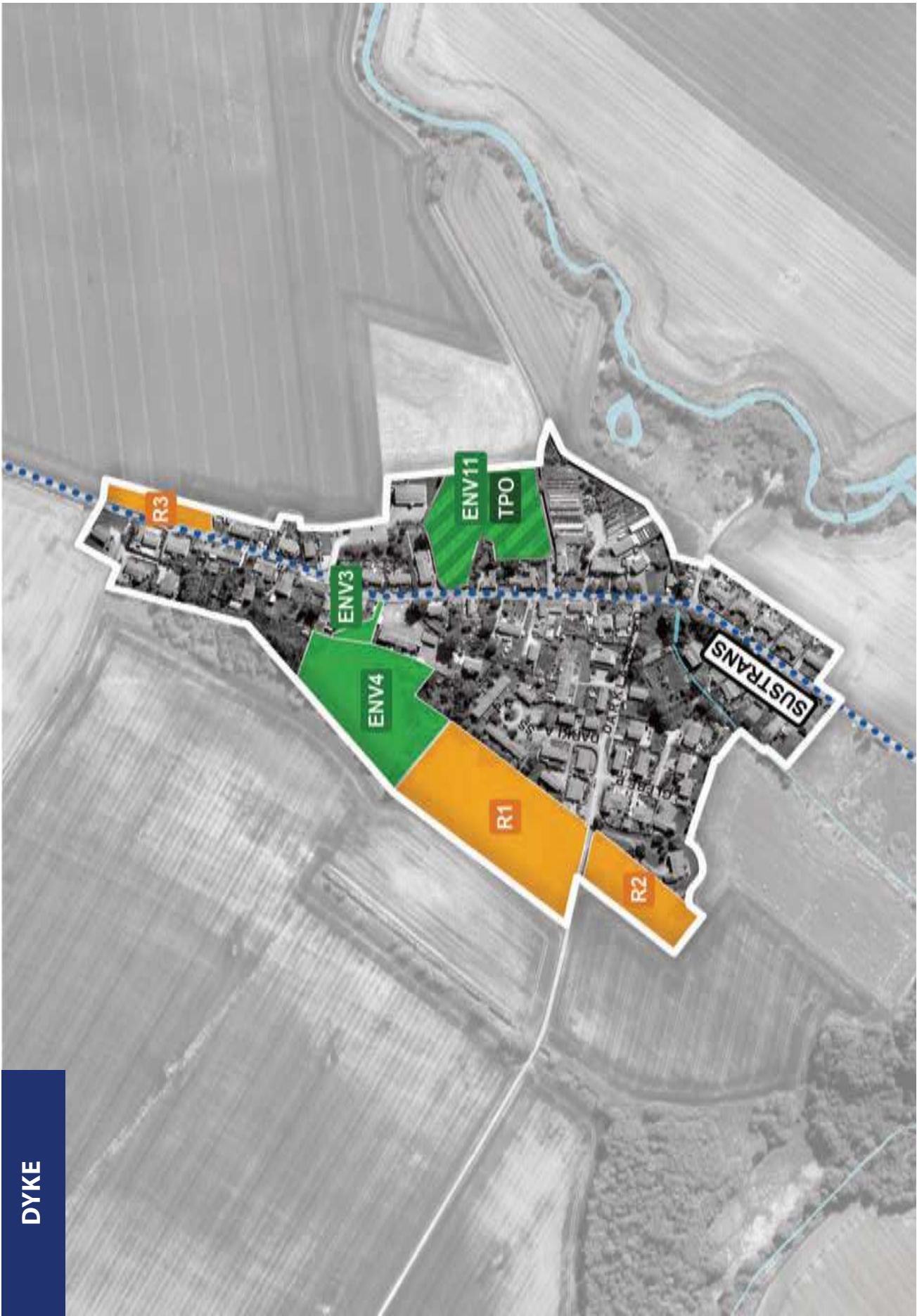




## DYKE TSP











Population  
**23,128**



Households  
**10,045**



**Settlement Hierarchy**  
**Primary Growth Area**

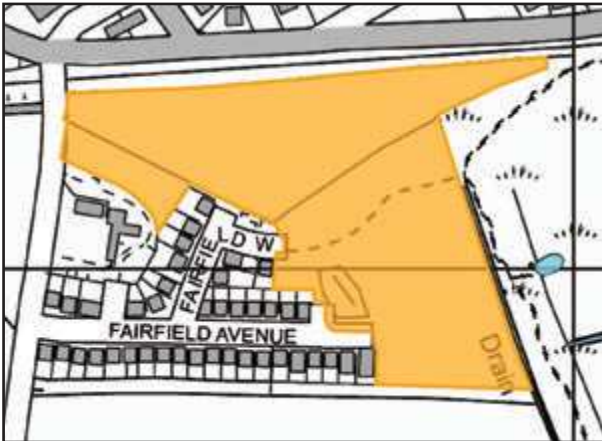
### **Development Strategy / Placemaking Objectives**

- To identify sites for an additional 1200 new houses within the Elgin LHMA in addition to existing sites.
- To identify longer term housing areas.
- Identify an additional 23ha of land within the Elgin LHMA for employment and support proposals for business development and growth.
- To identify significant new growth areas, including new neighbourhoods at Findrassie, Bilbohall and to the south of Elgin.
- To identify sites for new Primary Schools at Linkwood, Glassgreen and Findrassie.
- To identify green infrastructure to connect to wider green/blue networks.
- Protect and enhance the existing network of open and green space.
- To identify a network of new play areas and parks
- To improve connectivity between the Town Centre, Lossie Green and Cooper Park, and promote a masterplan approach to future use
- To support and enhance the vitality and viability of Elgin Town Centre.
- To promote active travel connections.
- Conserve and enhance Elgin's distinctive built heritage and the integrity of Elgin High Street Conservation Area and Elgin South Conservation Area.

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

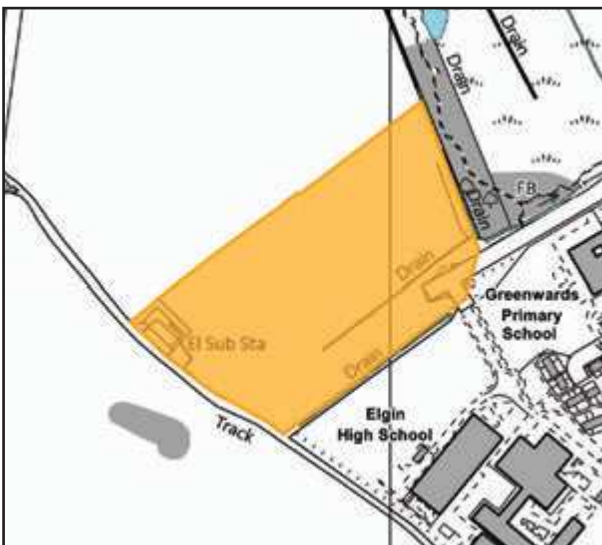
## HOUSING

### R1 Bilbohall North 3.3 ha 20 units



- Development commenced. 20 units remaining.
- Remaining 20 units constrained until delivery of TSP3, 4, and 26.
- Landscaped edge must be planted.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

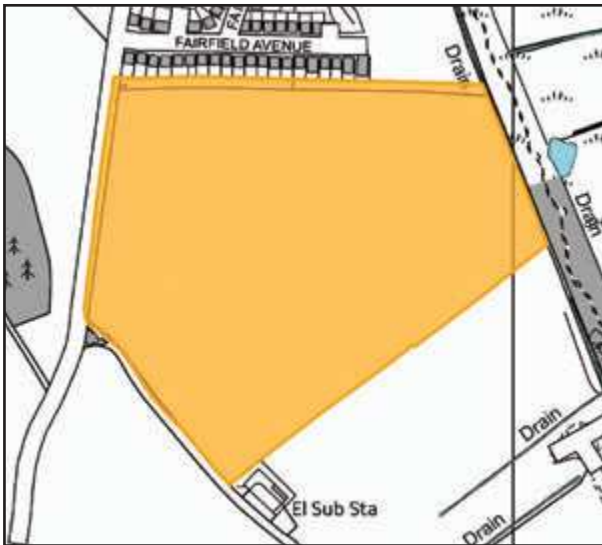
### R2 Edgar Road 5.4ha 75 units



- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- Minimum two access points required. Primary access must be from Edgar Road.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- In association with sites R3, R4, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R3, R4, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between



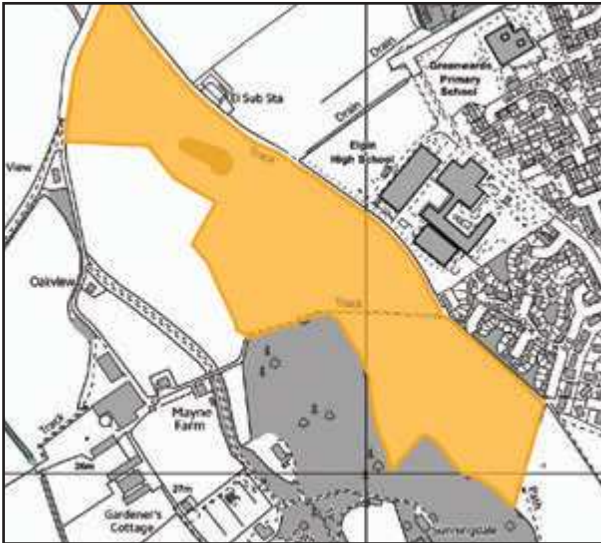


**R3 Bilbohall South 9.9 ha****105 units**

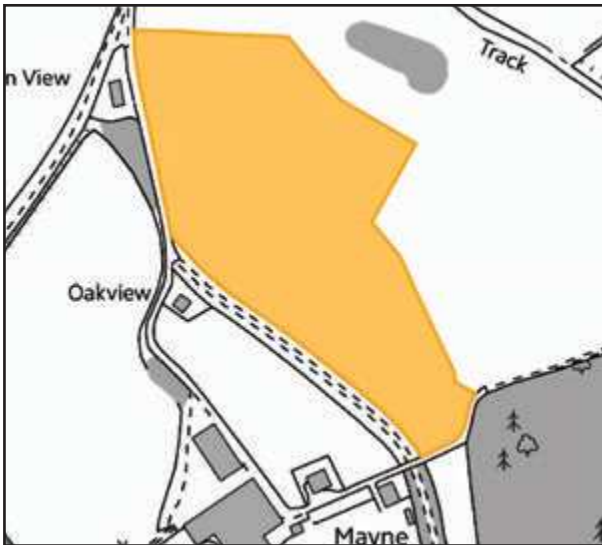
- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required. Access suitable for public transport will be required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Evaluation of archaeological crop mark in northern part of site required.
- Prominent knoll to include open space and structural landscaping. Existing hedges must be retained.
- Footpath link from site to Core Path at Fairfield Way to be provided.
- In association with sites R2, R4, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R4, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.



<b>R4</b>	<b>South West of Elgin High School</b>	<b>4ha</b>	<b>107 units</b>
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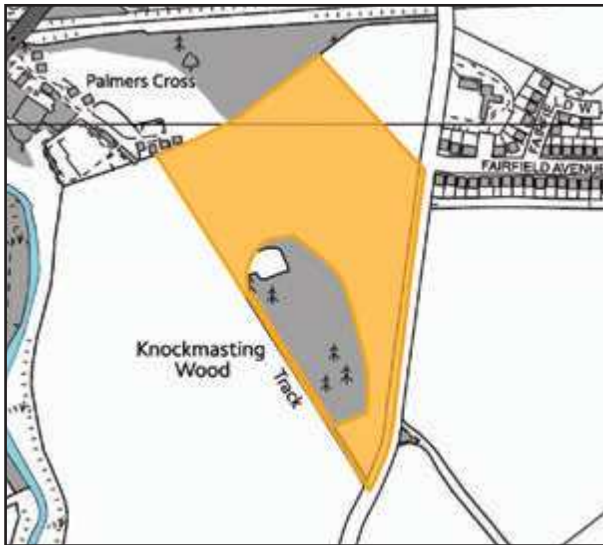
- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required. Primary access onto Edgar Road. Emergency access from Hardhillock Avenue which must also serve pedestrians and cyclists to be provided. Connectivity to adjacent development and routes to schools and local facilities required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Badger and Phase 1 Habitat Surveys required.
- A Pocket Park must be provided.
- Provision of open space and substantial woodland structural planting along the south west of the site, including advanced planting is required. This must incorporate recreational footpaths.
- In association with sites R2, R3, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

**R5 Bilbohall West 4.3ha 50 units**


- Site layout and design must integrate with the Bilbohall Masterplan. This includes in terms of access, character and landscaping provision.
- Development can only commence on completion of development of the northern part of R4, shown within the Bilbohall Masterplan as development blocks N and O (see Bilbohall Masterplan).
- Minimum of two access points required with connectivity to adjacent development and routes to schools and local facilities.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area and this site. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Structural tree planting required along ridgeline and slope to prevent housing breaching the horizon and to reduce visual impacts.
- A continuous avenue of trees and a hedge along Mayne Farm Road is required.
- Landscape buffer required to safeguard existing trees with housing set back and fronting Mayne Farm Road.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- SUDS layout and design must integrate with the Bilbohall Masterplan and be considered in combination with site R4.
- Surface water discharge from the site must mimic natural drainage systems to the River Lossie.
- In association with sites R2, R3, R4, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

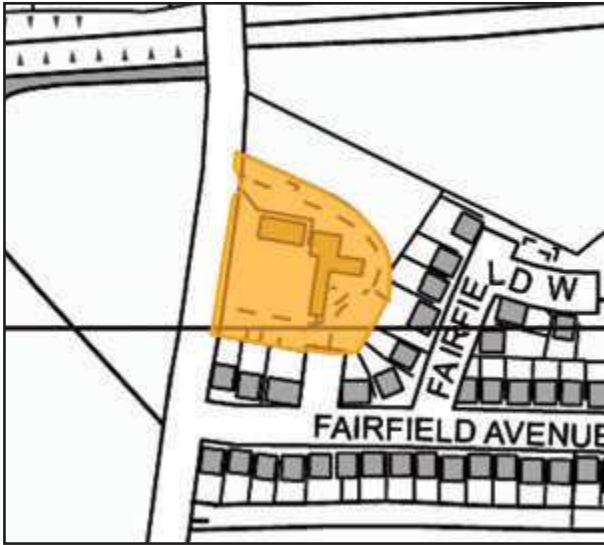




**R6 Knockmasting Wood 5.39 ha****85 units**

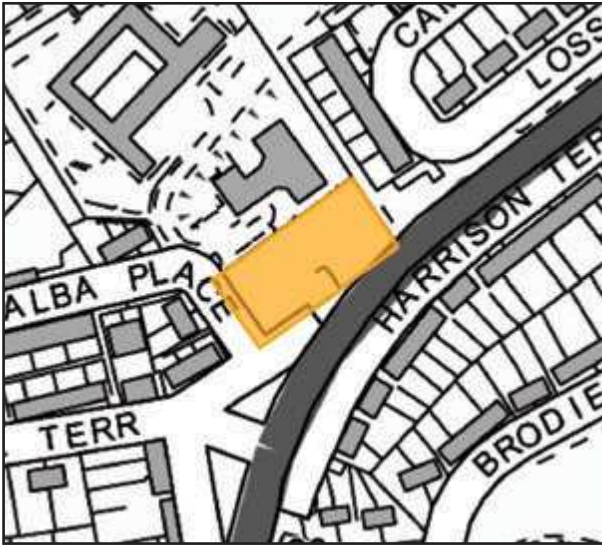
- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required with connectivity to adjacent development and routes to schools and local facilities.
- Widening of Bilbohall Road required to enable access by public transport.
- Knockmasting Wood and hedges to be retained.
- Woodland structure planting along western boundary.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- In association with sites R2, R3, R4, R5 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R5 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.



**R7    The Firs    0.4ha    10 units**


- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27). The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Phase 1 Habitat Survey required.
- A Tree Preservation Order (TPO) covers the site and a tree survey and tree protection plan must be submitted.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- In association with sites R2, R3, R4, R5 and R6 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R5 and R6 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

**R8 Alba Place 0.2ha 6 houses**



- Proposals must comply with the Key Design Principles in Figure 1.1.
- House design must reflect the architectural features found in Harrison Terrace (see photos in 1.1). Including arched doorways, vertical emphasis to windows, contrasting window dressing/surrounds and wet dash harling.
- Low roof pitches are not acceptable and roof pitch must reflect Harrison Terrace with chimney features.
- Development will be served from a private access.
- Detailed proposals required for road access.
- Drainage Impact Assessment (DIA) required.
- Contamination Assessment required.

**Figure 1.1 Key Design Principles R8 Alba Place**





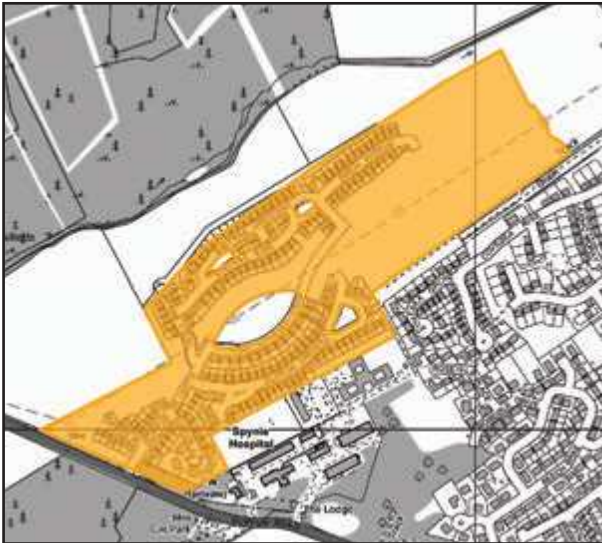
**R8 Alba Place 0.2ha 6 houses****R9 Hamilton Drive 1.18ha 20 units**

- Proposals must comply with Development Brief.
- Access to address visibility and gradient. One main primary route through site to be provided.
- Vehicle and pedestrian access to existing buildings to south east of the site must be retained.
- Pedestrian and cycle connection must be provided to the existing remote cycle path to the east of the site.
- A uniform building line and height must be provided along the northern/Hamilton Drive frontage.
- Housing must have bespoke individual designs and repetition of house types along the Hamilton Drive frontage must be avoided.
- Retention of stone boundary walls required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- SUDS to be designed into the development at the outset and should address any existing surface water issues.
- Contamination Assessment required.
- A Tree Survey is required.
- Survey work to assess impact on bats and red squirrels in trees may be required.



**R10 Spynie Hospital North 21.63ha**

**435 units**

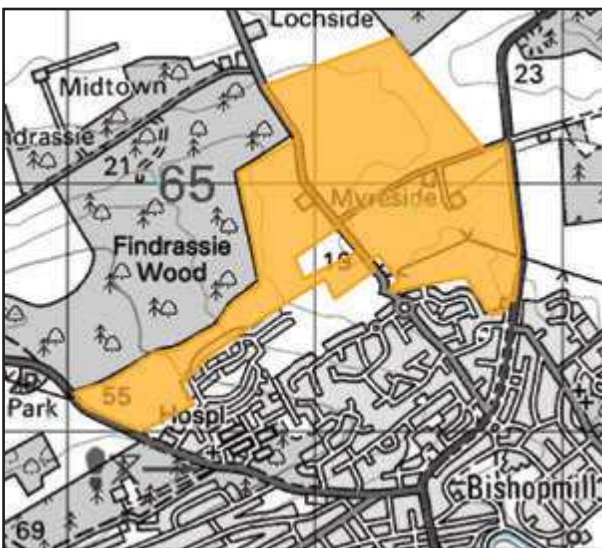


- Development commenced. 202 units remaining.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage

**R11 Findrassie**

**100ha**

**1500 units**



- Proposals must comply with the Findrassie Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements (TSPs) within the Action Programme Appendix 1 for a full list.
- Connections to R10 and new junctions onto A941 required.

- Widening and improvements required to Covesea and Myreside Road.
- Footway, cycleway and public transportation connections required to access local services, including the provision of new bus laybys on the A941.
- Provision of open and green space must be provided in compliance with the masterplan. A Neighbourhood Park and series of Pocket Parks must be provided in compliance with the masterplan. Allotments must be provided.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.



**R12 Lossiemouth Road North East****16.5ha****150 units**

- Proposals must comply with Key Design Principles in Figure 1.2.
- The layout and design must integrate with the Findrassie Masterplan. This includes in terms of access, character, landscaping provision, SUDS and open space provision.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements (TSPs) within the Action Programme Appendix 1 for a full list.
- Landscape and Planting Strategy required.
- A Pocket Park must be provided.
- Development must front onto the A941.
- Site contains cropmark evidence of buried archaeological features relating to prehistoric settlement. A programme of archaeological mitigation will be required prior to the commencement of development works. The mitigation works to include targeted evaluation and excavation of known features, evaluation and monitoring of areas of intended development, appropriate post-excavation analysis and publication, and provision of public benefit from this work.
- Flood Risk Assessment (FRA) required.
- Noise Impact Assessment due to proximity to A941 required.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route when this is available.



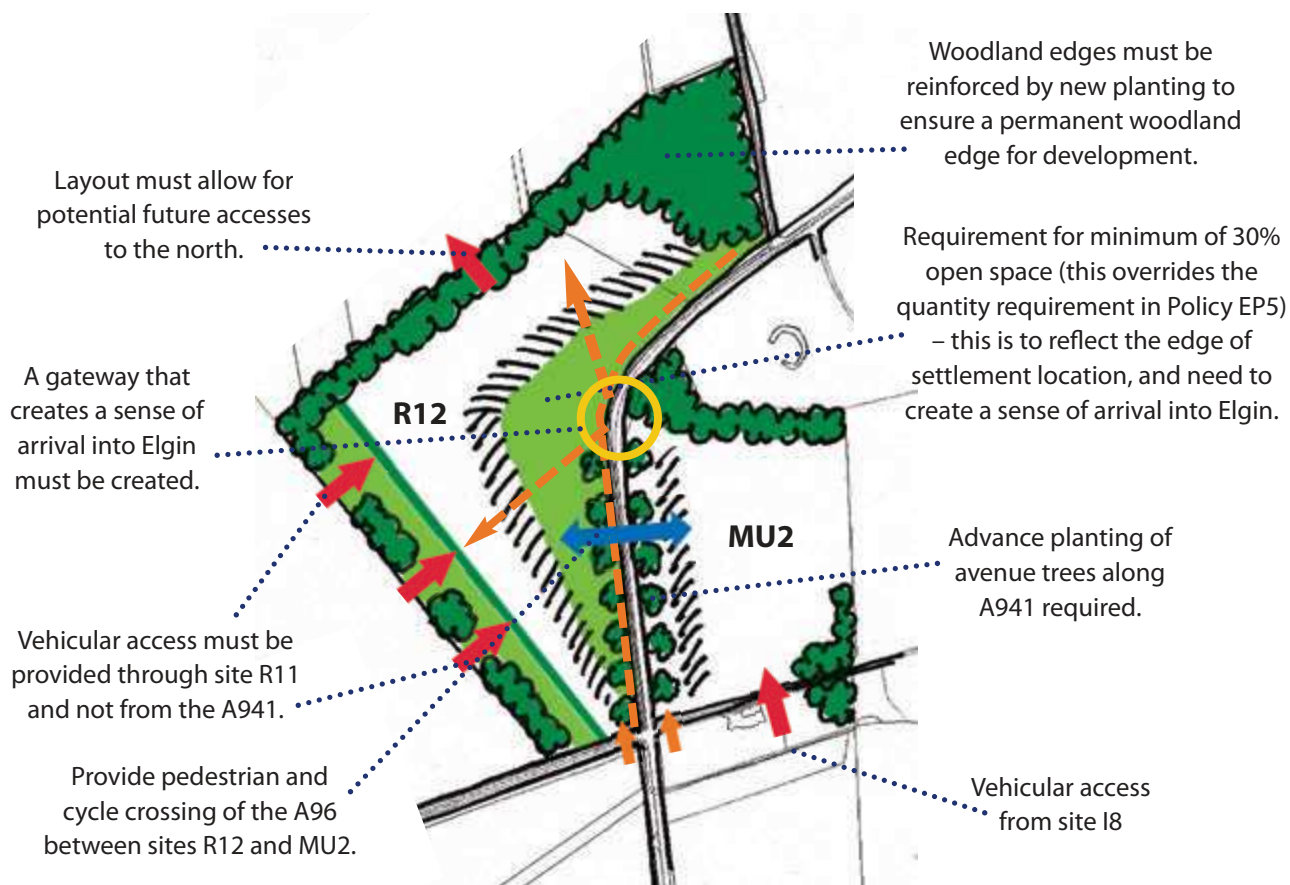


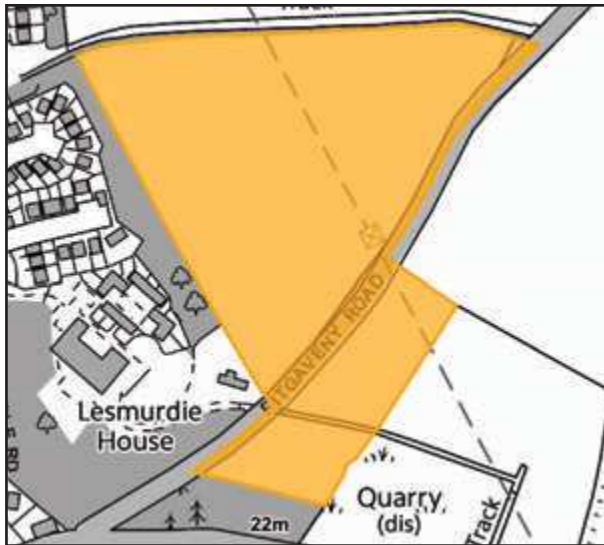
**R12 Lossiemouth Road North East**

**16.5ha**

**150 units**

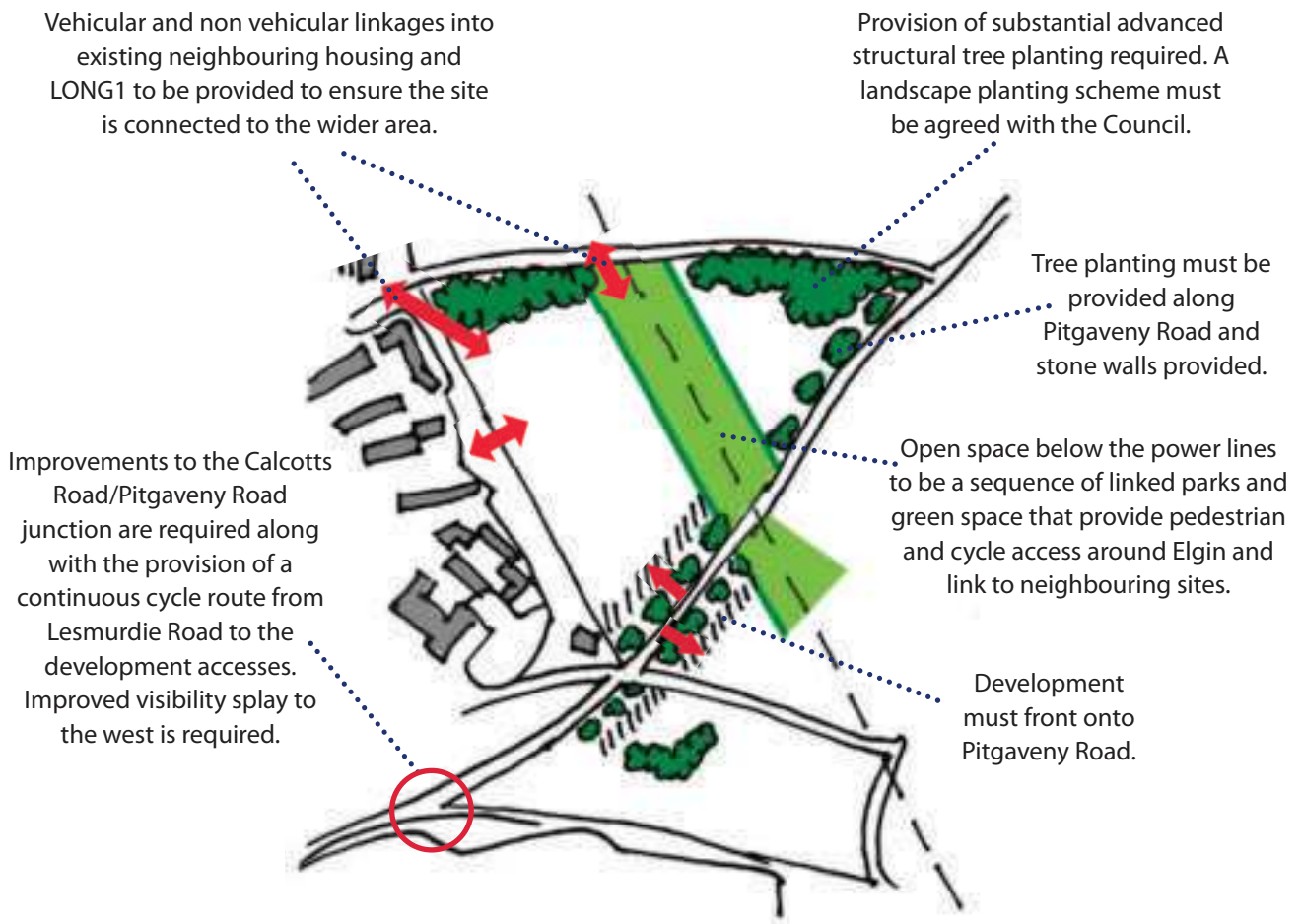
**Figure 1.2 Key Design Principles R12 and MU2 Lossiemouth Road North East**



**R13 Lesmurdie Fields****6ha****70 units**

- Proposals must comply with the Key Design Principles shown in Figure 1.3.
- A Pocket Park must be provided.
- Widening of Pitgaveny Road will be required to enable access to the site, along with the provision of a new cycleway.
- Detailed design of proposed access arrangements based on a detailed topographical survey with sections for all visibility and road alignments is required. The existing road geometry, forward visibility, topography and landscaping make achieving a viable access onto Pitgaveny Road difficult.
- Access to the site for public transport to be provided.
- Transport Assessment required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

**Figure 1.3 Key Design Principles R13 Lesmurdie Fields**







**R14 South Lesmurdie 0.9ha**

**15 units**



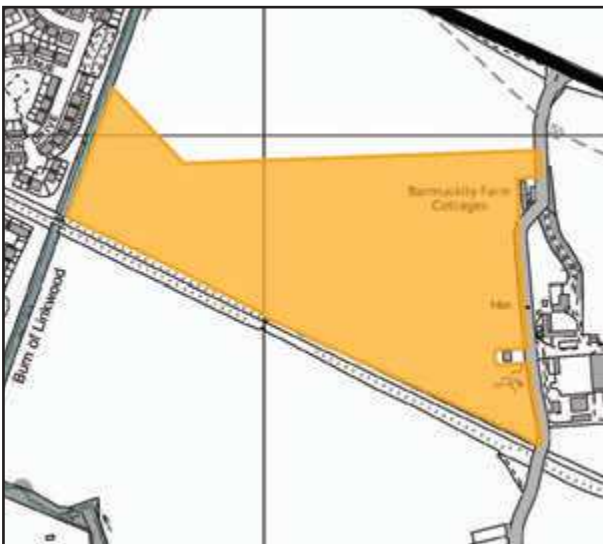
- A replacement play area must be provided. This must include enhanced play equipment and cater for a broader range of age groups to create a Pocket Park.
- Landscaping proposals must reflect existing planting along the riverside and tree planting on the edge of the settlement. Green corridors and path networks must be retained and enhanced with improved paths and planting.
- Flood Risk Assessment (FRA) required. The defended flood plain is not suitable for vulnerable uses, including housing. No development within 6m of the embankment to the south of the site will be permitted.
- Drainage Impact Assessment (DIA) required.
- Pipeline corridors and areas constrained due to flood risk must be managed positively as open space.
- Contamination and ground gas risk assessment required.
- Access to former Elgin- Lossiemouth railway line to be retained.
- Transportation Statement required.
- Phase 1 Habitat Survey required.





**R15 Pinegrove****0.6ha****36 units**

- Proposal includes redevelopment of existing buildings and will incorporate new flatted accommodation.
- Connected access from Pinefield Crescent to Pinegrove to roads adoption standard required.
- Transportation Statement required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Open space provision must complement and connect to existing open space.
- Layout must incorporate parking for existing, replacement and new properties.

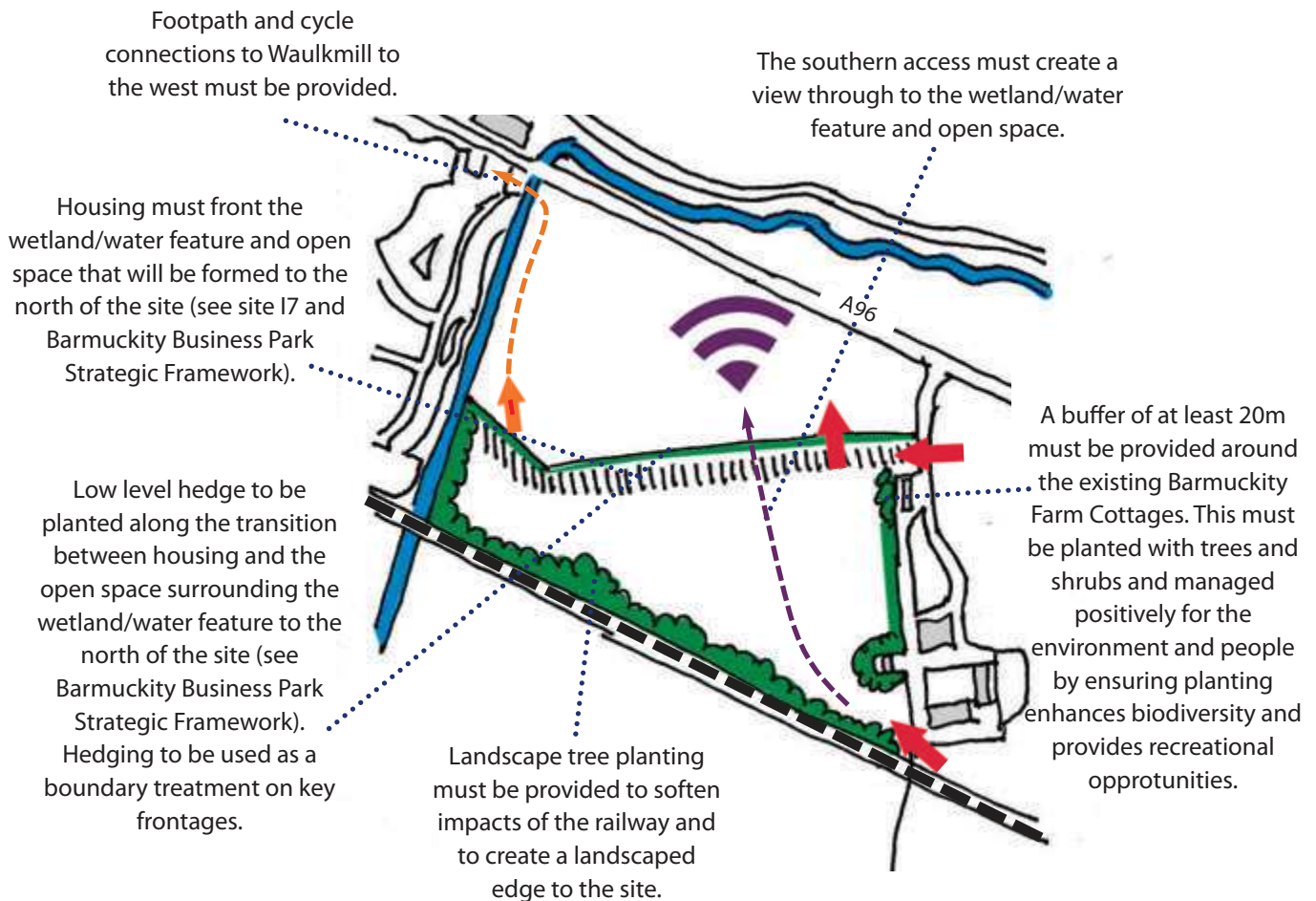
**R16 Barmuckity****12.5 ha****190 units**

- Proposals must comply with the Key Design Principles shown in Figure 1.4.
- Proposals must link with I7 and the approved road layout. The Barmuckity Business Park Strategic Framework is shown on page XX.
- A Pocket Park must be provided.
- Access must be taken from the Barmuckity roundabout.
- Two points of access required to the site.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Footpath and cycle connections to Waulkmill to the west must be provided.
- Connection to the Elgin South development to be provided, including a safe route to the new Linkwood Primary School and other local facilities.
- Phase 1 Habitat Survey required.
- Level 2 Flood Risk Assessment (FRA) required, including hydrological and hydraulic studies. Areas at risk from flooding must be kept free from development.
- Drainage Impact Assessment (DIA) required.
- A Water Framework Directive waterbody specific objective will require to be addressed
- 7-10% archaeology evaluation of areas not previously dug required.
- Noise Impact Assessment may be required.





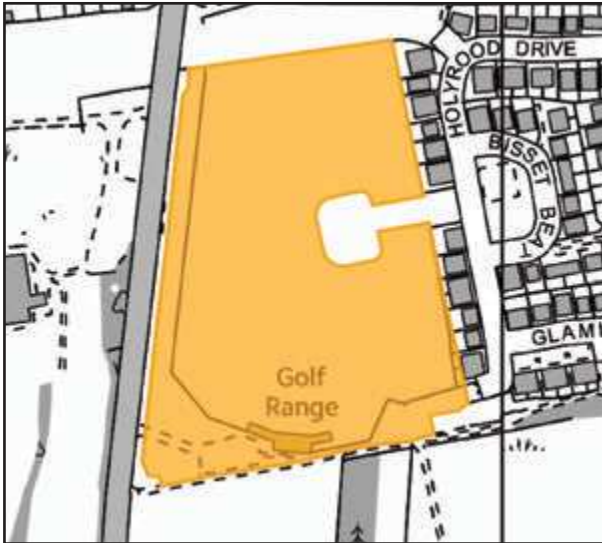
**Figure 1.4 Key Design Principles R16 Barmuckity**



**R17 Driving Range Site**

**4.81 ha**

**132 units**

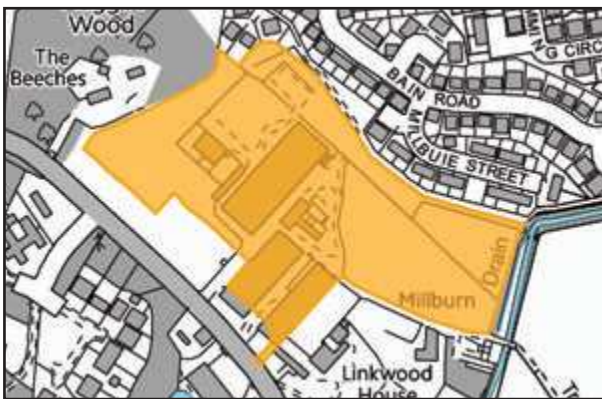


- Development commenced.

**R18 Linkwood Steading**

**3.49 ha**

**111 units**

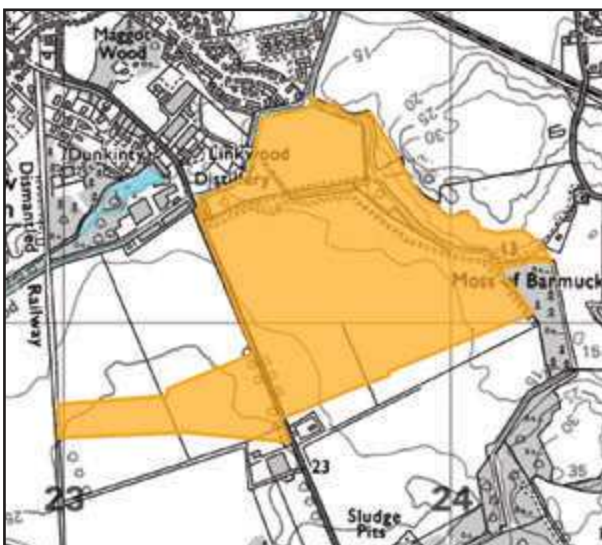


- Development commenced.
- Retention of the main façade of the 19th Century steading building required.

**R19 Easter Linkwood and Linkwood**

**48ha**

**675 units**



- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page \*\*.
- Site R19 includes Village Core East, Meadows, and Village Garden neighbourhoods within the Elgin South masterplan.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Open space and play areas must be provided in compliance with the masterplan.



**R20 Glassgreen, Elgin South**

**18 ha**

**195 units**

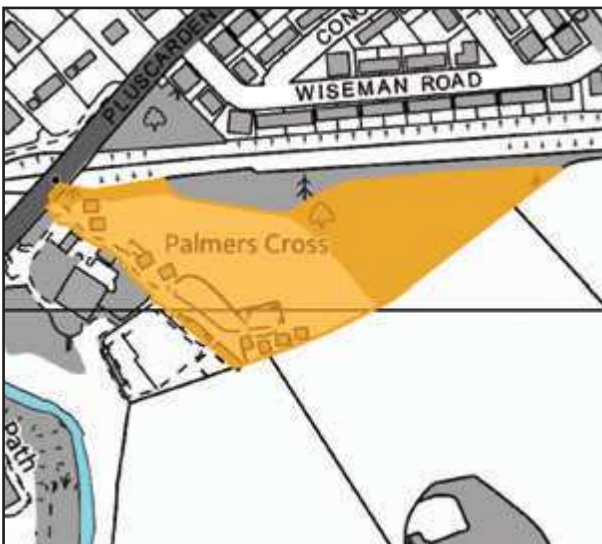


- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page \*\*.
- Site R20 includes South Glassgreen and Crescent (North) neighbourhoods within the Elgin South masterplan.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Open space and play areas must be provided in compliance with the masterplan.

**R21 Palmers Cross**

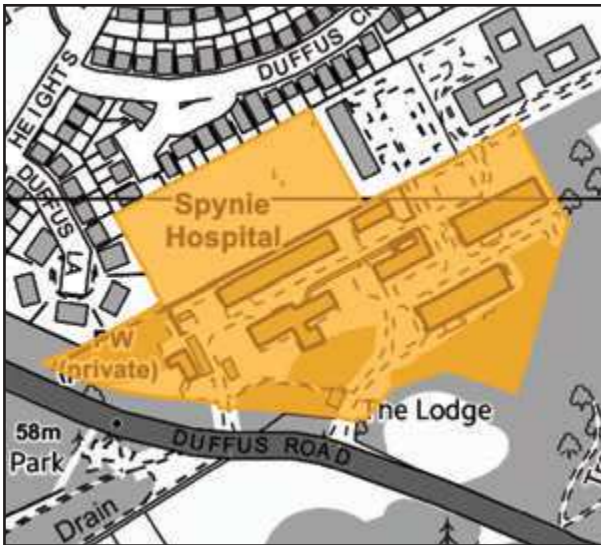
**2ha**

**20 units**



- The development layout must positively address the historic context of Palmers Cross House. A courtyard style of development would complement the historic house, with a gatehouse style at the entranceway.
- The house types, architectural details, and boundary types must create a distinct character reflecting the woodland setting of Palmer's Cross House.
- Transport Statement required that provides details of the accessibility of the site by all modes of transport, including connections to adjacent development designations. The scope of the Statement must be agreed with Moray Council Transportation and must include an appraisal of the access onto Pluscarden Road, based on current vehicle speeds and measurements of available visibility splays.
- Landscaping and management/maintenance plan must be provided.
- A Tree Preservation Order (TPO) covers land to the north of the site and a tree survey and management plan of this area and the site must be submitted with proposals.
- Pedestrian and cycle access to the play area at Bilbohall must be provided.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment required due to proximity to railway.



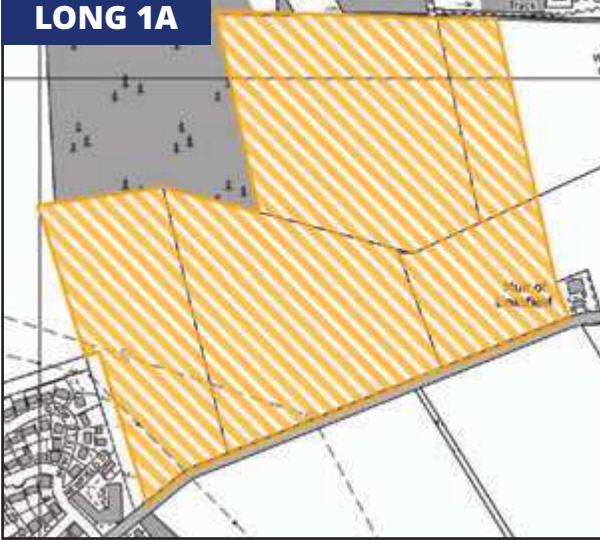
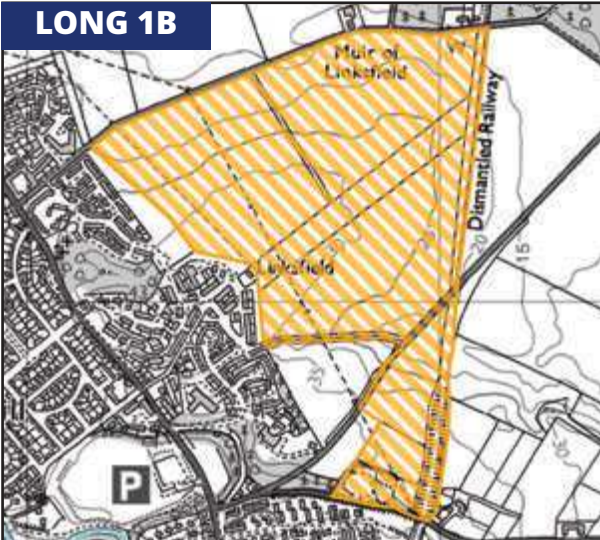
**R22 Spynie Hospital 2.85 ha****50 units**

- Buildings now demolished.
- Bat and squirrel survey required.
- Proposals must aim to maintain the woodland character of the site by incorporating new tree planting.
- A Tree survey is required.
- Consideration to de-culverting watercourse required.
- Transport Assessment required. TSP 11 and 12 must be assessed.
- Footpath and cycle links from Duffus Crescent to Duffus Road to be provided.
- Links to Core Path to south of site to be made.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Pocket Park must be provided.

**RC1 Ashgrove Residential Caravan Park**

- Currently has permission for 100 residential caravans and could be redeveloped. The site will be considered favourably for either conversion to holiday use or redevelopment to permanent housing, at maximum of one for one replacement.
- Caravans are categorised as a "most vulnerable use". A Flood Risk Assessment (1 in 1000 year event) and Drainage Impact Assessment (DIA) required.



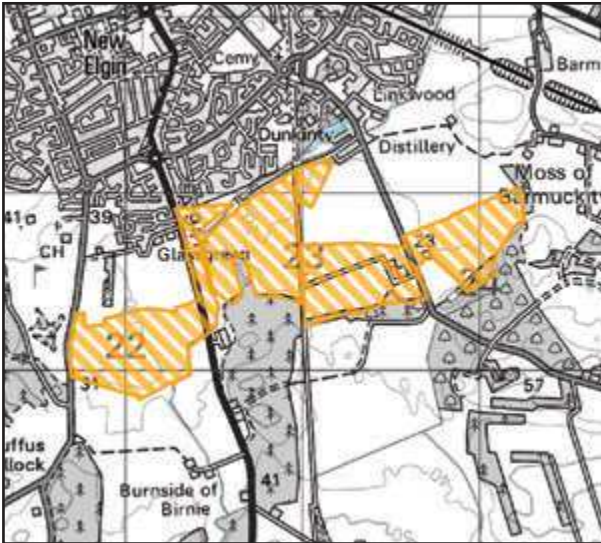
**LONG 1 A/B****North East****LONG 1A****LONG 1B**

- A masterplan is required for the site.
- The area identified LONG1A would be a first phase.
- Flood Risk Assessment (FRA) required. Flood risk may constrain parts of the site.
- A drainage masterplan that covers the whole development area is required.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.
- A buffer strip of at least 6 metres between the watercourse and development is required.
- Phase 1 Habitat Survey required.
- Links to be made to the old Elgin /Lossiemouth railway and the path network in Elgin.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements within the Action Programme Appendix 1 for a full list.
- Connections to be provided to site I8 Newfield and R13 Lesmurdie Fields. Connections to be provided between sites LONG 1A and LONG 1B.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route when this is available.





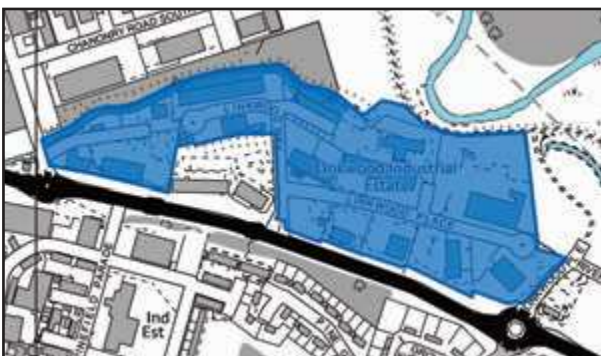
## LONG2 Elgin South



- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page \*\*.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Vehicular connection to the A96(T) required via the Barmuckity Business Park.
- A Water Framework Directive waterbody specific objective will require to be addressed.

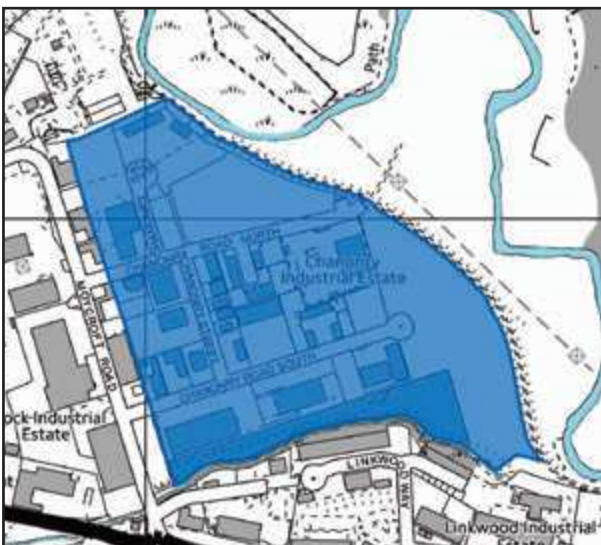
## EMPLOYMENT

### I1 Linkwood Industrial Estate Industrial Estate



- Built out. New development will comprise redevelopment, extension or change of use.
- Landscape strip along A96 must be retained and enhanced with tree planting.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

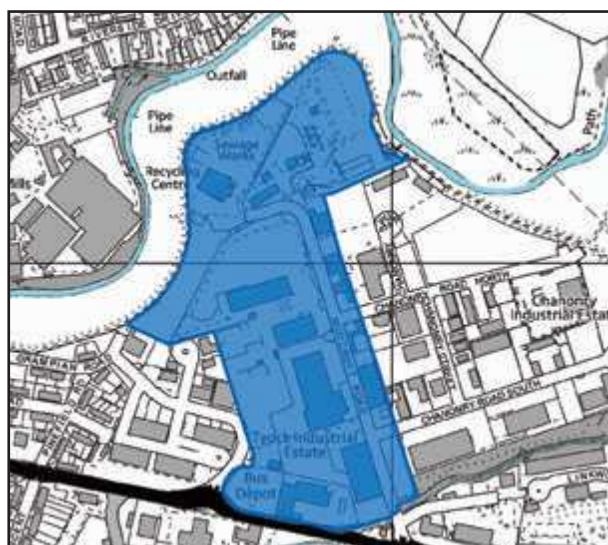
### I2 Chanonry Industrial Estate Industrial Estate



- Suitable for light and heavy industrial operations.
- Limited land available.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

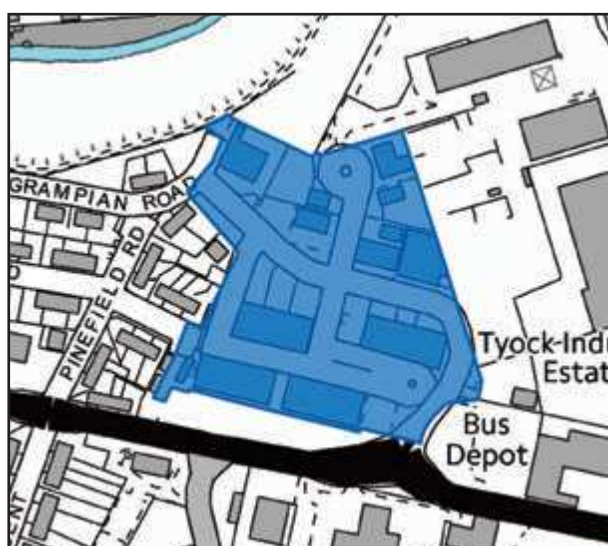


### 13 Moycroft Industrial Estate Industrial Estate



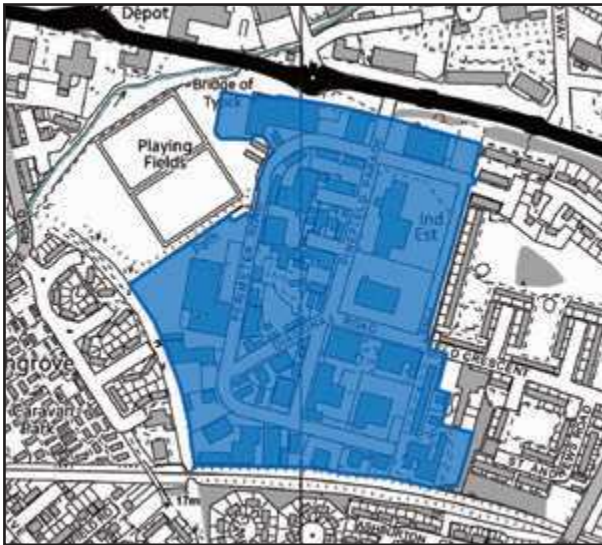
- Built out. New development will comprise redevelopment, extension or change of use.
- Suitable for light and heavy industrial operations.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Moycroft Waste Management site safeguarded for waste management uses.

### 14 Tyock Industrial Estate Industrial Estate



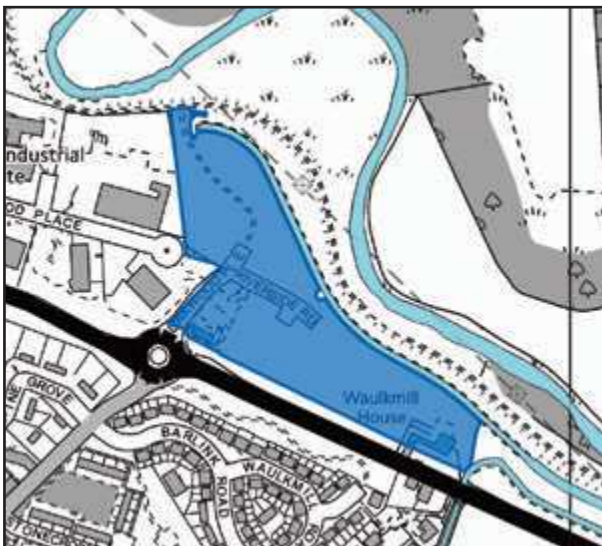
- Built out. New development will comprise redevelopment, extension or change of use.
- Suitable for light industrial and commercial operations.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

## 15 Pinefield Industrial Estate Industrial Estate



- Small area to north west of site identified for the expansion of Hendry Hydraulics. Landscaping along western boundary of this area is required to soften edge between open space and industrial uses. A contamination and ground gas risk assessment required. Transport Statement required.
- Remainder of site built out with new development likely to comprise of redevelopment, extension or change of use.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

## 16 Linkwood East Industrial Estate

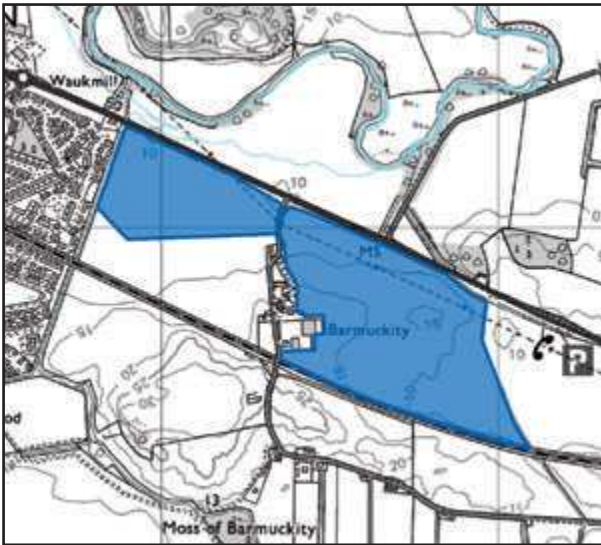


- Site is suitable for Use Class 4 Business, Use Class 5 General Industrial and Use Class 6 Storage or Distribution.
- Access via roundabout junction on the A96 with Reiket Lane.
- Proposals must address/safeguard the potential to achieve a pedestrian and vehicular access between I1 and I6.
- Pedestrian and cycle connection must be provided to the existing cycle path along the Flood Alleviation Scheme embankment.
- A 15 metre landscaped strip with broadleaf trees and shrubs along the A96 and eastern boundaries must be provided.
- Buildings fronting onto the A96 must be of a high architectural standard.
- Flood Risk Assessment (FRA) required, and any proposal must not impact on the integrity of the Flood Alleviation Scheme. No development within 6m of the embankment.
- Drainage Impact Assessment (DIA) required.





## 17 Barmuckity Business Park Industrial Estate



- Proposals must comply with the Barmuckity Business Park Strategic Framework shown on page ??.
- Barmuckity's primary function is for Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution. A minimum of 14.69 ha\* is reserved for these uses.
- A greater mix of uses is supported across 7.41 ha\* of the site; these areas are adjacent to the A96 and are shown within the Barmuckity Business Park Strategic Framework as areas 2, 3 and 6. Within these areas Use Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution, Class 7 Hotel and Hostels, and Class 11 Assembly and Leisure are supported subject to other policies including policy DP7. Retailing may be acceptable where retailing is ancillary to the main use.

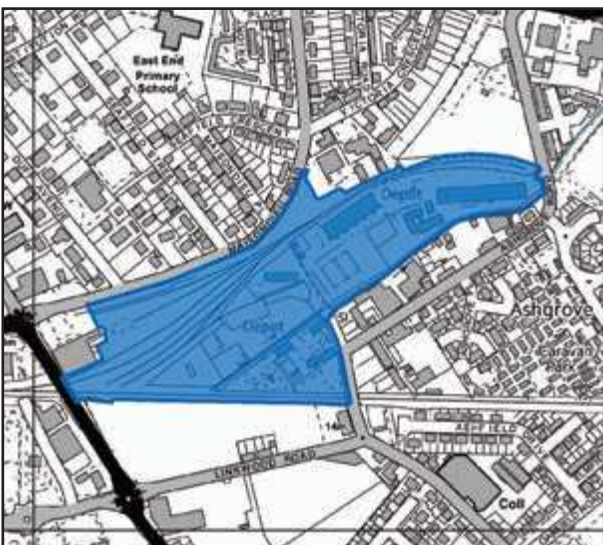
- An access strategy is required to be agreed with Transport Scotland for Phase 2 (west) of the development.
- Positive frontages onto the A96 must be provided and the quality of design must reflect the key gateway to Elgin.
- Vehicular connection over the railway line to be retained/provided to Moss of Barmuckity to the south.
- A vehicular connection to the south to be safeguarded to enable future provision of access to Elgin South development.
- Strategic and boundary landscaping must be provided in compliance with the approved Landscape Design for Elgin Business Park – Phase 1 submitted to the Council on 30th May 2018. Phase 2 landscaping to be in compliance with the Strategic Framework.
- Individual proposals on plots within the wider site must provide a landscape and maintenance plan. Landscaping must complement the strategic and boundary landscaping in the relevant area. Landscaping must be used to define plots.
- Level 2 Flood Risk Assessment (FRA) required. No development within the functional floodplain. No development within 6m of the watercourses.
- Areas at risk from flooding must be made a landscape feature to provide biodiversity and a high amenity setting for development.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Footpath and cycle connections within and to outwith the site required.

(\*This is a net area which excludes landscaping, areas at risk of flooding etc.)



**18 Newfield****Industrial Estate**

- Proposals must comply with the Findrassie Masterplan Supplementary Guidance. The Masterplan layout is shown on page \*\*.
- Suitable for business uses within use Class 4 (Business) or Class 5 industrial uses that are compatible with surrounding uses which is predominantly residential.
- High amenity setting required.
- Transport Assessment required. The impacts on junctions TSP9, 12, 17, 20 and 21 must be assessed and addressed.
- Connections to the adjacent MU2 and LONG 1A sites must be safeguarded.
- Phase 1 Habitat Survey required.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of buildings to mains water and sewerage should avoid such changes.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development to occur within 6m of the watercourse.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.

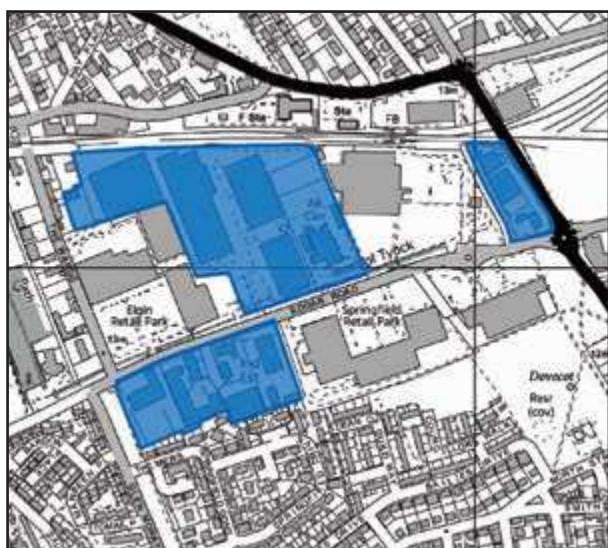
**19 Railway Sidings/Ashgrove Road****Existing Business Area**

- Mixed industrial and commercial uses. Suited to redevelopment for business uses, particularly those which take advantage of rail freight opportunities.
- Site contains LPG tanks that may constrain certain development types. Health and Safety Executive consultation required.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.



## 110 Edgar Road

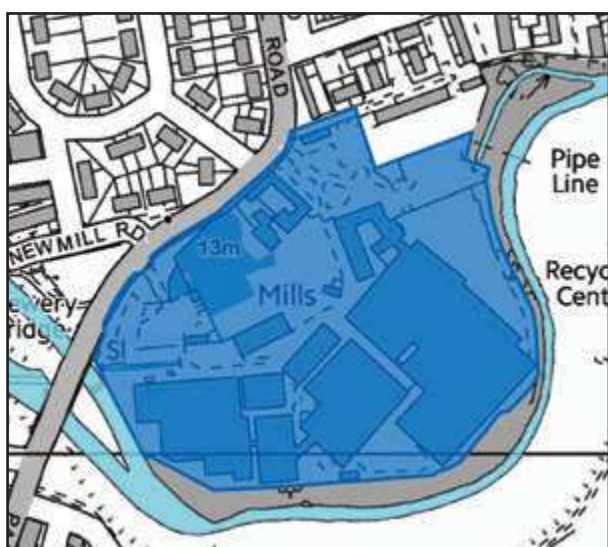
## Existing Business Area



- Established uses within Class 4(Business), and Class 6 (Storage and Distribution).
- Level 2 Flood Risk Assessment (FRA) required.

## 111 Johnstons Woollen Mill

## Existing Business Area

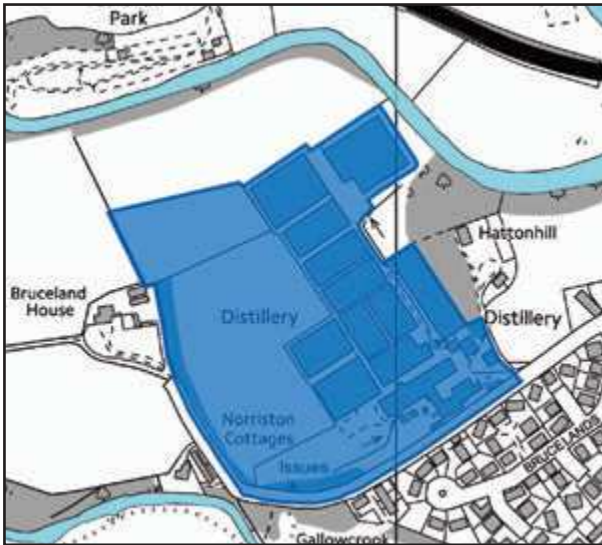


- Reserved specifically for the operation of the existing mill.
- Retail policy DP7 will apply to any retail proposals.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.



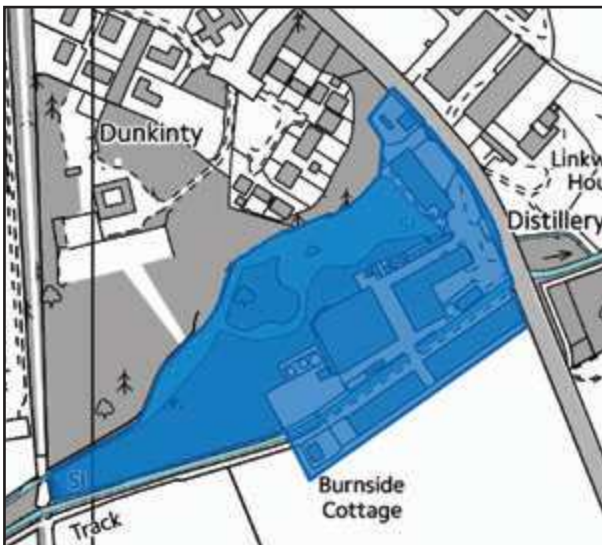


## I12 Glen Moray Distillery, Bruceland Road Existing Business Area



- Reserved for distillery related uses.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.

## I13 Linkwood Distillery Existing Business Area



- Reserved for distillery related uses.
- Phase 1 Habitat Survey required.
- Level 2 Flood Risk Assessment (FRA) required. No development within functioning floodplain, or within 6m of the watercourses.
- A Water Framework Directive waterbody specific objective will require to be addressed.

## I14 Ashgrove Road

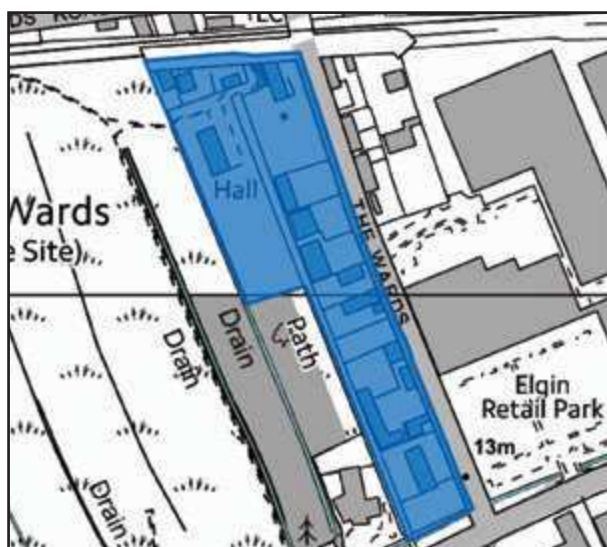
## Existing Business Area



- Mix of commercial and industrial uses.
- Redevelopment opportunities may require to address improvements to Ashgrove Road.
- Level 1 Flood Risk Assessment (FRA) may be required. No development within 6m of the watercourse will be permitted.

## I15 Sandy Road (The Wards)

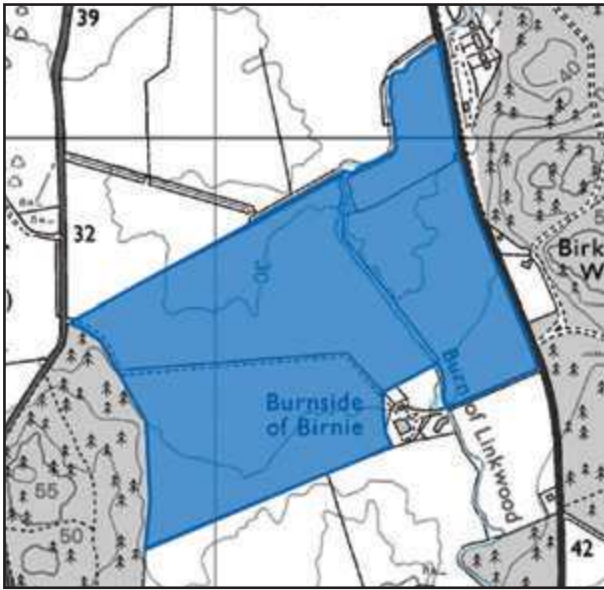
## Existing Business Area



- Mix of commercial and business uses.
- Redevelopment proposals must allow for possible road widening and creation of a footpath.
- Level 1 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development to occur within 6m of the watercourse.



## 116 Burnside of Birnie Industrial Estate



- A Development Framework, in conjunction with LONG3, is required. This must include the range of uses, landscaping and open space details and design requirements.
- Proposals must comply with the Key Design Principle's set out in Figure 1.5.
- Burnside of Birnie's primary function is for Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution. A minimum of 15ha\* is reserved for these uses.
- A greater mix of uses is supported across 5.5ha\* of the site; these areas are adjacent to the A941 and are shown on the Key Design Principles. Within these areas Use Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution, Class 7 Hotel and Hostels, and Class 11 Assembly and Leisure are supported subject to other policies including policy DP7. Retailing may be acceptable where this is ancillary to the main use.
- The site must provide a minimum of 30% open space (this overrides the quantity requirement in Policy EP5).
- Level 2 Flood Risk Assessment (FRA) required, any mitigation measures must tie into the natural surroundings and made a feature of the development. No development within the functioning floodplain. All mitigation measures and drainage design must provide evidence that the risk of flooding will not be increased in the surrounding area or downstream of the site.
- A Water Framework Directive waterbody specific objective will require to be addressed
- Provide cycle and pedestrian access from Birnie Road in north west corner of site.
- New junction on A941 required, see TSP24. Links through to the Elgin South Masterplan area to be provided. To create a second access point onto the A941 careful consideration must be given to junction spacing and using the existing access to Burnside of Birnie is likely to be required. Connection to LONG3 to the south to be safeguarded.
- Transport Assessment required.
- Access for pedestrians, cyclists and public transport required.
- Phase 1 Habitat Survey required.
- 7% Archaeology evaluation required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) and Air Quality Assessment may be required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.

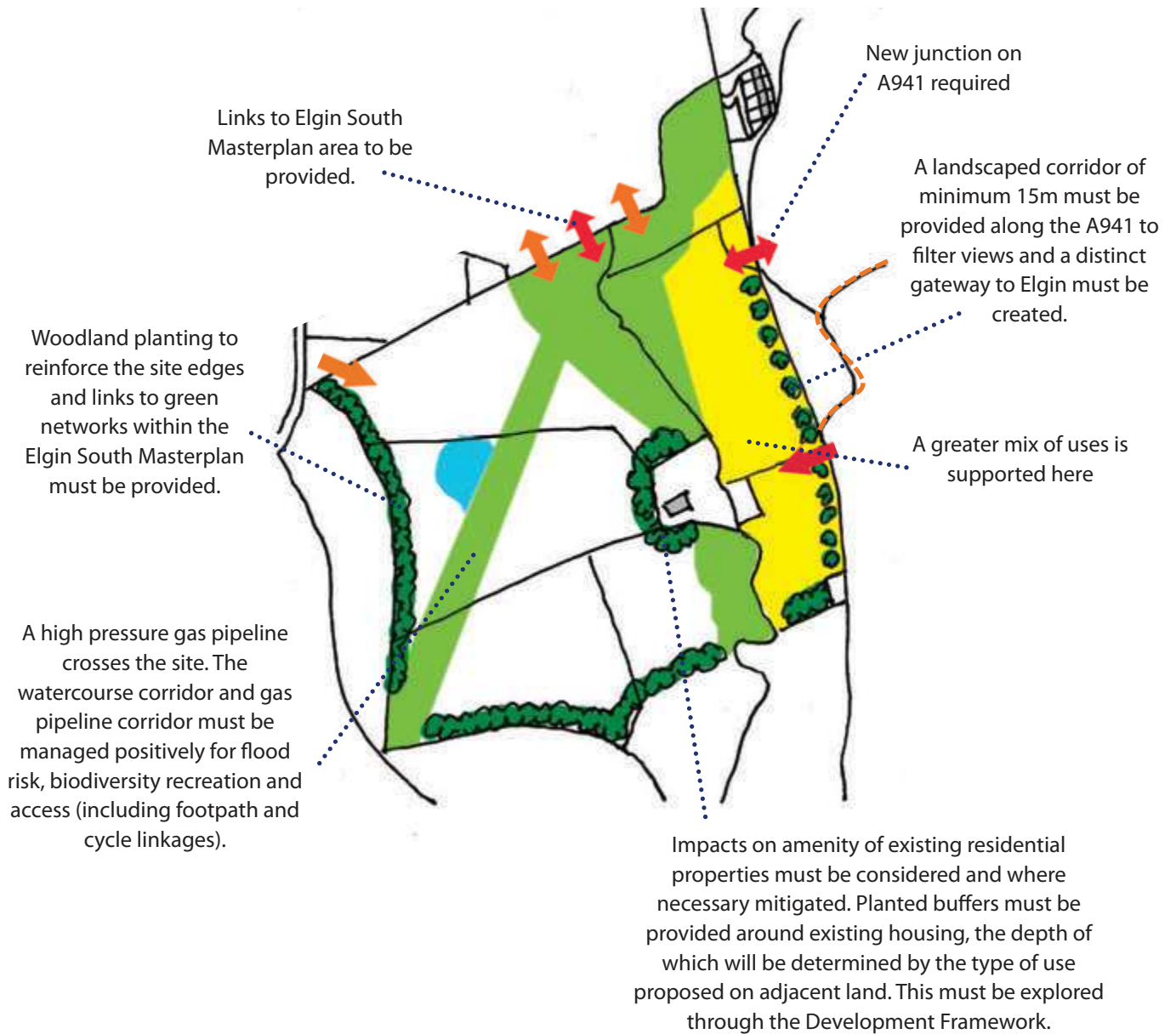
(\*This is a net area which excludes landscaping, areas at risk of flooding, and gas pipeline corridor etc.)







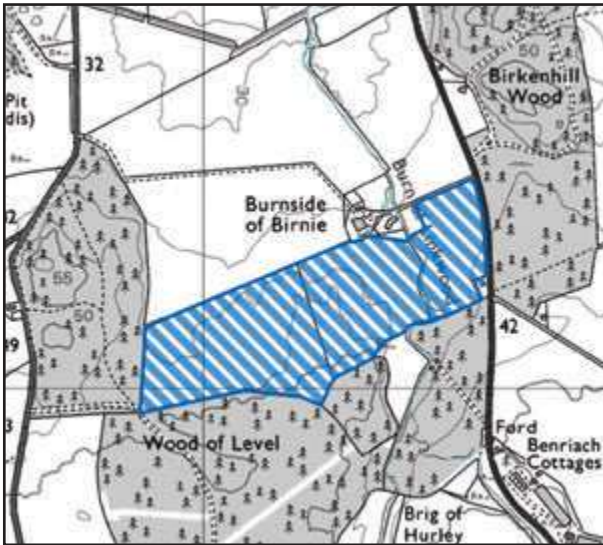
**Figure 1.5 Key Design Principles I16 and LONG3 Burnside of Birnie**



**LONG3**

**Burnside of Birnie**

**Industrial Estate**



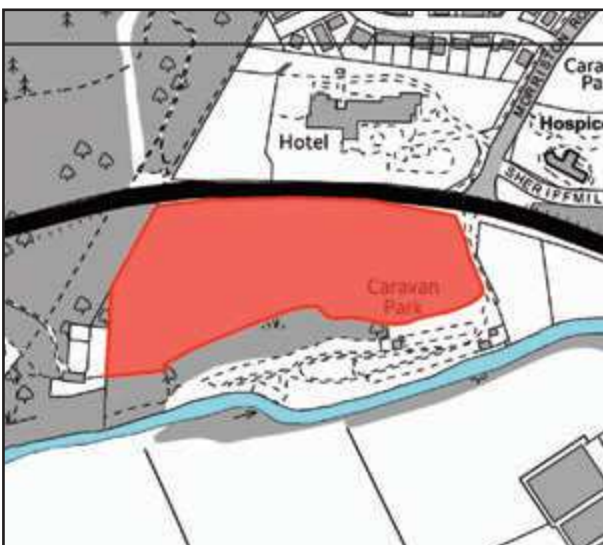
- A Development Framework, in conjunction with I16 is required. This must include the range of uses, landscaping and open space details and design requirements. Proposals must comply with the Key Design Principles set out in Figure 1.5.
- A landscaped corridor of 15m must be provided along the A941 to filter views.
- Woodland planting to reinforce the site edge and links to green networks within the Elgin South Masterplan must be provided.
- A high pressure gas pipeline crosses the site. The watercourse corridor and gas pipeline corridor must be managed positively for flood risk, biodiversity and recreation.
- The site must provide a minimum of 30% open space (this overrides the quantity requirement in Policy EP5).

- Phase 1 Habitat Survey required.
- 7% Archaeology evaluation required.
- Level 2 Flood Risk Assessment (FRA) required, any mitigation measures must tie into the natural surrounding and make a feature of the development. No development within the functioning floodplain. All mitigation measures and drainage design must provide evidence that the risk of flooding will not be increased in the surrounding area or downstream of the site.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required.
- New junction on A941 required (TSP24), along with vehicular connection to I16 to the north.
- Transport Assessment required.
- Access for pedestrians, cyclists and public transport required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.

**MIXED USE**

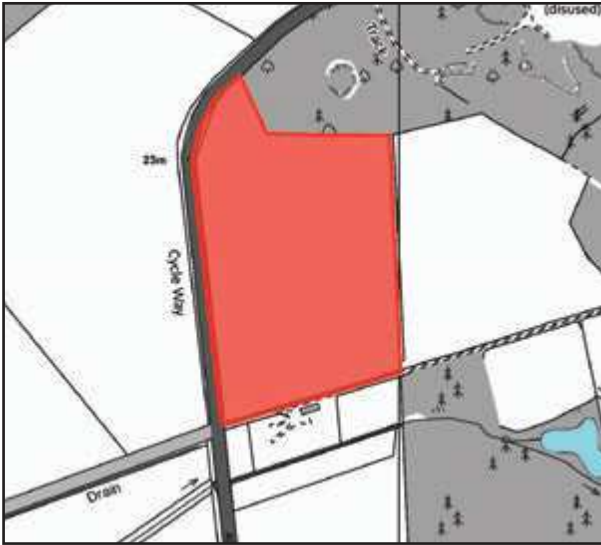
**MU1 Riverview 4 ha**

**Business, hotel, residential**



- Suitable uses are for business, hotel and/or residential.
- Development proposals must be compatible with the quality and high amenity setting of the site.
- A Landscaping and maintenance plan must be submitted that demonstrates how the quality and amenity of the setting of this gateway to Elgin will be maintained and enhanced.
- Existing access must be used.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.
- Residential development will require a Pocket Park to be provided.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.



**MU2 Lossiemouth Road (NE)****7 ha Business, live work units**

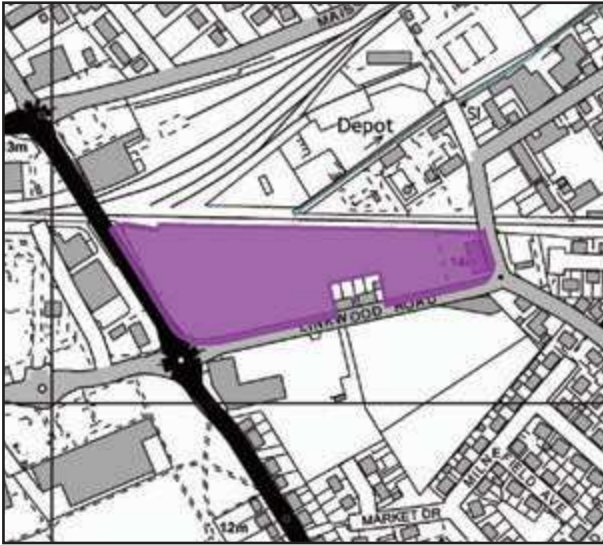
- Proposals must comply with the Key Design Principles set out in Figure 1.2 at site R12.
- Suitable for business uses within use Class 4 (Business) or light industrial uses that are compatible with surrounding uses. Up to 2ha of the site can be developed for live work units/workshops.
- The layout and design must integrate with the Findrassie Masterplan. This includes in terms of access, character, landscaping provision and open space provision.
- A Landscape and Planting Strategy is required.
- A gateway that creates a sense of arrival into Elgin must be created in conjunction with R12.
- Advance planting of avenue trees along A941 required.
- Access must be taken through site I8 to the south.
- Transport Assessment required. The impacts on junctions TSP9, 12, 17, 20 and 21 must be assessed and addressed.
- Flood Risk Assessment (FRA) required.
- Noise Impact Assessment required due to proximity to A941.
- Depending on business uses proposed noise and air quality may need assessed.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of buildings to mains water and sewerage should avoid such changes.
- A buffer strip of at least 6 metres between the watercourse and development is required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.





## OPPORTUNITY SITES

### OPP1 Flemings Sawmill, Linkwood Road 2.7 ha



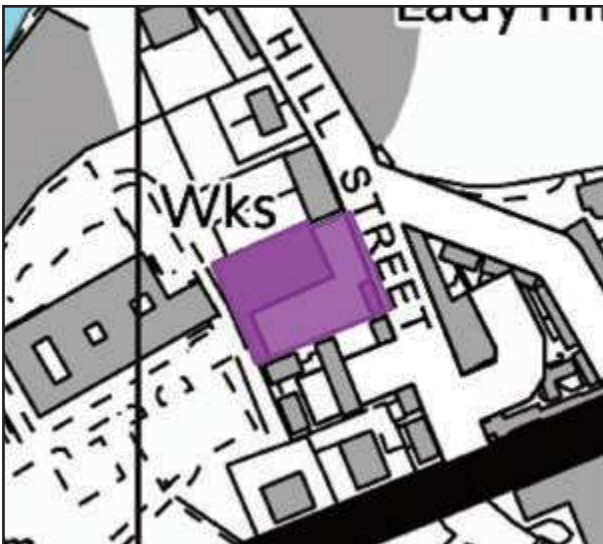
#### Suitable Uses

Commercial and Industrial

#### Site specific requirements

- Proximity to LPG tanks may constrain certain development types. Health and Safety Executive consultation required.
- A Transport Assessment is required which must assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. Land for improvements to TSP30 to be safeguarded.
- Access must be provided from Linkwood Road (not roundabout) along with improvements to pedestrian/cycle access on Linkwood Road.
- Uses that can exploit rail link for freight are encouraged.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of the watercourse.
- Contamination issues arising from the site's former use will require to be considered.

### OPP2 Hill Street/ Ladyhill 0.16 ha



#### Suitable Uses

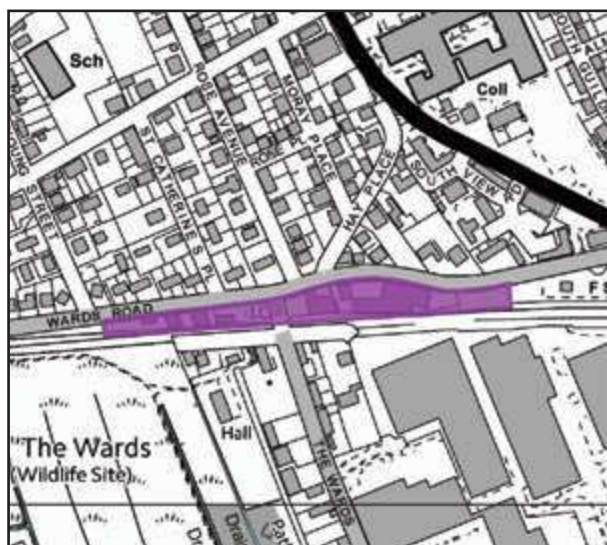
Residential

#### Site specific requirements

- Redevelopment opportunity for high quality flatted residential development.
- Contamination issues arising from site's former use will require to be considered.



**OPP3 Wards Road 0.9 ha**



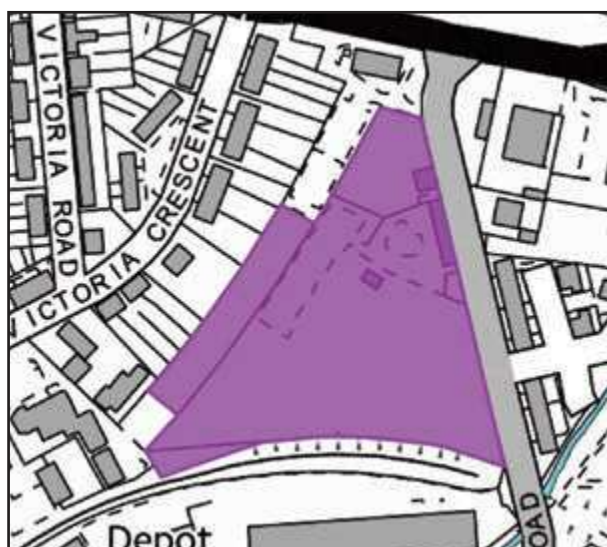
**Suitable Uses**

Class 4 Business or Residential

**Site specific requirements**

- Contamination issues arising from site's former use will require to be considered.
- Phase 1 Habitat Survey required.

**OPP4 Ashgrove Road 1.9 ha**



**Suitable Uses**

Residential, industrial or commercial uses

**Site specific requirements**

- Contamination issues arising from site's former use will require to be considered.
- Level 2 Flood Risk Assessment (FRA) required.
- Phase 1 Habitat Survey required.
- Opportunities to provide a pedestrian/cycle route through the site must be explored and safeguarded.



## OPP5 Auction Mart, Linkwood Road

3.5 ha



### Suitable Uses

Residential, office, industrial or commercial uses

### Site specific requirements

- Open space within development must incorporate public access for pedestrians and cyclists.
- Landscaping along the southern and eastern boundaries required to minimise impacts on neighbouring residential properties.
- Access must be provided from Linkwood Road (not roundabout) along with improvements to pedestrian/cycle access on Linkwood Road.
- Connection to Market Drive to the south of the site to be provided, if development is for housing or mixed use with housing.
- Proposals must look to reflect the historic use of the site as an agricultural auction mart in the character and design of buildings and public art.
- A Transport Assessment is required which must assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. Land for improvements to TSP30 to be safeguarded.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

## OPP6 Grampian Road 0.5 ha



### Suitable Uses

Industrial, office or commercial uses

### Site specific requirements

- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.
- Contamination and Noise Assessment depending on proposal detail.





## CENTRAL ELGIN



Central Elgin has many assets including its historic townscape, Cathedral, Cooper Park, Moray College, and well established brands and businesses. It is recognised that whilst Central Elgin has a strong identity it must do more to meet expectations of residents, business, investors and visitors. Central Elgin must adapt to offer more than just retail by investing in arts and culture and encouraging an evening economy.

The Vision that emerged from the Central Elgin Regeneration Public Design Charrette in 2015 was

***"In 2025 Central Elgin is the very heart of Moray, a vibrant thriving City Centre with a real buzz. Central Elgin has something for everybody: the young, families, older people, residents and visitors. This is a distinctive and compelling small city that now has a European reputation for its historic townscape, arts/culture and creativity and range of venues, spaces and activities. This includes the influential Moray College of Art, festivals and a strong evening economy."***

***Elgin also has a city centre for living with a wide choice of residential and visitor accommodation. The High Street has a diverse mix of independent businesses, uses/activity and is now pedestrian priority shared space. Cooper Park has been refreshed and offers a variety of sports and quiet facilities."***

***Central Elgin is an extremely well connected, walking and cycling friendly place and so it is very easy to navigate within and between Lossie Green, Cooper Park and the City Centre. The award winning 'Castle to Cathedral to Cashmere to City Centre' heritage experience is a significant attraction where the routes include engaging interpretation and feature lighting. The future of important buildings like St Giles' Church, Grant Lodge and the Town Hall have been secured and are well used facilities and popular venues."***

***Above all Elgin has a very committed and effective private, public and third sector partnership team that actively drives forward and promotes the Central Area."***

To deliver the Vision the Charrette report sets out Action Plan Programmes to deliver the Vision.

### Central Elgin Masterplan

A masterplan will be prepared for Central Elgin. This must take forward the key concepts of the Charrette including

- A focus on bringing people into Central Elgin.
- Improving connectivity between the Town Centre, Lossie Green and Cooper Park.
- Creation of a Cultural Quarter with landmarks and destinations that support the arts and culture.
- Diversification of uses to support the vitality and viability of the town centre.
- Proposals that support health and wellbeing.
- Enhancement of green networks.



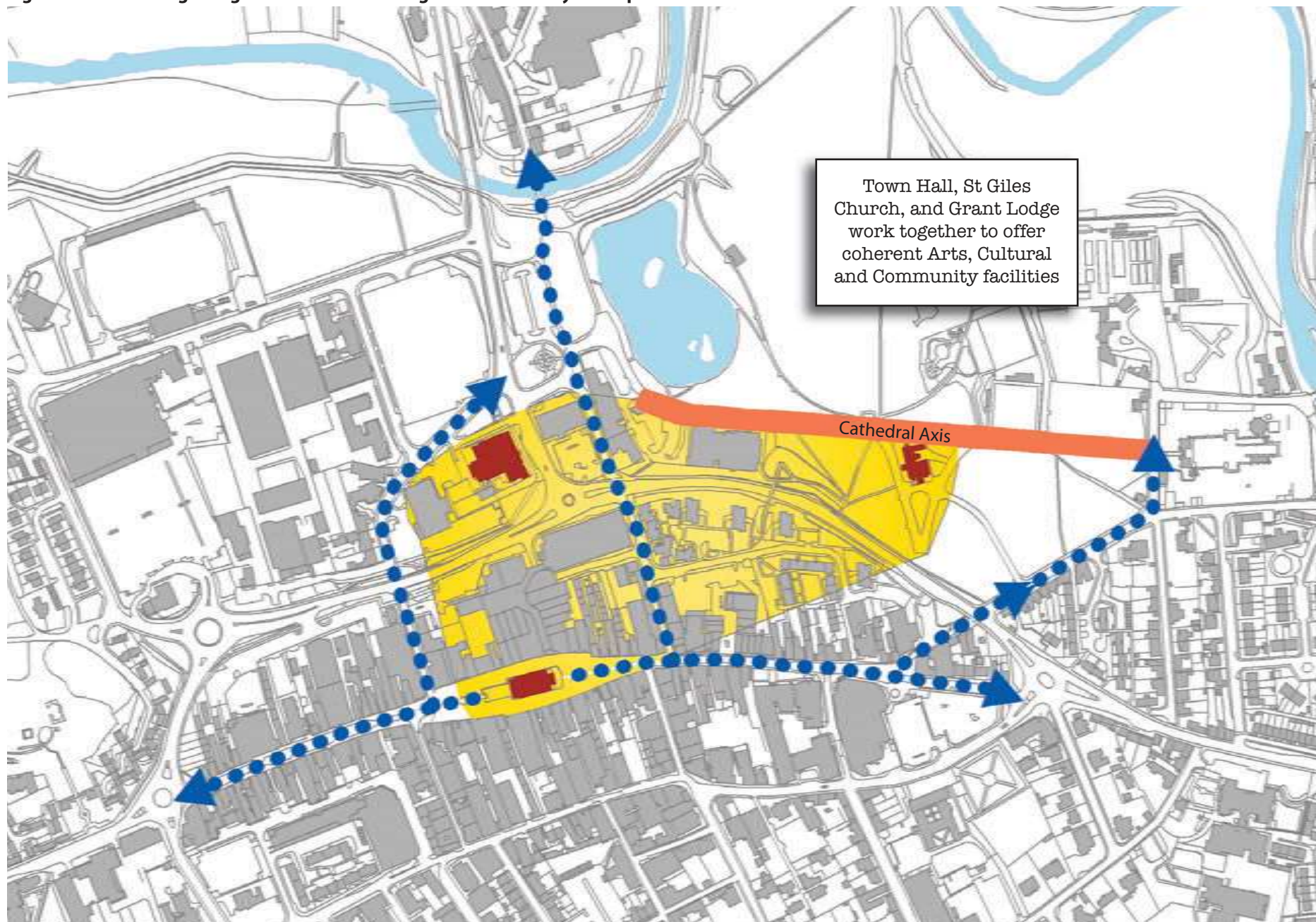
Key proposals and interventions from the Charrette are detailed in the following figures.

A key concept from the Charrette is for the three Landmark buildings, (the Town Hall, St Giles Church and Grant Lodge) to work together to offer a coherent array of art, culture and community facilities. Each building to have its own function that compliments the other landmark building helping to create a cultural quarter in the heart of Elgin.





Figure 1. 6 Central Elgin Regeneration Public Design Charrette – Key Concept





Other actions focus on regenerating key areas, placemaking and placemending. These include redevelopment of key areas and key buildings which are currently or may become available for development. Some of these have been identified as Opportunity Sites (OPP) and include Gordon MacPhail, Lossie Green, Elgin Town Hall, Grant Lodge and the Walled Garden. Other actions are highlighted on Figure 1.7.



High Street East



A96 Underpass



High Street East



Batchen Street



Lossie Green



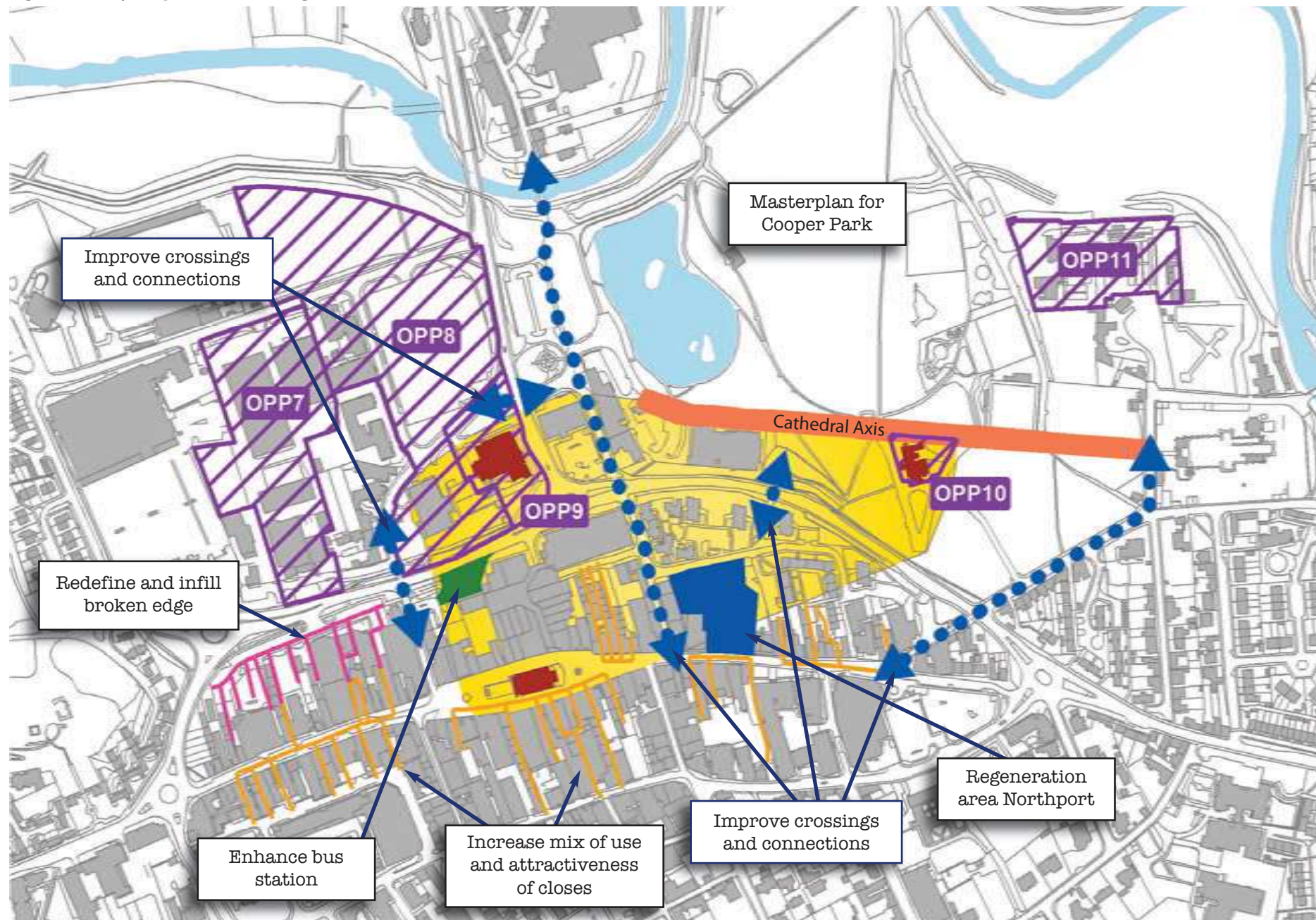
Thunderton Place



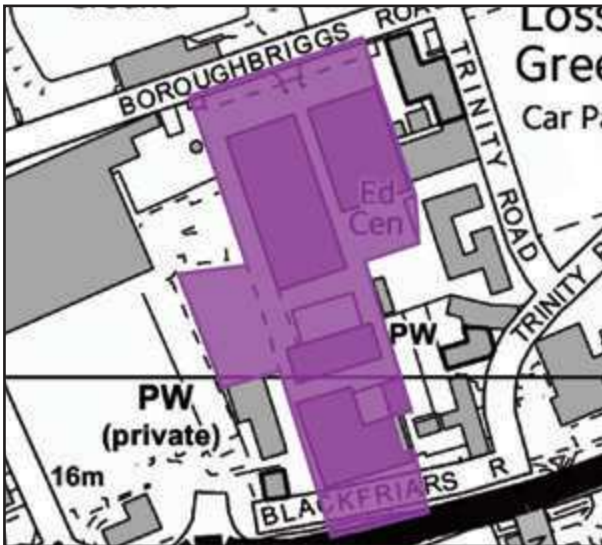




Figure 1.7 Key Proposals Central Elgin



### OPP7 Gordon Macphail, Borough Briggs 1.9 ha



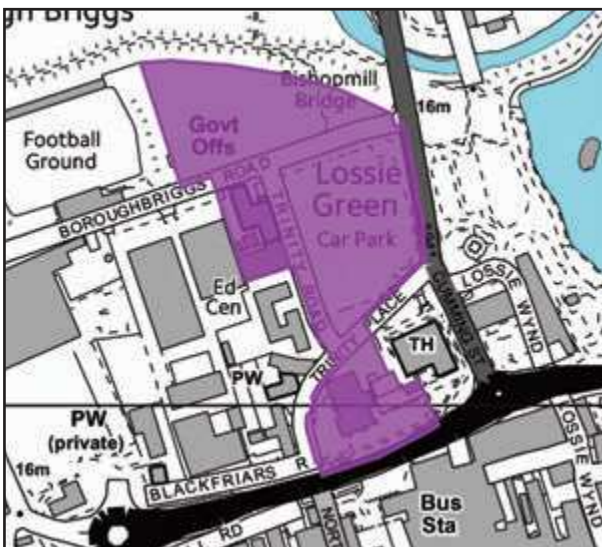
#### Suitable Uses

Commercial, community and retail

#### Site specific requirements

- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures will be permitted.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.
- Contamination and Noise Impact Assessments may be required depending on proposal detail.
- Transport Assessment required, the scope of which must be agreed with Transport Scotland and Moray Council Transportation.
- Connectivity through the site, to the town centre for pedestrians and cyclists required.

### OPP8 Lossie Green 3.8 ha



#### Suitable Uses

Leisure, office, retail

#### Site specific requirements

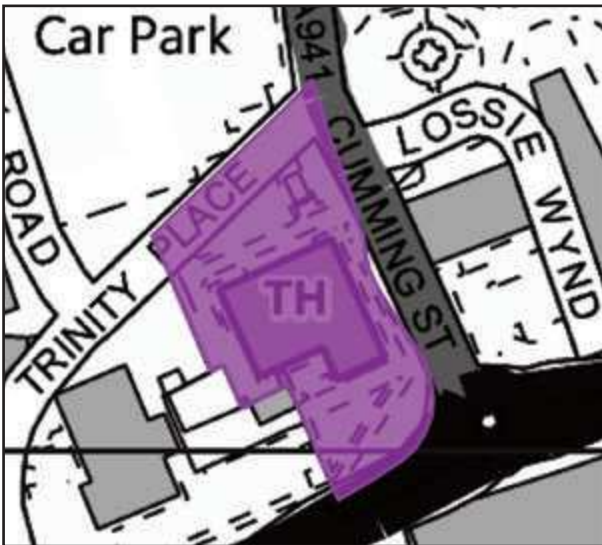
- Transport Assessment required, the scope of which must be agreed with Transport Scotland and Moray Council Transportation.
- Parking Appraisal required, this must consider loss or displacement of parking (including for HGV). Scope of assessment to be discussed with Moray Council Transportation.
- Connectivity through the site, to the town centre and river for pedestrians and cyclists required.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures will be permitted.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.





**OPP9 Town Hall**

**0.6 ha**



**Suitable Uses**

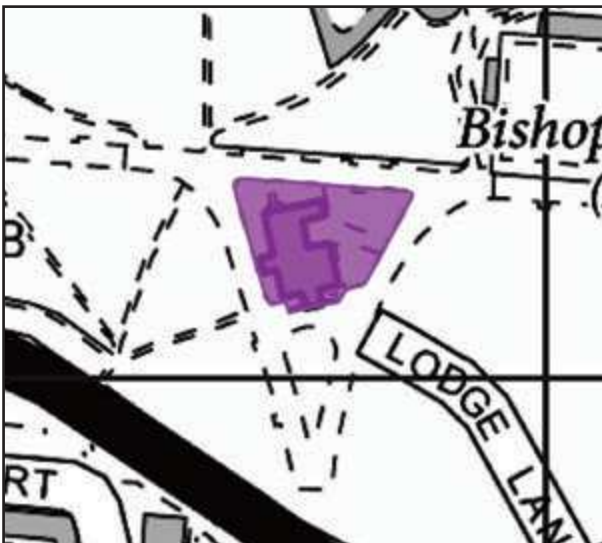
Arts, Cultural and Community Facilities

**Site specific requirements**

- Redevelopment, extension and reconfiguration of existing Town Hall to provide enhanced arts, cultural and community facilities will be supported.
- Proposals must enhance the public realm around the Town Hall.
- The Town Hall is Category B Listed and potential heritage impacts will require to be assessed.
- Prior to any redevelopment of the site a Standing Building Survey of the existing building is required.

**OPP10 Grant Lodge**

**0.17 ha**

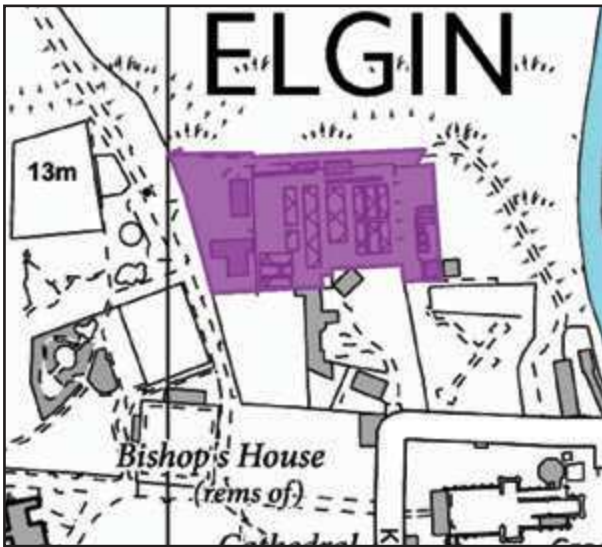


**Suitable Uses**

Arts, Cultural and Community/Visitor Facilities

**Site specific requirements**

- Review of parking provision required to assess if adequate for proposed use.
- Grant Lodge is Category B Listed and potential heritage impacts will require to be assessed.
- Prior to any redevelopment of the site a Standing Building Survey of the existing building is required.
- Improvements to the quality of pedestrian and cycle connections leading from the town centre to Grant Lodge required.

**OPP11      Walled Garden      0.96 ha**


Walled Garden

**Suitable Uses**

Arts, Cultural and Community/Visitor Facilities. Other potential uses to be considered and refined through development of the Central Elgin Masterplan.

**Site specific requirements**

- Given the listed buildings on the site and proximity to the Scheduled Monuments of Bishop's House and Elgin Cathedral, any development must be informed by a detailed assessment of potential heritage impacts. Consideration must be given to the scale and height of proposals and impacts on views to and from the Cathedral, and detrimental impacts must be avoided.
- Given the Listed Buildings and historic setting only development of exceptional design quality that respects this sensitive setting is acceptable. Materials must reflect that of the historic buildings, and include use of slate and stone.
- Only hotel proposals that aim to achieve a 4 or 5 star rating will be considered acceptable where tourist accommodation is proposed.
- Prior to any redevelopment of the site a Standing Building Survey is required.
- Access options to be considered are via King Street and/or through Cooper Park. Primary access must be via King Street rather than through Cooper Park. Access will require to be upgraded and suitable access for refuse and servicing must be considered.
- Direct links to the Core Path and Active Travel Network must be provided.
- As part of the consideration of redevelopment of the site alternative sites for some existing uses will require to be identified.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6 metres of existing flood alleviation measures will be permitted.





## Redefining Cooper Park

Developing a masterplan for Cooper Park is key step to redefining this and supporting the actions identified in the Charrette report. See Figure 1.8 for Key Proposals.



*Pond, Cooper Park*



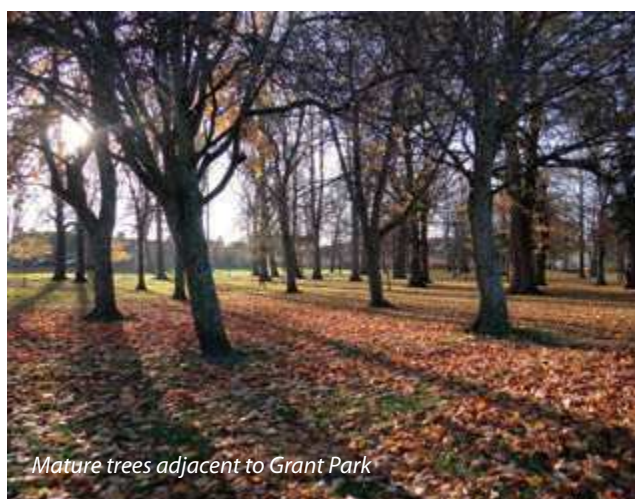
*Bridge connection to Bishopmill*



*Cycle Path*



*Skate Park*



*Mature trees adjacent to Grant Park*

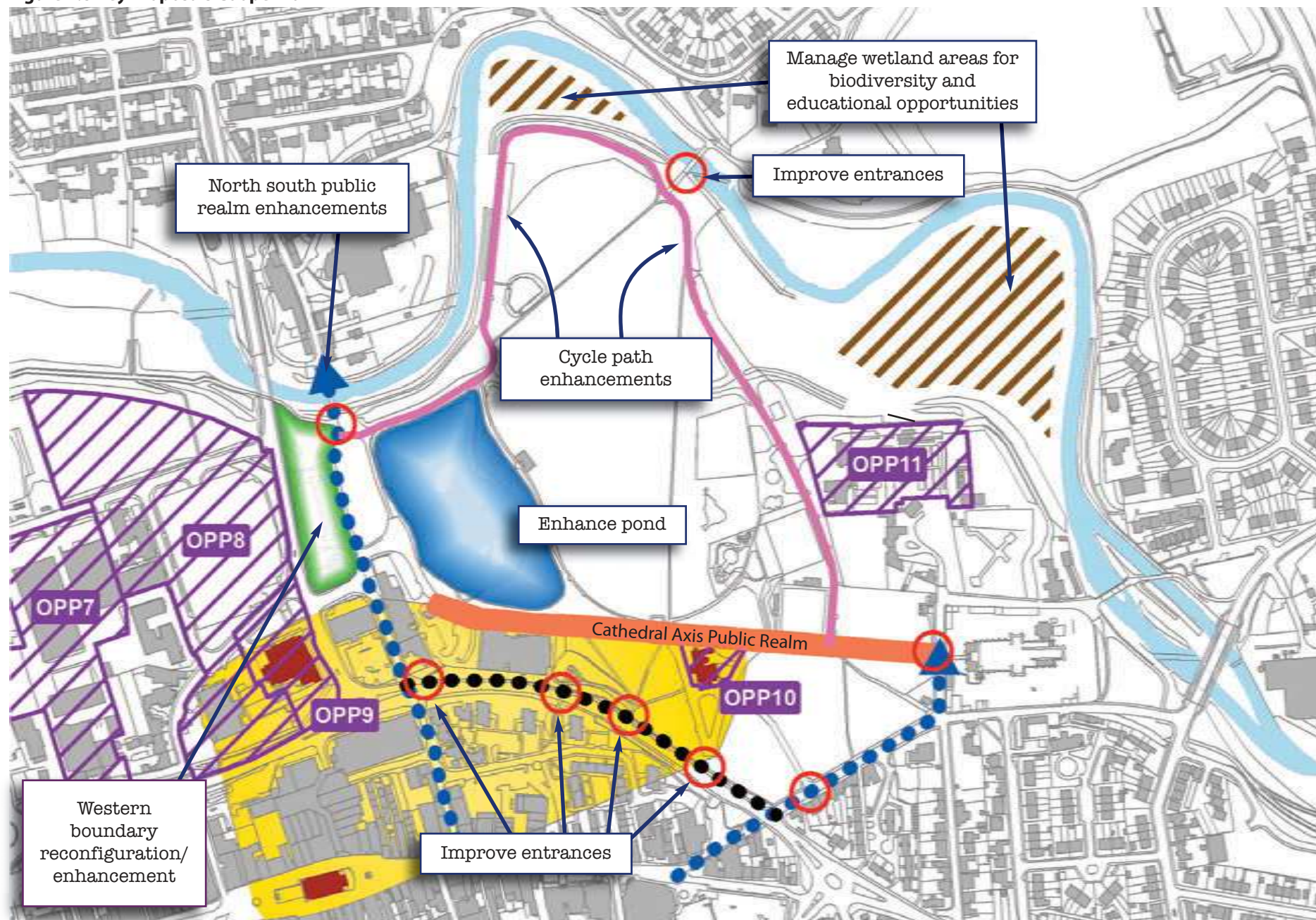


*Cathedral Axis*





Figure 1.8 Key Proposals Cooper Park



## Town Centre/Core Retail Area (CRA)/Commercial Centre

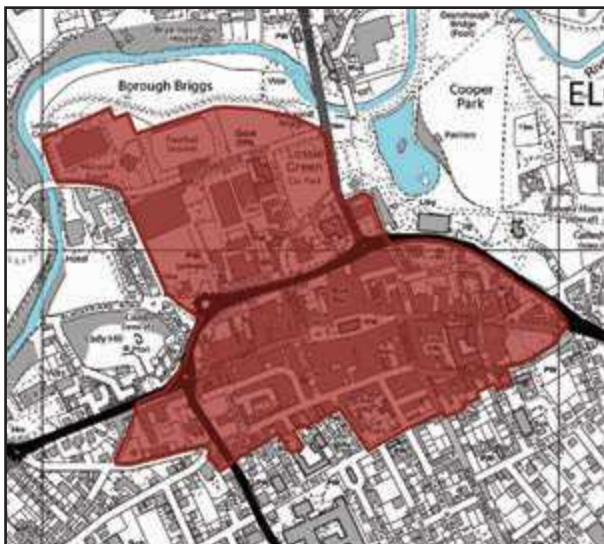
Elgin Town Centre is the main focus for retail development in Moray and is identified as the Principal Town Centre within Policy DP7. This recognises Elgin Town Centre's regional function as a focus for retail, leisure, entertainment, and cultural activities. A diverse mix of uses is encouraged within the town centre. Retail, commercial, leisure, entertainment, recreation, tourism, cultural, residential and community facilities all contribute to maintaining the vitality and viability of the town centre.

New retail proposals and other development likely to attract significant footfall will be directed to the town centre. Policy DP7 Retail/Town Centres requires a sequential approach to be taken to site selection whereby sites are considered in the following order; Town Centre, edge of centre, Commercial Centres, Brownfield or OPP sites and lastly out of centre sites.

It is recognised that the Edgar Road area is an established retail area that helps to maintain Elgin's competitiveness with Inverness and Aberdeen. The Edgar Road area is therefore identified as a Commercial Centre.

For the purposes of applying Policy DP7 Retail/Town Centres the following designations are identified on the Elgin Settlement Map.

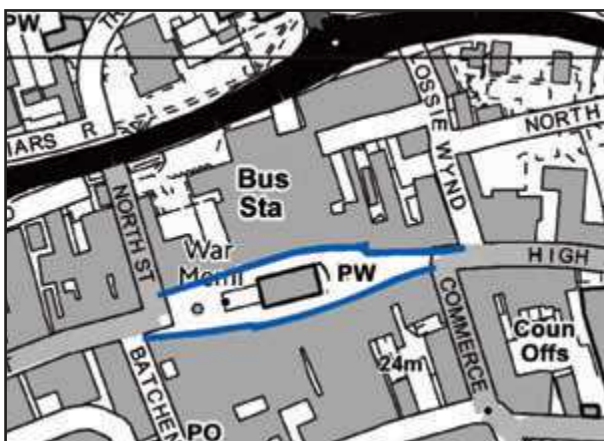
### TC Elgin Town Centre



#### Suitable Uses/Role of Centre

- To support a diverse mix of uses and be the largest regional retail offer. A focus for leisure, entertainment, recreation, and cultural and community activities, particularly with a regional market/catchment.
- A Flood Risk Assessment may be required for planning applications in this area. Northern parts of the Town Centre that are defended by the Elgin Flood Alleviation Scheme are not suitable for more vulnerable uses.

### CRA Elgin Town Centre – Core Retail Area

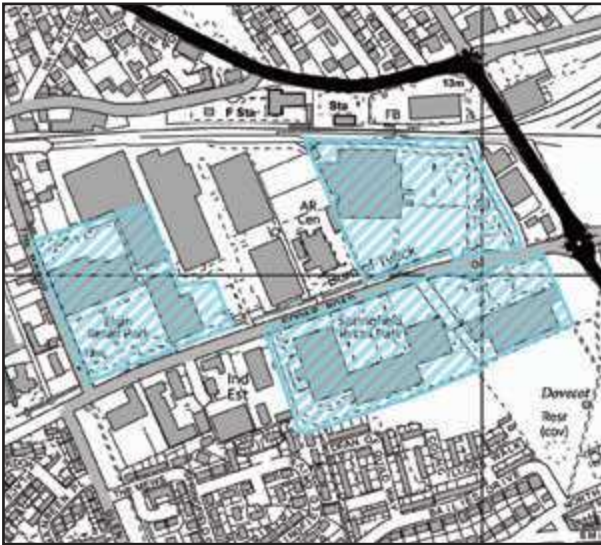


#### Suitable Uses/Role of Centre

- Within Core Retail Areas (identified on settlement maps, CRA), at ground level, only development for Use Class 1 Shops, Use Class 2 Financial, professional and other services, or Use Class 3 Food and drink will be supported.



## CC Edgar Road Commercial Centre

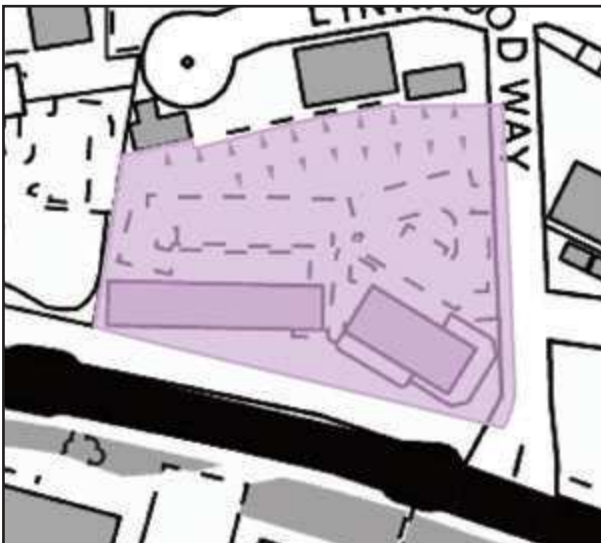


### Suitable Uses/Role of Centre

- To meet the demand for comparison and bulky goods retailing where these cannot be accommodated within the town centre or edge of centre. Help stem leakage outside the region.
- A Flood Risk Assessment may be required for planning applications in this area.

## TOURISM

### T1 Linkwood



### Suitable Uses

- Existing site that supports tourism with hotel and restaurant.

### Site Specific Requirements

- Landscape strip along the A96 must be retained and enhanced with tree planting.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Elgin will be safeguarded from development that is not related to its current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Maggot Wood (EL/OS/011), Doocot Park (EL/OS/014), Biblical Garden (EL/OS/025), Cooper Park (EL/OS/027), Seafield (EL/OS/033), Mayne/Bilbohall (EL/OS/041)
ENV2	Amenity Greenspace	Bain/McMillan Avenue (EL/OS/006), Fairway Avenue (EL/OS/007), Waulkmill Grove (EL/OS/016), Spynie Brae/Covesea Rise (EL/OS/036), Milnfield Avenue (EL/OS/039), Hardhillock (EL/OS/047), Fraser Avenue (EL/OS/052), Pinefield (EL/OS/054), Moray College, The Oaks, Southfield/Thornhill Drive, Linkwood Steading Amenity, Duffus Heights Amenity Area, Kintrae Crescent, Birnie Road
ENV3	Playspace for Children and Teenagers	Greenwards Playspace (EL/OS/002), Glassgreen Playspace (EL/OS/004), Bain/McMillan Avenue (EL/OS/006), Kingsmill Playspace (EL/OS/022), School/Dyke Walk (EL/OS/031), Nelson Square (EL/OS/037), Calcots Crescent (EL/OS/043), McBeath Avenue (EL/OS/044), Reynolds Crescent (EL/OS/045), Esmonde Gardens (EL/OS/049), Ferrier Terrace (EL/OS/050), McIntosh Drive (EL/OS/053), Pinefield (EL/OS/054), Manitoba (EL/OS/056), Bisset Beat, Gleneagles Drive, Kintrae Crescent, Duffus Crescent
ENV4	Sports Areas	Linkwood Playing fields (EL/OS/003), Pinefield Playing fields (EL/OS/009), Deanshaugh (EL/OS/028), Morriston Playing Fields (EL/OS/051), Elgin Golf Course, Driving Range, Elgin Academy/Bishopmill Primary School, Westend Primary School, Seafield Primary School, Eastend Primary School, St Sylvesters, New Elgin Primary School
ENV5	Green Corridors	East Road (EL/OS/008), Sandy Road (EL/OS/020), Thornhill (EL/OS/046), Myreside Circle (EL/OS/048), Reiket Lane (EL/OS/055), Reiket Lane/Ashgrove Road Cycle Path (EL/OS/057), Lossiemouth Road (EL/OS/059), Borough Briggs (EL/OS/060), Lesmurdie (EL/OS/063), River Lossie Corridor and Cyclepath (EL/OS/064), Linkwood Burn (EL/OS/078), Linkwood Path (EL/OS/079), Old Railway Elgin South (EL/OS/080), Morriston Road (EL/OS/084), Glassgreen



REF	Type of Open Space	Location
ENV6	Natural/Semi-Natural Greenspace	Lesmurdie House (EL/OS/010), North East Amenity Land (EL/OS/012), Wards Wildlife Site (EL/OS/013), South and East of Spynie Hospital (EL/OS/018), Marleon/Lesmurdie Wood (EL/OS/021), Lesmurdie Wood (EL/OS/026), Palmers Cross (EL/OS/042), Sherriff/Old Mills (EL/OS/061), Kockmasting Wood (EL/OS/067), Findrassie Woods (EL/OS/068), Quarrelwood (EL/OS/072), Mayne Wood (EL/OS/075), Birkenhill (EL/OS/077), Oakwood/Quarrelwood (EL/OS/081), Bogs of Linkwood, Hallowood/Moss of Barmuckity
ENV7	Civic Space	Ladyhill (EL/OS/040), Elgin Cathedral
ENV8	Allotments	Part of ENV4 at Pinefield Playing fields (EL/OS/009)
ENV9	Cemeteries and proposed extensions	Elgin Cemetery (Linkwood Road) (W), Elgin Cemetery (Linkwood Road) (E), New Cemetery (Elgin South)
ENV11	Other Functional Greenspace	Hamilton Gardens SUDs

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
CA	Conservation Area	Elgin High Street Conservation Area, Elgin South Conservation Area
TPO	Tree Preservation Order	The College King Street, Linkwood, East Road, Reiket Lane, Oakbank Duffus Road, Dunkinty House, Lesmurdie Road, Dunbarney House West Road, Mayne Farm Road, and Pluscarden Road.
SLA	Special Landscape Area	Quarrelwood; and Spynie



## COMMUNITY FACILITIES

### CF1 Dr Gray's Hospital



#### Suitable Uses

- Site safeguarded for health services.

### CF2 Linkwood Primary School and Moray Sports Centre



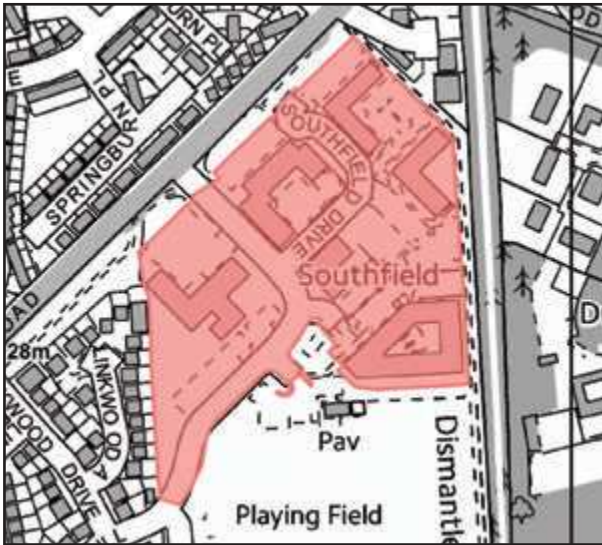
#### Suitable Uses

- Site safeguarded for new Primary School and for a sports centre.





### CF3 Thornhill Neighbourhood Facilities



#### Suitable Uses

- Site safeguarded for neighbourhood shops, community uses and offices.

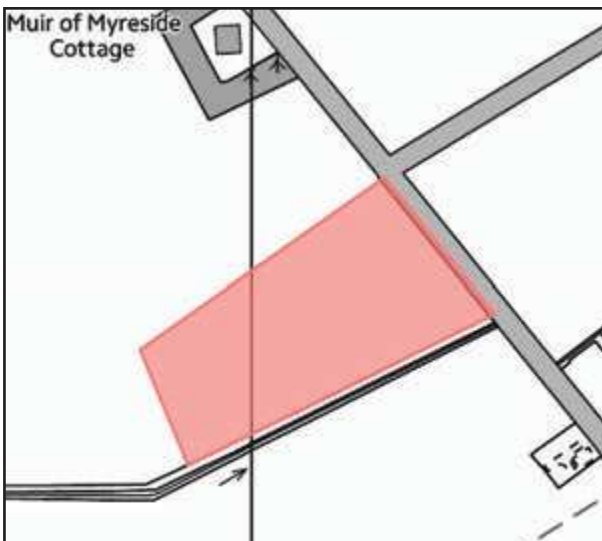
### CF4 Glassgreen Primary School



#### Suitable Uses

- 2.5ha site safeguarded for new Primary School.

### CF5 Findrassie Primary School



#### Suitable Uses

- 2.5ha site safeguarded for new Primary School . A Flood Risk Assessment (FRA) may be required.



## INFRASTRUCTURE

Sites denoted on the Infrastructure, Green Network and the Transport Proposals (TSP) Maps will be required to contribute to and/or provide the infrastructure identified to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out on the maps are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	New Primary School (Linkwood) and 2.5ha serviced site	LONG2, R19
Primary Education	New Primary School (Glassgreen) and 2.5ha serviced site	R1, R3, R4, R5, R6, R7, R20, LONG2
Primary Education	New Primary School (Findrassie) and 2.5ha serviced site	R11, R12
Primary Education	Extension to Bishopmill Primary School or alternative provision	R9, R22
Primary Education	Extension to Seafeld Primary School or alternative provision	R13
Secondary Education	Extension to Elgin High School or alternative provision	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5
Secondary Education	Extension to Elgin Academy or alternative provision	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4
Healthcare (Health Centres)	New Health Centre/hub facility within Elgin South or alternative provision	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5
Healthcare (Health Centres)	Extension to Maryhill Health Centre or alternative provision	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4
Healthcare (Health Centres)	Extension to Elgin Community Surgery or alternative provision	Windfall sites
Healthcare (Dental Chairs)	5 x Additional Dental Chairs	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, LONG1, LONG2, OPP2, OPP3, OPP4, OPP5
Healthcare (Pharmacies)	1 x Additional Pharmacy within Elgin South	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5



## 17 Barmuckity- Barmuckity Business Park Strategic Framework

### 1 Introduction

The purpose of this document is to provide a framework in both landscape and land use terms to set the context within which all future proposals and planning applications will sit to provide consistency and continuity. The framework should be read in conjunction with planning approval 09/00883/FUL granted on 14 July 2011 that granted consent for the road layout that is under construction.

Individual proposals for development plots or groups of plots within the site will be the subject of future planning applications in their own right and the Council will ensure these are consistent with this framework.

### 2 Land Uses

The balance of uses proposed within the framework aim to promote delivery by ensuring the project is economically viable. The mix includes some higher value uses to help support the delivery of business and industrial uses. The proposed land uses with the Business Park will include

Area on Plan	Area (acres/hectares)	Uses	Phase
Area 1 Area 4 Area 5	5.26 acres/2.13ha 11.11 acres/4.49ha 19.9 acres/8.07 ha	Use Class 4 Business, Use Class 5 General Industrial and Use Class 6 Storage and distribution	Phase 1
Area 2 Area 3	7.39 acres/2.97ha 4.32 acres/1.75 ha	Use Class 1 Shops (where retailing is ancillary to the main use)*, Use Class 4 Business, Use Class 5 General Industrial, Use Class 6 Storage or distribution, Use Class 7 Hotel and Hostels, and Use Class 11 Assembly and Leisure*	Phase 1
Area 6	6.7 acres/2.69 ha	Use Class 1 Shops (where retailing is ancillary to the main use)*, Use Class 4 Business, Use Class 5 General Industrial, Use Class 6 Storage or distribution, Use Class 7 Hotel and Hostels, and Use Class 11 Assembly and Leisure*	Phase 2

\* Retail proposals and other uses generating significant footfall will be assessed against "Policy DP7 Retail/Town Centres"

The phasing proposed reflects that the eastern part of the site is more readily developable. Phase 2 will require further work to establish the extent of flood risk .

### 3 Key Design Principles for Development Areas

The section below sets out some broad design principles for development of the areas identified in the plan.

#### Areas 1, 4 and 5

- Uses with lower numbers of public visitors and buildings of a more industrial/manufacturing nature will be placed to the rear (South) of the site where there is greater screening by other buildings and more planting to reduce impacts when viewed from out-with the site.
- Smaller units must be clustered together.
- Trees and shrubs must be used to define plots and filter views. Species must reflect that used in the wider landscaping (see section 4) and provide seasonal variation.
- Buildings must have positive frontages onto roads.
- Parking must be to the rear and broken up with tree planting or landscaping.
- In Area 1 key frontages on the north West and north east corner which are located on key junctions must contain buildings that address the corner with positive frontages.





#### Areas 2, 3 and 6

- Buildings within this area will include functions principally for visiting members of the public. Accessibility by all modes must be provided.
- Buildings must be of the highest standard of design, and have positive frontages to the A96 where visibility will be greatest.
- The area safeguarded for the overhead power lines should include parking and low level planting that is compatible with the power line.
- Parking provision must be to the rear and broken up with landscaping and planting
- In these locations landscaping and planting will perform less of a screening function and will be used to filter and frame views to and from the site. The A96 frontage will include low level shrub planting and widely spaced feature trees giving an avenue like feel with broken views to and from buildings. Tree planting to be provided within development areas.
- Buildings within Area 6 must maximise frontage onto the SUDS/wetland feature as well as the A96.
- In areas 2 and 3 buildings closer to the roundabout access must positively address the A96, the main access road off the A96 into the Business Park and internal roads to the south to create a clear sense of arrival to the Business Park. This gateway area can include 2-3 storey buildings.

#### 4. Wider/Strategic Landscape Principles Phase 1

Wider/Strategic and boundary landscaping must be provided see framework plan. For Phase 1 this must be provided in line with the approved Landscape Design for Elgin Business Park – Phase 1 as submitted to the Council on 30th May 2018.

##### Eastern Site Edge

Substantial double row of semi mature Scots Pine trees to be planted along a flat top bund. Planting must screen development and reduce visual impacts on the setting of Elgin. A woodland edge mix is to be planted to create an understorey.

##### Southern Boundary/Railway Edge

Retention of existing trees required along with substantial new tree planting along the boundary. Mix of Scots Pine, birch, and Rowan/Ash to be used. A woodland edge mix to be planted to create an understorey. Planting must soften views from the railway and provide a planted backdrop to development. The south western corner of the site must be planted as a small woodland.

##### A96 Frontage

Low level hedging (mix of Beech, cherry, Box and honeysuckle) to be provided along A96 frontage. Mix of shrubs to be planted between the hedge and road edge must provide colour and seasonal variation. Bulb planting to be provided along road edge. Opportunities for tree planting are restricted due to a major water main and the offsets required to this. However, opportunities to plant trees at the Business Park entrance and north east corner must be provided. Tree planting within development areas that front onto the A96 will be required.

##### A96 Roundabout and Business Park Entrance

The significant entrance adjacent to the roundabout must have a specific treatment to accentuate the entrance. Landscaping must incorporate planting which helps to define this gateway, including level changes, earth shaping, stone walling, shrub hedge and tree planting to create a distinct gateway to the site.

Two sections of stone dyke to be constructed on the immediate entrance to the Business Park to define the key entry point to the site. Earth shaping to raise levels at the entrance to be provided to help create a distinct gateway to the site.

Roundabout to be planted with low level hedging framing a central shrub bed with bulb planting around the outer edge.

Main internal access road to be planted with an avenue of Rowans with varying colours. Shrub and bulb planting to be provided to the edge of footpath.

##### Edge of Barmuckity Farm Buildings.

The edge of Barmuckity Farm buildings has been planted with mixed woodland planting.



## Phase 2

Wider/Strategic and boundary landscaping must be provided (see framework plan) and detailed landscaping plans must be submitted in this respect. Proposals must comply with the principles set out below. It is noted that the approved Landscape Design for Elgin Business Park as submitted to the Council on 30th May 2018 is for Phase 1 only.

### Wetland and Water Features

A water feature and wetland area must be created. This must be designed into development to provide a focal point with multiple benefits in terms of providing SUDS, biodiversity, visual amenity, unique character, and recreation. The ecological benefits of the water feature must be enhanced by relevant planting.

Planting in the open space around the wetland water feature must define this area as a parkland setting. The setting must provide for the needs of residents and workers both visually and for passive recreation. This will include shrub planting, provision of seating and viewpoints. Low level hedges must be used to define the area around the wetland water feature. Public safety, and in particular that of children, must be considered in the design of the wetland and the area around this.

### Western Edge

Substantial double row of semi mature Scots Pine trees to be planted. Planting must screen development and reduce visual impacts.

### A96 Frontage

Landscape treatment the same as Phase 1 must be provided to create a unified frontage. See Phase 1 A96 Frontage.

## 5. Access

Provision must be made for public transport stops on the A96 frontage close to pathways. Internal roads must allow for public transport routes including appropriate stopping places and provide a second point of access for emergency vehicles.

Cycle and pedestrian connections linking the Business Park to existing active travel routes must be provided. Existing pedestrian and cyclist pathways at the northern edge of the site must be linked to the internal path network. Internal pathways must be planted to define these as safe and enjoyable non-vehicular routes. An active travel link to Barlink Road via a new bridge must be provided. Cycle and pedestrian routes must be provided early within the development to ensure access to early phases. Lighting to paths, and informal/formal routes must be provided to ensure a safe walking and cycling environment.

Less formal footpaths and walking routes must be provided through landscaped areas, providing recreational routes, and pedestrian permeability within the site

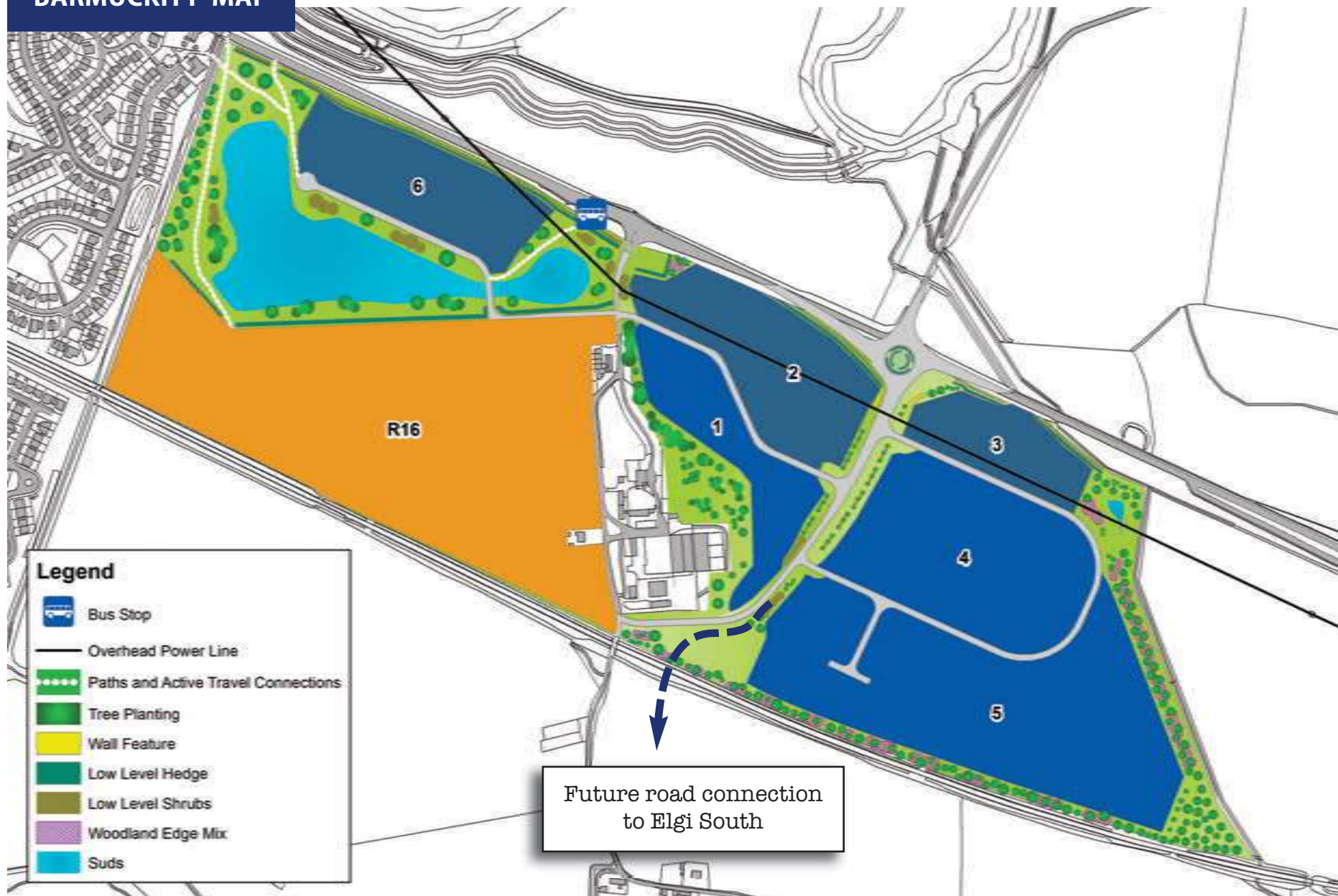
An indicative location for a future road connection to the Elgin South development area is shown on the plan with an arrow. Transport Scotland and the Council's Transportation service will be consulted on detailed planning proposals.

## 6. Flood Risk

Areas within the designation are at fluvial flood risk and form part of the functional floodplain of the Linkwood Burn. There is also flood risk associated with the Spankey Burn and areas at risk of surface water flooding. Detailed proposals must include Flood Risk Assessment, Flood Risk mitigation and drainage design. SEPA and the Council's Flood Risk Team will be consulted on detailed development proposals.



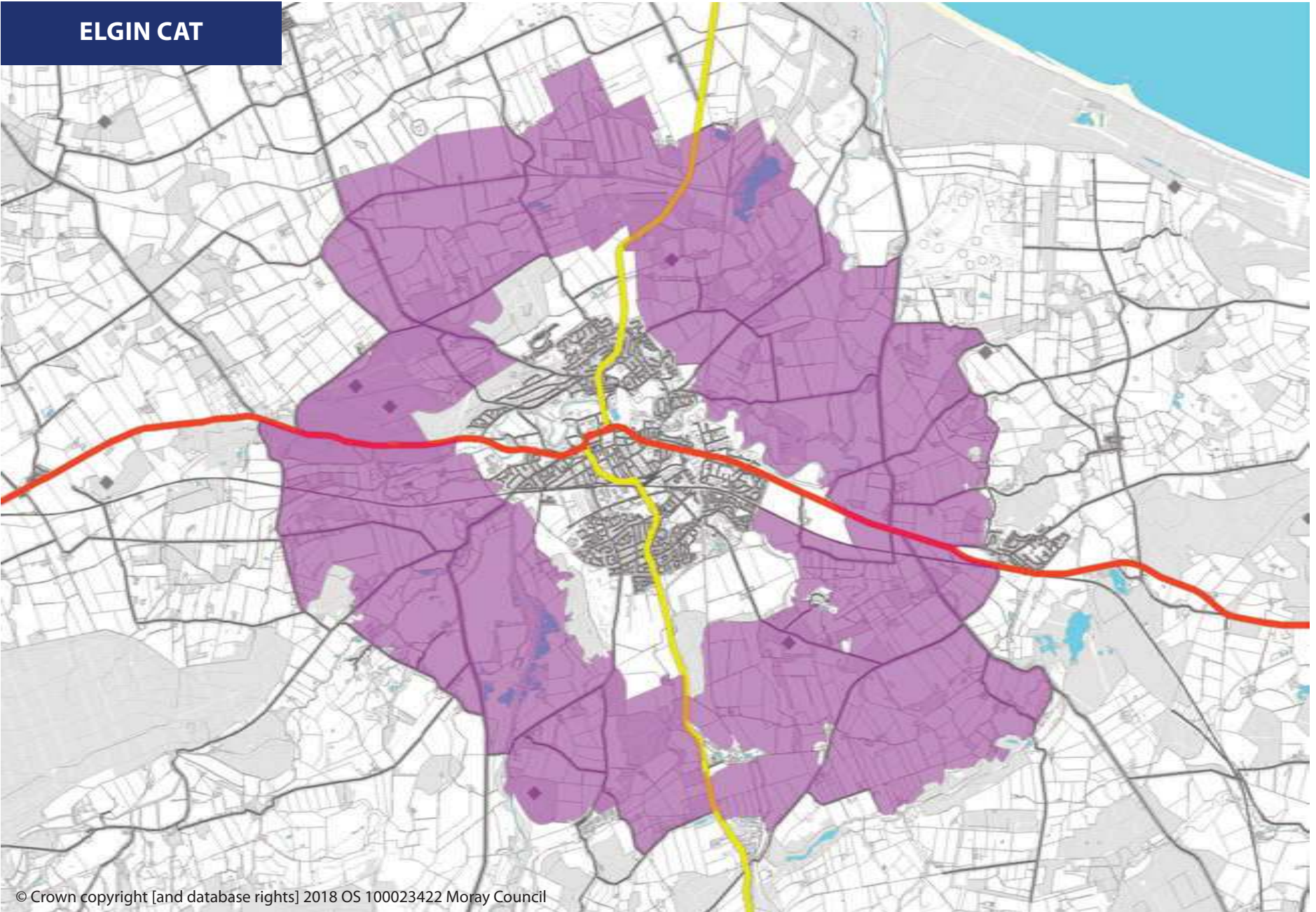
## BARMUCKITY MAP







## ELGIN CAT



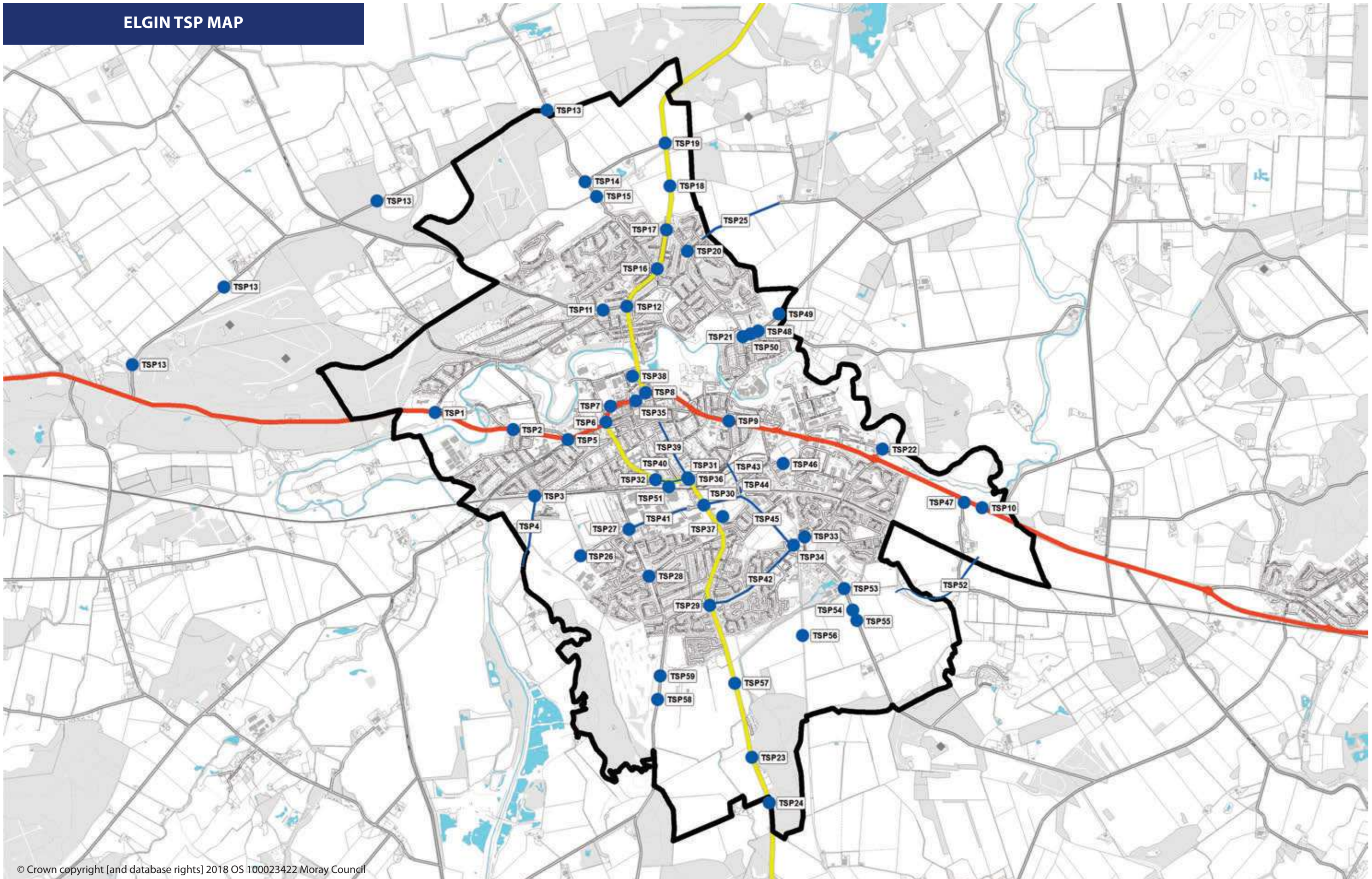
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ELGIN TSP MAP



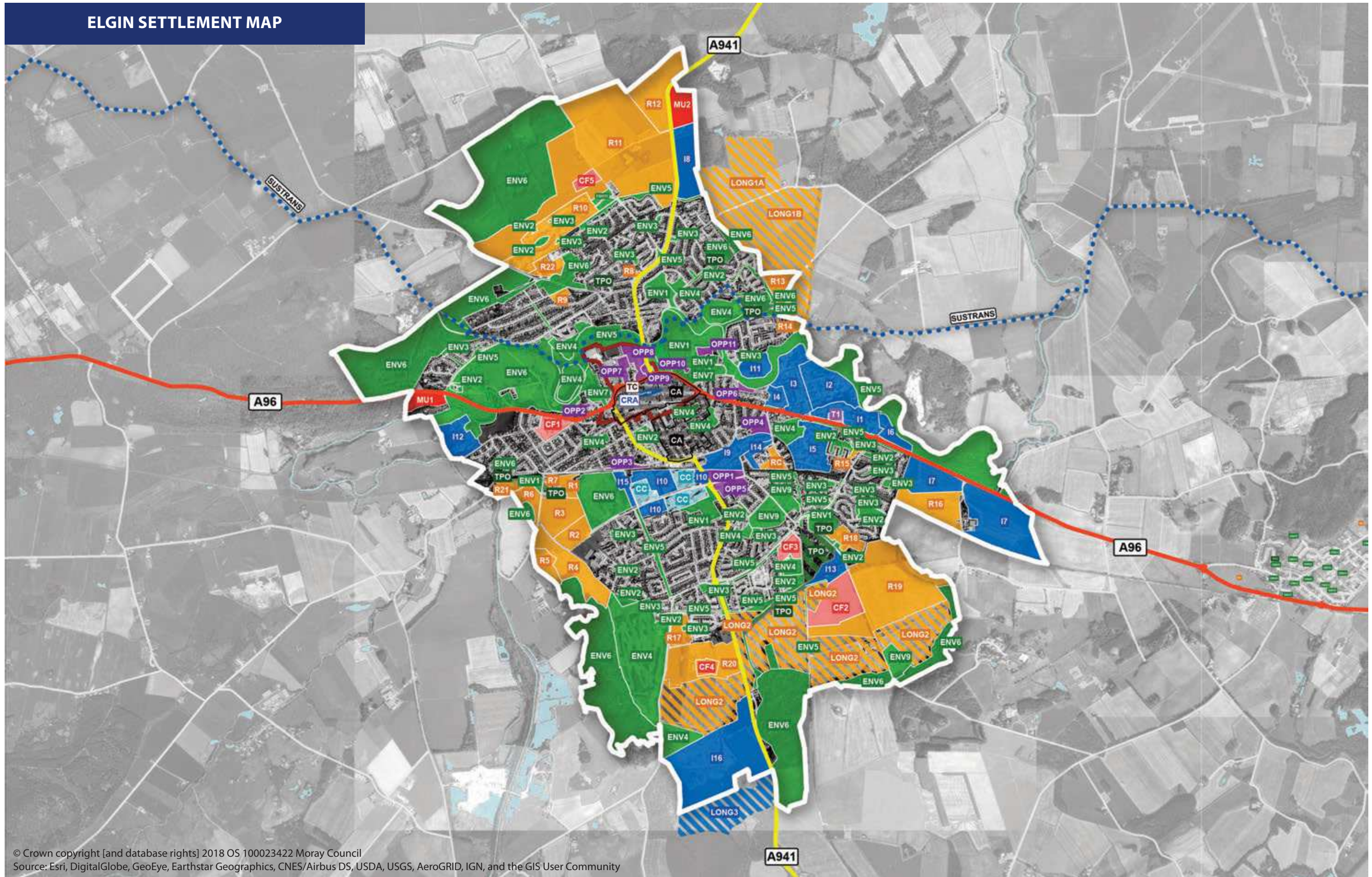


<b>TSP1</b>	A96/Morrison Road junction improvement including MU1 Riverview access	<b>TSP19</b>	A941 Lossiemouth Road/Myreside Road closure of junction to vehicular traffic in association with Findrassie development	<b>TSP34</b>	Reiket Lane/Linkwood Road/Thornhill Road junction – impact on junction from development sites to the south of Elgin needs to be considered in Transport Assessments	<b>TSP45</b>	Linkwood Road cycle lanes (ETS Scheme – I4H) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation
<b>TSP2</b>	A96/Wittet Drive junction – impact on this junction from development sites needs to be considered in Transport Assessments	<b>TSP20</b>	Lesmurdie Road/Linksfield Road – junction improvements associated with development in north Elgin	<b>TSP35</b>	Elgin bus station safeguard, potential re-location (Part of Elgin City for the Future and ETS Scheme - M3B)	<b>TSP46</b>	Pinefield to East End Primary School active travel route (ETS Scheme – I4K)
<b>TSP3</b>	Bilbohall Road/Mayne Road/Fleurs Road/Wards Road improvements to railway bridge and junctions to serve Bilbohall development	<b>TSP21</b>	Lesmurdie Road/Calcotts Road – potential junction improvements associated with development in north Elgin	<b>TSP36</b>	Station Road and Maisondieu Road pedestrian crossing improvements (ETS Scheme – M1B) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP47</b>	A96/Moss of Barmuckity junction closure to vehicular traffic once new A96 roundabout to access Barmuckity has been completed
<b>TSP4</b>	Bilbohall Road widening to serve Bilbohall development	<b>TSP22</b>	Linkwood Industrial Estate pedestrian and vehicular access to be provided between site I1 and I6	<b>TSP37</b>	Market Drive connection from site OPP5 to existing cul-de-sac	<b>TSP48</b>	Calcots Road/Pitgaveny Road junction improvements required to development to the east of Elgin
<b>TSP5</b>	A96/South Street/Pluscarden Road junction – impact on this junction from development needs to be considered in Transport Assessments	<b>TSP23</b>	A941 Rothes Road – new junction to serve Burnside of Birnie	<b>TSP38</b>	Elgin Lorry Park – potential re-location	<b>TSP49</b>	Pitgaveny Road widening and provision of footway/cycleway in association with development to the east of Elgin
<b>TSP6</b>	A96/A941 Hay Street/High Street junction – impact on this junction from development sites needs to be considered in Transport Assessments	<b>TSP24</b>	A941 Rothes Road – new junction to serve Burnside of Birnie	<b>TSP39</b>	Moss Street – convert to one-way, widen footways, provide cycle lanes (ETS Scheme – I2A) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP50</b>	Calcotts Road/Pitgaveny Road footway/cycleway provision from development to existing infrastructure at Lesmurdie Road
<b>TSP7</b>	A96/Haugh Road/Tesco access junction – impact on this junction from development sites needs to be considered through Transport Assessments	<b>TSP25</b>	Linksfield/Caysbriggs Road – widening and upgrading with footway/cycleway provision to serve development at LONG1A and LONG1B	<b>TSP40</b>	Station Road cycle lanes (ETS Scheme – I4F) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP51</b>	Railway Station
<b>TSP8</b>	A96/A941 Cumming Street junction – impact on this junction from development sites needs to be considered in Transport Assessments	<b>TSP26</b>	Edgar Road extension to form primary access to Bilbohall development	<b>TSP41</b>	Edgar Road pedestrian crossing improvements (ETS Scheme-M1A) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP52</b>	New road link with footway/cycleway provision from Elgin South to Barmuckity
<b>TSP9</b>	A96/Pansport Road/Maisondieu Road junction – impact on this junction from development sites needs to be considered in Transport Assessments	<b>TSP27</b>	Edgar Road/The Wards/Glen Moray Drive – junction improvements associated with Bilbohall development and site LONG2	<b>TSP42</b>	Thornhill Road pedestrian crossing improvements (ETS Scheme – M1D) – impact on this route from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP53</b>	Linkwood Road replacement bridge over Linkwood Burn with footway/cycleway provision
<b>TSP10</b>	A96/Barmuckity – new footway/cycleway to connect development to Elgin	<b>TSP28</b>	Glen Moray Drive/Springfield Road/Sandy Road – potential junction improvements associated with development to the south of Elgin	<b>TSP43</b>	New road link – Ashgrove Road to Maisondieu Road (ETS Scheme – I1B) – impact on A941 New Elgin Rail Bridge from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP54</b>	Linkwood Road widening with footway/cycleway on both sides of the road from Reiket Lane to southern extent of Elgin South (LONG2)
<b>TSP11</b>	Morrison Road/Duffus Road junction improvements required to serve development	<b>TSP29</b>	A941 Main Street/Birnie Road/Thornhill Road junction – impact on junction from development sites to south of Elgin needs to be considered in Transport Assessments	<b>TSP44</b>	New cycle link over railway line at Ashgrove Road (ETS Scheme – I4B) – impact on A941 New Elgin Rail Bridge from development sites needs to be determined in Transport Assessments to inform level of developer obligation	<b>TSP55</b>	Linkwood Road – new accesses to serve Elgin South development
<b>TSP12</b>	A941 North Street/Morrison Road junction improvements required to serve development	<b>TSP30</b>	A941 New Elgin Road/Edgar Road/Linkwood Road junction (ETS Scheme – I3A) – impact on junction from development sites needs to be determined in Transport Assessments to inform level of developer obligation			<b>TSP56</b>	Core paths EG06 and EG60 – upgrade to provide surfaced and lit pedestrian and cycle access to Elgin South development
<b>TSP13</b>	Westerfolds/Covesea Road junction and road improvements required in association with Findrassie development	<b>TSP31</b>	A941 New Elgin Road/Station Road/Maisondieu Road junction (ETS Scheme – I3A) – impact on junction from development sites needs to be determined in Transport Assessments to inform level of developer obligation			<b>TSP57</b>	A941 Rothes Road – new junction to serve Elgin South development and provision of footway/cycleway to connect development to existing network and provision of bus laybys.
<b>TSP14</b>	Myreside Road/Covesea Road junction and road improvements required in association with Findrassie development	<b>TSP32</b>	A941 Hay Street/Wards Road junction – impact on this junction from development sites to the south of Elgin needs to be considered in Transport Assessments			<b>TSP58</b>	Birnie Road – new junctions to serve Elgin South development, including LONG2
<b>TSP15</b>	Covesea Road – new junction required in association with Findrassie development	<b>TSP33</b>	Reiket Lane/Linkwood Road junction improvements associated with development to south of Elgin			<b>TSP59</b>	Birnie Road widening to serve Elgin South development and provision of footway/cycleway to connect development to existing network
<b>TSP16</b>	A941 Lossiemouth Road/Covesea Road junction improvements required in association with Findrassie development					<b>TSP60</b>	A96 Route of Proposed Dualling
<b>TSP17</b>	A941 Lossiemouth Road/Lesmurdie Road junction improvements required in association with Findrassie development						
<b>TSP18</b>	A941 Lossiemouth Road – new junctions to provide access for Findrassie development						

**Note: Additional TSP’s may be identified as a result of Traffic Modelling to be undertaken this includes scenarios with and without A96(T) dualling scheme.**



# ELGIN SETTLEMENT MAP



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 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ELGIN GREEN NETWORK MAP

Promote recreational access to the countryside

Central green spine east to west as focus of Findrassie development with green connections to north to woodland and the countryside

East-West green corridor connecting to River Lossie Corridor

Create woodland edge and landscaped framework for industrial development at Barmuckity

Create character, provide a high quality landscape setting and well connected greenspaces at Bilbohall

Create effective landscape framework to provide a setting for industrial uses at Burnside of Birnie and to positively manage pipeline corridor and areas at risk from flooding for biodiversity, recreation and access

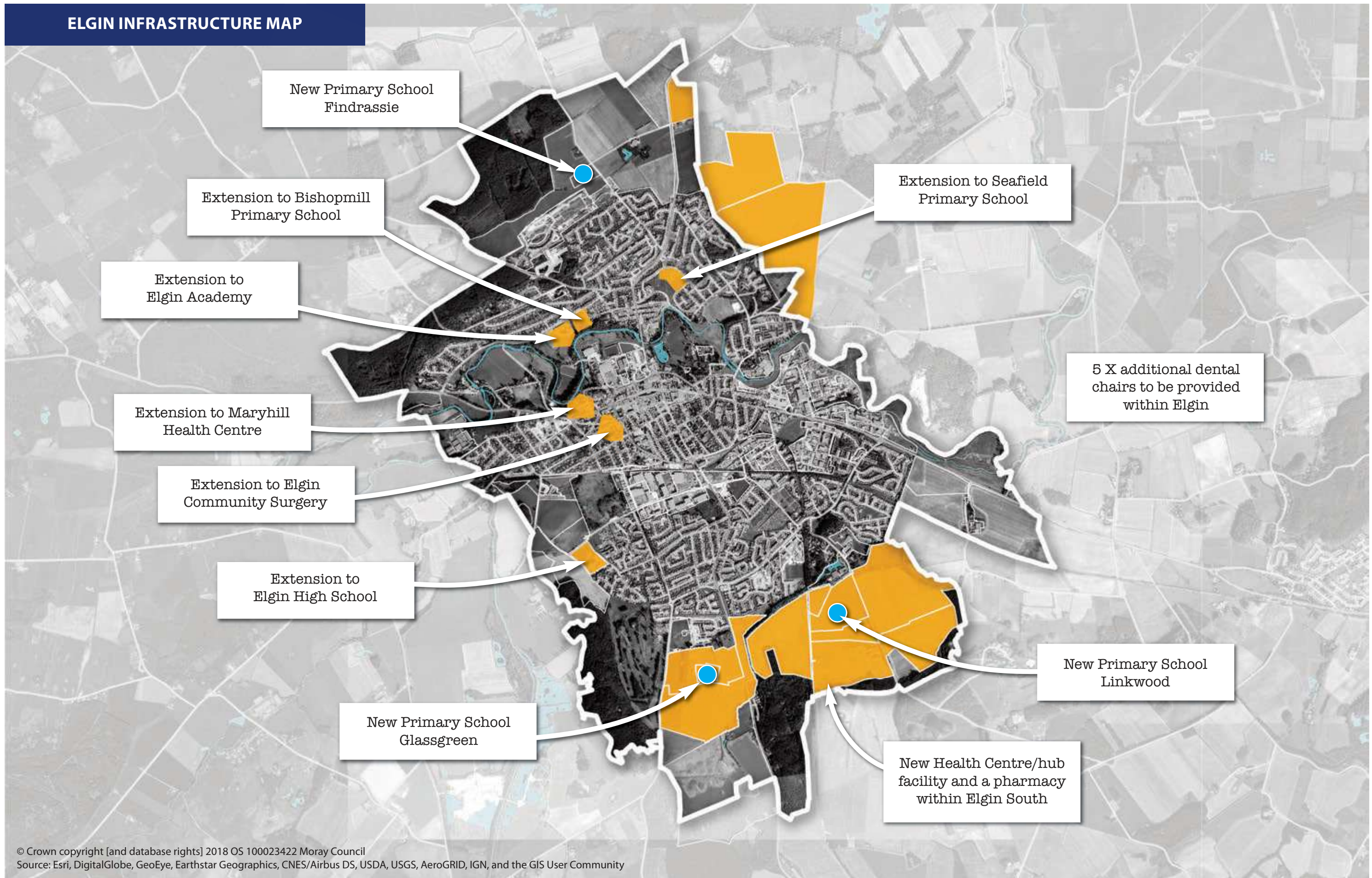
Create character and high quality connected greenspace including a linear park connecting through the site to a central park within Elgin South Masterplan Area

## KEY

-  Create High Quality Attractive Gateways
-  Existing Greenspace
-  Proposed Green Network
-  Connecting People to the Wider Countryside
-  Open Space
-  Feature Avenue Planting
-  Neighbourhood Parks



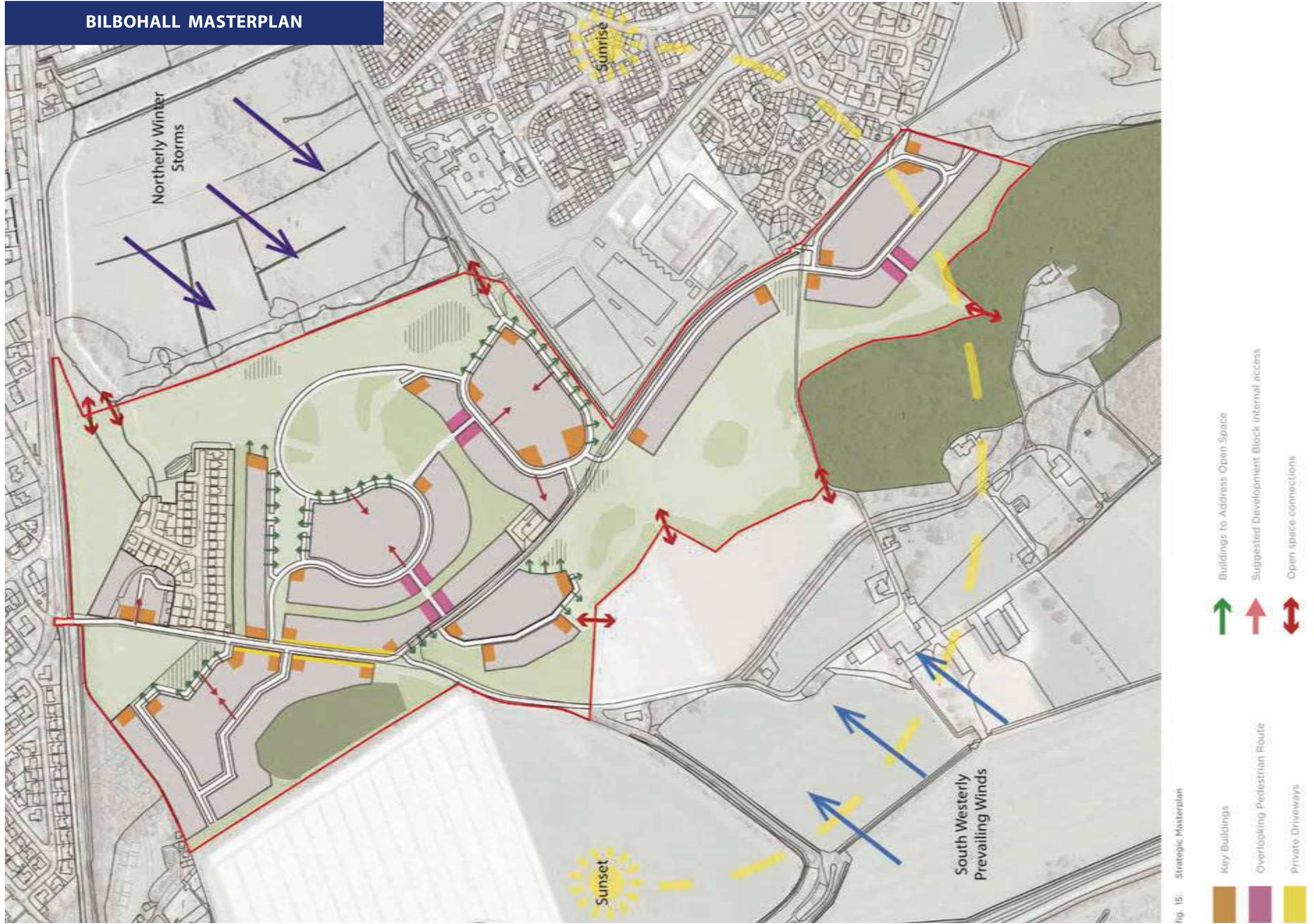
## ELGIN INFRASTRUCTURE MAP



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BILBOHALL MASTERPLAN





FINDRASSIE MASTERPLAN





# ELGIN SOUTH MASTERPLAN







Population  
**901**



Households  
**445**



**Settlement Hierarchy**  
**Smaller Towns & Villages**

### **Development Strategy / Placemaking Objectives**

- To maintain the distinctive characteristics of the village, namely the original Seatown, holiday attractions of the beach area, dunes, caravan site, Local Nature Reserve, residences at the south end and the Ecovillage.
- To ensure that any new development does not compromise the specific features of the village, namely, its open spaces (including public spaces between houses), woodlands, footpaths, Bay foreshore and its enclosure by gorse and sand dune areas.
- To prevent the sub-division of plots and backland development at the eastern edge of the village.
- No further development beyond North of settlement boundary at Ecovillage.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

R1 Heathneuk 0.9 ha 6 units



- Development must be low density.
- No further sub-division of plots will be permitted.
- Houses must be sited and designed to ensure that they do not visually intrude on the open dunes landscape to the north.
- Drainage Impact Assessment (DIA) required.

R2 Dunelands 2.85 ha



- Development commenced and nearing completion.



### R3 Sub-Division/Backland Development



- The sub-division of plots or backland development will not be permitted, to safeguard the low density character of this part of the village and prevent overdevelopment.

### RC Residential Caravans



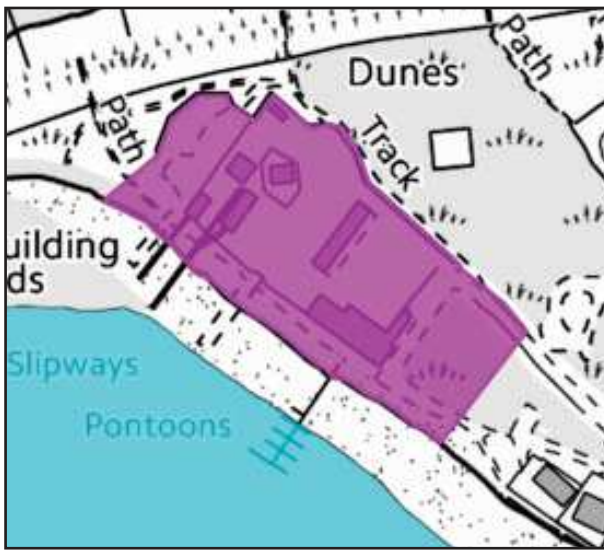
- Replacement of temporary caravans and mobile homes with more permanent buildings of mixed use at one to one densities or lower will be permitted.
- Support the innovative construction and design techniques within the Ecovillage.
- Flood Risk Assessment (FRA) may be required.
- Phase 1 Habitat Survey required.





## OPPORTUNITY SITES

### OPP1 Boatyard 1.6 ha



#### Suitable Uses

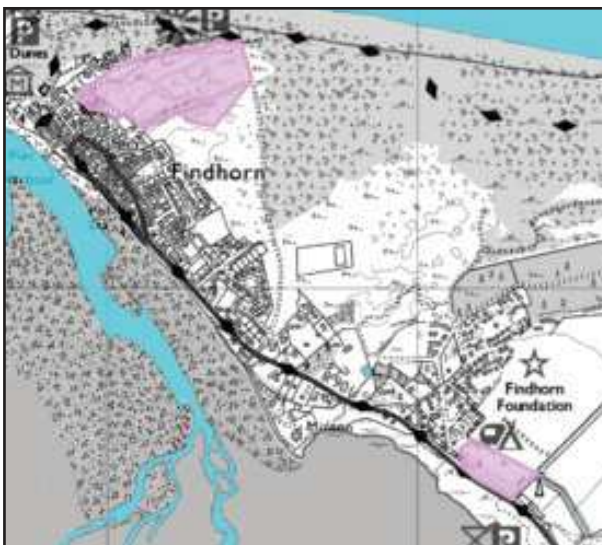
Redevelopment and expansion of business uses including boatyard, storage, recreational facility and visitor attraction.

#### Site specific requirements

- Primary use as a boatyard must be safeguarded.
- Any housing element must be secondary and in support of identified business activities.
- A promenade frontage must be created along the western side of the site, providing a walkway, street furniture and lighting.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC), the Moray & Nairn Coast Special Protection Area (SPA) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC, SPA and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC, the Moray & Nairn Coast SPA or the Moray Firth pSPA caused by disturbance.

## TOURISM

### T1 Findhorn Sands and Findhorn Bay Holiday Caravan Parks



#### Suitable Uses

- These sites must remain as holiday caravan sites as part of Findhorn's tourism infrastructure. Development for alternative uses will not be permitted.
- Expansion of chalet and caravan site developments outwith the boundaries shown on the proposals map will not be supported on the grounds of environmental impact and flooding.

## T2 Moray Coastal Trail

- The Moray Coastal Trail passes through Findhorn and will be safeguarded from inappropriate development.

### ECOLOGICAL STUDIES

- ✱ Any development proposals on the areas identified with an asterisk will require to be supported by a detailed ecological study.

### ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Findhorn will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Drying Greens; Elvin Place; Icehouse and Land Adjacent to Boatyard
ENV3	Playspace for children and teenagers	Play Area
ENV4	Sports Areas	Recreation Ground/Bowling Green/Tennis Courts
ENV5	Green Corridors	Trees at Village Entrance
ENV6	Natural/Semi-Natural Greenspace	Findhorn Dunes and North Beach
ENV11	Other Functional Greenspace	Established parking areas with potential for use for overnight motorhome, campervan and camping provision, subject to relevant regulatory consents where required and a Phase 1 Habitat Survey. The principle use as car parks must be retained and the environmental value of the surrounding dunes must not be compromised.
TPO	Tree Preservation Order	Trees at Village Entrance

### WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Findhorn Conservation Area
LNR	Local Nature Reserve	Findhorn Bay Local Nature Reserve
SAC	Special Area of Conservation	Moray Firth
SLA	Special Landscape Area	Culbin to Burghead Coast
SPA	Special Protection Area	Moray and Nairn Coast
pSPA	Proposed Special Protection Area	Moray Firth
SSSI	Site of Special Scientific Interest	Culbin Forest , Culbin Sands and Findhorn Bay

### PUBLIC FOOTPATHS

The Council will endeavour to protect the network of footpaths, which presently exist within the village. Development proposals will not normally be approved within the village which interfere with established pedestrian links.



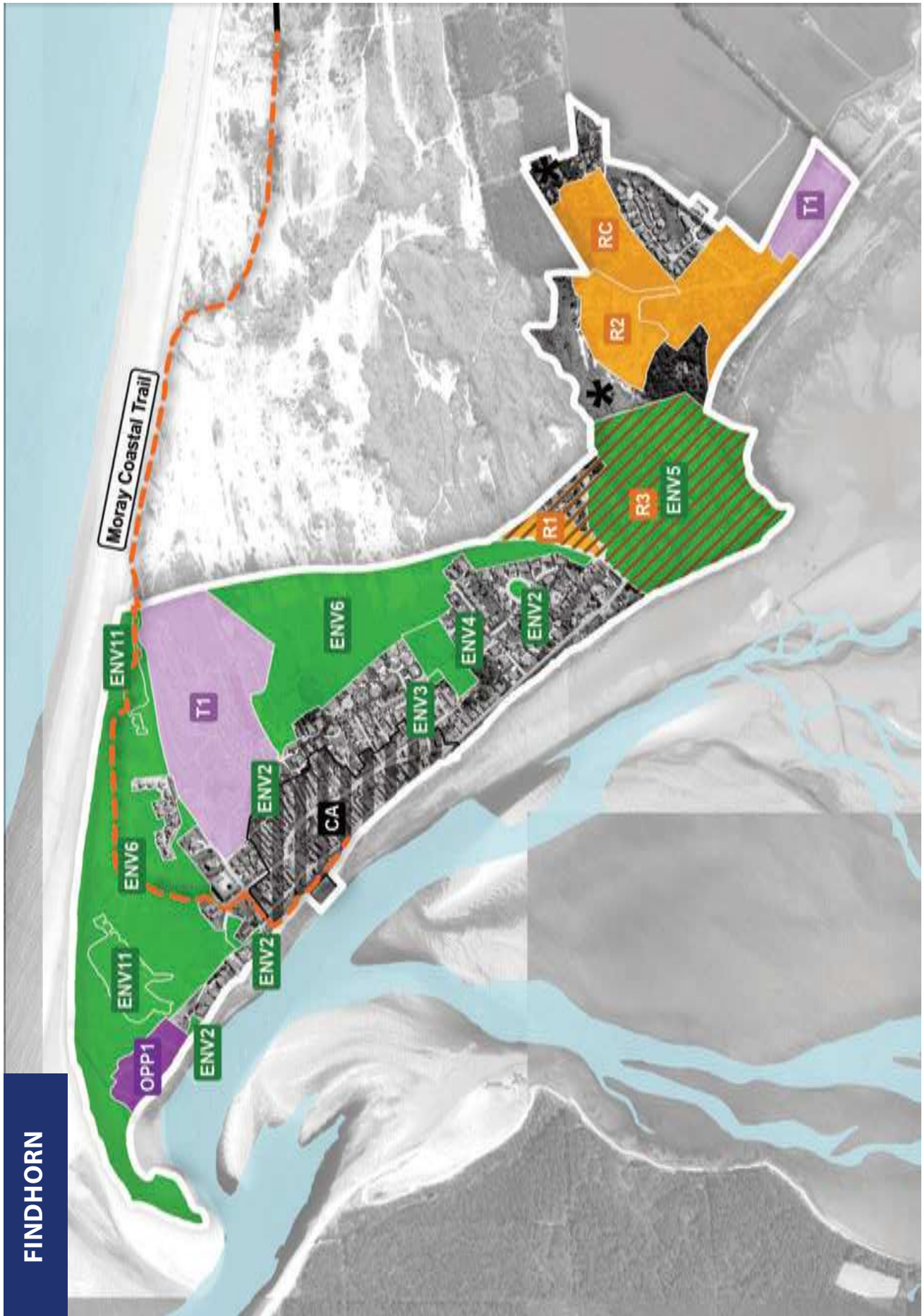


## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	Extension to Kinloss Primary School or alternative provision	R1, R2
Secondary Education	Extension to Forres Academy or alternative provision	R1, R2
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1, R2
Healthcare	2 x Additional Dental Chairs	R1, R2
Healthcare	Reconfiguration of existing pharmacy outlet(s)	R1, R2
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1, R2





FINDHORN









Population  
**1,209**



Households  
**525**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

- To promote interest and encourage housing development on designated sites.
- Conserve and enhance Findochty's distinctive built heritage and the integrity of the Conservation Area.
- Development proposals in the special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation.





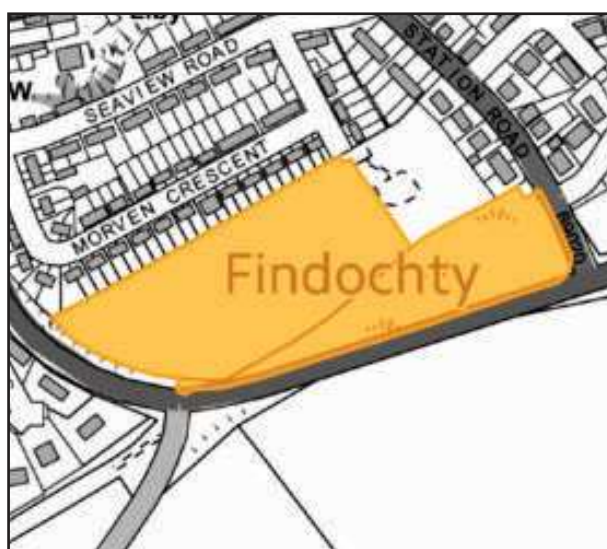
Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Morven Crescent

2.82 ha

35 units

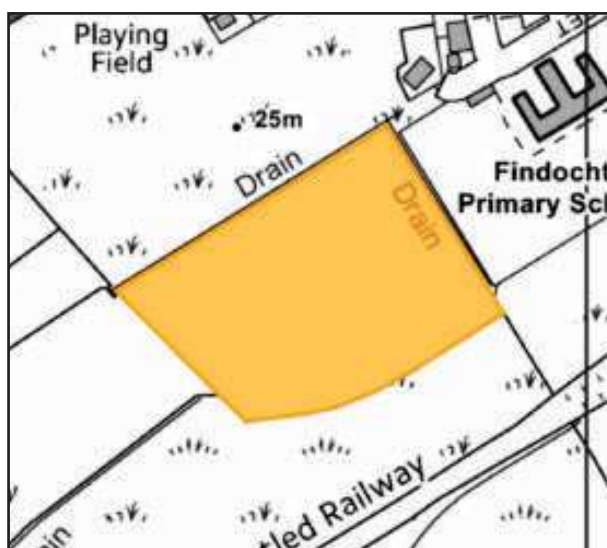


- The site should be developed in two phases. The layout must allow residents of Morven Crescent to take rear access to their properties.
- A thick belt of gorse must be left along the frontage with the A942 to retain this natural edge to the settlement, setback outwith required visibility splays.
- Access to be taken from the straight section of the A942. A stacking lane will be required and the developer will be required to promote the relocation of the 30mph limits. Footpath links offsite, to the east, west and north must be provided.
- Phase 1 Habitat Survey required.
- Drainage Impact Assessment (DIA) required.
- Connection to Sustrans route.

### R2 West of Primary School

2 ha

20 units

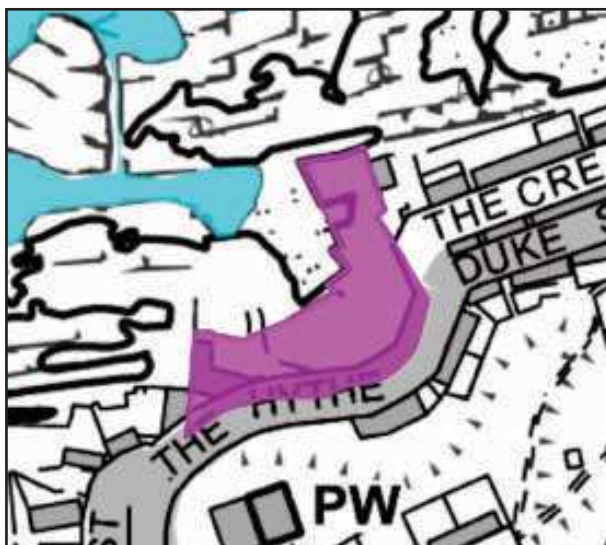


- Access via Burnside Street must be improved. Traffic calming measures where the road passes the school.
- Due to the constrained road access, a maximum of 20 houses will be permitted.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- There are some open ditches which flow through the site which may need to be incorporated into the development.
- Landscaping must be provided to provide enclosure to the site.



## OPPORTUNITY SITES

### OPP1 North Beach 1.1 ha



#### Suitable Uses

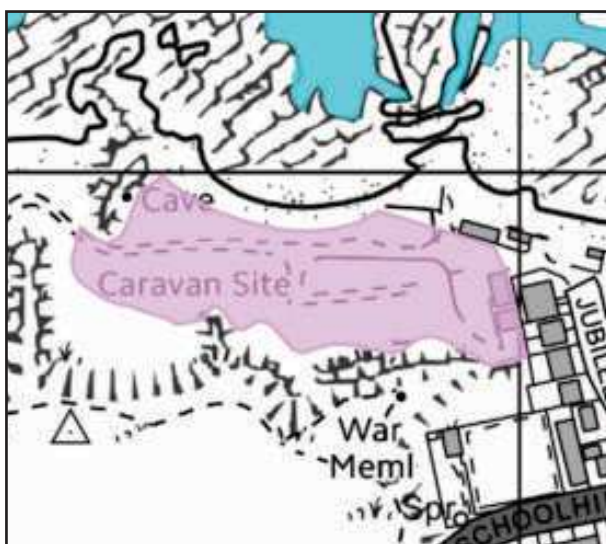
Leisure/tourism/residential

#### Site specific requirements

- Opportunity for redevelopment.
- Eastern part of the site has potential for leisure, recreation or tourism uses while the redundant building on the western part of the site is also suitable for residential use as a possible alternative.
- Flood Risk Assessment (FRA) may be required for residential use on the site.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.

## TOURISM

### T1 Caravan Site



#### Suitable Uses

- The caravan site will be retained for holiday use and proposals for residential caravans will not be permitted.
- Development for alternative uses will not be permitted.





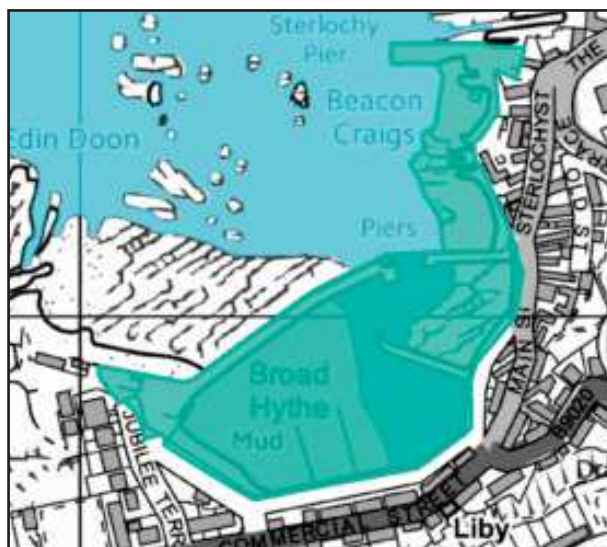
## T2 Moray Coastal Trail

- The Moray Coastal Trail runs through Findochty and will be safeguarded from development.

## T3 Sustrans Cycle Route

- The Sustrans National Cycle Route runs through Findochty and will be safeguarded from development. The cycle track now utilises the old railway line from Portessie.

## HBR1 Harbour



### Suitable Uses

- The harbour area will be retained for recreational sailing use, and additional facilities and related activities (pontoons; boat storage area etc) may be provided.

### Site specific requirements

- Development enabling significant levels of water-based activities must demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) caused by disturbance.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Findochty will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Grassed area at west end of harbour
ENV3	Playspace for children and teenagers	To south of Morvern Crescent
ENV4	Sports Areas	Bowling Green; sports field at west end; school playing field.
ENV5	Green Corridors	West of New Street; West of Blantyre Street
ENV6	Natural/Semi-Natural Greenspace	Area to west of caravan site at East beach area; Areas of naturalised scrubland and gorse to South West; Coastal slope North of Seaview Road; Coastal slope North of Cliff Street

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	The Buckie CAT terminates at the western edge of the Findochty settlement boundary.
CA	Conservation Area	Findochty Conservation Area
SLA	Special Landscape Area	Portgordon to Cullen Coast
pSPA	Proposed Special Protection Area	Moray Firth pSPA

## INFRASTRUCTURE

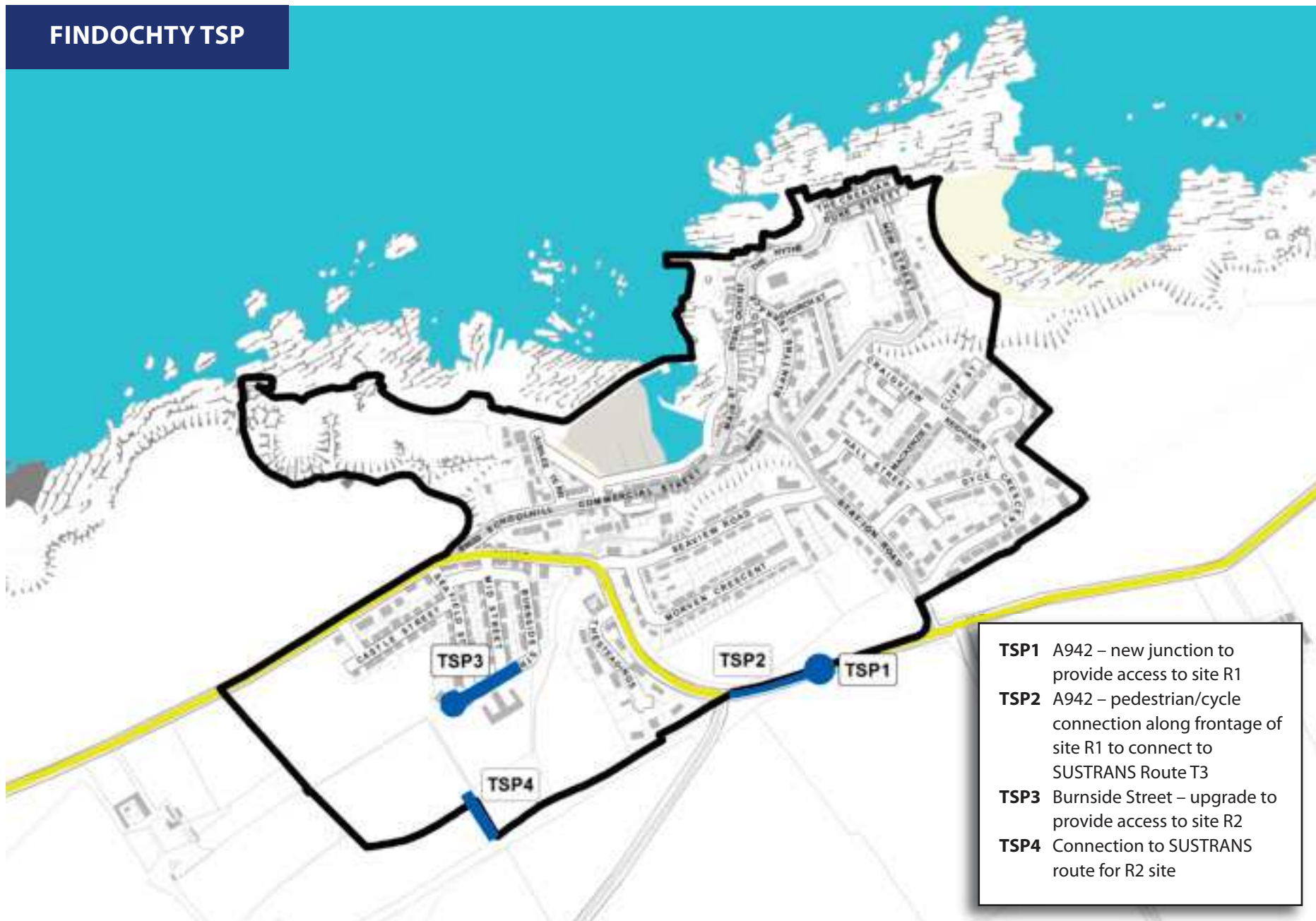
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New Build or alternative provision	R1, R2, OPP1
Healthcare	Extension to Ardach Health Centre	R1, R2, OPP1





## FINDOCHTY TSP



- TSP1** A942 – new junction to provide access to site R1
- TSP2** A942 – pedestrian/cycle connection along frontage of site R1 to connect to Sustrans Route T3
- TSP3** Burnside Street – upgrade to provide access to site R2
- TSP4** Connection to Sustrans route for R2 site





## FINDOCHTY









Population  
**1,728**



Households  
**797**



**Settlement Hierarchy**  
**Tertiary Growth Area**

### **Development Strategy / Placemaking Objectives**

- To identify a site for an additional 50 new houses in addition to existing sites.
- To identify longer term housing areas.
- To identify a site for a potential new health centre.
- Conserve and enhance Fochabers distinctive built heritage and the integrity of its Conservation Area.
- To protect the scientific and environmental value of adjoining areas.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

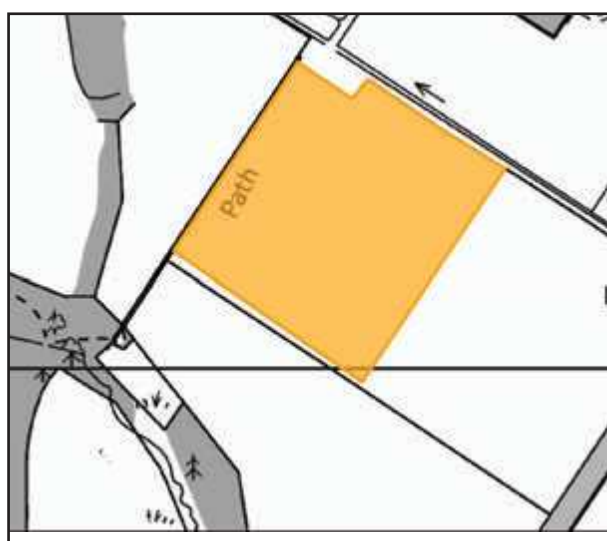
## HOUSING

### R1 Ordiquish Road 2.6 ha 50 units



- Access to the site will be from Ordiquish Road and the layout must allow for future access requirements to R2.
- Two points of access required. Access arrangements must also take into consideration access for R4/LONG.
- Transport Assessment required. The Assessment must take into account other developments proposed off Ordiquish Road (R2, R4 and LONG).
- Provision of road improvements required including widening of Ordiquish Road. Assessment of the condition of the bridge over the Fochabers Burn required. Assessment of the need for junction improvements required.
- Footway and cycleway connections to the existing network and school required.
- A Pocket Park must be provided.
- Boundary landscaping must be provided.
- Development of this site must be significantly complete (50%) before commencement on R2.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

### R2 Ordiquish Road West 2.2 ha 50 units

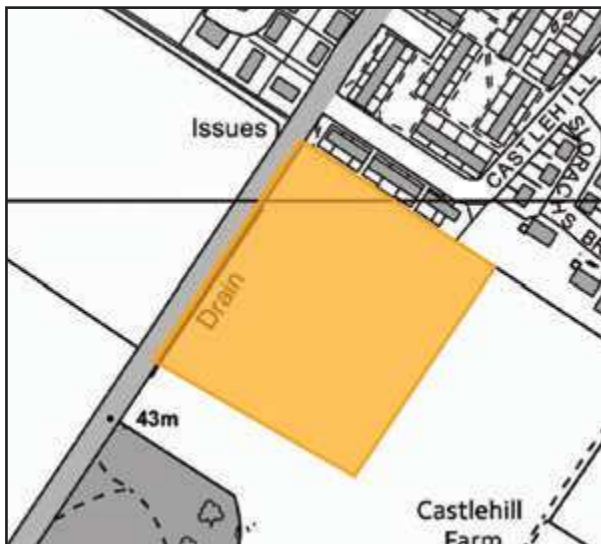


- Development of this site must be considered in conjunction with Site R1 to the east and Site R2 must not commence until 50% of the housing on Site R1 is significantly complete.
- Transport Assessment required. The Assessment must take into account other developments proposed off Ordiquish Road (R1, R4 and LONG).
- Provision of road improvements required including widening of Ordiquish Road. Assessment of the condition of the bridge over the Fochabers Burn required. Assessment of the need for junction improvements required.
- Footway and cycleway connections to the existing network and school required.
- Boundary landscaping must be provided.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

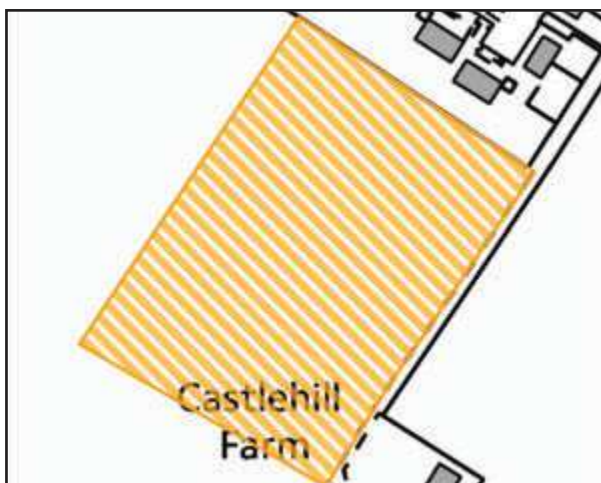


**R3 East of Duncan Avenue****3.4 ha****42 units**

- Development has commenced.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Bat and Squirrel Surveys may be required due to wooded areas.
- Drainage Impact Assessment (DIA) required.

**R4 Ordiquish Road East****2.5 ha****50 units**

- Transport Assessment required. The Assessment must take into account other developments proposed off Ordiquish Road (R1, R2 and LONG).
- Access to future phases within the LONG must be safeguarded.
- Provision of road improvements required including widening of Ordiquish Road. Assessment of the condition of the bridge over the Fochabers Burn required. Assessment of the need for junction improvements required.
- Footway and cycleway connections to the existing network and school to be provided.
- A Pocket Park must be provided.
- Boundary landscaping must be provided.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

**LONG Ordiquish Road East LONG**

- The site is an extension to R4 and has an indicative capacity of 35 units.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

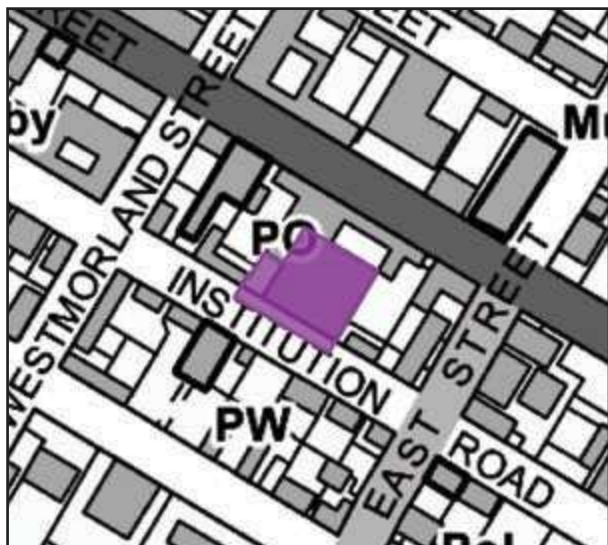




## OPPORTUNITY SITES

## OPP1 Institution Road

0.09 ha

**Suitable Uses**

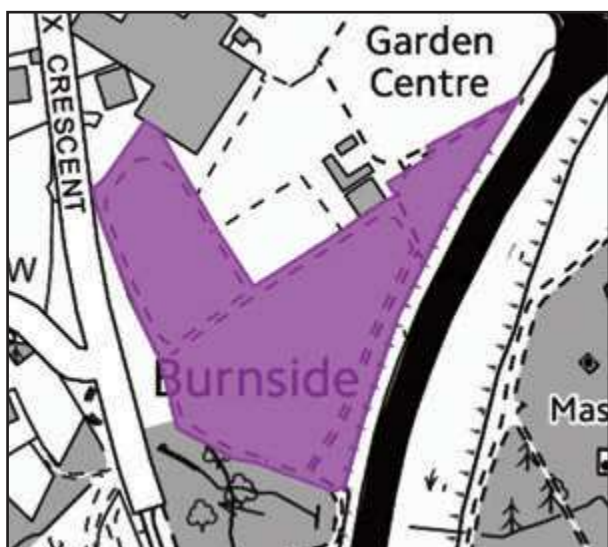
Residential

**Site specific requirements**

- Redevelopment for housing must be of a scale, design and material finish that is sympathetic to the location within the Conservation Area.
- Car parking requirements must be provided within the curtilage of the site unless otherwise agreed with the Council.

## OPP2 Lennox Crescent

1.6 ha

**Suitable Uses**

Business, Commercial, Health Care Facilities, Residential

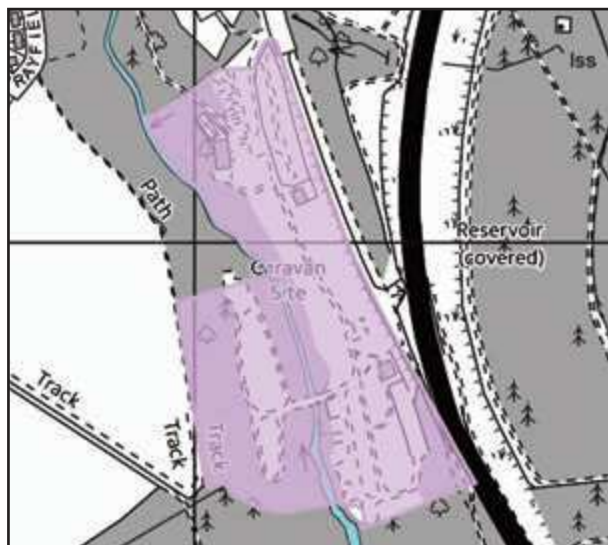
**Site specific requirements**

- 1ha of the site is reserved for a Health Centre – this will only be released for alternative uses if the NHS confirms this is no longer required.
- New access to be provided from Lennox Crescent taking account of the topography and existing private access.
- Footway and cycleway connections to the existing network and school required. A 2m wide footway along the northern side of Lennox Crescent from the site access to the mini-roundabout to the North West required. Suitable crossing provision in the vicinity of the roundabout required to enable bus stop access.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.



## TOURISM

## T1 Caravan Site



## Suitable Uses

- The site must remain as a caravan site as part of Fochabers tourism infrastructure.
- Development for alternative uses will not be permitted.

## Site specific requirements

- Existing cycle track must be retained.
- Flood Risk Assessment (FRA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.
- A Water Framework Directive waterbody specific objective will require to be addressed.

## T2 Speyside Way

- Route of Speyside Way will be protected from development.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Fochabers will be safeguarded from development that is not related to their current use as set out in the table below.

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Fochabers Playing Field
ENV2	Amenity Greenspace	A96 Verges/Edges; Woodside Road; Oldmills/Speybank House
ENV4	Sports Areas	Milne's High School; Cricket Ground
ENV5	Green Corridors	Burn of Fochabers; Speyside Way
ENV6	Natural/Semi-Natural Greenspace	Spey Crescent
ENV7	Civic Space	The Square

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Fochabers Conservation Area
HGDL	Historic Garden and Designed Landscape	Gordon Castle
SAC	Special Area of Conservation	River Spey (includes part of the Burn of Fochabers)
SLA	Special Landscape Area	Lower Spey and Gordon Castle Policies; The Spey Valley
SSSI	Site of Special Scientific Interest	River Spey SSSI





INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

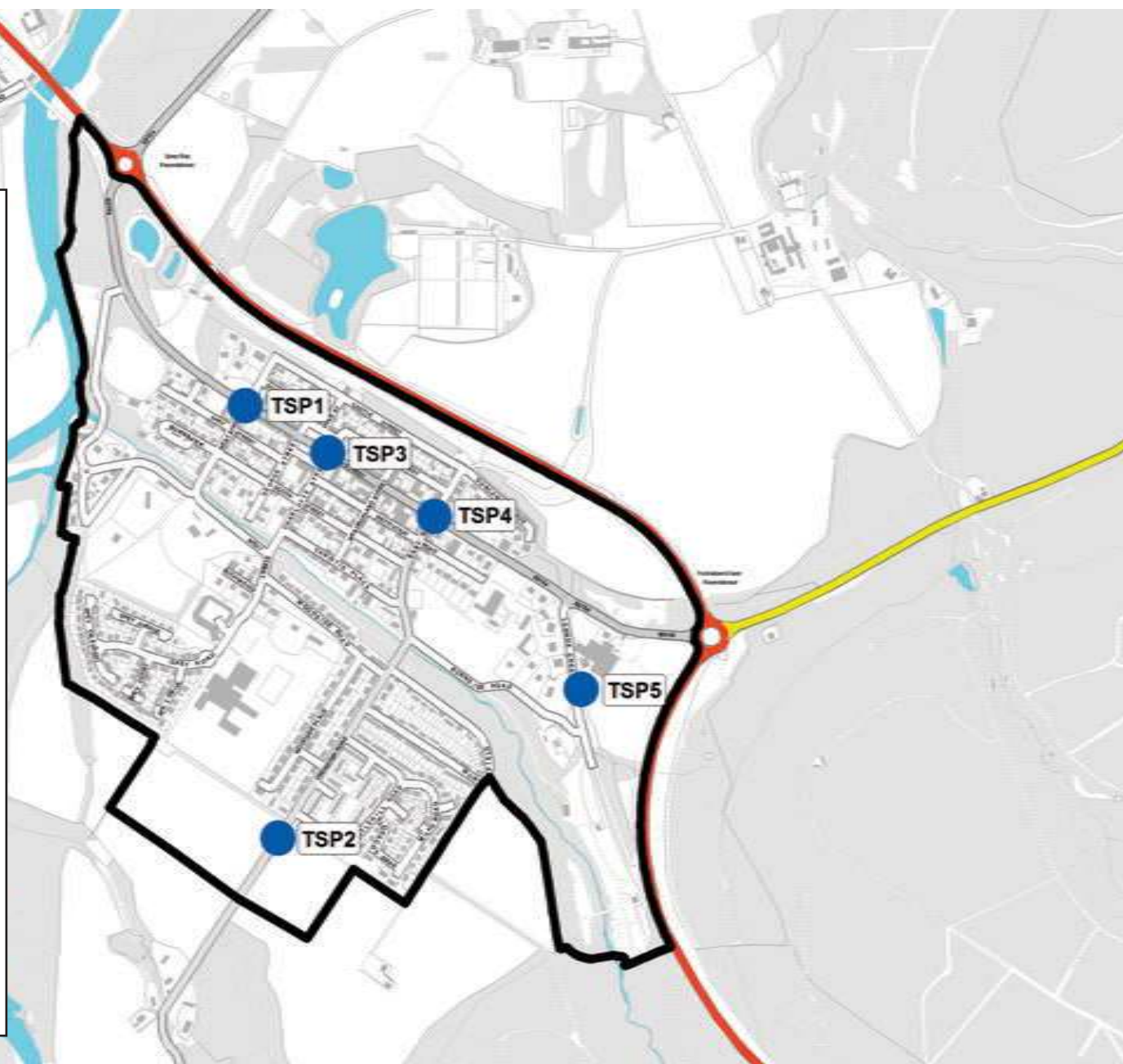
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, R3, R4, LONG, OPP1, OPP2



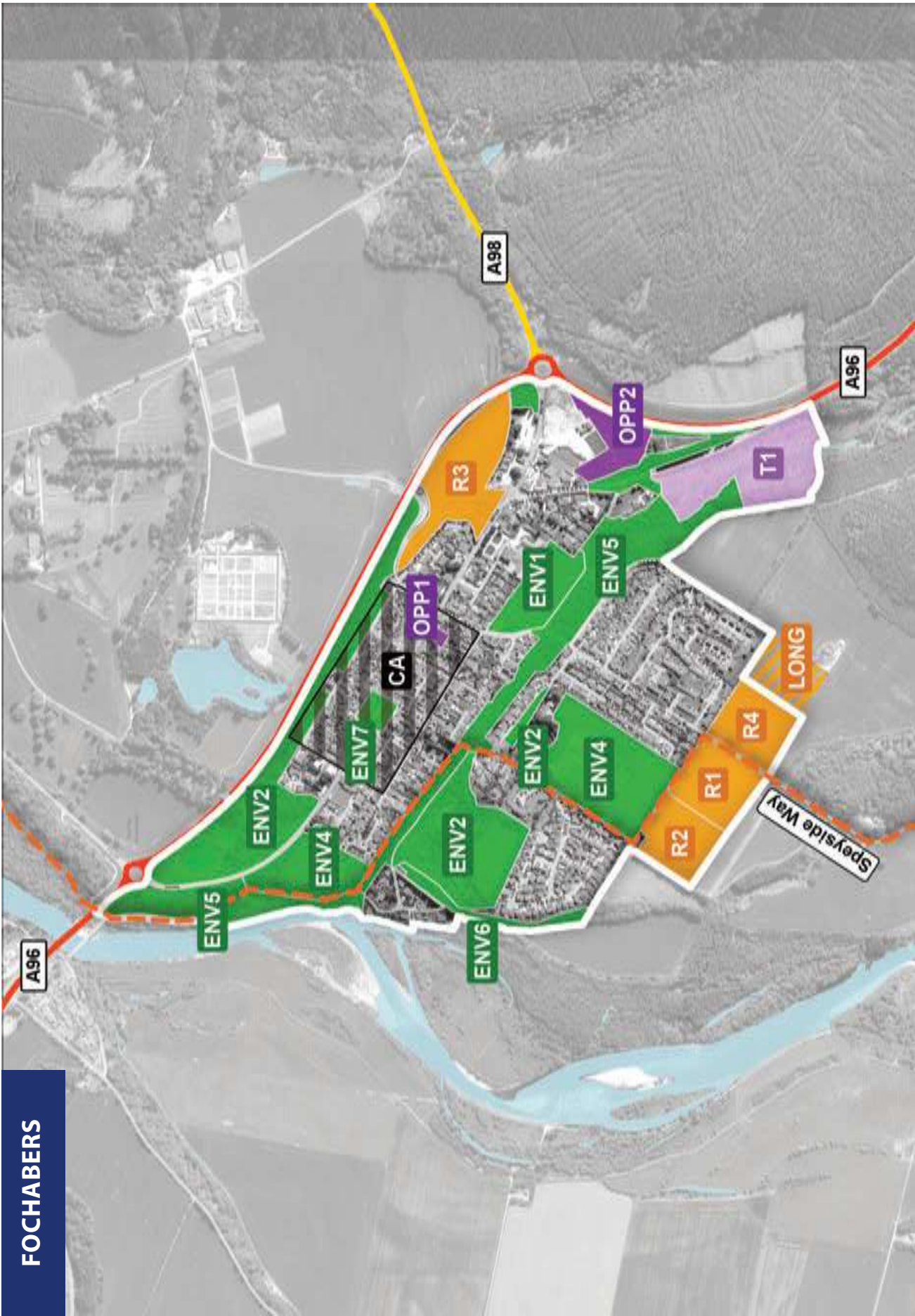


## FOCHABERS TSP

- TSP1** High Street – potential junction improvements at West Street/High Street, associated with development to the south of Fochabers
- TSP2** Ordiquish Road – new accesses to serve sites R1, R2, R4, LONG
- TSP3** High Street – potential junction improvements at Charlotte Street/High Street, associated with development to south of Fochabers
- TSP4** High Street – potential junction improvements at East Street/High Street, associated with development to the south of Fochabers
- TSP5** Lennox Crescent – access required for potential new health centre (OPP2) – including provision for footway on eastern side of the road







FOCHABERS







Population  
**10,156**



Households  
**4,624**



**Settlement Hierarchy**  
**Secondary Growth**  
**Area**

### Development Strategy / Placemaking Objectives

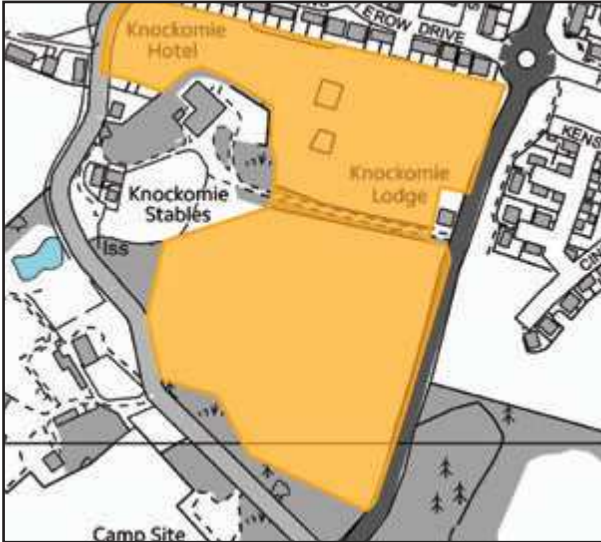
- To identify land for an additional 250 new houses in addition to existing sites.
- To identify longer term housing areas.
- To identify an additional 12 ha of land for employment and support proposals for business development and growth.
- To identify significant new growth areas, including new neighbourhoods at Ferrylea, Lochyhill and Dallas Dhu.
- To support and enhance the vitality and viability of Forres Town Centre.
- To identify a site for a new Primary School at Lochyhill.
- To identify green infrastructure to connect to wider green/blue networks.
- To protect and enhance the existing network of open and green space.
- To identify a network of new play areas and parks.
- To promote active travel connections across Forres and into the woodlands to the south of the town.
- Conserve and enhance the distinctive built heritage of Forres and the integrity of the Forres High Street Conservation Area.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

**R1 Knockomie 6.7 ha 100 units**



- Proposals must comply with key design principles shown in Figure 1.1.
- Houses must front onto the A940. High wooden fencing will not be permitted.
- Transport Assessment required.
- Provide a permeable network between the two parts of the site but prevent new traffic from using the current hotel access. Options to provide alternative access to the hotel must be investigated.
- Cycle path along the full extent of the site frontage required.
- Connection through to existing development to the north onto Whiterow Drive required.
- Opportunities for connections with OPP8 Whiterow need to be considered, if made possible once the vehicular access onto the U38E east or west is removed.

- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- A developer contribution towards public transport will be sought.
- Badger Survey, Species Survey and Protection Plan required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

**Figure 1.1 Key Design Principles R1 Knockomie**

Provide pedestrian and cycle connections into the wider network and incorporate a radial cycle route linking the A940 and the minor road at Balnageith.

Retain existing trees on site, provide additional mature tree planting around the boundary with the Knockomie Hotel and provide an avenue of feature trees planted along the A940.

Avoid development on the elevated parts of the site and high pressure gas pipeline buffer zone.

Create attractive gateway into Forres



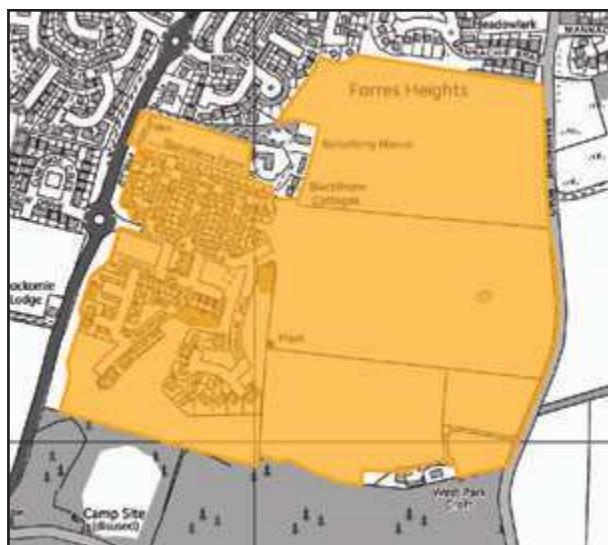
Create vistas through the development towards the centre of Forres and adjacent development.

Safeguard setting of "B" Listed Knockomie Hotel by retaining open aspect east of the hotel.

Create a key frontage with principle elevations facing onto the A940.

Provide high quality areas of greenspace within the development containing a pocket park with playspace and kickabout area.

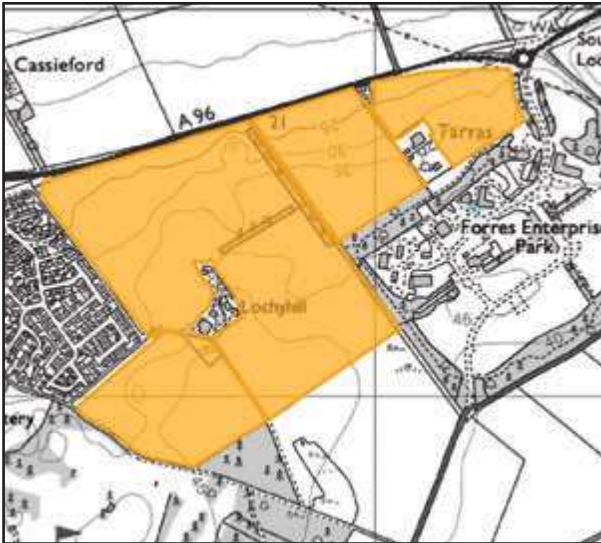


**R2    Ferrylea    22.2ha    380 units**


- Phases 1 and 2 of development has commenced with 249 units consented.
- A masterplan is required, incorporating land at West Park Croft, showing connections between all areas, proposed landscaping, the required affordable and accessible housing and required buffer to the gas pipeline.
- Lowering of density onto the rural edge required.
- Pocket park within south eastern part of site required.
- Transport Assessment required.
- Junction improvements required within Forres, scale to be determined through the Transport Assessment.
- Widening of Mannachie Road along frontage of site to 6m and provision of a 3m wide cycle path to the west side connecting to the north and completing any missing sections between the site and the existing network to the north required.
- Contribution required towards path widening along Mannachie Road to 3m wide from development to core path FR22 (including provision for a crossing).
- Widening of Mannachie Road to 5.5m from Link Road access, south to access to West Park Croft and safeguarding for future widening within site boundary beyond this is required.
- Assessment for additional bus stop infrastructure within the frontage of the development must be considered as part of the overall R2/R4/R6 bus stop infrastructure provision and accessibility to bus stops.
- A developer contribution towards public transport will be sought.
- Path links must be provided to the woodland to the south of the site, and north into adjacent housing at Mannachie Brae.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Archaeological targeted evaluation (10%) of known features and monitored topsoil strip of all remaining areas required.





**R3 Lochyhill****61 ha****850 units**

- Proposals must comply with key design principles shown in Figure 1.2.
- Masterplan required for Lochyhill, including land at Tarras Farm and LONG1 Lochyhill.
- Masterplan must address the need for a 2.5ha site for a potential new school, neighbourhood retail and healthcare facilities.
- Phasing must develop the site from west to east.
- Opportunities for mixed use development including a hotel and other appropriate business uses must be explored.
- Centrally located neighbourhood park and open space to the north of Lochyhill Cottages required.
- Pocket park required, appropriately located in relation to the neighbourhood park.
- Floodlit multiuse games area (MUGA) required.
- Development must not visually breach the high ridges to the east which must be planted to reflect the pattern of woodland on the upper slopes.
- Advanced landscaping must be provided to integrate development into the surrounding landscape.
- Path links must be provided to Muiry Wood, Ferryhill and Council Wood.
- Transport Assessment required.
- Scottish Transport Appraisal Guidance (STAG) access appraisal required to examine the case for direct access to the A96 and other access options. The STAG appraisal must be undertaken in consultation with the Council, Transport Scotland and local community.
- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- Provision of 3m cycleway through the site and BP1 Enterprise Park to link with adjacent networks.
- Vehicular (6m wide road) and non-vehicular (pedestrians and cycles) connection to Drumduan Road must be provided.
- Potential for a direct connection (vehicular and non-vehicular) through Forres Enterprise Park must be investigated to create a permeable network.
- A developer contribution towards public transport will be sought.
- Offsite active travel improvements linking site to catchment schools must be assessed.
- Level 1 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the Moray & Nairn Coast Special Protection Area (SPA) caused by a significant reduction in available foraging areas that the goose qualifying interests of the SPA rely on.
- Archaeological evaluation of 7% required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.



**Figure 1.2 Key Design Principles R3 Lochyhill, LONG1 Lochyhill and LONG2 Easter Newforres**



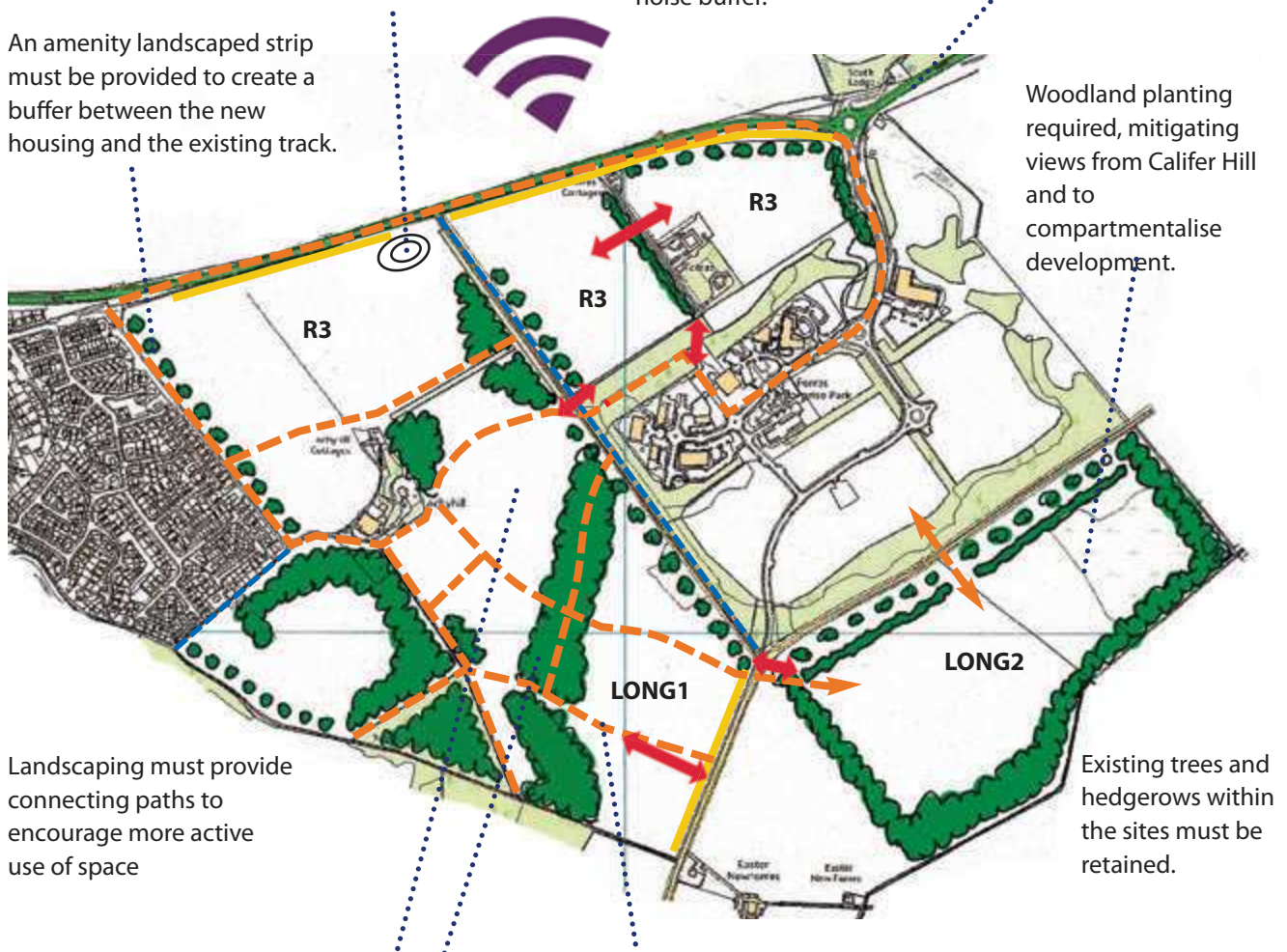
Proposals must respect topography and retain distinctive knolls and incorporate into open spaces to provide sense of containment.



Creation of woodland adjacent to A96 required to provide visual and noise buffer.

Complement and enhance existing entrance gateway into Forres.

An amenity landscaped strip must be provided to create a buffer between the new housing and the existing track.



Woodland planting required, mitigating views from Califer Hill and to compartmentalise development.

Landscaping must provide connecting paths to encourage more active use of space

Existing trees and hedgerows within the sites must be retained.

Steep slopes, knolls and elevated ridges must be planted with woodland (Scots Pine or other appropriate conifer), large forest broadleaves such as oak, aspen, maple and supporting shrub layer) to form a backdrop for development areas of flatter ground.

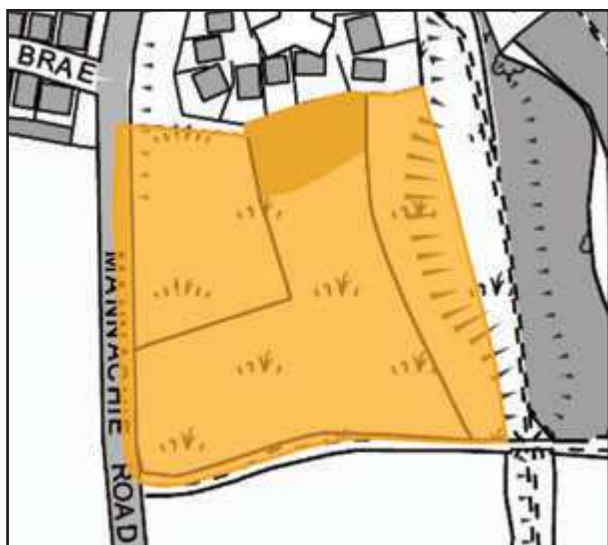
Proposals must create a comprehensive network of access routes linking into adjacent pockets of development for all modes of transport. (Indicative routes identified).

Buildings must be kept low and integrate sensitively into the landscape by utilising planted ridges and knolls.





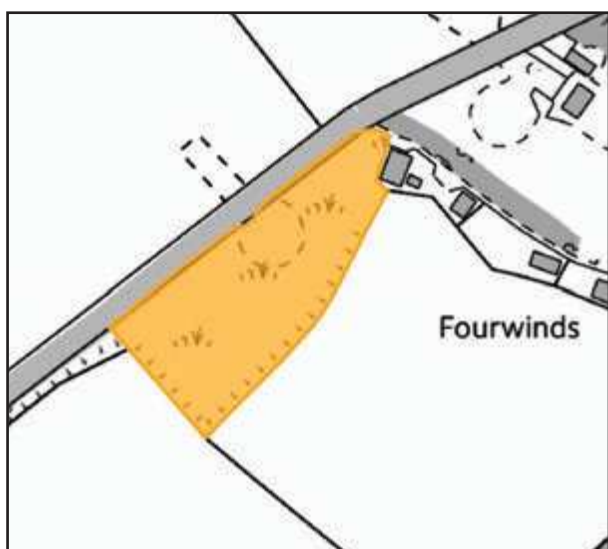
**R4 Mannachie 3.4 ha 40 units**



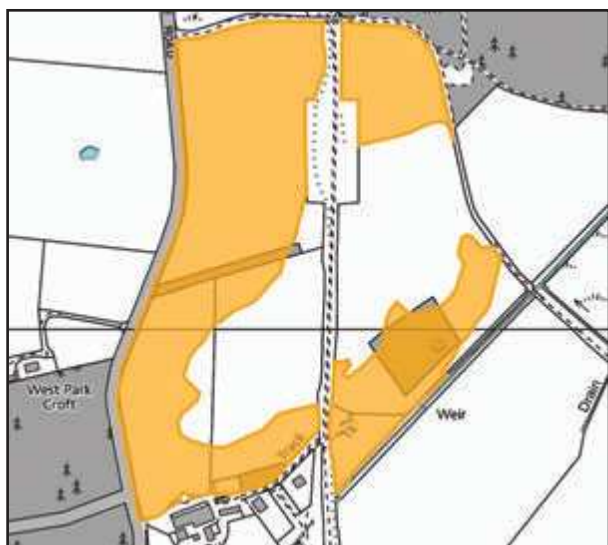
- Proposals must comply with principles set out in Dallas Dhu Masterplan Supplementary Guidance (see page xx).
- Houses must present a strong frontage onto Mannachie Road and be bounded by native hedging or low natural stone boundary walls.
- Tree lined spine street incorporating a 6m wide landscaped strip must be provided linking the site and R6 Dallas Dhu.
- Tree Preservation Order (TPO) served to protect existing trees and shelterbelts and control tree removal.
- Transport Assessment required.
- Full width overlay of the wearing course on Mannachie Road over the length of the site frontage required.
- Widening improvements for Mannachie/Pilmuir Road and Old Blairs Road required.

- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- Assessment for additional bus stop infrastructure within the frontage of the development must be considered as part of the overall R2/R4/R6 bus stop infrastructure provision and accessibility to bus stops.
- A developer contribution towards public transport will be sought.
- Cyclepath along the full extent of the site frontage required.
- Extension of existing pedestrian/cycle network to provide access to this site, play area at R6 Dallas Dhu and adjacent developments required.
- Improvements to routes to school and services required.
- Phase 1 Habitat Survey required.
- Drainage Impact Assessment (DIA) required.
- Woodland Survey required (including assessment of ancient woodland characteristics at the appropriate time of year) .
- Archaeological evaluation of 7-10% required.

**R5 Balnageth 1.15ha 12 units**



- Transport Assessment required.
- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- Widening of U83E along frontage of site to a minimum of 5.5m required.
- Visibility splays of 4.5m by 160m required unless otherwise agreed with Transportation .
- Passing places required on the single track roads leading to site.
- Extension of footway/cycleway from OPP7 Whiterow to U83E Mannachie-Pilmuir Road required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Contamination Assessment required.
- Phase 1 Habitat Survey required.
- Badger and Bat Surveys required.
- Archaeological evaluation of 7-10% required.

**R6      Dallas Dhu      18.85 ha      136 units**


- Proposals must comply with principles set out in Dallas Dhu Masterplan Supplementary Guidance. Masterplan layout shown on page.
- Distinctive knolls must be retained and earthworks minimised to allow housing to integrate into the landscape.
- Northern and central parts of the site to have a more urban character and the southern and eastern parts a more rural character.
- Tree lined spine street incorporating a 6m wide landscaped strip must be provided linking the site and R4 Mannachie.
- Tree Preservation Order (TPO) served to protect existing trees and shelterbelts and control tree removal.
- Proposals must respect the character of the Dava Way corridor and enhance pedestrian/cycle access to this route.

- Must connect to core paths and other recreational routes and provide a new cycleway and other paths to create a fully integrated local network.
- Open space and play provisions must reflect the Dallas Dhu Masterplan Supplementary Guidance.
- Transport Assessment required.
- Widening of Mannachie Road to 6m up to the Ferrylea access and link road to the A940 and 5.5m wide for the remainder of the site frontage is required.
- 3m wide cyclepath on east side of Mannachie Road along the full extent of the site frontage required.
- Assessment for additional bus stop infrastructure within the frontage of the development must be considered as part of the overall R2/R4/R6 bus stop infrastructure provision and accessibility to bus stops.
- A developer contribution towards public transport will be sought.
- Widening improvements required for Mannachie/Pilmuir Road and Old Blairs Road. Passing place requirements to be agreed in consultation with Moray Council Transportation.
- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- Extension of existing pedestrian/cycle network to provide access to this site and adjacent developments required.
- Improvements to routes to school and services required.
- Assessment of peat, including a peat map showing peat depths required.
- Phase 1 Habitat Survey required.
- Part of the site (below 31.5m AOD) is reserved as a flood storage reservoir. Any proposed land uses within the reservoir area must be compatible with its primary use for storage of flood water and will be subject to evacuation procedures. The Moray Flood Alleviation Team will be consulted on any planning applications within the reservoir area.
- Flood Risk Assessment (FRA) and Emergency Evacuation Plan required.
- Drainage Impact Assessment (DIA) required.
- Woodland Survey required (including assessment of ancient woodland characteristics at the appropriate time of year).
- Archaeological evaluation of 7-10% required.

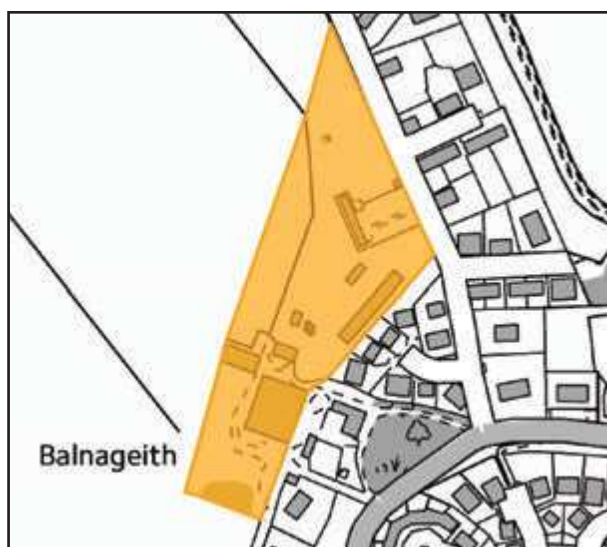




**R7 Pilmuir Road West**

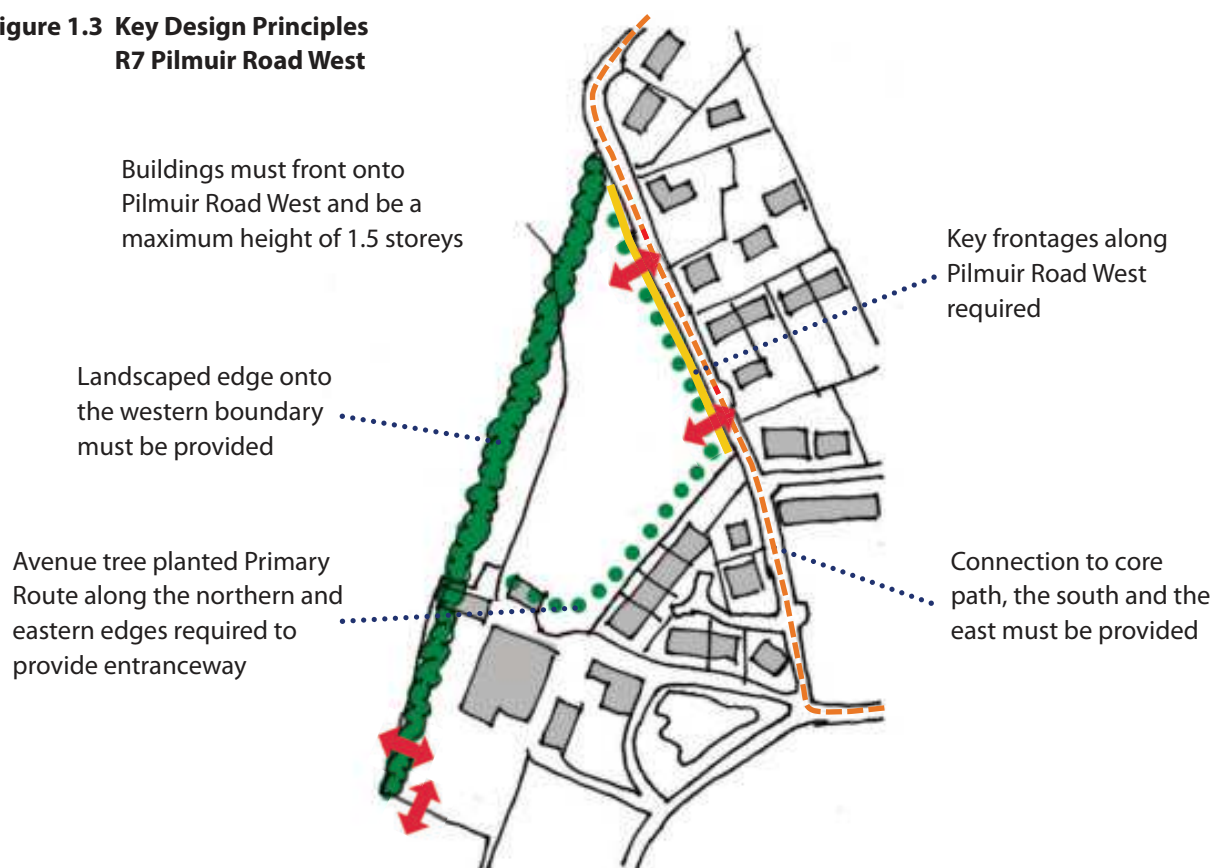
**2.5 ha**

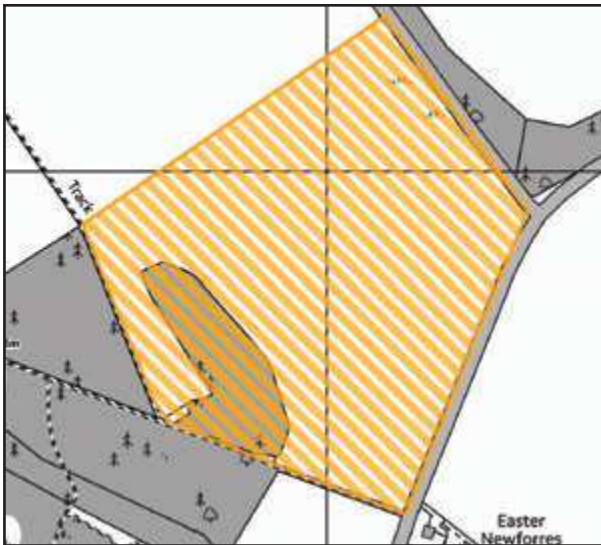
**40 units**



- Proposals must comply with key design principles set out in Development Brief and Figure 1.3.
- Transport Assessment/Statement required, scope to be agreed with Transportation.
- Access to be taken from Pilmuir Road West at points agreed in principle and set out in the Development Brief.
- Passing place/road widening requirements on the U83E route to the A96 to be assessed and agreed as part of the Transport Assessment/Statement.
- Junction improvements required within Forres, scale to be determined through Transport Assessment/Statement.
- Footway/cycleway improvements required around Balnageith Road/Pilmuir Road West junction.
- Footway provision on Pilmuir Road West beyond playing fields to Primary School required.
- Level 3 Standing Building Survey required.
- Contamination Assessment required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Tree Survey required.
- Archaeological evaluation of 7-10% required.
- Play space required.

**Figure 1.3 Key Design Principles  
R7 Pilmuir Road West**



**LONG1 Lochyhill 19 ha**

- Proposals must comply with key design principles shown in Figure 1.2.
- Masterplan required for Lochyhill, including land at Tarras Farm, LONG1 and 2.5ha reserved for potential new school.
- Compliance with requirements set out in Masterplan and R3 Lochyhill.
- Neighbourhood park with enclosed sports pitch required.



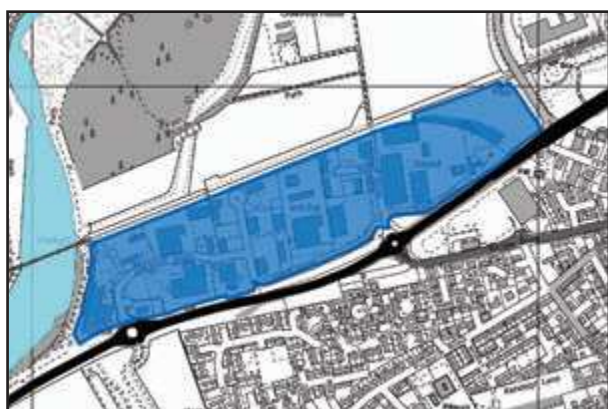


## EMPLOYMENT

Forres has a supply of effective land for employment for 15 years (2020-2035) of 13.71ha. A further 12ha must be identified to meet a shortage of general industrial land. Following the completion of the Forres (River Findhorn and Pilmuir) Flood Alleviation Scheme, an expansion of land at Waterford has been identified to meet this demand however; one of the proposed A96 dualling routes will significantly impact on the proposed expansion at Waterford. To address this a strategic LONG designation for industrial land has been identified at Easter Newforres.

### 11 Greshop

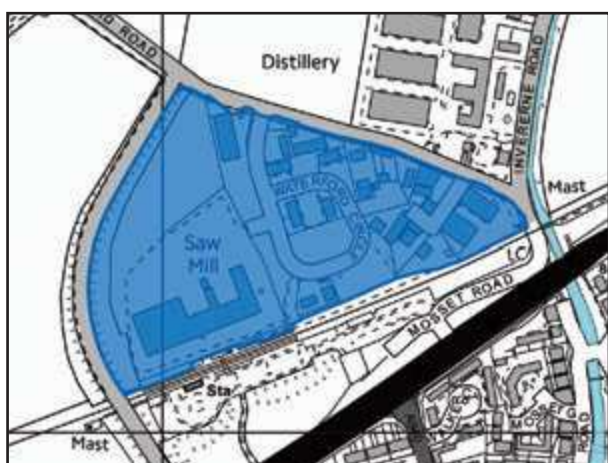
### Existing Business Area



- Trees must be retained to east of site.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Contamination Assessment required.
- Phase 1 Habitat Survey required.

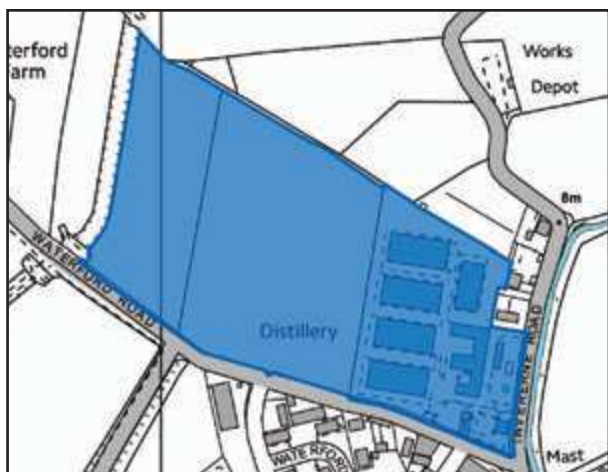
### 12 Waterford

### Industrial Estate



- Landscaped buffer strip required to north of the site.
- Transport Assessment/Statement required.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Archaeological targeted evaluation of 10% required.

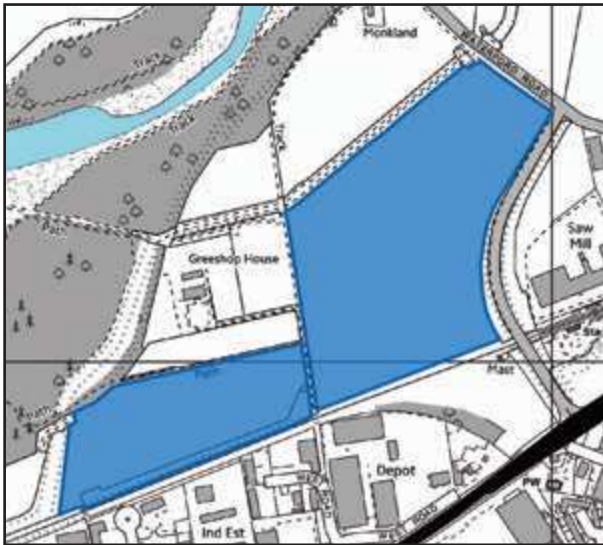
### 13 Benromach Distillery Industrial Estate



- Transport Assessment/Statement required.
- This site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.
- Access proposals to take cognisance of arrangements for I4 Waterford North.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Archaeological targeted evaluation of 10% required.
- Phase 1 Habitat Survey required.



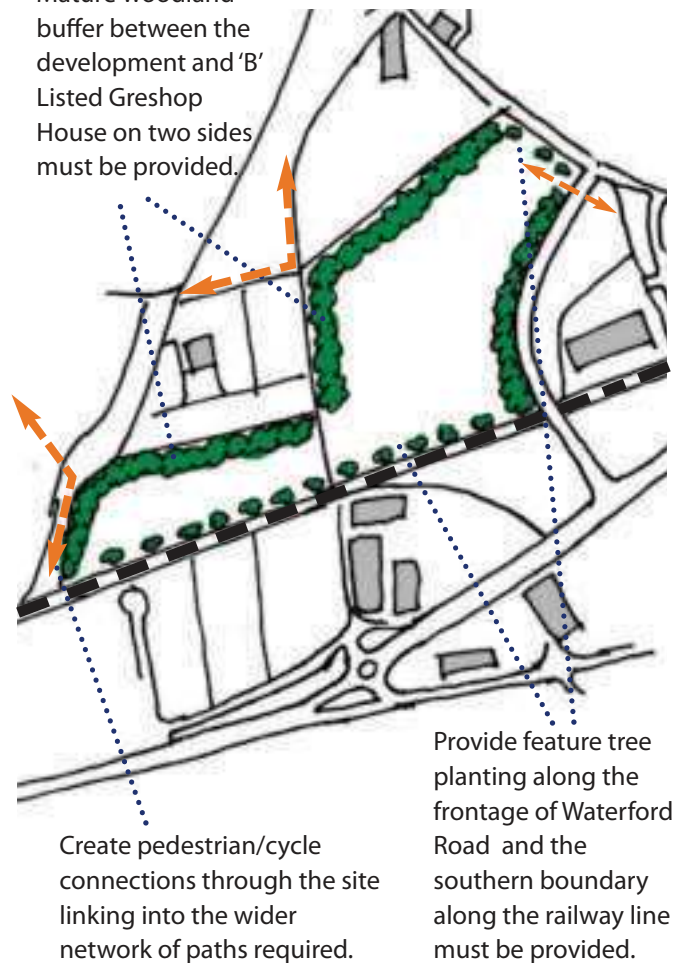
## I4 Waterford North Industrial Estate



- A Development Framework is required, this must include the range of uses, landscaping, open space and design and comply with the key design principles set out in Figure 1.4.
- Landscaped buffer strip required between development and Greshop House.
- Relocation of overhead cables required.
- Transport Assessment/Statement required.
- This site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.
- Further consideration to be given to a safe/controlled crossing of the A96.
- Access proposals to take cognisance of arrangements for I3 Benromach Distillery.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) and SUDS design required.
- Phase 1 Habitat Survey required.
- Archaeological evaluation of 7% required.

**Figure 1.4 Key Design Principles I4 Waterford North**

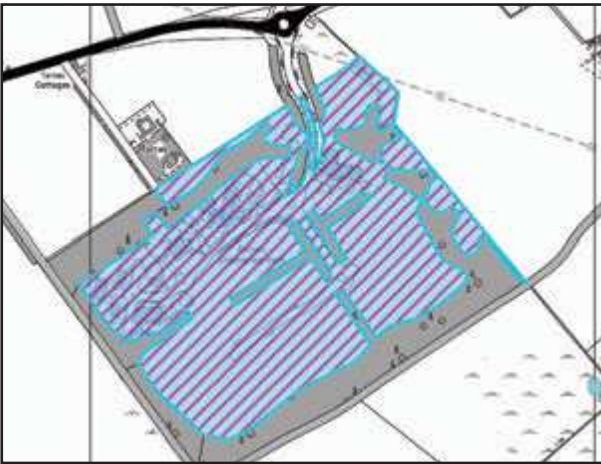
Mature woodland buffer between the development and 'B' Listed Greshop House on two sides must be provided.





**BP1 Enterprise Park**

**Business Park**



- Proposals must conform to high amenity and design standards of the Enterprise Park.
- Area to south available for general industrial units subject to being designed and constructed to conform to the high amenity and design standards of the Enterprise Park. Appropriate landscaping must be provided to mitigate potential visual impact against other higher amenity parts of the park.

**LONG2 Easter Newforres**

**Industrial Estate**



- A Development Framework is required. This must include the range of uses, landscaping, open space and design and must comply with the key design principles set out in Figure 1.2. The framework must be informed by a Landscape Integration Study addressing key views such as Califer Hill.
- Transport Assessment required.
- The U96E and the junction onto the A96 is unsuitable for the development traffic. Development of the site will require an order to stop up part of this route to prevent access to and from the development via this route.
- Flood Risk Assessment (FRA) may be required.
- Phase 1 Habitat Survey required.

**OPPORTUNITY SITES**

**OPP1 Caroline Street 1.5 ha**



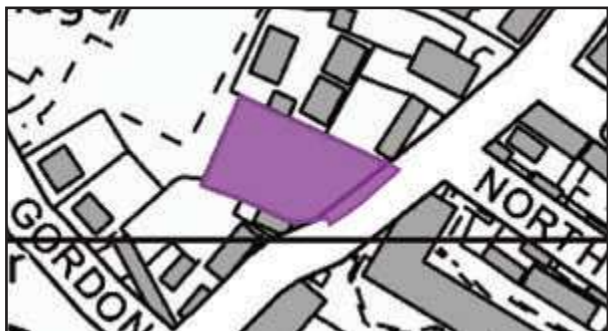
**Suitable Uses**

Residential, Commercial or Retail

**Site specific requirements**

- Transport Assessment required.
- Improvements to footpaths and crossings in existing local streets required.
- Landscaped boundary required along north of site.
- Contamination Assessment required.
- Flood Risk Assessment (FRA) required.

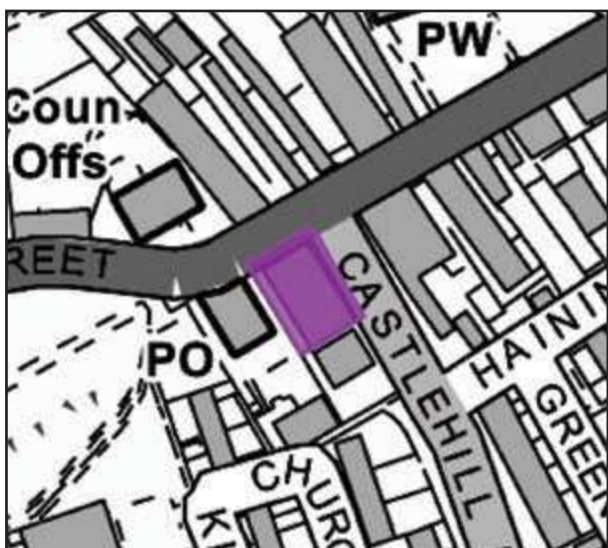


**OPP2 Bus Depot 0.13 ha****Suitable Uses**

Retail or Residential

**Site specific requirements**

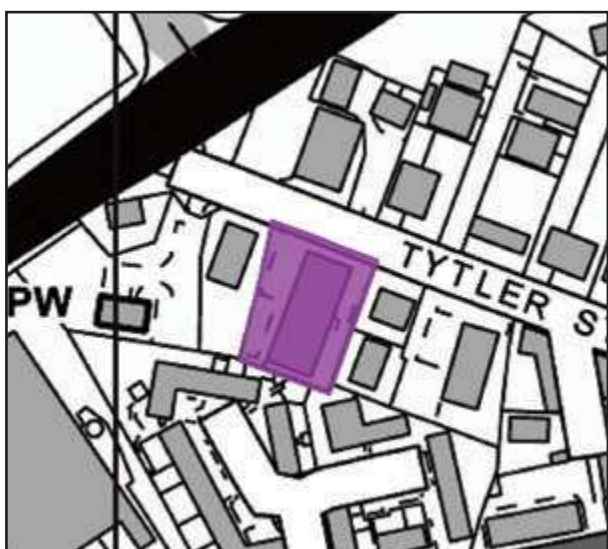
- Contamination Assessment required.
- Flood Risk Assessment (FRA) may be required.

**OPP3 Castlehill Hall 0.08 ha****Suitable Uses**

Residential, Community and/or Commercial

**Site specific requirements**

- If existing structure is demolished, parking would require to be accommodated within the new build site.
- If building is restored, parking requirements will be assessed as part of any planning application.

**OPP4 Auction Mart, Tytler Street 0.21 ha****Suitable Uses**

Residential

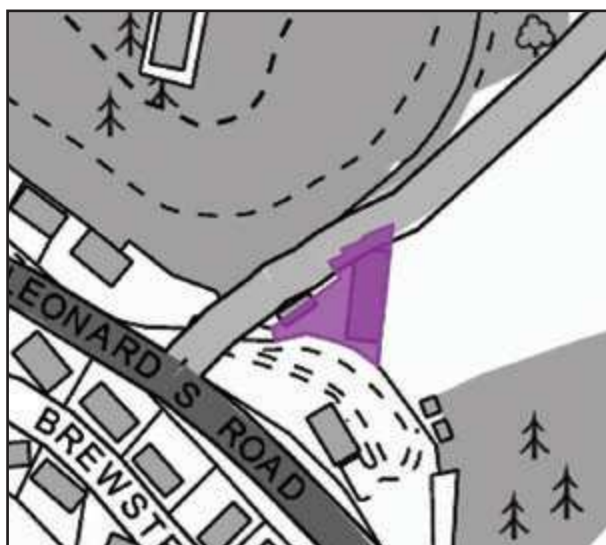
**Site specific requirements**

- Façade of 'B' listed building and its setting must be retained.
- Flood Risk Assessment (FRA) required.





**OPP5 Edgehill Road 0.11 ha**



**Suitable Uses**

Residential

**OPP6 Leancoil Hospital 4 ha**



**Suitable Uses**

Health Care or appropriate Residential/Business/Community/Tourism uses suited to amenity of the site

**Site specific requirements**

- Development must respect the character and setting of the 'B' listed building. The façade of the 'B' listed building must be retained.
- Tree Preservation Order on site, trees must be safeguarded from development.
- Open aspect to St. Leonards Road must be retained.
- Transport Assessment/Statement required.
- Phase 1 Habitat Survey required.



## OPP7 Whiterow 13.3 ha



### Suitable Uses

Residential and/or Small Scale Business

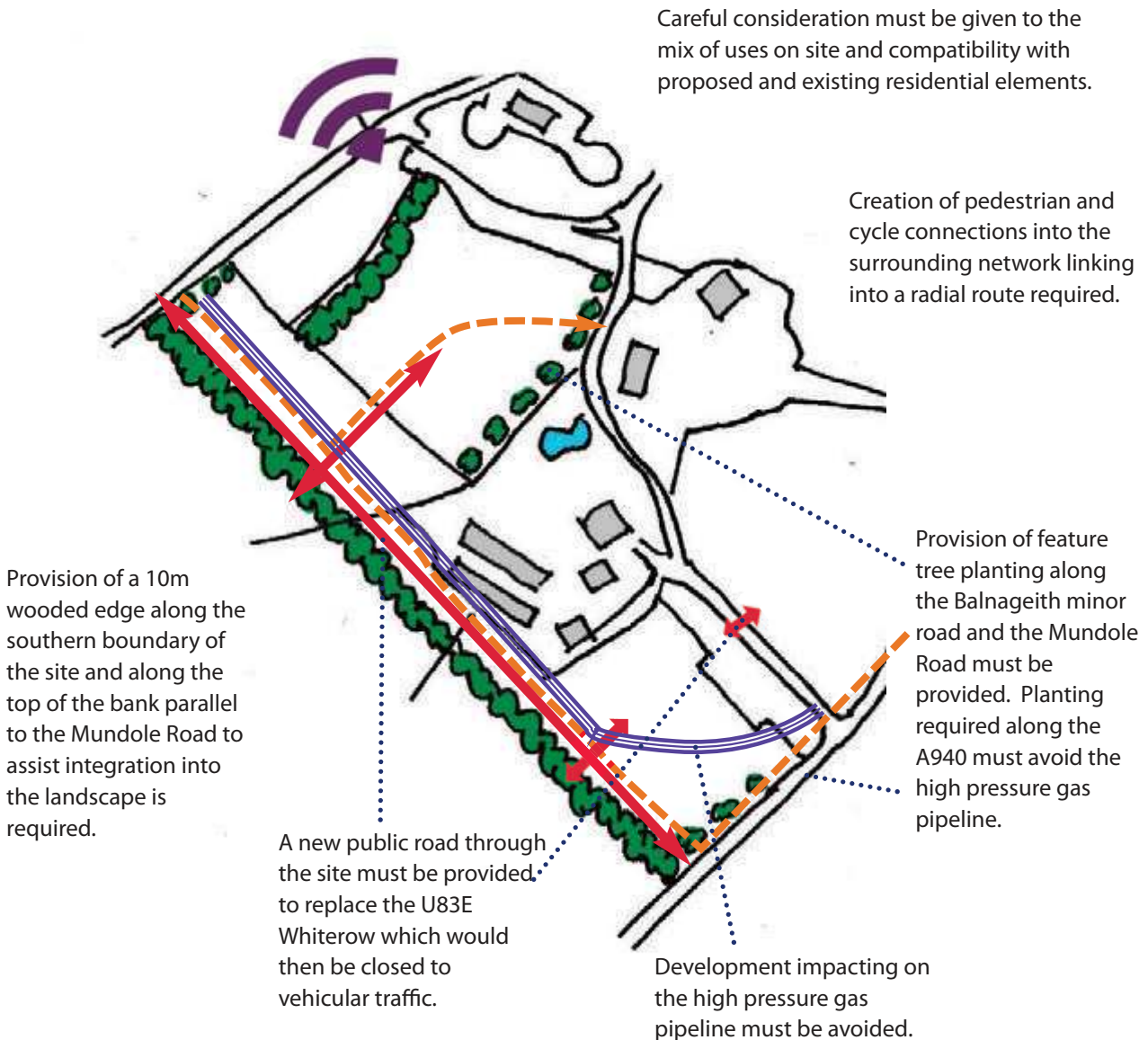
### Site specific requirements

- Development Framework required setting out development areas, road infrastructure, landscaping and the required buffering to high pressure gas pipe line. The Framework must comply with the key design principles set out in Figure 1.5.
- 10m landscaped edge to south and A940 must be provided.
- Transport Assessment required.
- Provision of new public road through the site to replace the U83E Whiterow which could be closed to vehicular traffic at the A940 Junction.
- Minimum visibility splays of 4.5m by 215m onto A940 required.
- R5 Balnakeith and OPP7 Whiterow must provide a joined up network between the A940 and U83E and provide direct pedestrian and cycling routes.
- Improvements to the U83E along the frontage of the site required, including new junction footway and road widening.
- Opportunities for connections with R1 Knockomie must be considered, once the vehicular access onto the U38E east or west is removed.
- Contamination Assessment required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Badger and Red Squirrel Surveys may be required.
- Archaeological evaluation of 7-10% required.

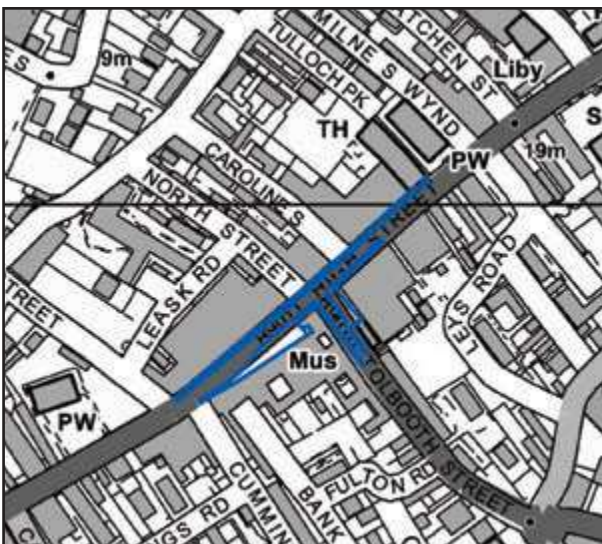




Figure 1.5 Key Design Principles OPP7 Whiterow



## CRA Forres Town Centre – Core Retail Area



### Town Centre/Core Retail Area (CRA)

The retention of Forres shopping centre (referred to as Core Retail Area on the town map) is of primary importance to the town. Only development for Use Class 1 Shops, Use Class 2 Financial, Professional and Other Services, or Use Class 3 Food and Drink at ground level will be supported. Proposals must comply with Policy DP7 Retail/Town Centres and other relevant policies of the LDP.

## ENVIRONMENT/GREEN INFRASTRUCTURE

### T1 National Cycle Route Sustrans

- The Sustrans National Cycle Route passes through Forres and will be safeguarded from inappropriate development.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Forres will be safeguarded from development that is not related to its current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Bogton Road Park (FR/OS/012); Califer Road (FR/OS/009); Grant Park (FR/OS/014) (forms part of the Cluny Hill Special Landscape Area (SLA)); Mannachie Park (FR/OS/025); Mosset Burn (FR/OS/013); Randolph Lane/Pilmuir Playing Field (FR/OS/029) West of Thornhill (FR/OS/045)
ENV2	Amenity Greenspace	Drumduan Park (FR/OS/035); Drumduan Road; Fields at St Leonard's; Knockomie Hotel; Mannachie Road (FR/OS/030); Sueno's Stone (FR/OS/030/057) and Woodside Drive (FR/OS/030/057)  Within the Knockomie Hotel ENV, there are some limited opportunities to develop within the immediate curtilage of existing buildings
ENV3	Playspace for Children and Teenagers	Balnageith Rise (FR/OS/042); Cumiskie Crescent (M/FR/OS/041); Fleurs Place (FR/OS/005); Forbeshill Playspace (FR/OS/022) and Mannachie Park (FR/OS/025)
ENV4	Sports Areas	Academy Playing Fields (FR/OS/004); Applegrove Primary School; Forres Golf Club; Loch View; Logie Park; Mosset Park; Playing Fields (Burn of Mosset); Roysvale Park (FR/OS/027); Tennis Courts and Thornhill Playing Field (FR/OS/048)
ENV5	Green Corridors	A96 Corridor (FR/OS/036); Dava Way (FR/OS/055); Flood Alleviation Access (East) (FR/OS/002); Flood Alleviation Access (West)(FR/OS/062); Grantown Road – Knockomie (FR/OS/040) and Knockomie Amenity (FR/OS/043)





REF	Type of Open Space	Location
<b>ENV6</b>	Natural/Semi-Natural Greenspace	Cathay; Clovenside (FR/OS/037); Cluny Hill (FR/OS/017) (forms part of the Cluny Hill SLA); Croft Road (FR/OS/018); Drumduan House; Edgehill Road; Enterprise Park (FR/OS/050); Fairyhill Woods (FR/OS/003); Lochyhill; Mannachie (FR/OS/049); Muiry/Council Wood (FR/OS/001); Plantation Cottage; Sanquhar Loch and Wood (FR/OS/020 and 024); St Leonard's Road; Thornhill (FR/OS/048) and Whiterow  Within the Sanquhar Loch and Wood and Cluny Hill ENVs, there are some limited opportunities to redevelop brownfield sites and to develop within the immediate curtilage of existing buildings
<b>ENV8</b>	Allotments	Bogton
<b>ENV9</b>	Cemeteries and Proposed Extensions	Clovenside
<b>ENV11</b>	Other Functional Greenspace	Pilmuir (FR/OS/044); Rear of Twinning Link (off Ferry Road)(FR/OS/021) and Tree Nursery at Bogton
<b>TPO</b>	Tree Preservation Orders	Croft Road; Dallas Dhu; Drumduan House; Leancoil Hospital; Sanquhar and Woodside Drive

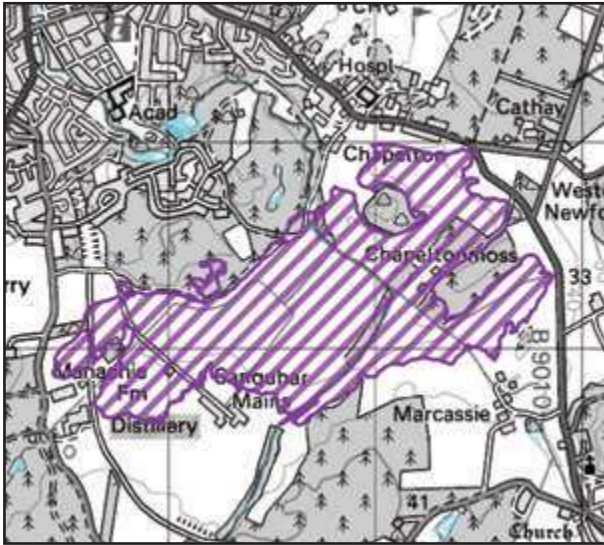
## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
<b>CAT</b>	Countryside Around Towns	Protects the area around the town from development
<b>CA</b>	Conservation Area	Forres Conservation Area
<b>SLA</b>	Special Landscape Area	Cluny Hill
<b>SPA</b>	Special Protection Area	Moray & Nairn Coast



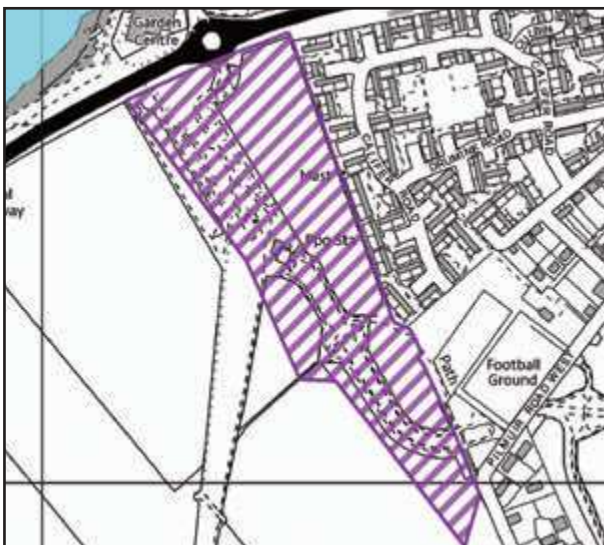
## FLOOD ALLEVIATION

### FA1 Mosset Burn



- Flood storage reservoir.
- Educational and community garden proposals that are compatible with primary use for storage of flood water.
- Subject to evacuation procedures.
- Phase 1 Habitat Survey required.

### FA2 River Findhorn/Pilmuir



- Retain popular recreational use of land, associated with soft landscaping of embankment and adjacent areas to create attractive gateway into town.



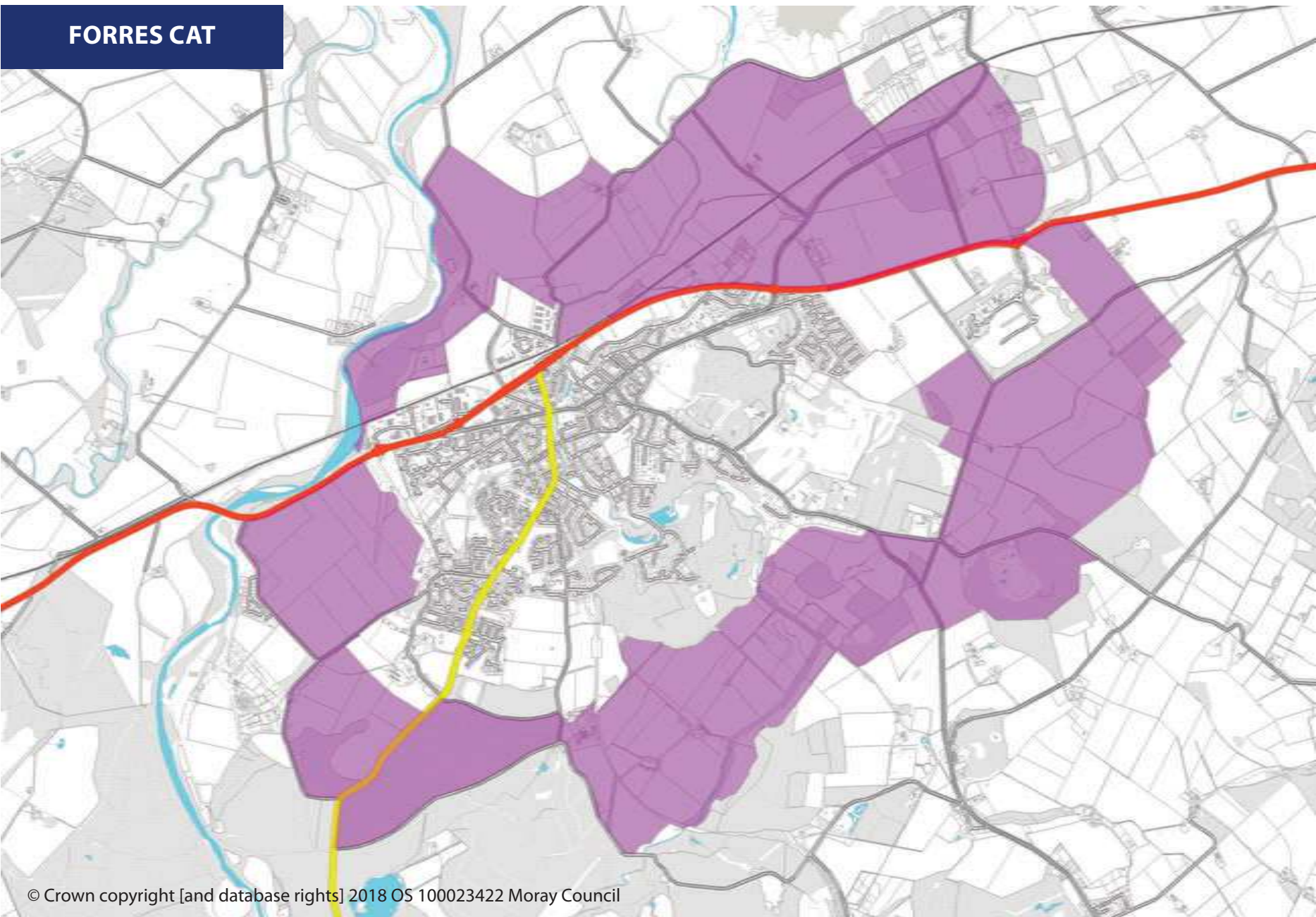


## INFRASTRUCTURE

Sites denoted on the Infrastructure, Green Network Map and Transport Proposals (TSP) Maps will be required to contribute to and/or provide the infrastructure identified to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out on the maps are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	New Primary School and 2.5ha serviced site or alternative provision	LONG1
Primary Education	Extension to Pilmuir Primary School or alternative provision	R1, R5, R7, OPP7
Secondary Education	Extension to Forres Academy or alternative provision	R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1
Healthcare (Health Centres)	Extension to Forres Health and Care Centre or alternative provision	R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1
Healthcare (Dental Chairs)	2 x Additional Dental Chairs	R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1
Healthcare (Pharmacies)	Reconfiguration of Pharmacy Outlet(s)	R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7
Sports and Recreation	Enclosed sports pitch	LONG1
Sports and Recreation	Floodlit multi-use games area (MUGA)	R3



**FORRES CAT**

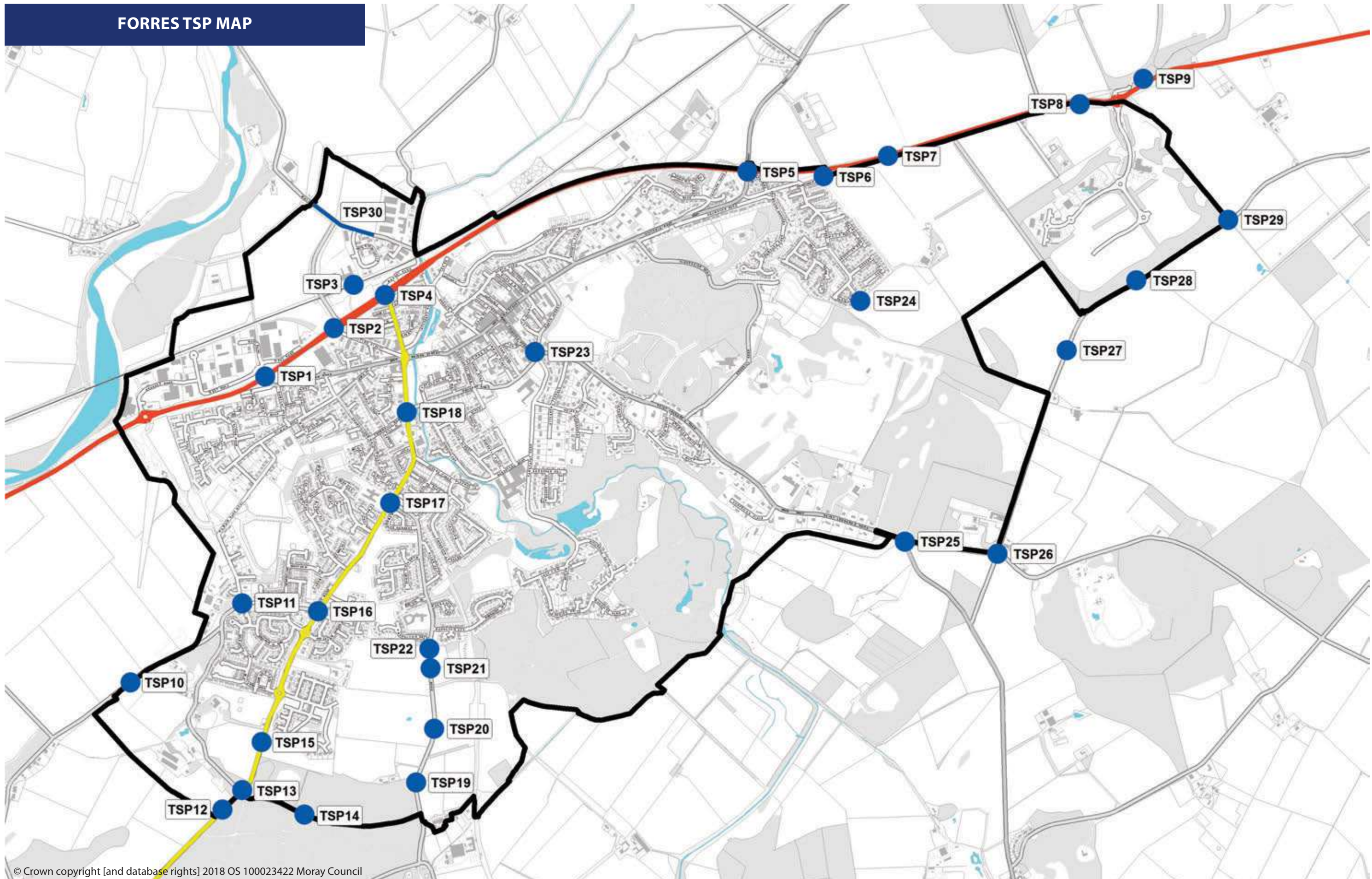


- TSP1** A96/B9011 Nairn Road junction - impact on this junction from development sites to be determined by a Transport Assessment
- TSP2** A96 Controlled Crossing
- TSP3** Railway Station and Bus Terminus – safeguard and seek to enhance and improve facilities to encourage use of sustainable transport
- TSP4** A96/A940 Market Street junction – impact on this junction from development sites to be determined in Transport Assessments
- TSP5** A96/Findhorn Road junction – impact on this junction from development sites to be determined in Transport Assessments
- TSP6** Drumduan Road/R3 – potential secondary connection to the development for a limited number of dwellings
- TSP7** A96-R3 – new roundabout junction to access site R3
- TSP8** A96 – westbound bus layby on A96 to serve site R3 and BP1
- TSP9** A96 – eastbound bus layby on A96 to serve site R3 and BP1
- TSP10** U83E Balnakeith – widening of U83E/additional passing place provision and extension of footway and cycleway to serve site R5, R7 and OPP7
- TSP11** Balnakeith/Pilmuir Road West – footway/cycleway improvements at junction of Balnakeith Road/Pilmuir Road junction and between junction and Pilmuir Primary School
- TSP12** A940 – new junction access to OPP7. Existing U83E to Whiterow access onto A940 to be stopped up to vehicular traffic and new connection to be made through OPP7 between U83E and A940.
- TSP13** A940/Mannachie-Pilmuir Road – junction improvement/closure
- TSP14** A940/Mannachie-Pilmuir Road – road improvements to U83E Mannachie/Pilmuir Road
- TSP15** A940/R1 – access from A940 to site R1 and relocate speed limit and widening to the A940 along the frontage of site R1
- TSP16** Balnakeith Road/A940 - junction improvements may be required in association with development in the south west of Forres
- TSP17** Mannachie Road/Grantown Road – junction improvements in association with development in the south west of Forres
- TSP18** Orchard Road/Thornhill Road/Grantown Road – junction improvements required in association with development in the south west of Forres
- TSP19** C14E Mannachie Road/R2/R6 – new junction on C14E Mannachie Road to provide secondary access to sites R2 and R6, extend foot/cycleway connections from Forres, widen road southwards from R2 Link Road
- TSP20** C14E Mannachie Road/R6 – potential new access to site R6, extend existing foot/cycleway connections from Forres, widen road southwards from R2 Link Road
- TSP21** C14E Mannachie Road/R2/R4 – new junction on C14E Mannachie Road to provide access to site R4 and to provide 3 metre wide cycleway on east side of Mannachie Road
- TSP22** Mannachie Road – new cycleway provision associated with sites R2, R4, R6
- TSP23** Orchard Road/St Leonards Road – junction improvements may be required in association with development in the south of Forres
- TSP24** Forbeshill/R3/LONG1 – potential connection to Earlsland Crescent (U173E) to access sites R3 and LONG1
- TSP25** Rafford Road/(B9010)/Brodies Hill-Califer Road (U94E) – junction improvements may be required in association with development in the south and east of Forres
- TSP26** U94E/U96E – junction improvements may be required in association with development in the south and east of Forres
- TSP27** R3/LONG1 – southern access onto Tarras Road
- TSP28** LONG2 – access onto Scotsburn Road-New Forres Road (U96E)
- TSP29** Scotsburn-New Forres (U96E) – road closure to vehicles to east of LONG2 access
- TSP30** Upgrades to Waterford Road – widening pedestrian and cycle access
- TSP31** A96 Route of Proposed Dualling



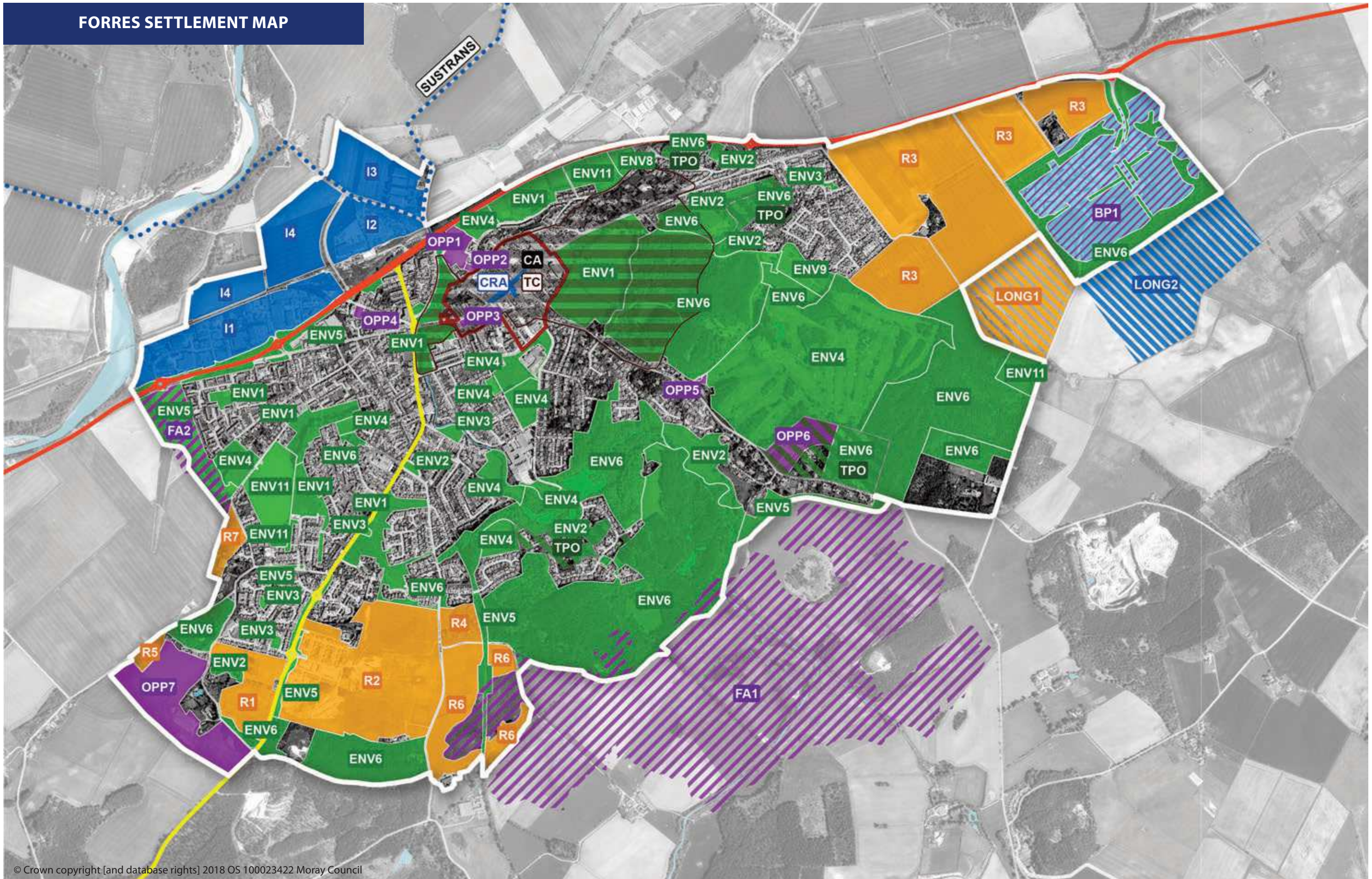


## FORRES TSP MAP



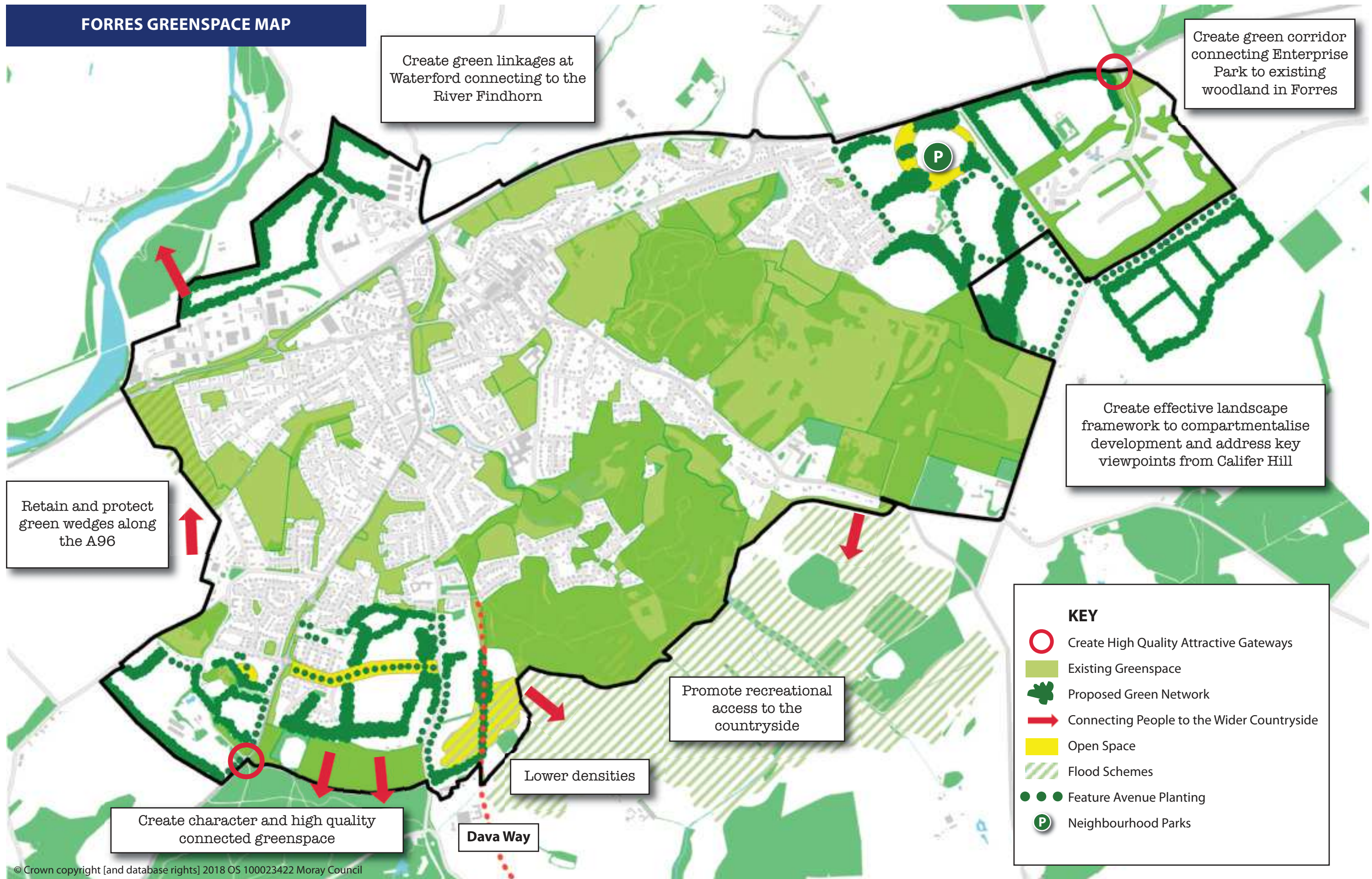


FORRES SETTLEMENT MAP



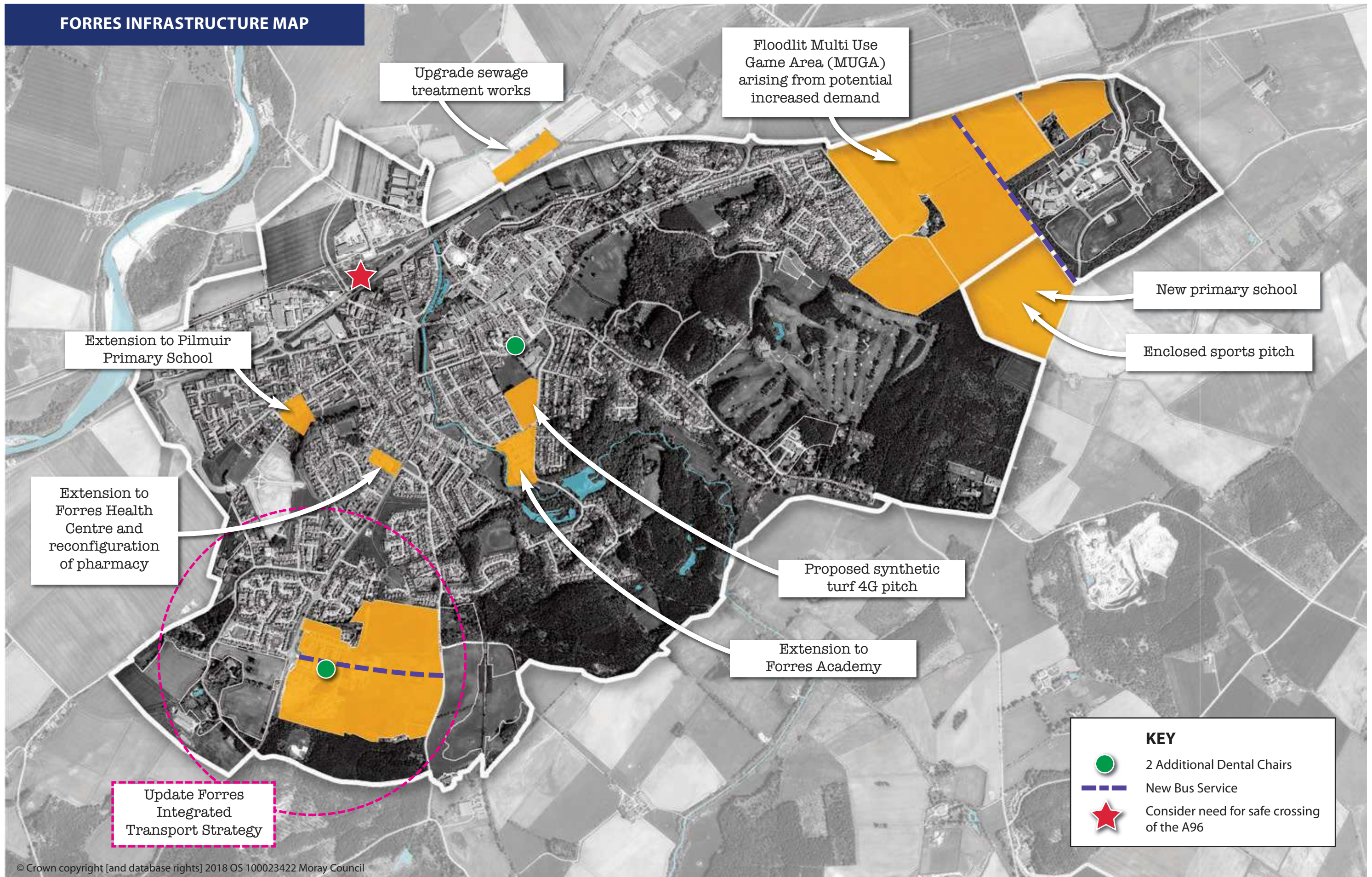


## FORRES GREENSPACE MAP





# FORRES INFRASTRUCTURE MAP



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## DALLAS DHU CONCEPT MAP







Population  
**589**



Households  
**254**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

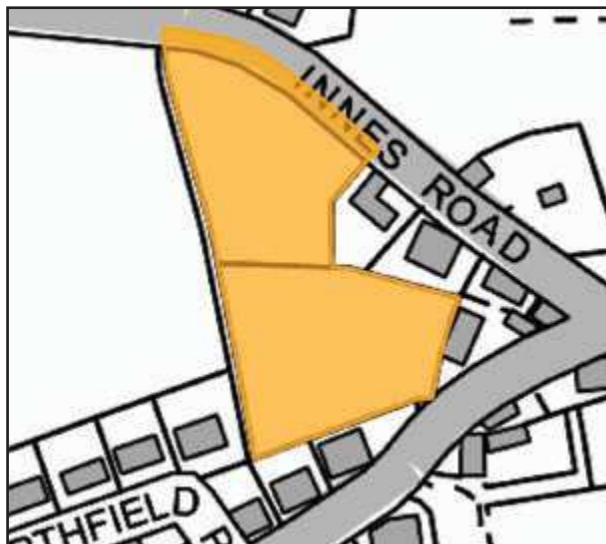
- Identify a small site for housing development that integrates with the existing settlement character.
- Protect the built and historic character of Garmouth.
- Conserve and enhance Garmouth's distinctive built heritage and the integrity of its Conservation Area.
- To protect the scientific and environmental value of adjoining areas.
- Garmouth has an organic street pattern, with strong building line directly onto the road edge. Traditional stone and slate houses, with simple forms and traditional proportions are characteristic.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

**R1 South of Innes Road 0.65ha 10 units**



- Proposals must integrate with the existing settlement. Buildings must be low and be a maximum of one and half storey.
- Buildings must reflect the historic character of Garmouth and the simple forms found in existing buildings.
- Development must incorporate and enhance existing paths.
- Access for future development to the west must be safeguarded.
- A landscaped edge must be provided to the site.
- Phase 1 Habitat Survey required.
- Archaeological evaluation required.
- Widening of Innes Road, including provision of passing places on the approach to the west of the site and footway provision sought.
- Drainage Impact Assessment (DIA) required.
- Early discussions with Scottish Water required.
- Development must connect to mains water and sewerage (this requirement overrides the exception within Policy EP13 Foul Drainage).
- Historically capacity at the waste water treatment works has been constrained, however a growth project is planned by Scottish Water.

## TOURISM

**T1 Sustrans National Cycle Route and Moray Coastal Trail**

- Route will be safeguarded from development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Garmouth will be safeguarded from development that is not related to their current use as set out in the table below. :

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Opposite Willowbank; Station Road; South Road; Bowling Club Car Park
ENV4	Sports Areas	Recreation Ground (Playing field, Tennis Courts and Bowling Green).
ENV6	Natural/Semi-Natural Greenspace	Woodland south of Station Road; Railway Sidings East of Lemanfield Crescent; Land East of Orchard House.
ENV7	Civic Space	Old Water Tower

## WIDER ENVIRONMENTAL DESIGNATIONS

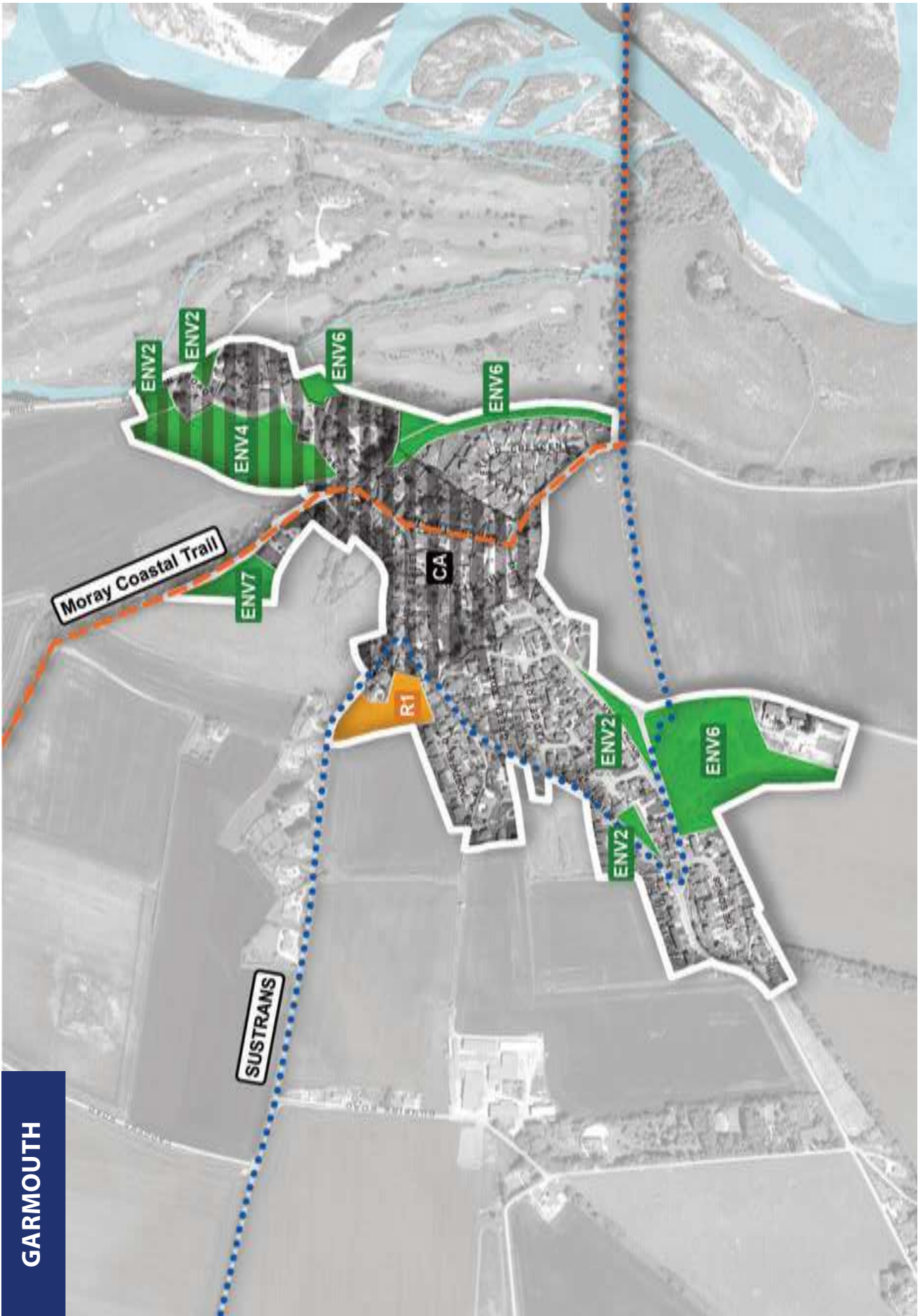
REF	Type of Environment Designation	Specification
CA	Conservation Area	Garmouth Conservation Area
SLA	Special Landscape Area	Lossiemouth to Portgordon Coast; Lower Spey and Gordon Castle Policies
SPA	Special Protection Area	Moray and Nairn Coast
SAC	Special Area of Conservation	Lower River Spey-Spey Bay; River Spey
SSSI	Site of Special Scientific Interest	River Spey; Spey Bay

## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1









Population  
**1,724**



Households  
**701**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

- To safeguard the distinctive character of the village.
- To deliver new development that reflects the historic grid street layout and architectural features of traditional houses.
- To prevent coalescence of Hopeman and Cummingston.
- To protect the special qualities of the foreshore and surrounding landscape.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Manse Road 4.6ha 75 units

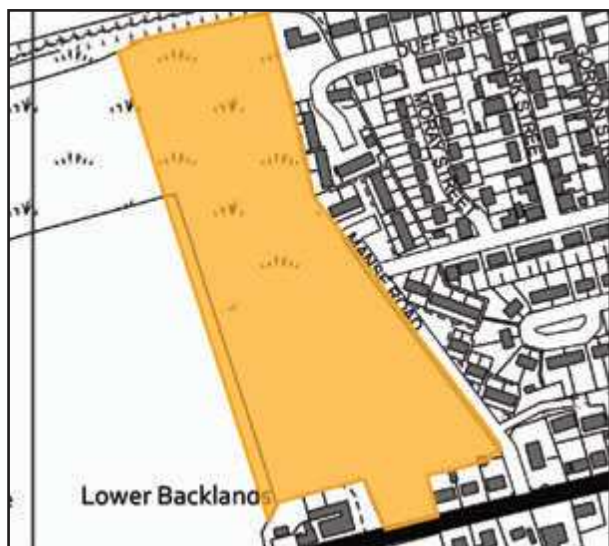
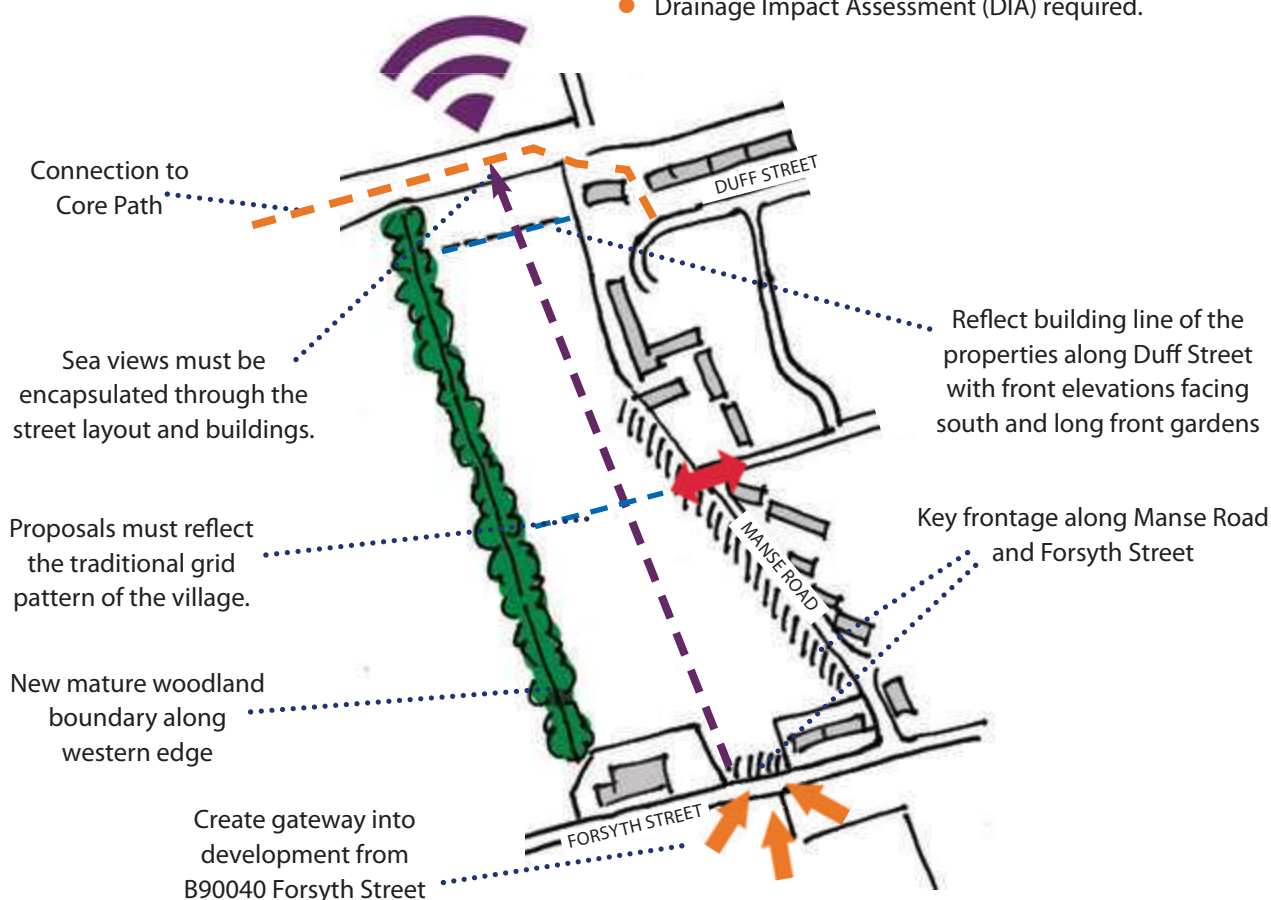


Figure 1 Key Design Principles R1 Manse Road

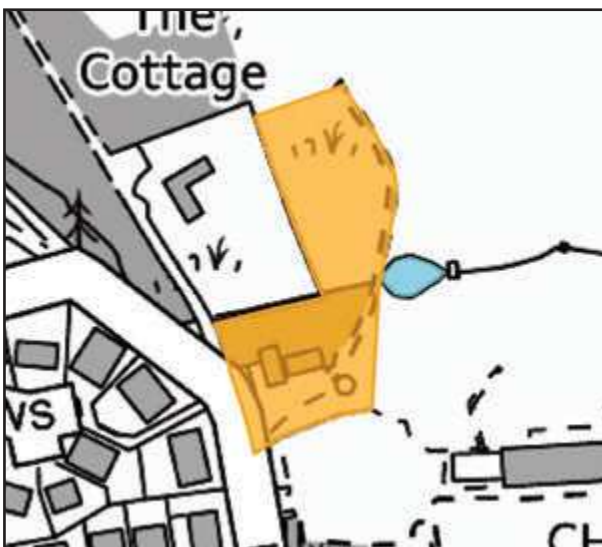
- Proposals must comply with Key Design Principles set out in Development Brief and Figure 1.1.
- Central amenity open space and play area must be provided.
- Houses fronting onto the B9040 must replicate the traditional architectural detail and materials of Hopeman.
- Transport Assessment required.
- Vehicular connection between the B9040 and Manse Road must be provided.
- West-east connection into Cooper Street required.
- Two vehicle connections into land to the west of site mirroring traditional grid pattern at Cooper Street and Duff Street must be provided.
- Pedestrian footpath running from the B9040 to the Moray Coastal Path required.
- Phase 1 Habitat Survey required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.



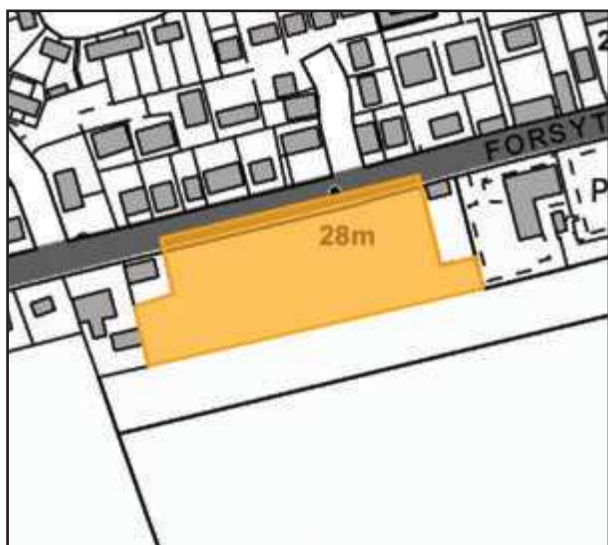




**R2 Hopeman Golf Club 0.37ha 8 units**



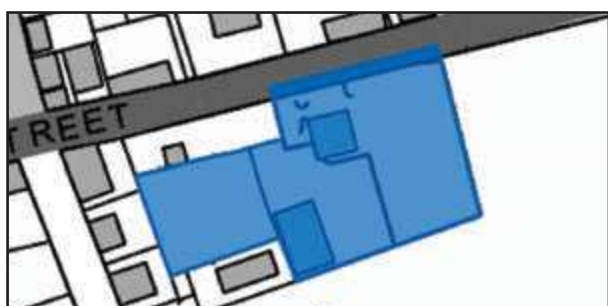
- Residential and tourist accommodation will be supported.
- Density will be dependent upon the nature of the proposals.
- Landscaped boundaries must be provided to integrate development into the surrounding area.
- Footway must be provided along frontage of Hopeman Golf Club from site.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

**R3 Forsyth Street 0.8ha 22 units**


- Buildings must front onto Forsyth Street to reflect the existing street pattern and strong building frontage. Gables fronting the street are not acceptable.
- Buildings fronting onto Forsyth Street must have slate roofs, stone boundary walls and have front gardens.
- A functional area of open space must be provided at the front of the development, providing an attractive seating area which will be enclosed by a stone boundary wall.
- A new mature woodland boundary must be provided along the southern edge.
- Two vehicular connections onto Forsyth Street required.
- A 2m footway running along north edge of the development site must be provided.
- 2m footway must be provided on primary routes.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

**EMPLOYMENT**
**HBR1 Harbour Mixed harbour (Tourism and Recreational Uses)**


- Further tourism and recreational uses will be supported.
- The setting of the harbour and the cluster of buildings at the harbour promontory must not be adversely affected by new development.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the Moray Firth SAC or the Moray Firth pSPA caused by disturbance.

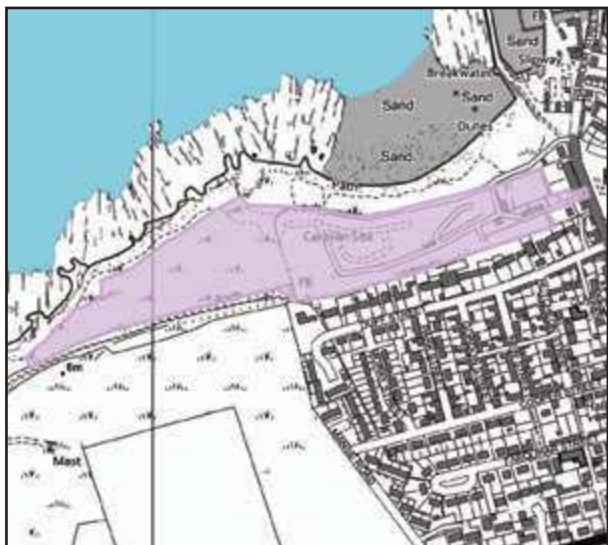
**I1 Forsyth Street Existing Business Area**


- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required depending on use.
- Existing roadside verge along site frontage must be retained for future footway/cycleway provision.



## TOURISM

## T1 Hopeman Caravan Park



## Suitable Uses

- This must remain as a holiday caravan site as part of Hopeman's tourism infrastructure. Development for alternative uses will not be permitted.
- Ancillary facilities appropriate to tourist development, such as a shop, café, laundry and shower facilities will be supported within this area.

## Site specific requirements

- In order to protect the foreshore to the north, further expansion beyond the boundary of the caravan park will not be permitted.
- Development on land below 5m AOD must be avoided due to the risk of coastal flooding.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special Area of Conservation (SAC) or the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that SAC and pSPA qualifying interests rely on.

## T2 Moray Coastal Trail

The Moray Coastal Trail passes through Hopeman and will be safeguarded from inappropriate development.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Hopeman will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV3	Playspace for Children and Teenagers	Beach Play Area; Farquhar Street and Golf View
ENV4	Sports Areas	Cameron Park; Hopeman Bowling Club and Hopeman Golf Course
ENV5	Green Corridors	Dismantled Railway Line
ENV6	Natural/Semi-Natural Greenspace	East Foreshore and West Foreshore



WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SAC	Special Area of Conservation	Moray Firth
pSPA	Proposed Special Protection Area	Moray Firth
SLA	Special Landscape Area	Burghead to Lossiemouth Coast

INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance

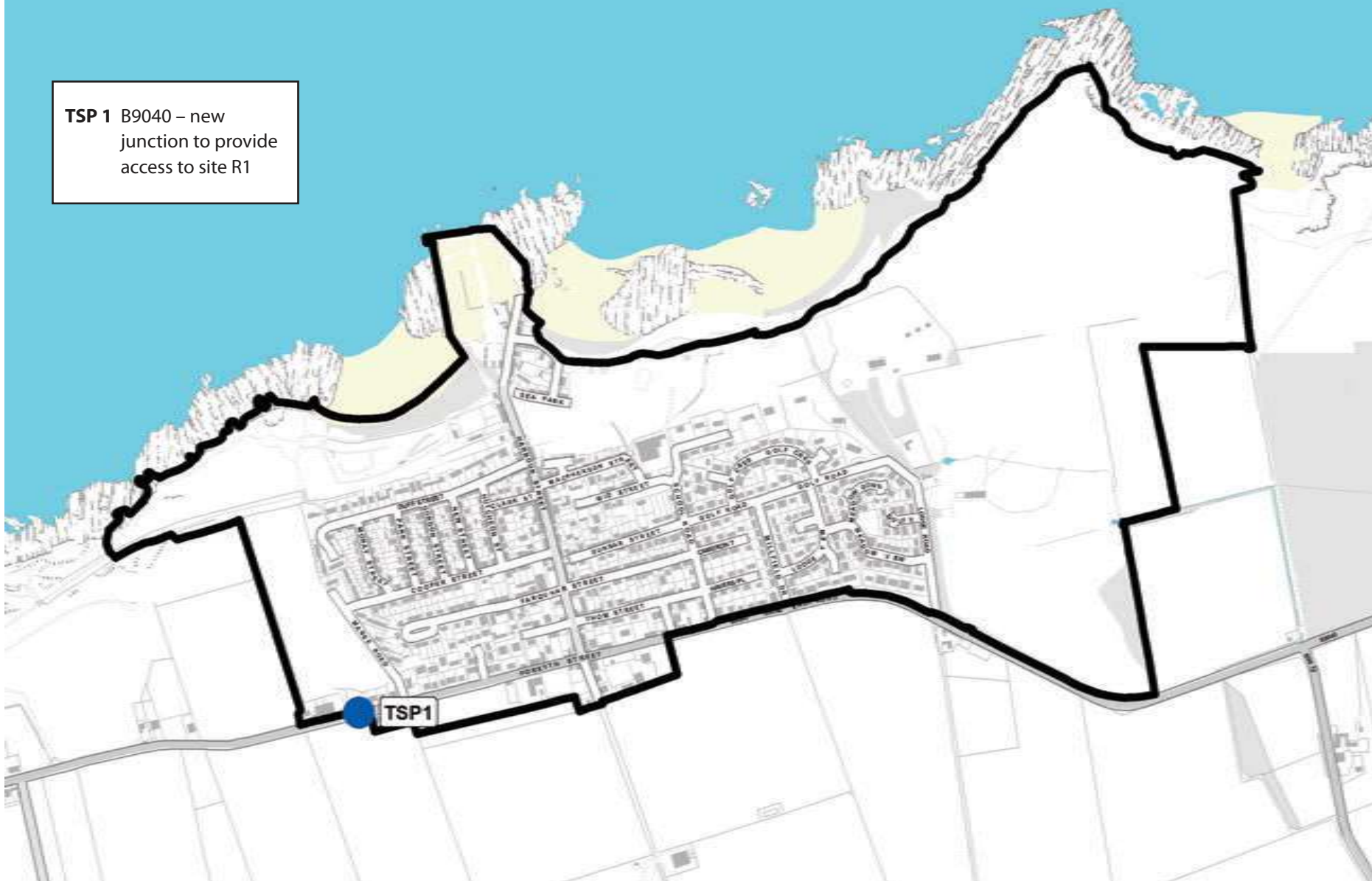
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, R3





**HOPEMAN TSP**

**TSP 1** B9040 – new junction to provide access to site R1









Population  
**4,734**



Households  
**2,181**



**Settlement Hierarchy**  
**Tertiary Growth Area**

### **Development Strategy / Placemaking Objectives**

- Keith is characterised by a strong grid pattern with lanes connecting streets. This is a distinctive feature that can be reflected in new development proposals.
- Identification of a strategic reserve of employment land to support growth and attract inward investment.
- Identify a mixed use site suitable for a range of uses, and reserve space for a potential healthcare facility.



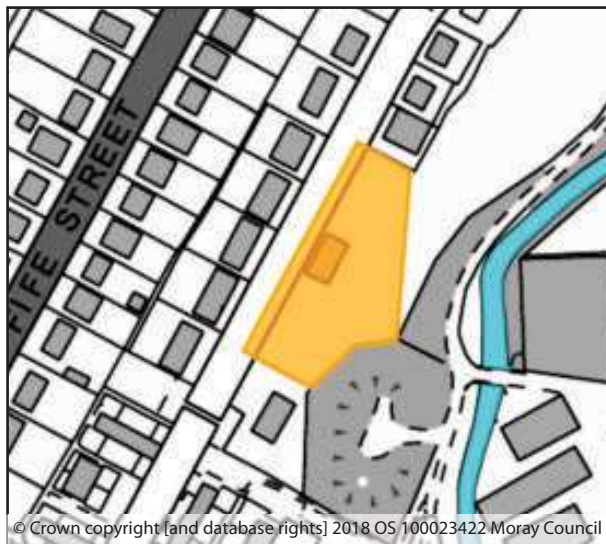
Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Nelson Terrace

0.5ha

5 units

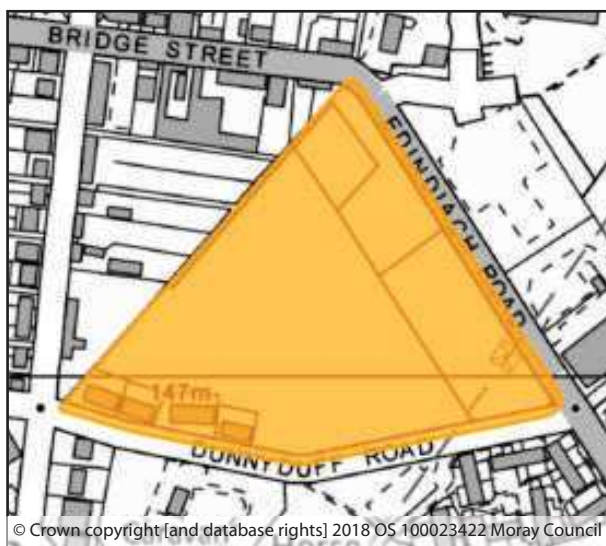


- Infill plots available from this development which commenced in the 1970's.

### R2 Dunnyduff Road

3.22ha

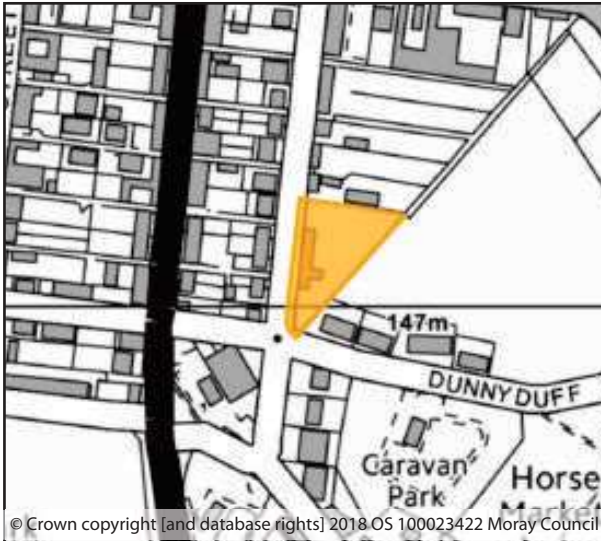
40 units



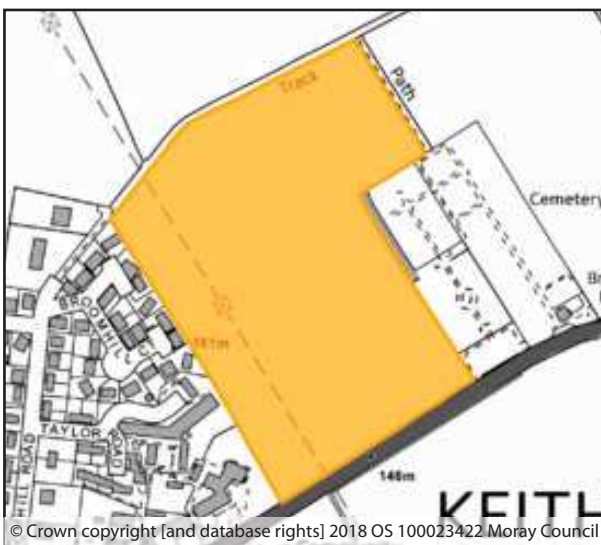
- The site is in two ownerships. Proposals for either part must show how they relate to each other particularly in relation to road connections.
- No individual houses or part development will be approved without an overall layout for the site.
- Ground conditions may require consolidation and electricity cables crossing the corner may affect the developable area of the site.
- Road access to be provided from both Edindiach Road and Dunnyduff Road. Houses fronting Edindiach Road to be serviced internally to reduce vehicle movements and reduce on street parking, contributing to road safety.
- Footways to be provided along site boundaries where they do not exist.
- Flood Risk Assessment (FRA) required.
- Phase 1 Habitat Survey required.
- A Transport Statement will be required to assess the impact of the development at the junctions on the Trunk Road network.





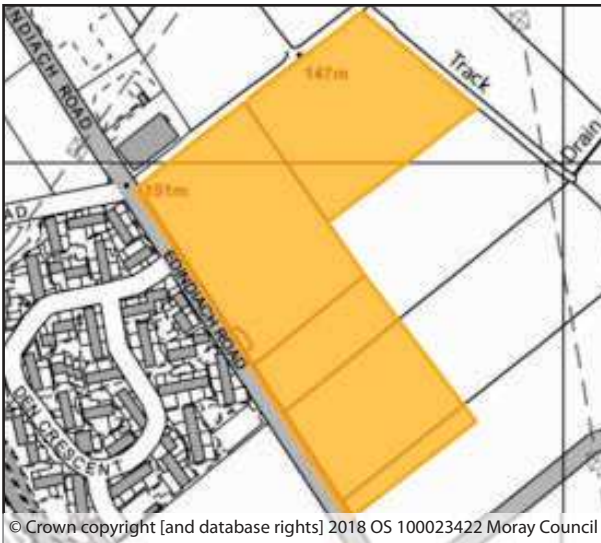
**R3 Balloch Road****0.26ha****6 units**

- The disused building on site can be demolished and site re-developed with a capacity of 6 houses.
- If renovation of the building is practical, conversion to flats would be acceptable.
- There are known ground contamination issues and a ground contamination assessment will be required.
- Flood Risk Assessment (FRA) required.
- Phase 1 Habitat Survey required.

**R4 Banff Road North****8.52ha****90 units**

- Planning permission has been granted for this site.
- The presence of overhead cables restricts the developable area. The layout must take the necessary safeguarding requirements into account.
- Significant structural landscaping/tree planting is required on upper slopes to integrate the site into the landscape. This must incorporate recreational footpaths.
- Feature tree planting must be provided along the eastern boundary.
- Road access must be considered in association with the Mixed Use (MU) site immediately to the south. An initial junction may comprise a priority T or ghost island. Land must be safeguarded to serve a roundabout to both sites.
- Re-positioning of the 30mph signs will require to be promoted by the developer for the roundabout access. Any initial priority junction must be designed for the 60mph speed limit.
- Any significant change to the extant planning permission must be supported by an updated Transport Assessment, which includes new traffic surveys at the A96/A95 Banff Road junction. A contribution towards this junction may be required.
- Hedging and feature tree planting must be provided along the A95 frontage incorporating a footway/cycleway.
- Badger Survey required.
- Pocket Park required.

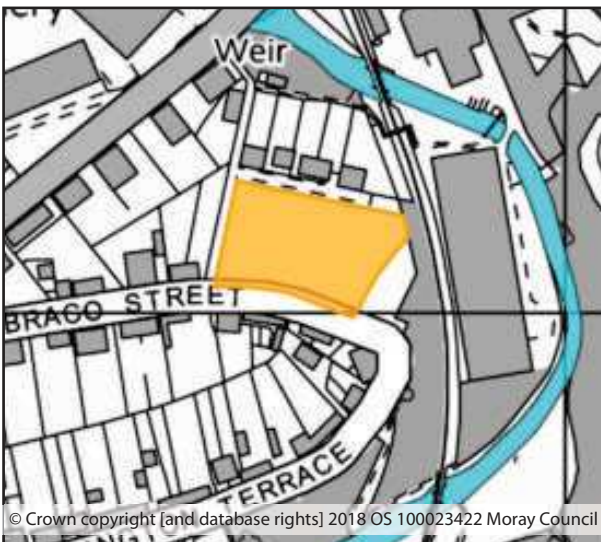


**R5 Edindiach Road (West)****5.35ha****55 units**

- Planning consent has previously been granted for 55 houses with development commenced.

**R6 Former caravan site, Dunnyduff Road****0.67ha****20 units**

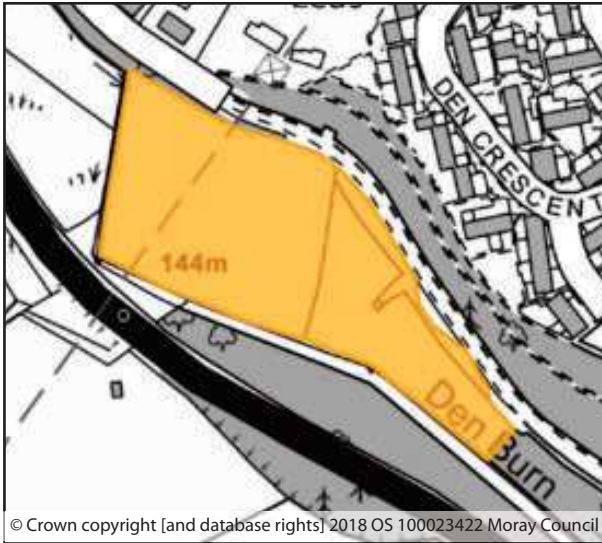
- Opportunity to redevelop a brownfield site in a residential area.
- The existing access onto Dunnyduff Road will require upgrading and the provision of a minimum visibility splay of 2.4 metres by 43 metres.
- Transport Statement required.
- Drainage Impact Assessment (DIA) required.
- Consideration must be given to connectivity with town centre and nearby core paths.

**R7 Jessieman's Brae****0.4ha****6 units**

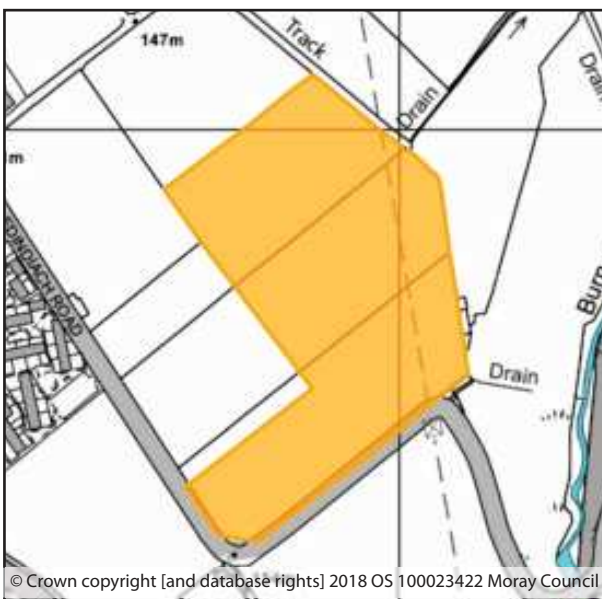
- Small paddock lying within the River Isla Corridor ENV designation that could accommodate a small high quality housing development that reflects the ENV designation and surrounding area.
- The site is steeply sloping which may affect access into the site and the internal layout.
- To maintain the character of the area a low density development of up to six 1 – 1 ½ storey houses is appropriate.
- Stone wall boundaries around the site must be retained and off site links provided into the surrounding footpath network.
- Noise Impact Assessment may be required.
- HSE will be consulted on any planning application regarding risk from hazardous materials.



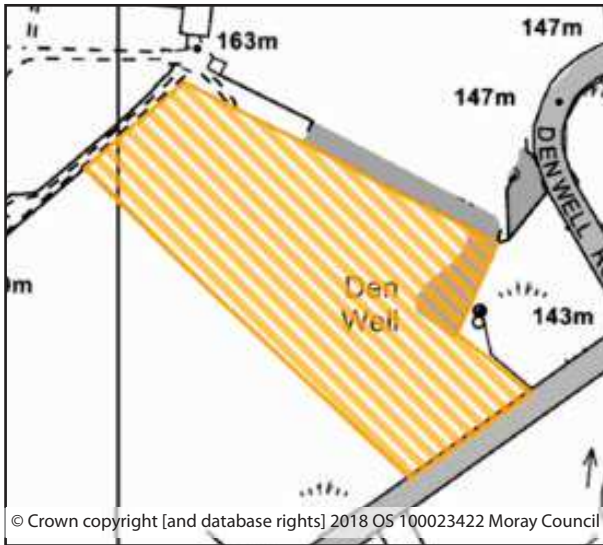


**R8 Denwell Road 1.76ha Capacity dependent on detailed FRA**


- Area of low lying land between the A96 and the old military road. Given its shape, location and known flood risk, a low density development could be accommodated.
- Any planning application for the site will require to be supported by a detailed Flood Risk Assessment (FRA). Development must avoid all parts of the site found to be at risk of flooding and this may affect the options for site layout as well as the expected capacity of the site.
- No indicative capacity has been provided. This will be determined by the developable area of the site which will be determined by the FRA and ability to meet all other LDP policies.
- Given the proximity to the A96 and the potential for traffic noise a Noise Impact Assessment will be required.
- Drainage Impact Assessment (DIA) required.
- A Transport Statement will be required, the scope of which would be determined by the proposed number of houses.
- New footway provision (2m) will be required on the south side of the existing road into the site, extending westwards in front of existing properties to provide a pedestrian connection to the A96 and junction with Den Road.
- Phase 1 Habitat Survey required.

**R9 Edindiach Road (East) 5.39ha 40 units**


- Formerly a LONG site this site is now brought forward for development.
- A pylon crosses part of the site which may affect the developable area.
- A Transport Statement will be required to determine any development impact on the A96/95 Banff Road, A96/Bridge Street, and A96/Dunnyduff Road and Broad Lane junctions.
- Phase 1 Habitat Survey required.
- A landscaped boundary must be provided.

**LONG 1    Nursery Field    2.52ha    70 units**


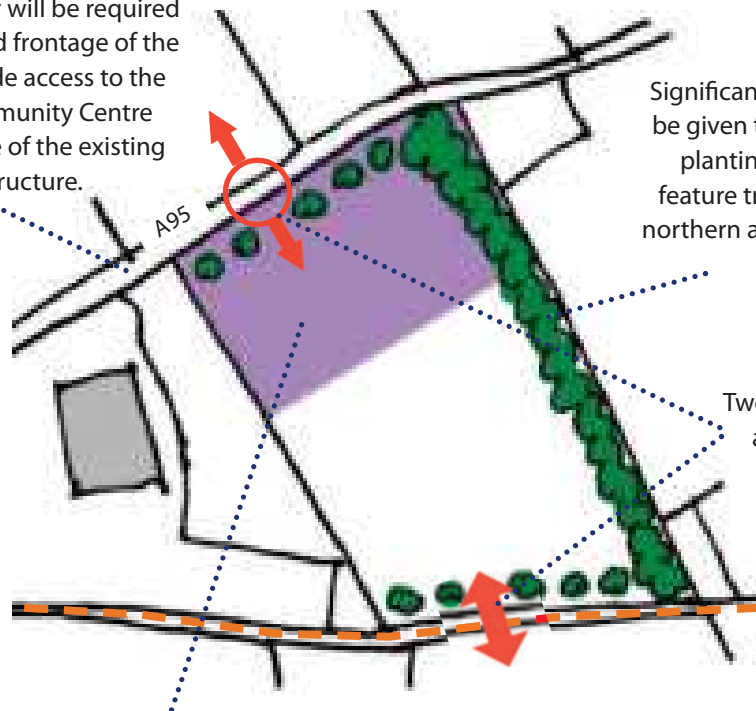
- Advanced structural planting is required.
- A pylon crosses the site which will affect the developable area.
- Development will have to take account of mature trees on the site. A tree survey will be required.
- Peat soils on part of the site. An assessment of peat including a peat map will be required.
- Transport assessment including an assessment of walking/cycling routes required.
- Play area and open space within the scheme or in Seafield Park must be provided.
- Drainage Impact Assessment (DIA) required.

**MU    Banff Road South    16.66ha**
**Diagram 1.1 Key Design Principles MU Banff Road South**

A new footway/cycleway will be required along the A95 Banff Road frontage of the site extending to provide access to the Keith Sports and Community Centre which takes cognisance of the existing drainage infrastructure.

Indirect vehicle routes through the site must be provided with direct routes for pedestrians and cyclists.

3ha identified for healthcare facility.

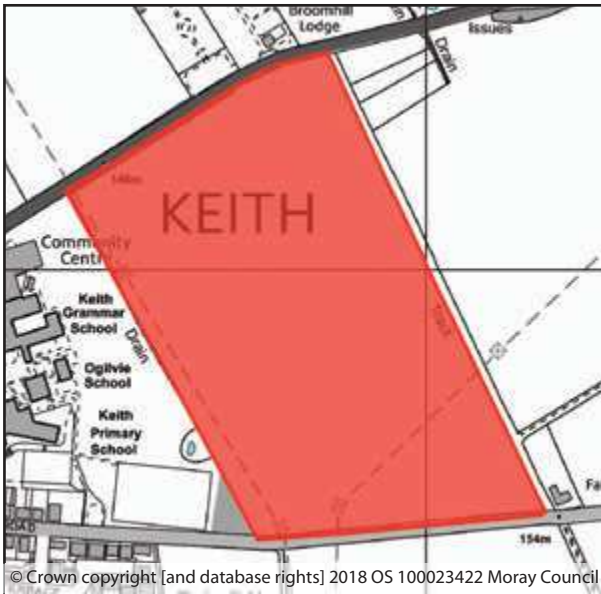


Significant parts of the site must be given to woodland/structure planting with hedging and feature tree planting along the northern and eastern boundaries.

Two access points are required.

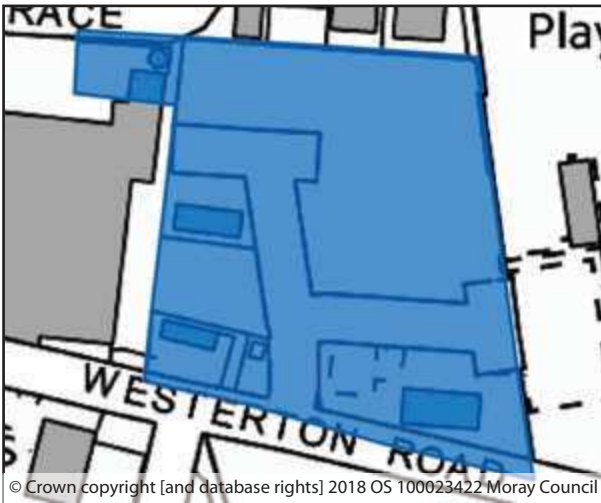




**MU Banff Road South 16.66ha**


- Proposals must comply with the Key Design Principles set out in Figure 1.1.
- A mixed use site that can accommodate residential, community facilities, and high amenity/high quality business uses (Class 2 & 4 uses) should there be the demand.
- General industrial use will not be permitted.
- The NHS has identified the need for a Healthcare facility on the site. 3 ha of land has been identified on the northern part of the site which will be reserved for this use (as shown in Figure 1.1). Should part of this land be deemed surplus to requirements for the healthcare facility it could be brought forward for other acceptable uses.
- The site can be developed in phases but it must be done as part of a comprehensive layout/masterplan. This will ensure that a single phase does not prejudice the development of the remainder of the site.
- Pylons cross the site which will affect the overall developable area.
- A Neighbourhood Park must be provided within the site.
- A Transport Assessment is required for the masterplan. The assessment must determine the impact of the development on the A96/A95 Banff Road junctions. A contribution towards improvements for this junction will be required.
- 2 points of access are required. The access from the A95 must be considered in association with the access into R4 to the north. An initial junction may comprise a priority T or ghost island if R4 has not been developed. Land must be safeguarded to serve a roundabout to both sites which will form a gateway feature.
- Re-positioning of the 30mph signs will require to be promoted by the developer for the roundabout access. Any initial priority junction must be designed for the current 60mph speed limit.
- Second point of access should be taken from Drum Road with eventual connection through the site to Banff Road. Drum Road must be widened to 5.5m and the provision of a 2m wide footway and connections to west of site must be provided. Off-site junction improvements may be required at Union Terrace and Drum Road junctions with the A96.
- Flood Risk Assessment (FRA) required.

## EMPLOYMENT

**I1 Westerton Road North Industrial Estate**

- Built out. New development will comprise redevelopment, extension or change of use.

**I2 Westerton Road South Industrial Estate**

- Phase 1 effectively fully taken up.
- Road layout must allow for potential connection through to sites I4, I3 and I11 to the east.
- A Drainage Impact Assessment (DIA) is required to ensure that existing flooding on Bridge Street is not increased through developing the site.
- Phase 1 Habitat Survey required.

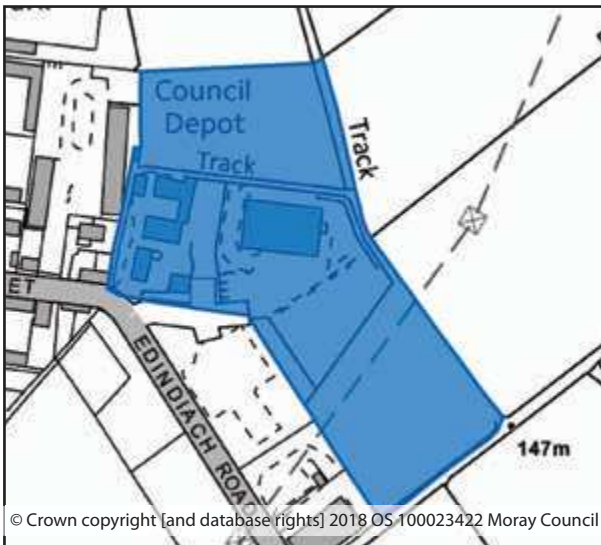
**I3 Westerton Road East Industrial Estate**

- Primary access will be from Westerton Road. A secondary access into the adjoining I2 to be provided depending on the scale and nature of the development.
- Depending on the scale of development, some road improvements may be required, including Bridge Street/A96 junction.
- Proposals must provide connections into I11.
- A footway along the site frontage connecting with the existing footway is required.
- The expansion of industrial uses towards the existing housing at Substation Villas to the east may need further consideration in terms of noise impact. A Noise Impact Assessment (NIA) may be required.
- A Drainage Impact Assessment (DIA) is required to ensure that the existing flood risk on Bridge Street is not increased from any development.



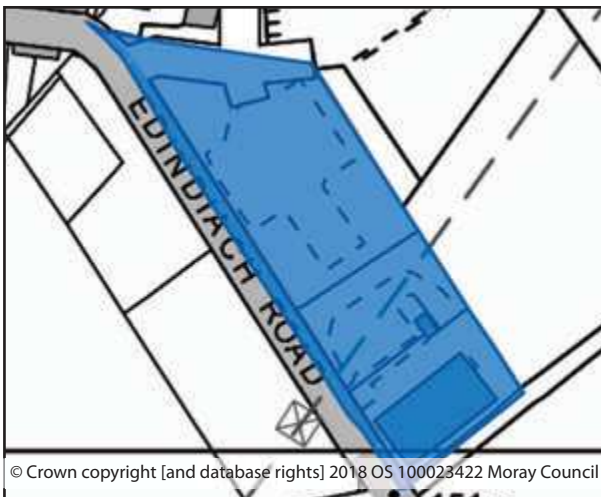


## I4 Bridge Street Industrial Estate



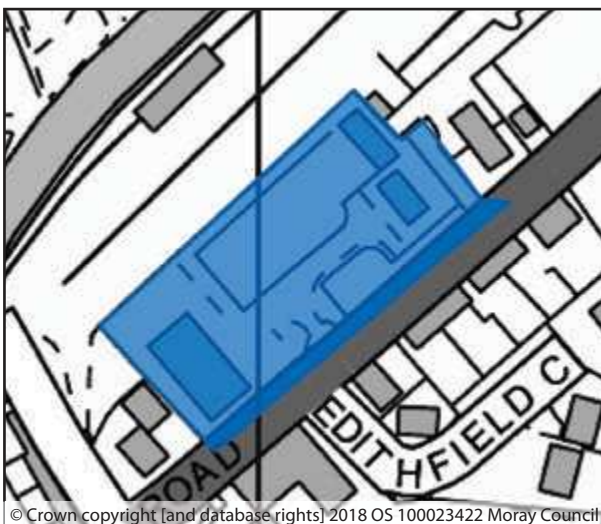
- Keith Builders Merchants has taken up much of this site and has provided access to the north.
- Proposals must incorporate a road layout that connects to I2 and Westerton Road to the north and safeguard connections to I11 and LONG 2.
- An area on the south east is constrained by road access and overhead cables but could be utilised if solutions are identified.
- A Drainage Impact Assessment (DIA) is required to ensure that the existing flood risk on Bridge Street is not increased from development on this site.
- Phase 1 Habitat Survey required.

## I5 Edindiach Road Existing Business Area



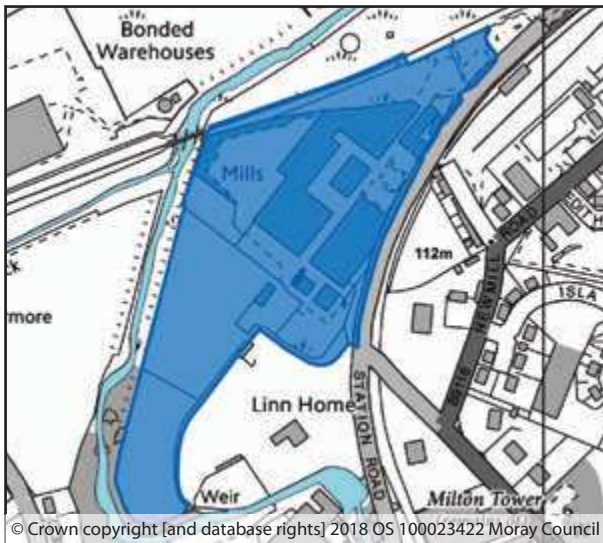
- Area fully occupied by the lorry park and car repair business. Land to the rear is constrained (see I4) but can be utilised should solutions be found.

## I6 Newmill Road Industrial Estate

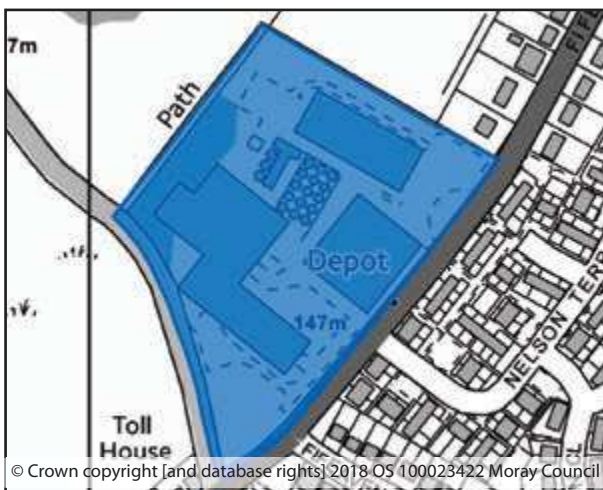


- Built out and only the re-use of existing properties is possible.

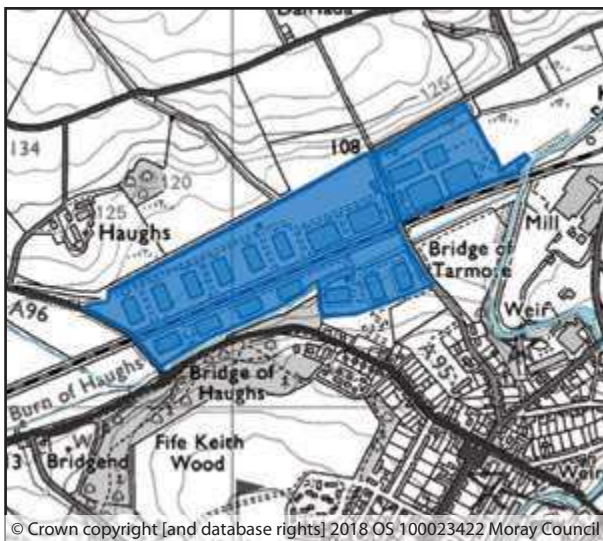


**17 Isla Bank Mills****Industrial Estate**

- Not an “industrial site” in the accepted sense. The Mills have been converted into a range of units and a number of businesses accommodated.
- Flat areas of land are liable to flooding but may be suitable for storage use.
- A Flood Risk Assessment (FRA) will be required for any application that is submitted for this area

**18 Grain Store, Dufftown Road****Existing Business Area**

- The site of a long established grain merchant is retained for that use.
- Any future commercial or industrial development, whether for the established use or another use, must take into account the potential for excessive noise nuisance that is likely to affect residential properties in the vicinity.

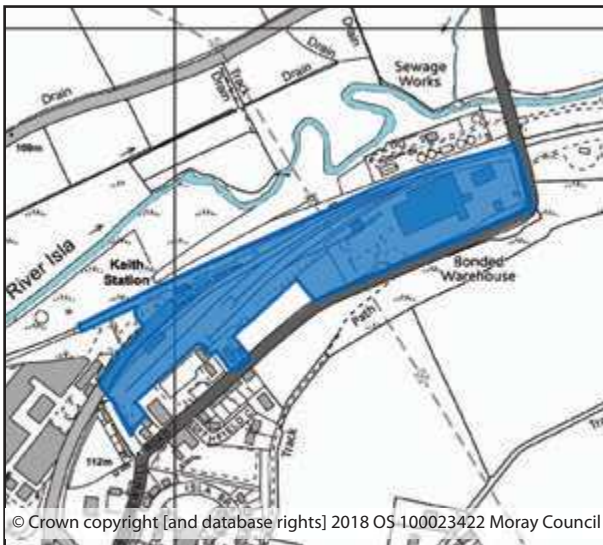
**19 Burn of Haugh Bonded Warehouses****Existing Business Area**

- Chivas Brothers warehousing adjacent to the railway.
- Flood Risk Assessment (FRA) required.
- A Phase 1 Habitat Survey will be required.



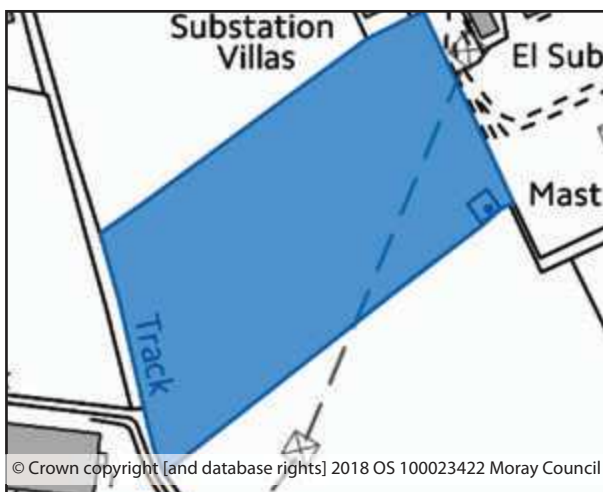


## 110 Railway Land and Business works Existing Business Area



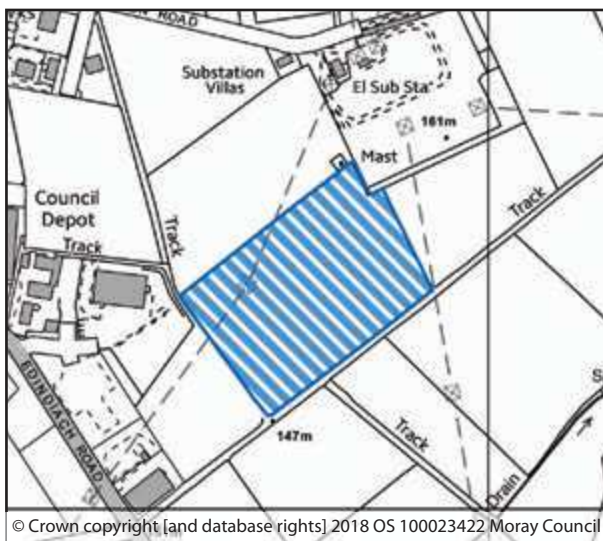
- Railway sidings and associated land (including whisky blending works) are to be retained for transport/freight uses, including the bulk shipping of whisky.
- Flood Risk Assessment (FRA) required.

## 111 Westerton Road East Expansion Industrial Estate



- New allocation to increase the supply of employment land.
- Site is landlocked and it is unlikely that access can be taken from Westerton Road. Access can be taken from the adjacent I4 site.
- Road layout must provide future connections to the identified LONG2 to the south.
- A core path runs along the western boundary of the site must be retained. Pedestrian connections must be made to Westerton Road South
- Subject to the scale of development a Transport Assessment/Statement and Travel Plan may be required.
- Noise Impact Assessment may be required

## LONG 2 Westerton Road Industrial Estate

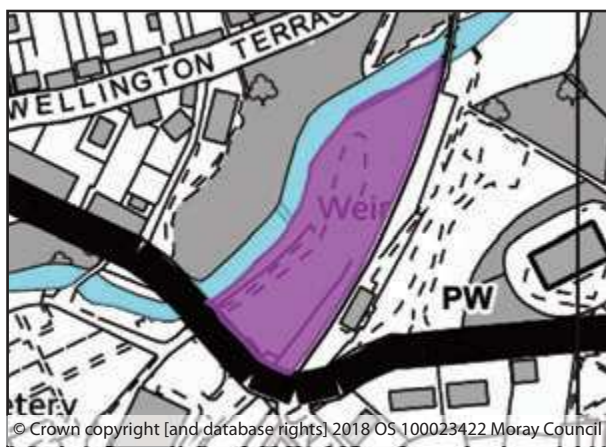


- Proposals must connect into the existing industrial estate.
- Access to be provided via the I11 and I4/I5 sites.
- Subject to the scale of development a Transport Assessment/Statement will be required.
- Noise Impact Assessment may be required.



## OPPORTUNITY SITES

## OPP1 The Tannery

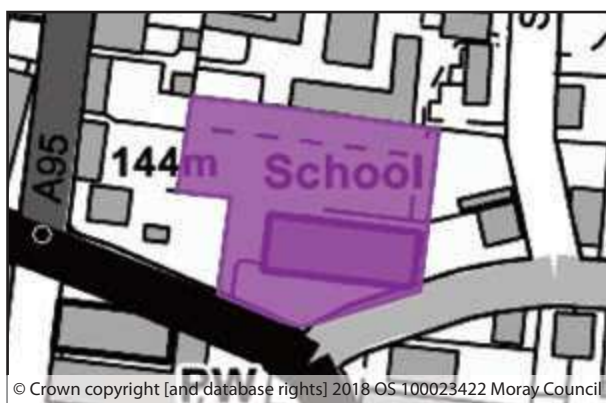
**Suitable Uses**

Residential/Business

**Site specific requirements**

- The former Tannery building has been demolished and is available for re-development.
- Access onto the A96, although poor visibility is a constraint, and may restrict possible uses.
- Flood Risk Assessment (FRA) will be required.

## OPP2 Former Primary School Church Road

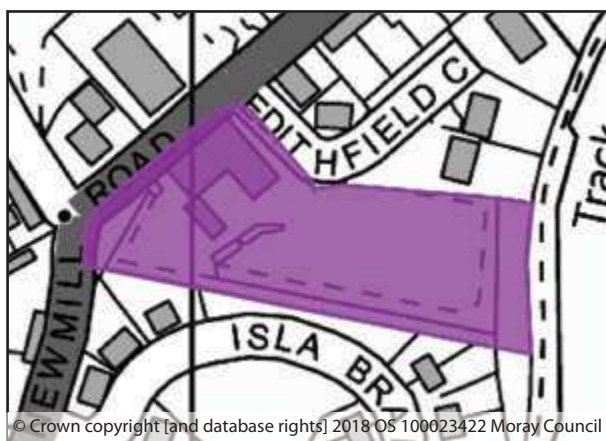
**Suitable Uses**

Business/Residential

**Site specific requirements**

- The former primary school is available for alternative development.
- Access onto the A96 may restrict possible uses. In land use terms housing or business use will be supported.
- Transport Scotland must be consulted as the Trunk Roads Authority.

## OPP3 Newmill South Road

**Suitable Uses**

Business/Residential

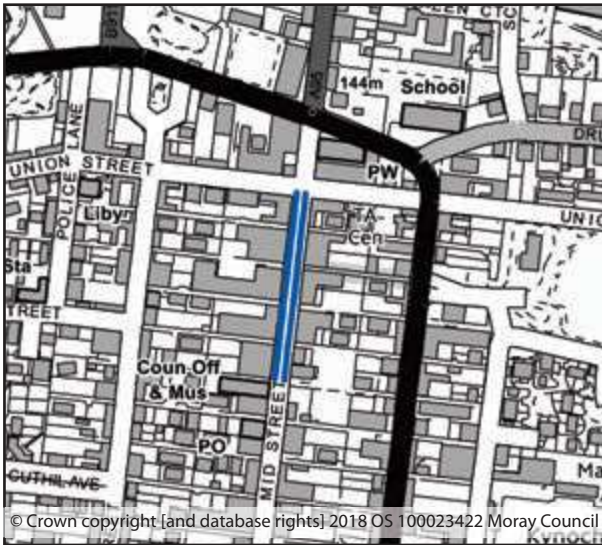
**Site specific requirements**

- Relocation of the builders merchants has made this site available for redevelopment.
- Redevelopment for housing is the preferred use.
- Should business uses be continued, these must be compatible with adjoining housing.





## CRA Town Centre/Core Retail Area

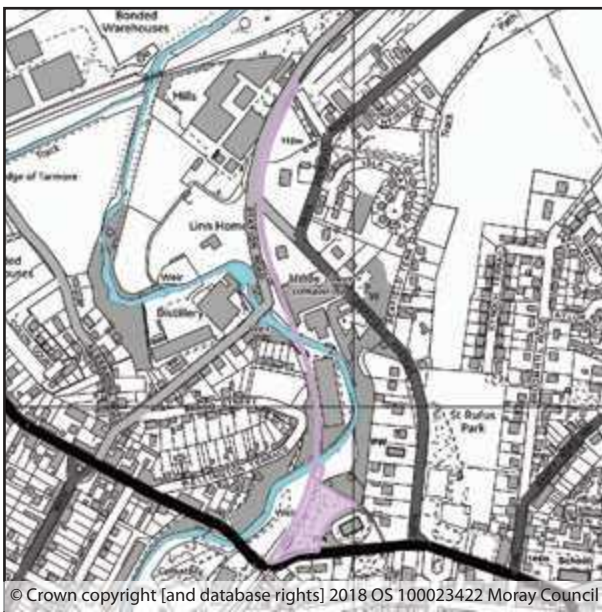


### Town Centre/Core Retail Area (CRA)

The retention of Keith's primary retail street (referred to as Core Retail Area on the town map) is of primary importance to the town. Only development for use class 1 shops, use class 2 financial, professional and other services, or use class 3 food and drink at ground level will be supported.

## TOURISM

### T1 Keith Dufftown Railway



- Presence of the railway provides a strong visitor attraction. The line between Keith Town Station and Dufftown will be safeguarded from development and the extension of the line to re-connect with the main Aberdeen-Inverness line will be supported, and the route will be safeguarded.
- Use of the station building in an enhanced tourism/visitor centre role will be supported.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Keith will be safeguarded from development that is not related to its current use as set out in the table below. Where available, the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	St Rufus Park (KH/OS/022); Bandstand /St Rufus Park Gardens; Cuthil Park (KH/OS/016)
ENV2	Amenity Greenspace	Haughs Road (KH/OS/012); Isla Brae (KH/OS/025)
ENV3	Playspace for Children and Teenagers	Nelson Court (KH/OS/001)
ENV4	Sports Areas	Golf course; Fife Park (KH/OS/002); Simpson Park; Keith Grammar and Primary School grounds; St Thomas' Primary School; Bowling Green; Kynoch Park; Den Playing Field/Dunnyduff Road (KH/OS/017); Seafield Park (KH/OS/008)
ENV5	Green Corridors	River Isla Corridor (KH/OS/020); The Den (KH/OS/003)
ENV6	Natural/ Semi-Natural Greenspace	Cottage Woods (KH/OS/018) ; Denwell Road
ENV7	Civic Space	War Memorial (KH/OS/014)
ENV9	Cemeteries and proposed extensions	Banff Road, including area reserved for future extension
ENV11	Other Functional Greenspace	Alexandra Road; Newmill Road; Seafield Terrace (KH/OS/006); Keith Showgrounds (agricultural land).

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
CA	Conservation Area	Keith Mid Street; Fife Keith





## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance

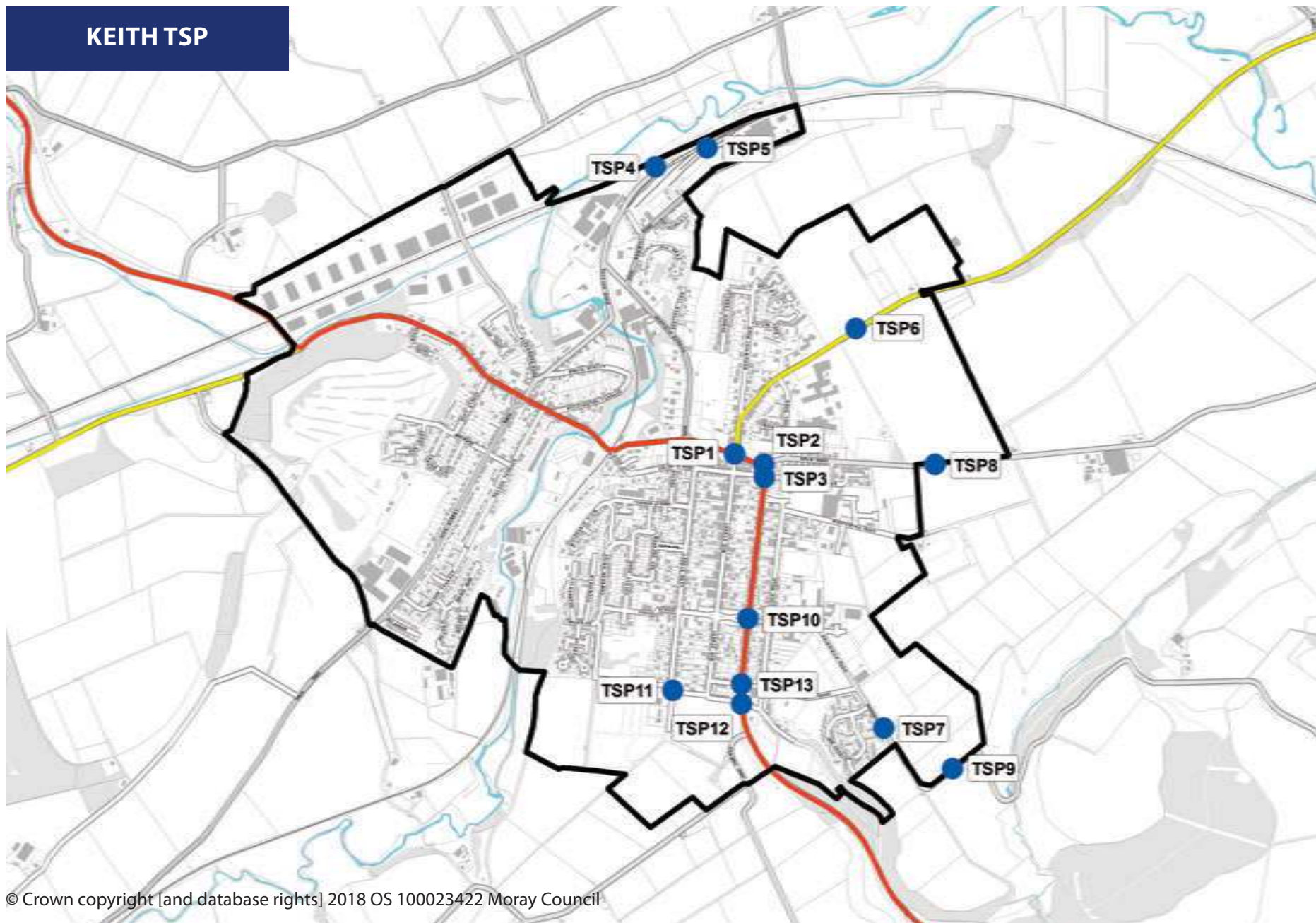
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, R3, R4, R5, R6, R7, R8, R9, LONG1, MU, OPP1, OPP2, OPP3

### TSP's see map overleaf

- |   |  |
|---|--|
| <p><b>TSP1</b> A96/A96 Banff Road/Mid Street Crossroads – junction improvement required associated with development in the north east of Keith</p> <p><b>TSP2</b> A96/Drum Road – junction improvements may be required associated with development in the north east of Keith</p> <p><b>TSP3</b> A96/Union Terrace – junction improvements may be required associated with development in the north east of Keith</p> <p><b>TSP4</b> Keith Railway Station – safeguard and seek to enhance and improve facilities to encourage use of sustainable transport</p> <p><b>TSP5</b> Keith Railway Sidings – safeguard and seek to enhance and improve facilities to encourage use of sustainable transport</p> <p><b>TSP6</b> Banff Road – new junction onto A95/Banff Road to serve R4 and MU – to include extension of footway/cycleway and relocation of speed limits once the roundabout has been constructed</p> <p><b>TSP7</b> Edindiach Road – improvements to include road widening, footway provision and street lighting</p> <p><b>TSP8</b> Drum Road – additional access to serve site MU</p> <p><b>TSP9</b> Auchoynanie Road – new junction to access site R9</p> | <p><b>TSP10</b> A96/Bridge Street junction improvements may be required to mitigate the impact of sites in east Keith</p> <p><b>TSP11</b> Seafield Park and Land Street – upgrades required to serve site LONG1 (road widening, footway provision)</p> <p><b>TSP12</b> A96/Den Road/Seafield Road junction improvements may be required to mitigate the impact of site in south and east of Keith</p> <p><b>TSP13</b> A96/Dunnyduff Road/Broad Lane junction improvements may be required to mitigate the site in east Keith</p> |
|---|--|



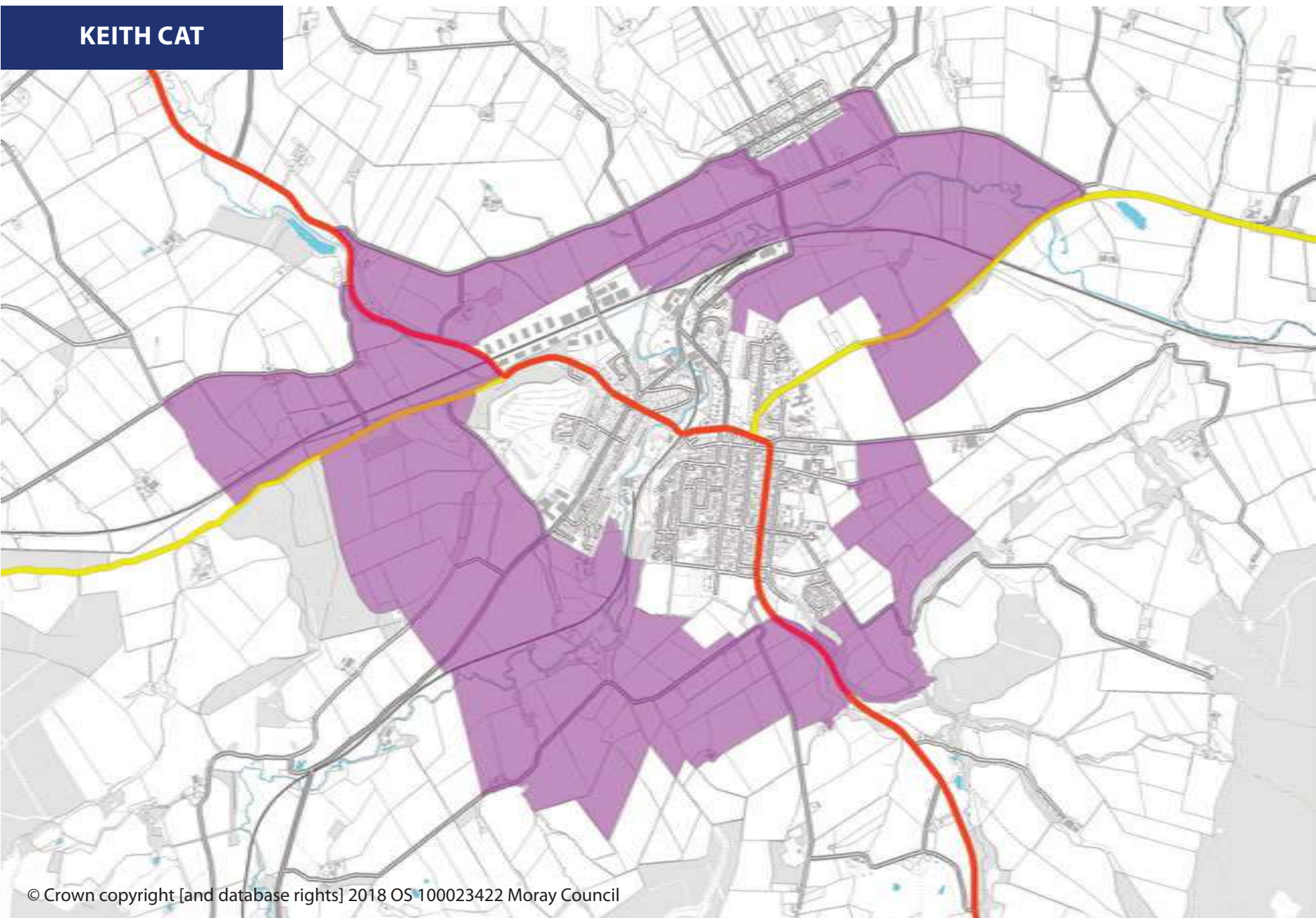
## KEITH TSP



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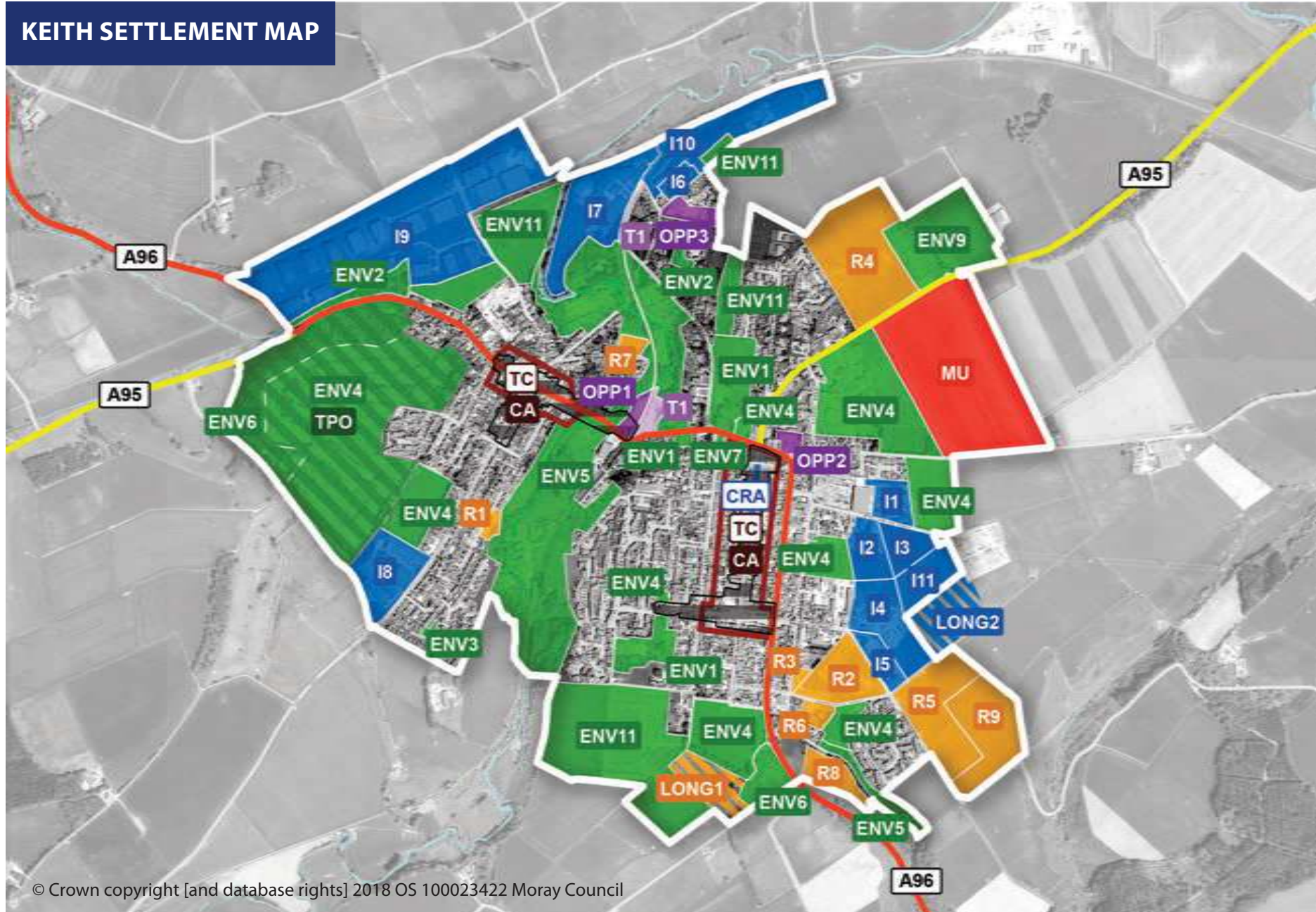








## KEITH SETTLEMENT MAP



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Population  
**200**



Households  
**85**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

- Restrict growth due to flood risk.
- Protect the scientific and environmental value of adjoining areas.
- Retain rural and historical character of the village.
- Kingston has a linear street pattern, with strong building line directly onto the road edge. Mix of single and 1.5 storey houses with wet dash or stone with slate roof, with simple forms and traditional proportions.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



**Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.**

## HOUSING

Due to the area's susceptibility to flooding no greenfield or redevelopment sites are identified.

Any proposals for new housing (including infill and subdivision) must satisfy the Development Plan policies on Flood Risk and Natural Heritage (in relation to demonstrating that there will not be adverse effects on the integrity of the Moray and Nairn Coast Special Protection Area (SPA), River Spey Special Area of Conservation (SAC) and Lower Spey – Spey Bay SAC for example through changes to water quality or disturbance of species).

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Kingston will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Burnside Road
ENV6	Natural/Semi-Natural Greenspace	Kingston Foreshore and Car Parking

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Kingston Conservation Area
RAMSAR	Ramsar	Moray and Nairn Coast
SLA	Special Landscape Area	Lossiemouth to Portgordon Coast; Lower Spey; and Gordon Castle Policies
SPA	Special Protection Area	Moray and Nairn Coast
SAC	Special Area of Conservation	Lower River Spey-Spey Bay; and River Spey.
SSSI	Site of Special Scientific Interest	River Spey; and Spey Bay







# KINGSTON



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Population  
**1,600**



Households  
**505**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

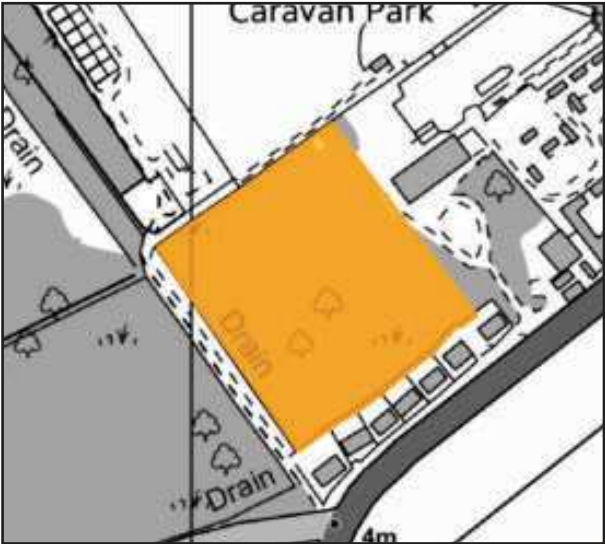
### Development Strategy / Placemaking Objectives

- To promote the small scale development of the village outwith the Ministry of Defence operational land at the Kinloss Barrack.
- To facilitate Ministry of Defence development requirements within its defined operational land.
- To apply the precautionary principle to new developments due to identified flooding problems.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and reflect the special qualities of the designation

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

R1 West of Seapark House 1.6 ha 6 units



- Proposals must respect the setting of the 'B' listed Seapark House.
- A Tree Preservation Order covers the site. Development must be located in clearings and avoid tree removal. Proposals must be supported by a tree survey and tree protection plan.
- Access must be from either an upgraded sewage works access or from Seapark's existing access.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Species Survey and Protection Plan required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

R2 Findhorn Road West 0.6 ha 6 units



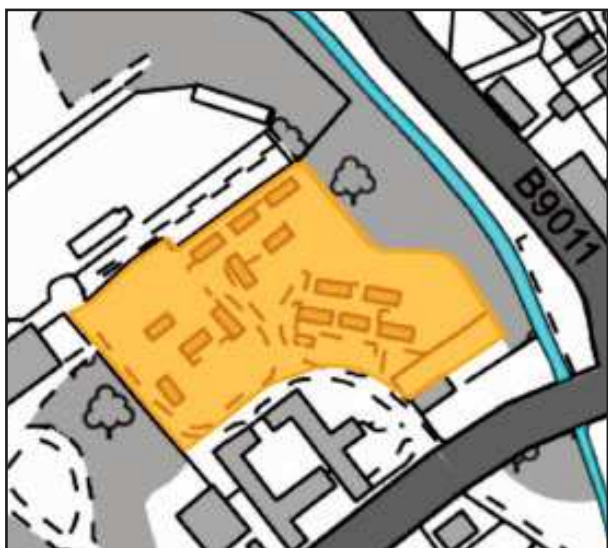
- A landscaped edge along the northern boundary must be provided.
- Landraising required to elevate the ground above the floodplain.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.





**R3 Damhead 3.4 ha 25 units**


- A Tree Preservation Order covers the site. Proposals must seek to maximise the retention of trees and be supported by a tree survey and tree protection plan.
- Site must be serviced by an adoptable road.
- A 1.8 metre footway must be provided connecting the site to the existing footway. This will require a pedestrian crossing on the B9089.
- A minimum visibility splay of 4.5m by 95m to the west and 4.5m by 125m to the east must be provided at the junction of the road to the site with the B9089.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Species Survey and Protection Plan required.

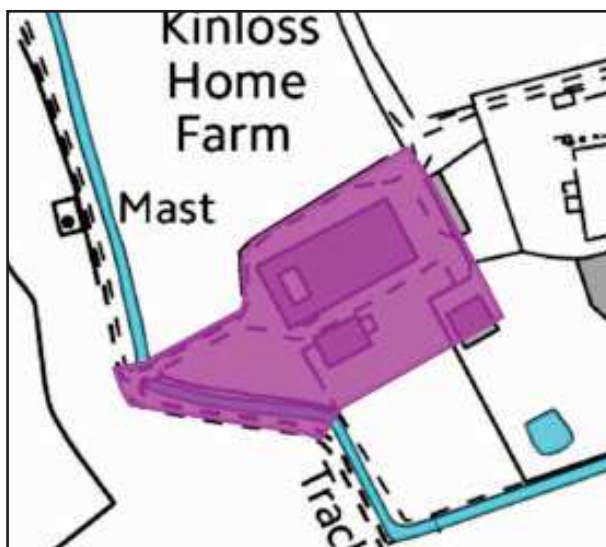
**RC Seapark Residential Caravan Park**


- Residential proposals must be of a lower density than existing development.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Phase 1 Habitat Survey required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.



## OPPORTUNITY SITES

### OPP1 Kinloss Home Farm 0.8 ha



#### Suitable Uses

Business uses related to tourism and production of crafts.

#### Site specific requirements

- External alterations must be minimal and development must respect the character and setting of the Category "A" and "B" listed buildings adjacent to Kinloss Abbey.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- A Water Framework Directive waterbody specific objective will require to be addressed.

### OPP2 Land at Former Abbeylands School 8.4 ha



#### Suitable Uses

Tourism or residential. Part of the site is currently occupied by Morayvia.

#### Site specific requirements

- Transport Assessment may be required.
- Upgrading of Southside Road to adoptable standards may be required depending on the scale of development and traffic impact.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

### T1 Sustrans Cycle Route

- The Sustrans National Cycle Route passes through Kinloss and will be safeguarded from inappropriate development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Kinloss will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Woodside
ENV3	Playspace for children and teenagers	South Road and Trenchard Crescent
ENV4	Sports Areas	Harris Street Playing Field and North Road Playing Fields
ENV5	Green Corridors	Kinloss Park and Kinloss Caravan Park
ENV10	Private Gardens/Grounds	Seapark House
ENV11	Other Functional Greenspace	Kinloss Abbey
TPO	Tree Preservation Order	Damhead; Kinloss Park and Seapark

## WIDER ENVIRONMENTAL DESIGNATIONS

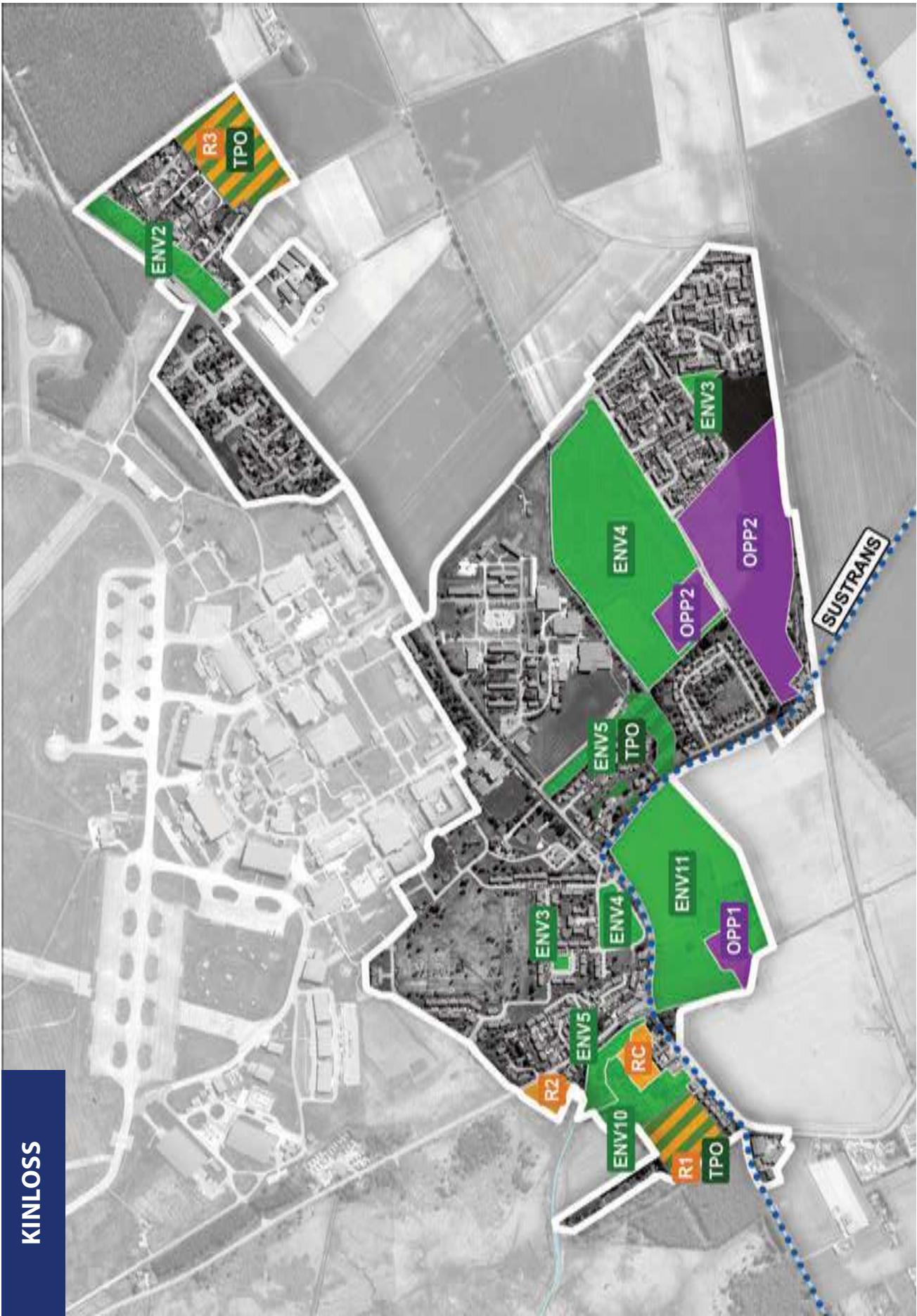
REF	Type of Environment Designation	Specification
LNR	Local Nature Reserve	Findhorn Bay Local Nature Reserve
SLA	Special Landscape Area	Culbin to Burghead Coast
SPA	Special Protection Area	Moray and Nairn Coast
pSPA	Proposed Special Protection Area	Moray Firth
SAC	Special Area of Conservation	Moray Firth
SSSI	Site of Special Scientific Interest	Culbin Forest, Culbin Sands and Findhorn Bay

## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	Extension to Kinloss Primary School or alternative provision	R1, R2, R3, RC, OPP2
Secondary Education	Extension to Forres Academy or alternative provision	R1, R2, R3, RC, OPP2
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1, R2, R3, RC, OPP2
Healthcare	2 x Additional Dental Chairs	R1, R2, R3, RC, OPP2
Healthcare	Reconfiguration of existing pharmacy outlet(s)	R1, R2, R3, RC, OPP2
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1, R2, R3, RC, OPP2





KINLOSS







Population  
**2,026**



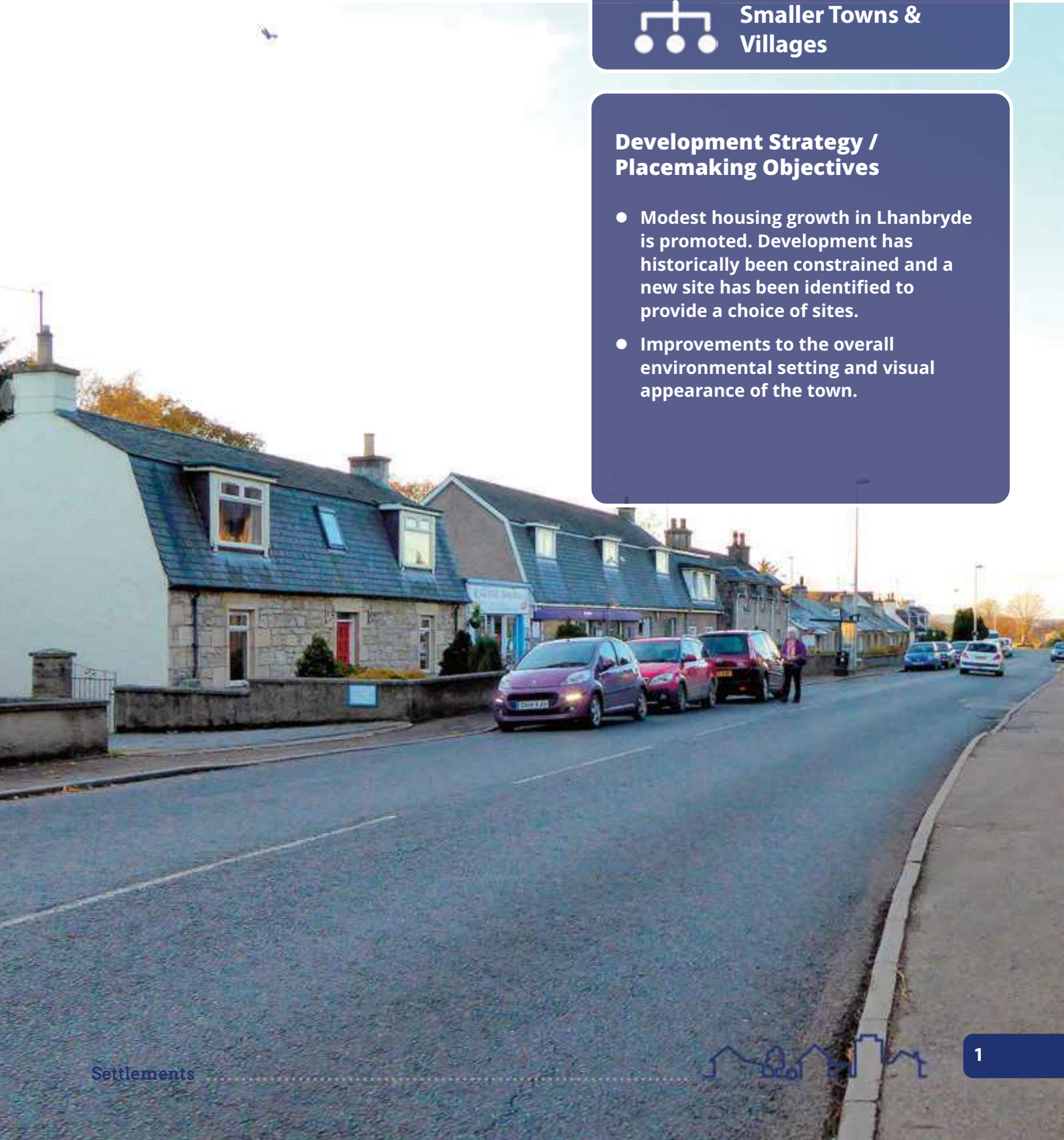
Households  
**914**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

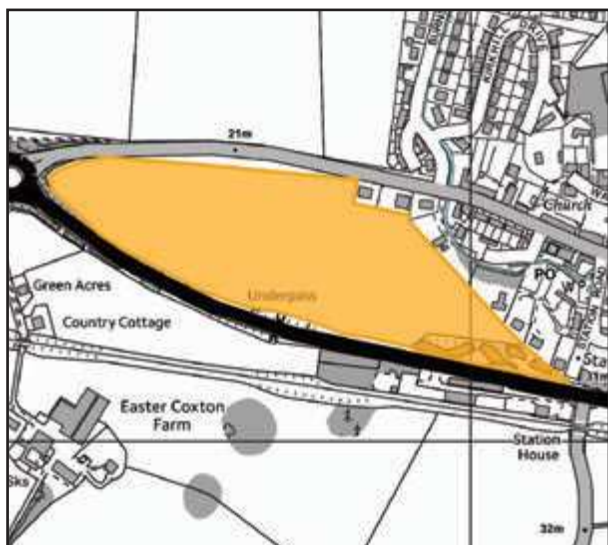
- Modest housing growth in Lhanbryde is promoted. Development has historically been constrained and a new site has been identified to provide a choice of sites.
- Improvements to the overall environmental setting and visual appearance of the town.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 West of St Andrews Road 6.8ha 65 units



- Proposals must comply with the Key Design Principles shown in Figure 1.1.
- One access and an emergency access from St Andrews Road required. The primary route through the site must provide a continuous loop.
- Development must be concentrated within the dip between the rounded knolls and on the lower slopes.
- A Pocket Park must be provided.
- Transport Assessment required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Archaeological evaluation required.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route when this is available.

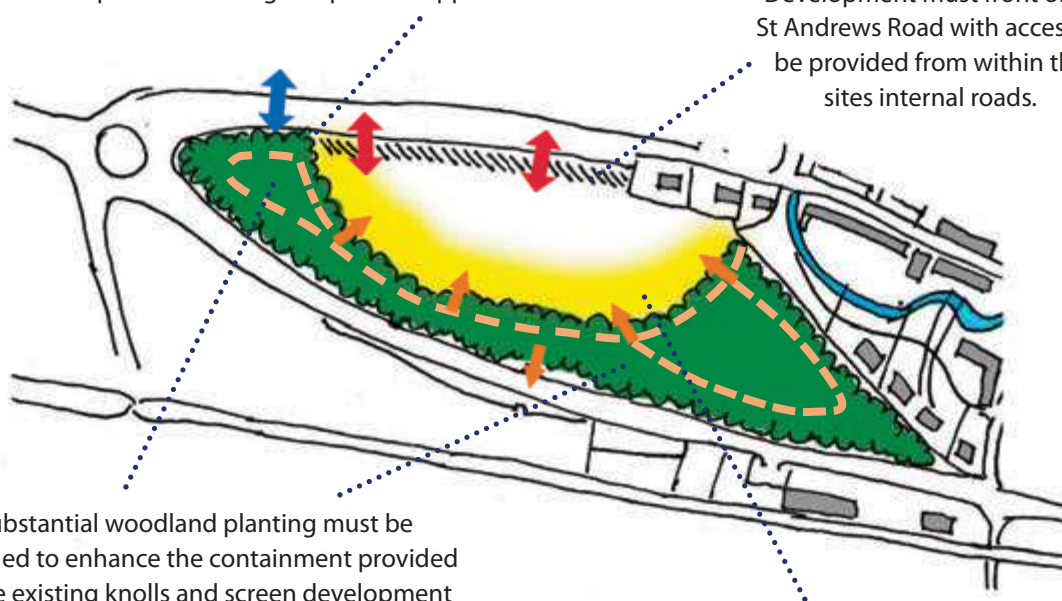
**Figure 1.1 Key Design Principles  
R1 West of St Andrews Road**

Footway must be extended (minimum 2m wide) along the length of the frontage onto St Andrews Road to provide pedestrian and cycle access with crossing point to existing footpath on opposite side of road.

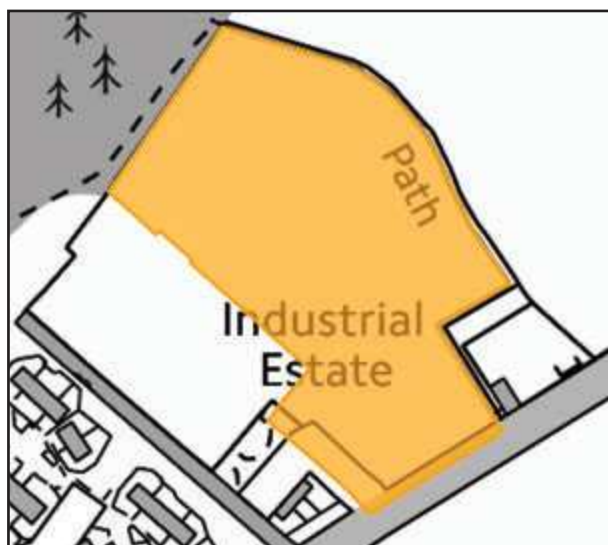
Development must front onto St Andrews Road with access to be provided from within the sites internal roads.

Substantial woodland planting must be provided to enhance the containment provided by the existing knolls and screen development from the A96. Some evergreen species must be used to provide year round cover. Recreational trails must be provided through the woodland.

Development will be restricted to single and 1.5 storey on higher slopes to minimise the prominence of development.





**R2 Garmouth Road 1.6ha 35 units**


- Landscaping must be provided along the eastern boundary to manage the transition to the countryside whilst accommodating the existing Core Path.
- A Pocket Park must be provided.
- Connections must be made to the Core Paths to the north and east of the site.
- One main point of access onto the C1E Garmouth Road required.
- Footway provision along C1E Garmouth Road required.
- Extension to the 30mph speed limit required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Transport Assessment required.
- Phase 1 Habitat Survey required.

**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Lhanbryde will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	St Andrews Road; A96 Bypass Landscaping; Woodlands Drive/Drumbeg Crescent; Lhanbryde Primary School; Glenesk Road
ENV3	Playspace for Children and Teenagers	Woodlands Drive/Drumbeg Crescent; Lhanbryde Primary School; Garmouth Place
ENV4	Sports Areas	Playing Field Glenesk Road; Playing Field Robertson Road
ENV6	Natural/Semi-Natural Greenspace	Crooked Wood Walks/Kirkland Hill; Templand Road; Kirkhill Drive
ENV9	Cemeteries and proposed extensions	St Bridgets Church Cemetery; Lhanbryde Cemetery

**WIDER ENVIRONMENTAL DESIGNATIONS**

REF	Type of Environment Designation	Specification
TPO	Tree Preservation Order	Kirkhill Drive Area

**INFRASTRUCTURE**

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2





LHANBRYDE







Population  
**7,033**



Households  
**3,056**



**Settlement Hierarchy**  
**Tertiary Growth Area**

### **Development Strategy / Placemaking Objectives**

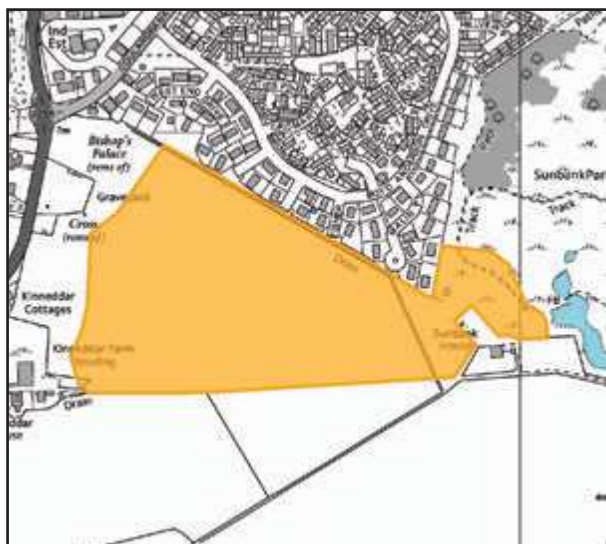
- Further growth of Lossiemouth is constrained due to physical and environmental constraints and also RAF safeguarding.
- Development is focused on consented sites at Sunbank/Kinnedar and Inchbroom. Development has commenced on both sites.
- The main opportunity for new development is on the former Sunbank Quarry.
- To protect existing and support new tourism opportunities.
- Traditionally Lossiemouth has a grid street pattern, with strong building line directly onto the road edge. A mix of single and 1.5 storey stone and slate houses, with simple forms and traditional proportions are characteristic. Gabled and hipped dormers are common features.
- Development proposals in the Special Landscape Area must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

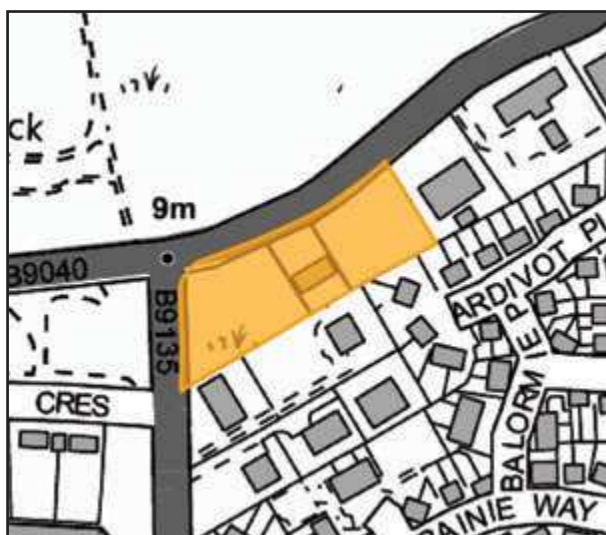
## HOUSING

### R1 Sunbank/Kinneddar 14.5 ha 261 units



- Development commenced. 261 units remaining. Consent includes 4 small retail units.
- Extensive boundary landscaping and path network required.
- Development must provide a Pocket Park and a Neighbourhood Park or Civic Area.
- Access onto B9135 required. Connections through built up area to Boyd Anderson Drive. Potential for future connectivity through OPP1 to enable pedestrian, cycle, and vehicular access from the A941 must be considered/safeguarded.
- Public Transport route through site required.
- Level 2 Flood Risk Assessment (FRA) required
- Drainage Impact Assessment (DIA) required.

### R2 Stotfield Road 0.4 ha 5 units



- Development commenced. 2 units remaining.
- Consultation with the Ministry of Defence to establish the extent to which development can be accommodated required.
- Provision and maintenance of a landscaped area to the west at the junction onto B9135 required.
- Front access onto Stotfield Road.
- Land must be reserved to the west and along the Stotfield Road frontage of the site to accommodate future junction improvements of the B9135 and B9040.
- Drainage Impact Assessment (DIA) required.





### R3 Inchbroom 7.3 ha 67 units



- Development commenced. 31 units remaining.
- Low density housing interspersed with trees.
- Wide tree belt either side of Inchbroom must be retained.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

## EMPLOYMENT

### I1 Coularbank Industrial Estate Industrial Estate



- Built out. New development will comprise redevelopment, extension or change of use.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

### I2 Shore Street Industrial Estate

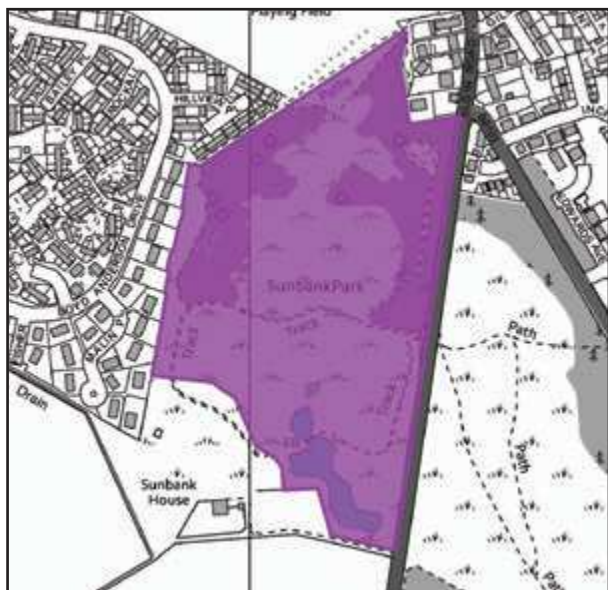


- Few opportunities for new building other than redevelopment. Primarily harbour related and small business premises.
- Incorporate measures to protect from inundation from the sea.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.



## OPPORTUNITY SITES

### OPP1 Sunbank 12.8 ha



#### Suitable Uses

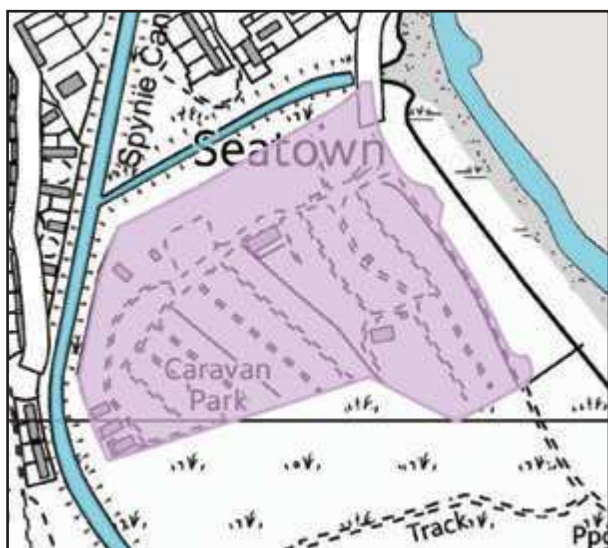
Business Park, Industrial and Retail

#### Site specific requirements

- Compatibility of uses in terms of noise must be considered.
- Consultation with Ministry of Defence required to establish the extent to which the site can be developed.
- Any retail uses will be subject to Policy DP7.
- Comprehensive layout and landscaping plan must be provided.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Archaeological evaluation required.
- Access must be provided onto the A941 and connections made to R1.
- Transport Assessment required.

## TOURISM

### T1 Lossiemouth Bay Caravan Park



#### Suitable Uses

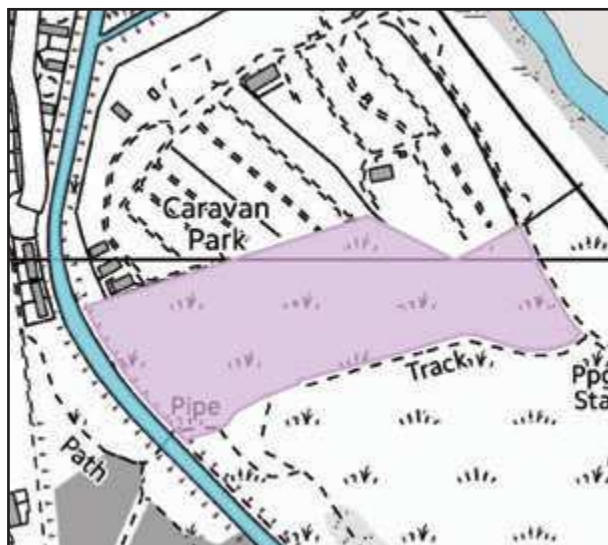
- The site must remain as a holiday caravan site as part of Lossiemouth's tourism infrastructure.
- Development for alternative uses will not be permitted.

#### Site specific requirements

- Access to allow maintenance of the canal must be retained.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.



## T2 Caravan Park Extension



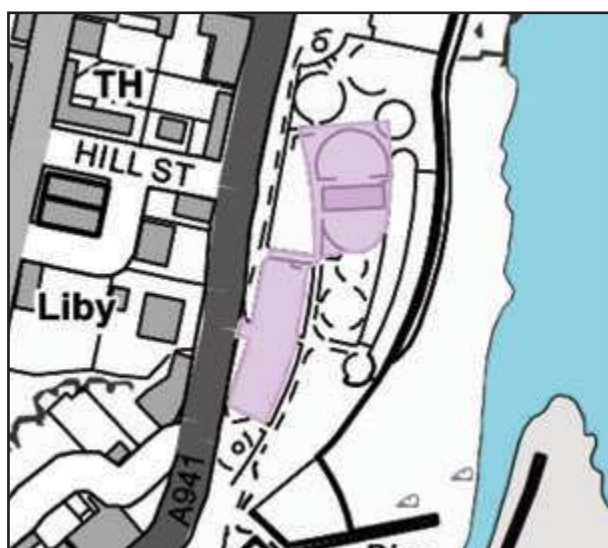
### Suitable Uses

- Proposed as an extension to Lossiemouth Bay Caravan Park.
- Development for uses other than as a holiday caravan site will not be permitted.

### Site specific requirements

- Transport Assessment/Transportation Statement required depending on number of pitches.
- Site is at risk from coastal flooding and a Flood Risk Assessment (FRA) is required.
- Drainage Impact Assessment (DIA) required.

## T3 Old Station



### Suitable Uses

- Suitable for community and tourism uses that benefit the wider community of Lossiemouth.

### Site specific requirements

- Landscaping must reflect the seafront location.
- Proposals must include/retain the play area.
- Level 2 Flood Risk Assessment (FRA) required, site affected by fluvial and wave action flooding.
- Drainage Impact Assessment (DIA) required.
- Contamination Assessment required.
- Noise Impact Assessment required.
- Artificial lighting and odour control may also require assessment depending on proposals.
- Transport Assessment required.
- Development must be connected to mains water and sewerage to ensure no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) (this requirement overrides the exception within Policy EP13 Foul Drainage).
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.

## HBR1 Harbour



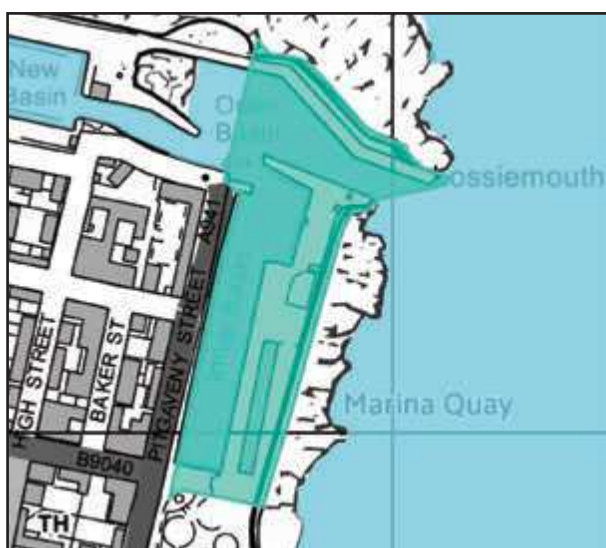
### Suitable Uses

- Tourism, recreational and residential proposals will be supported subject to servicing and environmental considerations. Proposals must not compromise the harbours remaining fish/industrial uses.

### Site specific requirements

- Level 2 Flood Risk Assessment (FRA) required.
- Development must be connected to mains water and sewerage to ensure no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) (this requirement overrides the exception within Policy EP13 Foul Drainage).
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.

## HBR2 Harbour



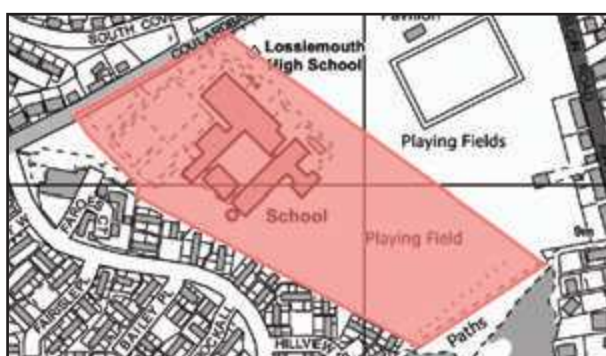
### Suitable Uses

- Tourism, recreational and residential proposals will be supported subject to servicing and environmental considerations.

### Site specific requirements

- Level 2 Flood Risk Assessment (FRA) required.
- Development must be connected to mains water and sewerage to ensure no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) (this requirement overrides the exception within Policy EP13 Foul Drainage).
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPAa caused by disturbance.

## CF1 Lossiemouth High School



### Suitable Uses

- Site safeguarded for redevelopment of Lossiemouth High School. Development has commenced.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Lossiemouth will be safeguarded from development that is not related to their current use as set out in the table below. Where available the Open Space Strategy audit site reference is shown in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Old Station Park and Promenade (LM/OS/020)
ENV2	Amenity Greenspace	Dean Terrace (LM/OS/005); Prospect Terrace (LM/OS/008); Coulardhill (LM/OS/016); South of Grant Park (LM/OS/019); Hillocks Way (LM/OS/021); Moray Street (LM/OS/023); Boyd Anderson (LM/OS/027); Coularbank Road (LM/OS/031)
ENV3	Playspace for Children and Teenagers	High School Play area (LM/OS/014); Hythehill Playspace (LM/OS/017); South Cove Sea Terrace (LM/OS/022); Freeman Way (LM/OS/025); Coularbank Crescent (LM/OS/026)
ENV4	Sports Areas	Marine Park (LM/OS/006), Bowling Club St Gerardines Road; St Gerardines Primary School; Hythehill Primary School; High School Playing fields (LM/OS/010)*
ENV5	Green Corridors	Spynie Canal and River Lossie (LM/OS/003); Former Railway Path (LM/OS/030); Muirton Road (LM/OS/034)
ENV6	Natural/Semi-Natural Greenspace	Sunbank East (LM/OS/001); Foreshore/Commerce Street (LM/OS/018) (Within the Foreshore/Commerce Street ENV there are some limited opportunities to redevelop brownfield sites and to develop within the immediate curtilage of existing buildings)
ENV7	Civic Space	Market Cross Square (LM/OS/004); James Square (LM/OS/007)
ENV9	Cemeteries and proposed extensions	Lossiemouth Cemetery and extension* (Intrusive ground investigation required to demonstrate suitability of the proposed Lossiemouth Cemetery extension)

\*A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) may be required for proposals.

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
SLA	Special Landscape Area	Burghead to Lossiemouth Coast



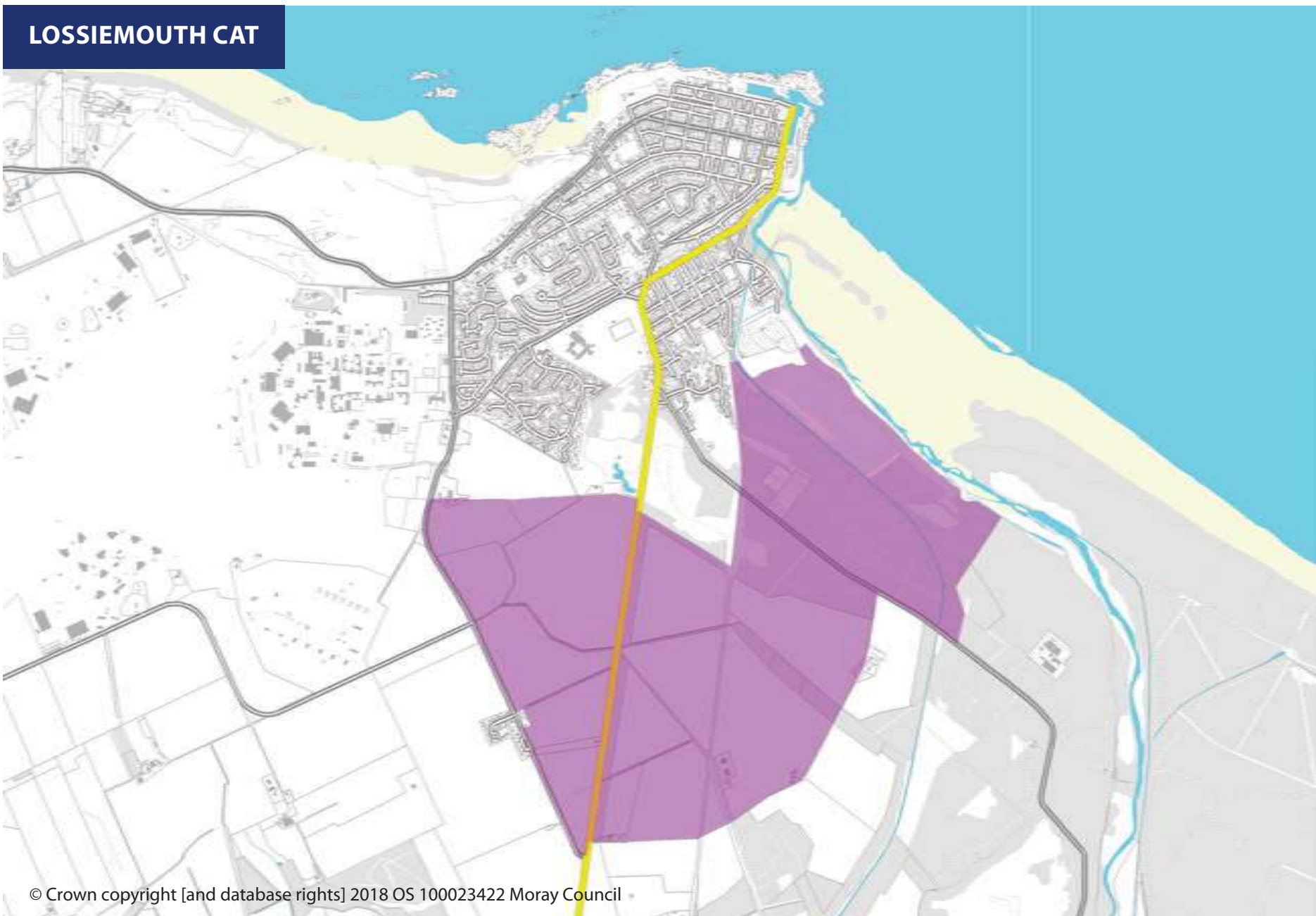
INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	Extension to Hythehill Primary School or alternative provision	R1, R2
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, R3

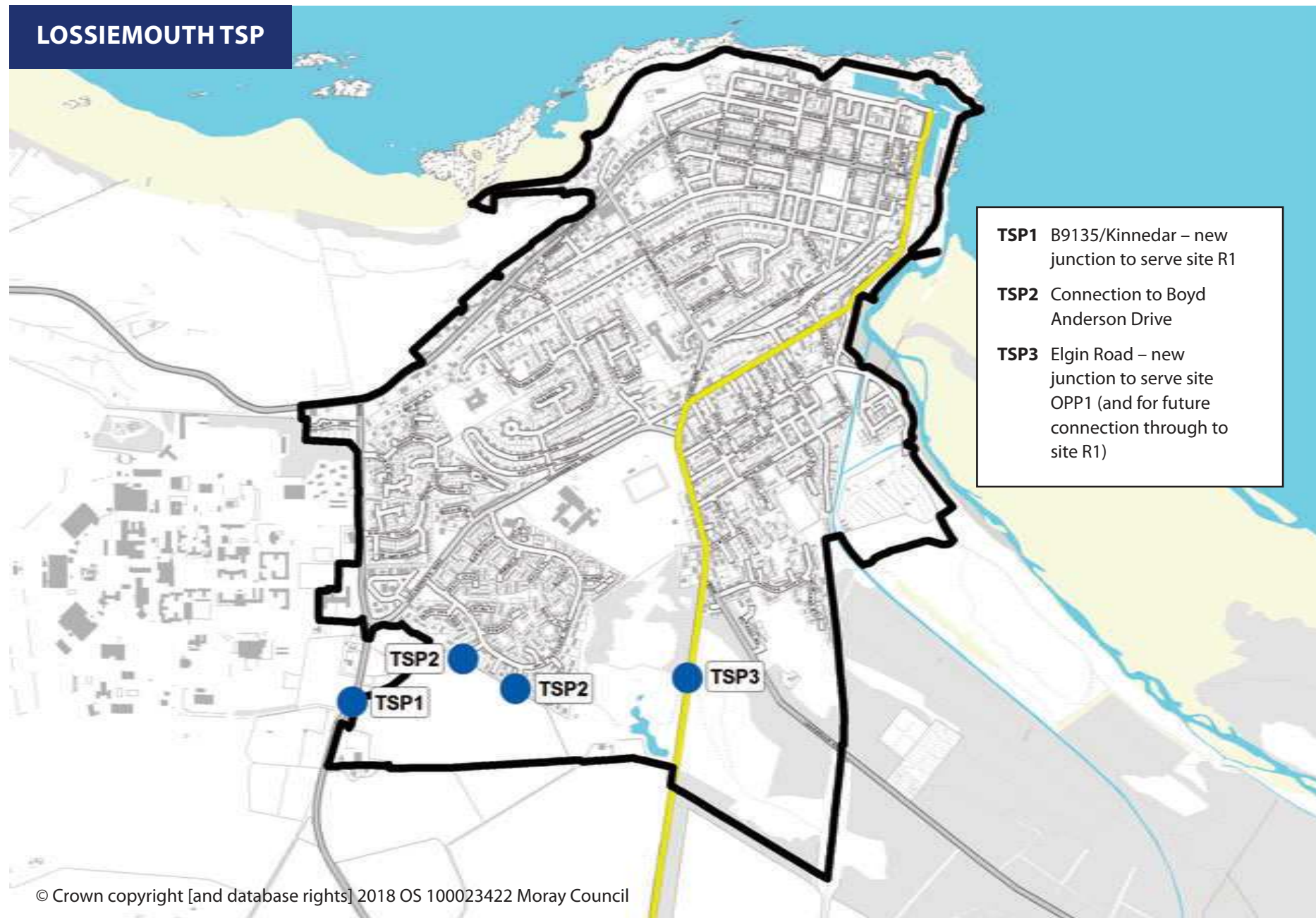






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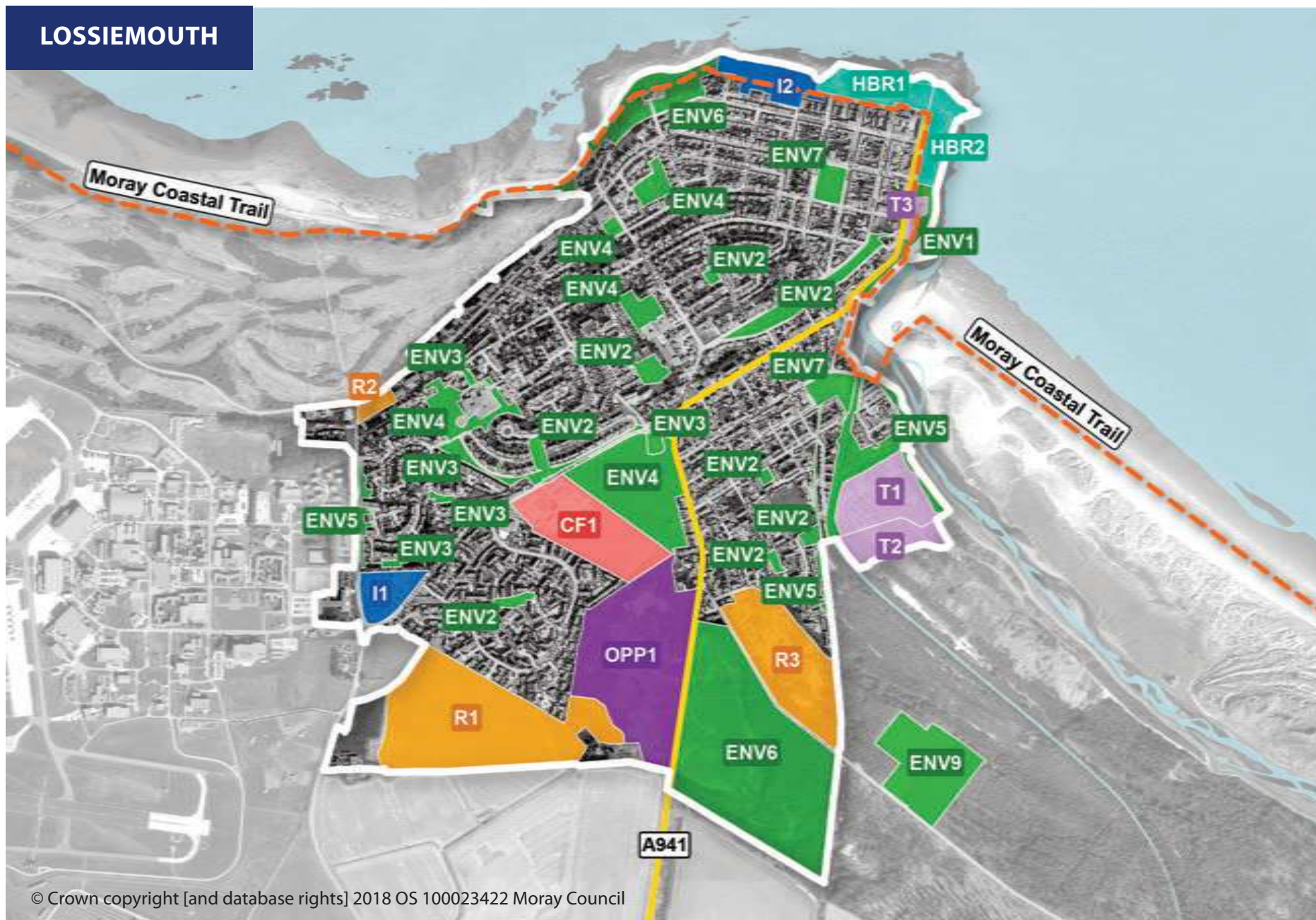
## LOSSIEMOUTH TSP







# LOSSIEMOUTH



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Population  
**1,022**



Households  
**448**



**Settlement Hierarchy**  
Smaller Towns and  
Villages

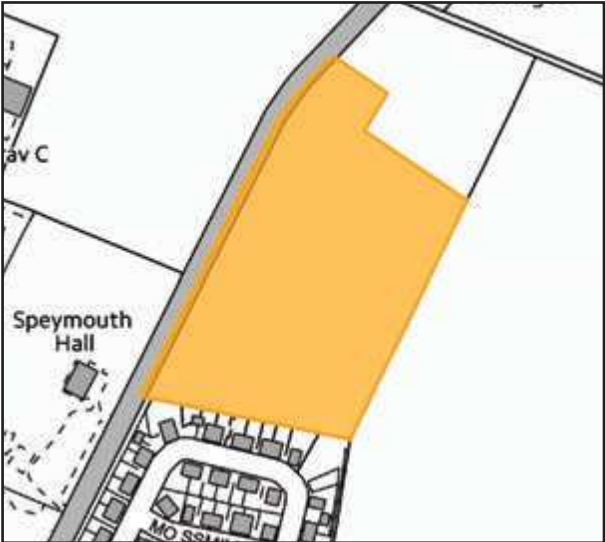
### **Development Strategy / Placemaking Objectives**

- To identify longer term housing and employment areas.
- Identify an additional 10ha for employment and support proposals for business development and growth.
- Highlight potential of longer term site for large scale inward investment.
- Enhance the approaches to the settlement through landscaping and planting including the characteristic beech hedging.

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

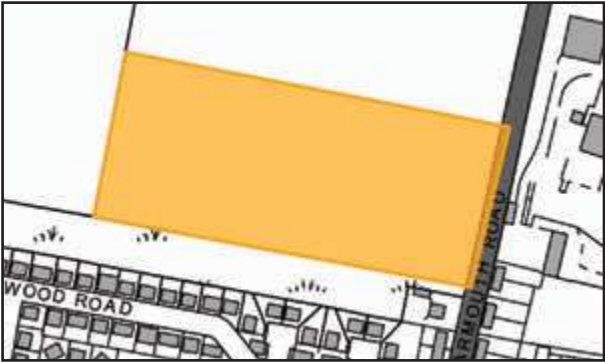
HOUSING

R1    Stynie Road    3.1 ha    60 units



- Planning consent has previously been granted for development.
- Landscaping must be provided along the northern site boundary to manage the transition between development and the countryside. This must comprise a mix of hedging and trees.
- A 15m green corridor must be provided along the western boundary along Stynie Road. This must incorporate an avenue of trees, beech hedging and a dedicated foot and cycleway.
- A Pocket Park must be provided.
- Road improvements to Stynie Road will be required, including widening, provision of pedestrian/cycle way, extension of street lighting and relocation of the speed limit.
- Two points of access must be provided.
- Drainage Impact Assessment (DIA) required.

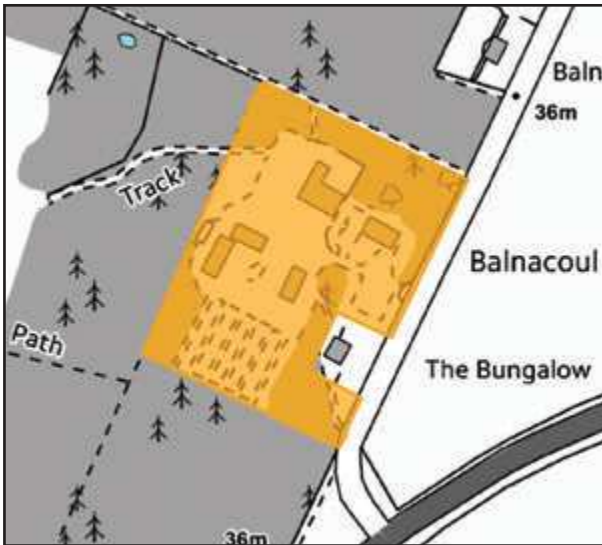
R2    Garmouth Road    3.2 ha    60 units



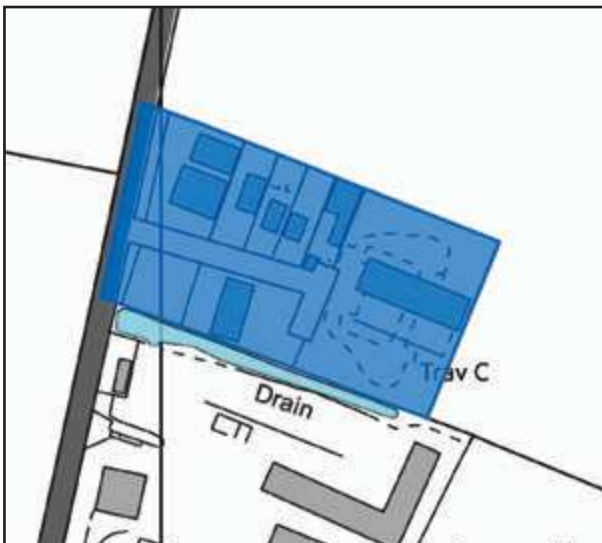
- Transport Assessment required.
- Extension of the footway along site frontage required.
- Future access to the north must be safeguarded within the layout.
- Links to the Core Path to the south to be provided.
- A potential future connection through the site for pedestrians and cyclists must be safeguarded to the western boundary of the site.
- Landscaping must be provided along the northern site boundary to manage the transition between development and the countryside. This must comprise a mix of hedging and trees.
- A Pocket Park must be provided.
- Noise Impact Assessment (NIA) may be required due to proximity to industrial uses.
- There may be surface water drainage issues and SUDS must be carefully considered. A Drainage Impact Assessment (DIA) and Construction Phase Water Management Plan are required.
- Open space must be designed positively for water management.





**R3 Balnacoul 10 units**

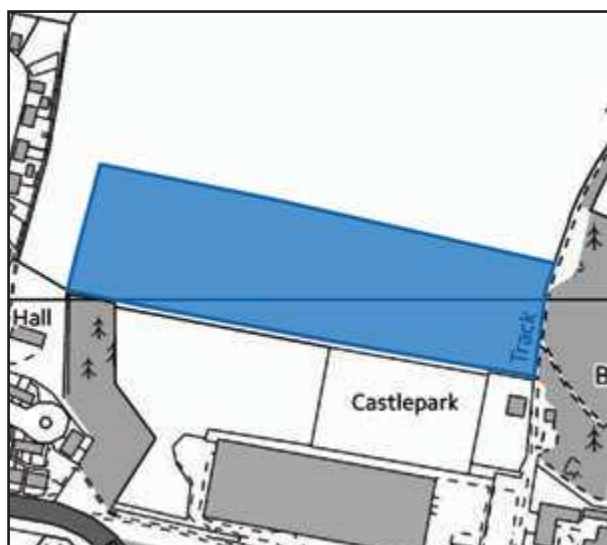
- Low density development that reflects the semi-rural location and woodland character will be supported.
- Existing woodland must be retained.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA), including SUDS plans and calculations based on percolation tests required.
- Given previous uses, a Contamination Assessment is required.

**EMPLOYMENT****I1 Garmouth Road Industrial Estate**

- Built out. New development will comprise redevelopment, extension or change of use.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

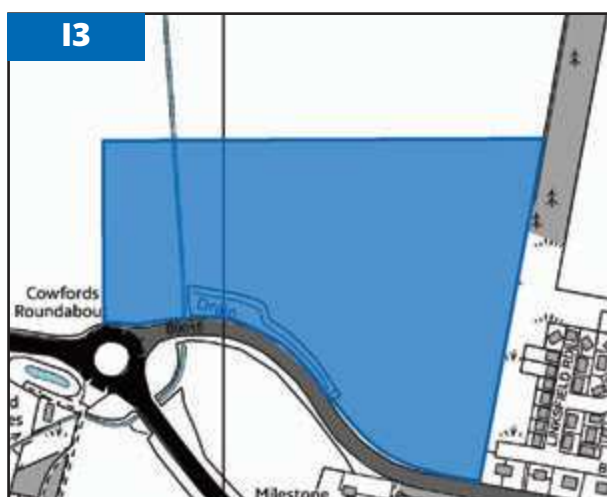


## 12 North of Baxter's Industrial Estate

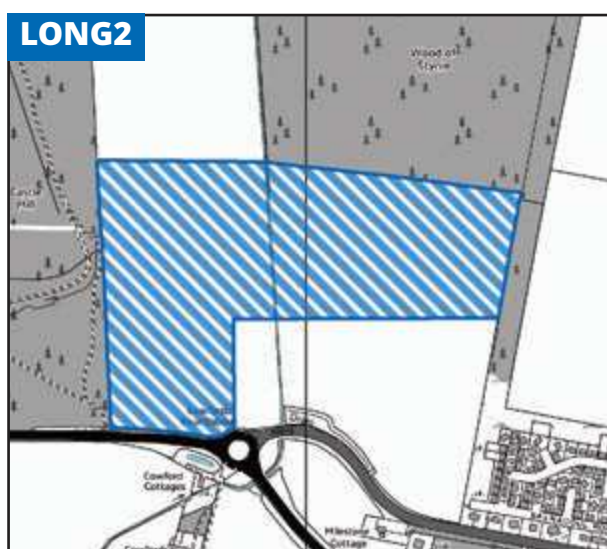


- Site to provide for expansion of Baxter's. As access is through the existing Baxter's site development by others is not intended.
- Provision of cycle and pedestrian links to the A96 and bus stops required. This may involve upgrading the Core Path to Redhall to the north (CP-FB09).
- The site slopes upwards from the existing Baxter's buildings and landscaping must minimise the impact of development on this higher ground. Woodland planting must provide a backdrop to proposed buildings.
- Drainage Impact Assessment (DIA) required.
- Transport Assessment may be required.

## 13/LONG2 West of Mosstodloch Industrial Estate



- A Development Framework is required. This must comply with the Key Design Principles in Figure 1.1.
- 10ha of the site is designated within the LDP plan period, the remaining 20ha are LONG. The LONG can only be brought forward if the Policy DP3 triggers are met. The scale of this site may be suitable for large scale inward investment.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Layout must safeguard 15m wide corridors for potential future connections to the west, north and east.
- Minimum of 30% open space required (this overrides the quantity requirement in Policy EP5).
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Archaeological evaluation of the site required.
- Noise Impact Assessment (NIA) required.
- Transport Assessment required.







**Figure 1.1 Key Design Principles**  
**I3/Long 2 West of Mosstodloch**

Landscaping must be used to break up the site and minimise visual impacts of large industrial areas.

Landscape planting to southern boundary to filter views from road required. Landscaping must take account of visibility splays.

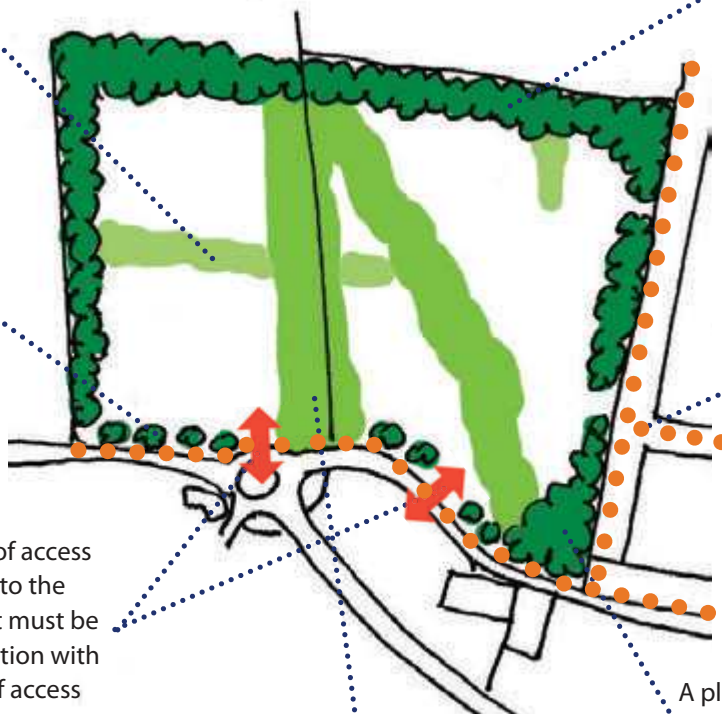
More than one point of access required. Access onto the Cowfords Roundabout must be considered in consultation with Transport Scotland. If access from Cowfords Roundabout cannot be achieved a second point of access onto C1E is required with the potential for access onto the Cowfords Roundabout safeguarded.

Areas at risk from flooding must be positively managed as open space to create a feature through the development. SUDS that integrate the Black Stripe Burn as a feature are required.

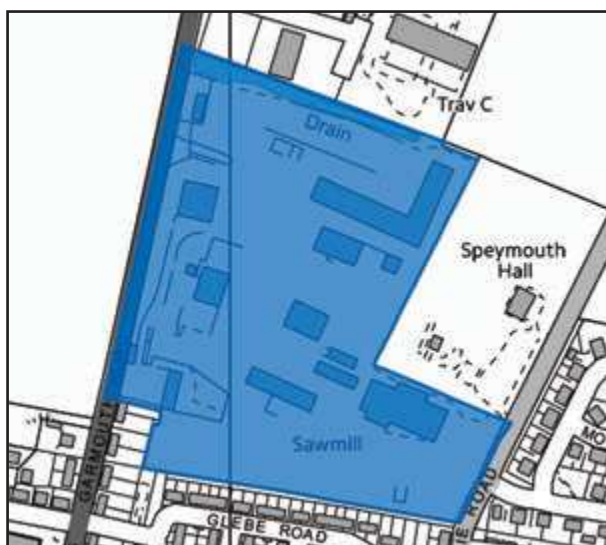
Tree planting must be provided around the edge of the site to reinforce the woodland boundaries and provide a permanent wooded edge for the site.

Active travel routes and linkages to existing Core Paths and cycle routes must be provided.

A planted buffer/screening of at least 20m must be provided along the eastern boundary where this bounds existing and proposed residential development.

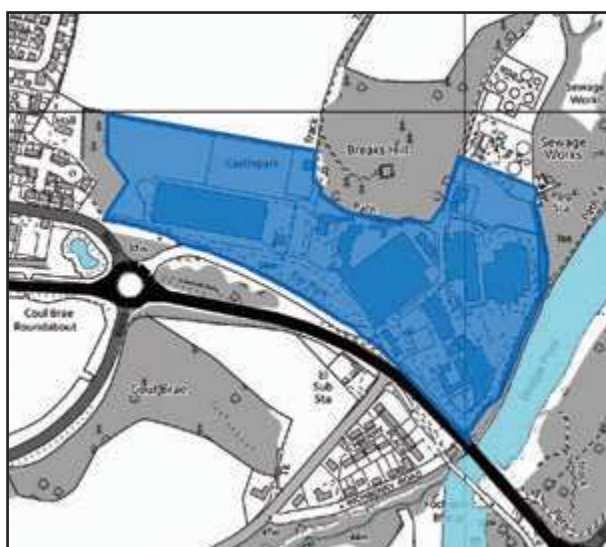


## 14 Sawmill Existing Business Area



- Long standing sawmill business within Mosstodloch.
- New development will comprise redevelopment, extension or change of use.

## 15 Baxter's Existing Business Area



- Major employer and significant tourist attraction.
- New development will comprise redevelopment, extension or change of use.
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otters that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.



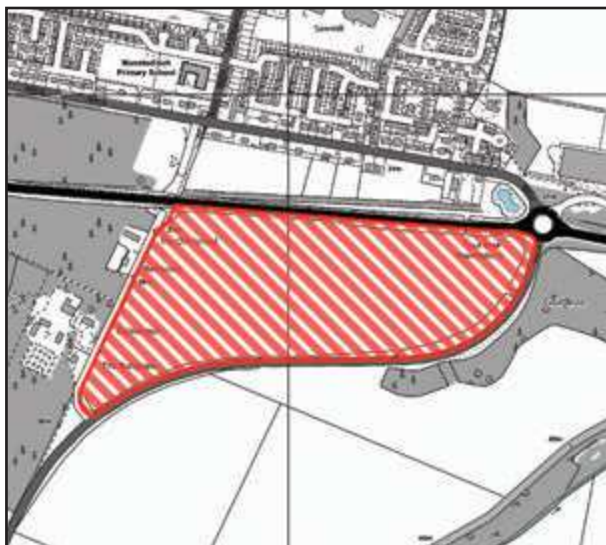
## MIXED USE

### MU LONG1

### South of A96

### 22ha

### Residential & Industrial



- LONG for residential and industrial that can only be brought forward if the Policy DP3 triggers are met.
- Masterplan required. Masterplan must include landscape study and proposals.
- Proposals must deliver a minimum of 8ha of employment land. (This is a net area which excludes landscaping, areas at flood risk, etc)
- Buffer to A96 may be required.
- Woodland character of surrounding area to be reflected in landscaping and open space proposals.
- 30% open space required due to the mix of residential and industrial and edge of settlement location.
- Neighbourhood Park must be provided.
- Transport Assessment required. Consultation with Moray Council Transportation and Transport Scotland required.
- New cycle path provision required to provide a continuous off-road route between the existing underpass and a new crossing of Main Street. A pedestrian/cycleway required on the western boundary of the site, from the B9015 to underpass.
- Improvements required to provide safe routes to School and access to local shops.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) with Sustainable Urban Drainage System (SUDS) plans required.
- Archaeological evaluation of the site required.
- Noise Impact Assessment (NIA) required due to proximity to A96 and the mix of uses proposed.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.

## TOURISM

### T1 Baxter's



#### Suitable Uses

- This is a significant tourist attraction and important for showcasing Moray's food and drink heritage and should be retained as a Visitor Attraction.

#### Site Specific Requirements

- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Mosstodloch will be safeguarded from development that is not related to their current use as set out in the table below.

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Village Hall, including Playing Fields and Play Area.
ENV2	Amenity Greenspace	Buffer to A96
ENV4	Sports Areas	Mosstodloch Primary School
ENV6	Natural/Semi-Natural Greenspace	Pinewood Road; Trees and Verges at Birnie Place; Balnacoul Wood

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SLA	Special Landscape Area	Lower Spey and Gordon Castle Policies; The Spey Valley
SAC	Special Area of Conservation	Lower River Spey-Spey Bay; River Spey.
SSSI	Site of Special Scientific Interest	River Spey; Spey Bay.

## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

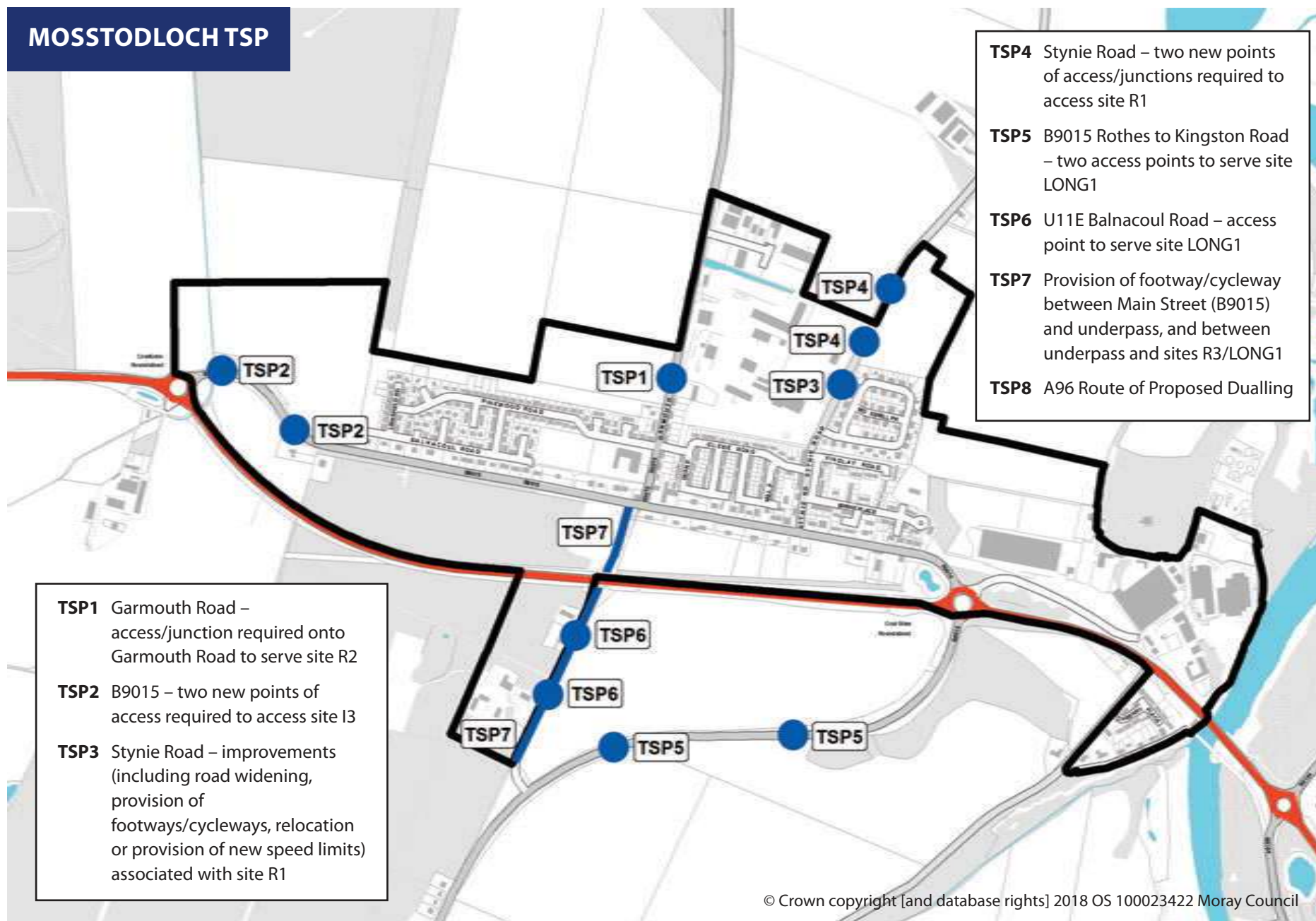
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, R3, LONG1





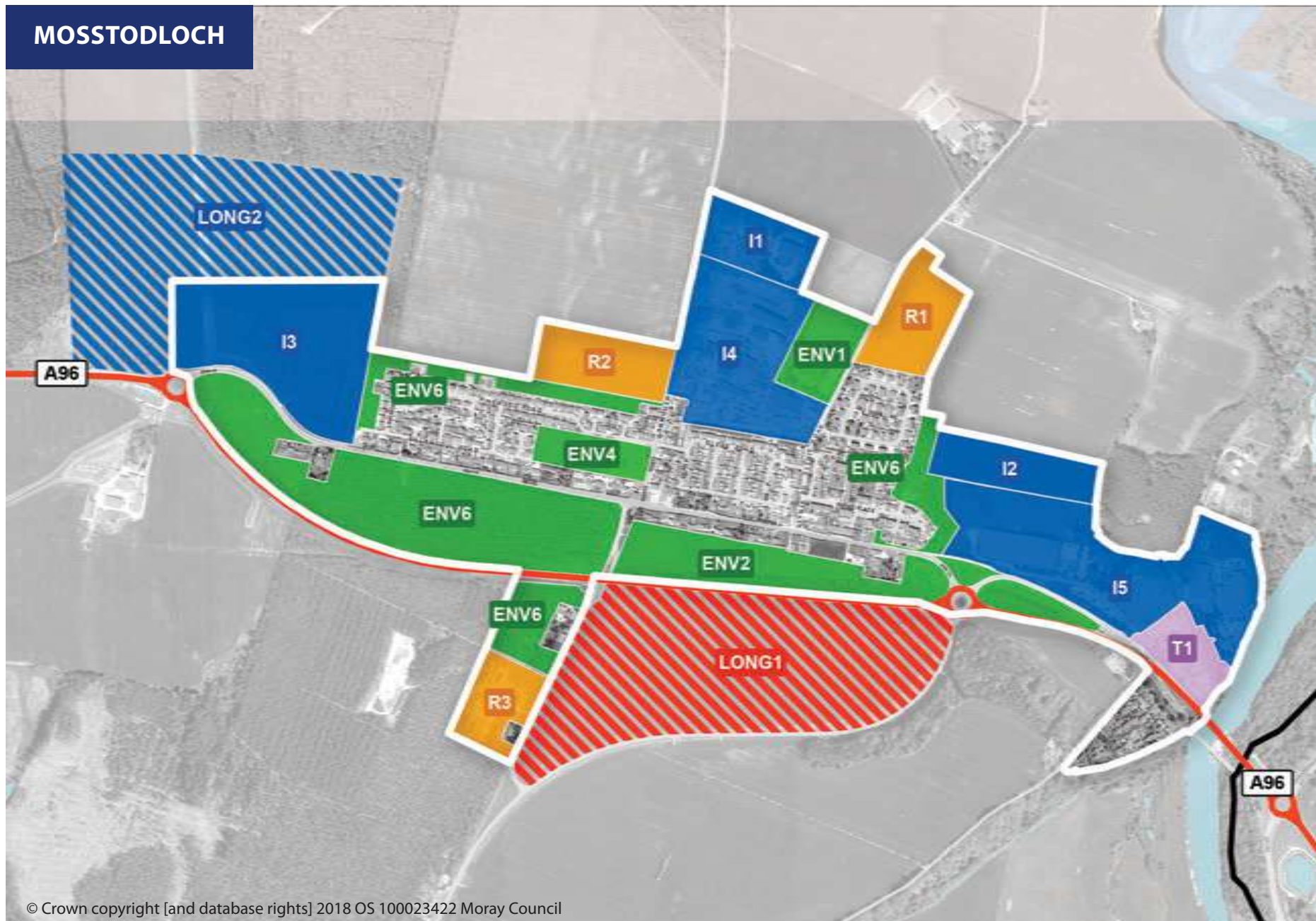


## MOSSTODLOCH TSP



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MOSSTODLOCH



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Population  
**468**



Households  
**189**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

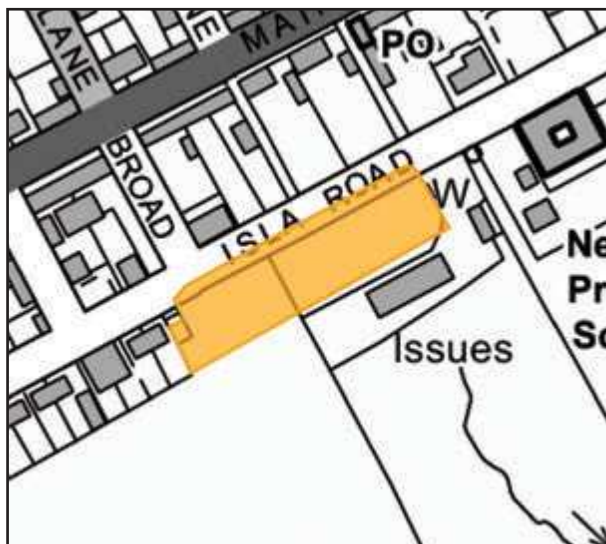
- Promote redevelopment and new housing on designated site



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Isla Road 0.36 ha 6 - 10 units



- Gap site which could accommodate approximately 6 houses. Terraced or semi-detached properties may allow for an increase in numbers but this must not exceed 10.
- Isla Road may need to be widened with a footway and service layby along the frontage of the site with houses set back accordingly.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.

### R2 Gap Sites/Sub Divisions



- Within the settlement boundary, gap sites/subdivisions will be permitted as a means of providing house sites and upgrading unused and overgrown areas. Sites should have their own road frontage. Shared access to backland sites will be discouraged.
- Proposals must respect the existing street pattern and retain stone boundary walls.
- Flood Risk Assessment (FRA) may be required for any site close to either of the burns.





## OPPORTUNITY SITES

### OPP1 The Square

0.15 ha



#### Suitable Uses

Residential

#### Site specific requirements

- There are a number of derelict buildings in the Square, which could be redeveloped for residential use and help to enhance the amenity of the Square as Newmill's main focal point.

## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Newmill will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV4	Sports Areas	The Playing Field
ENV7	Civic Space	The Square

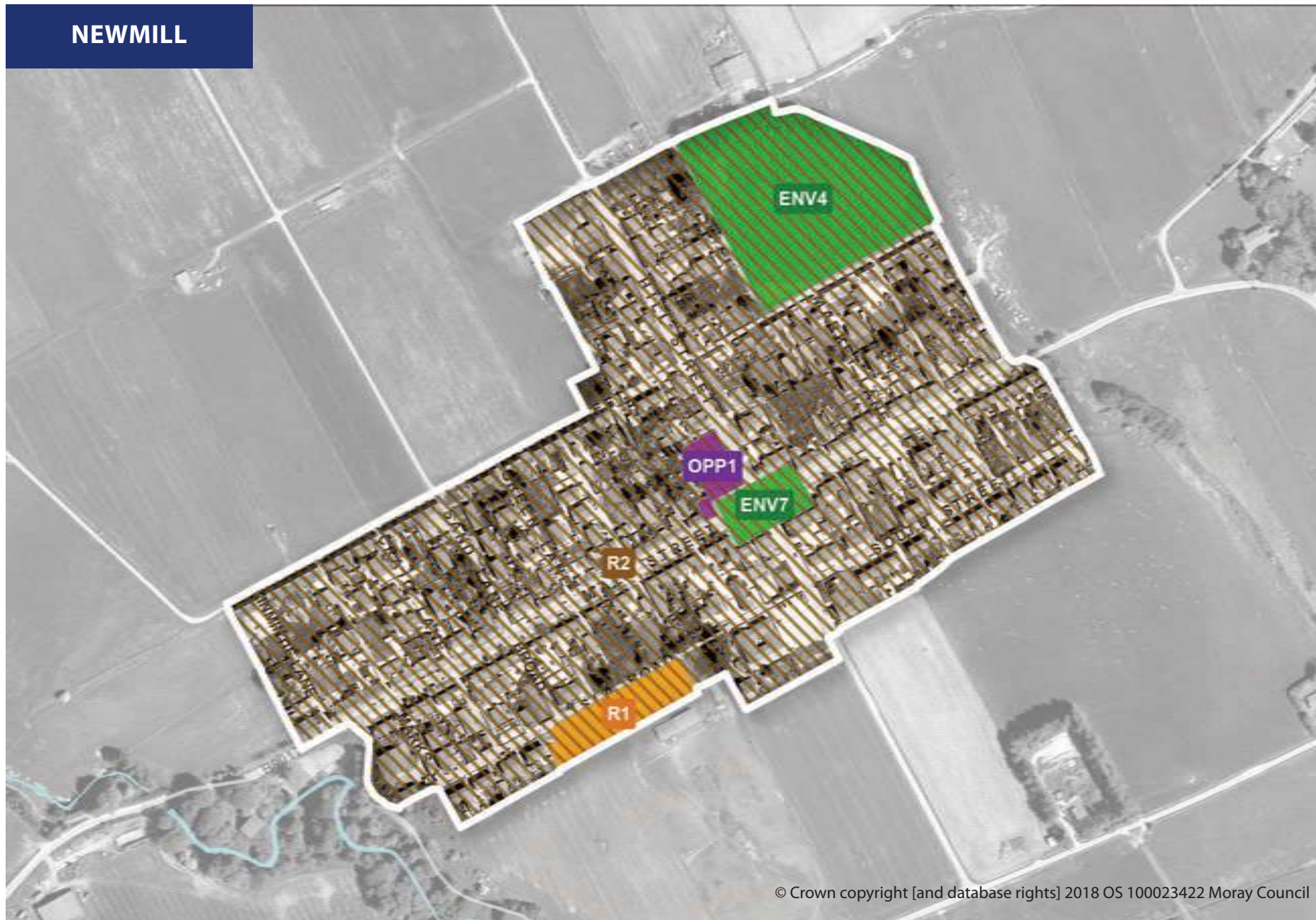
## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, OPP1



NEWMILL



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Population  
**884**



Households  
**374**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

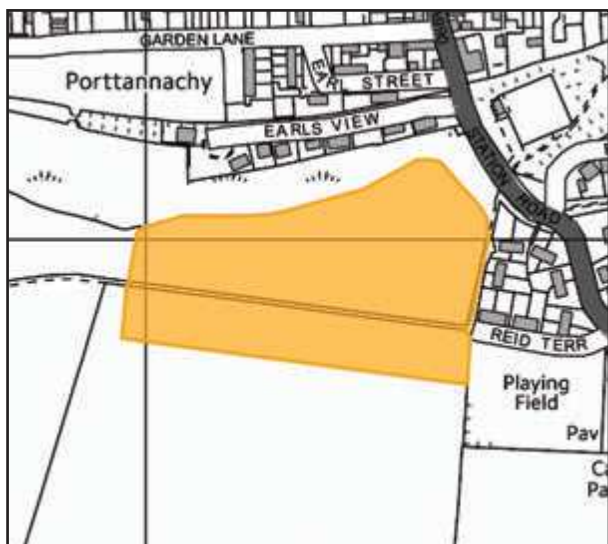
### **Development Strategy / Placemaking Objectives**

- Protect the character of the existing settlement
- Provide support for proposals to re-use the harbour
- To promote interest and encourage housing development on designated sites.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.

Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 West of Reid Terrace 2.43 ha 40 units



- Site must be developed in two phases of 20.
- Proposals must include the incorporation of long term landscaping provision to enclose the site.
- Reid Terrace will require to be upgraded to provide access to the site. Improvements may include widening, the provision of off street parking, junction improvements at Station Road and provision of a footway.
- An archaeological evaluation must be carried out prior to development commencing.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

## TOURISM

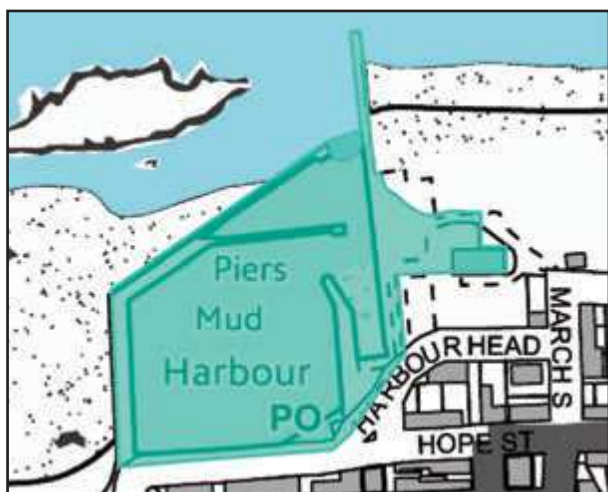
### T1 Speyside Way/Moray Coastal Trail

- The routes of the Speyside Way Long Distance Footpath and Moray Coast Trail pass through Portgordon and will be safeguarded and protected from development.

### T2 Sustrans

- The route of the Sustrans long distance cycle route pass through Portgordon will be safeguarded and protected from development.

### HBR1 Harbour



#### Suitable Uses

- The harbour and its immediate hinterland will be retained for potential tourist use involving recreational sailing; pontoons; increased berthing and ancillary facilities. This will not be to the exclusion of small creel boats which currently utilise the harbour. However the prospects for future use are considered to be more related to sailing/tourist activities.

#### Site Specific Requirements

- Flood Risk Assessment (FRA) may be required for more vulnerable uses.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Portgordon will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Grassed Area at Stewart Street; East of Harbour
ENV3	Playspace for children and teenagers	Tannachy Terrace
ENV4	Sports Areas	Bowling Green; Football Pitch; School Playing Field
ENV5	Green Corridors	Old Railway Line; North of Richmond Terrace; Old Railway West of Earls View
ENV6	Natural/Semi-Natural Greenspace	West of Stewart Street; North of Reid Terrace; North East of Portgordon

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
SLA	Special Landscape Area	Portgordon to Cullen Coast
pSPA	Proposed Special Protection Area	Moray Firth

## INFRASTRUCTURE

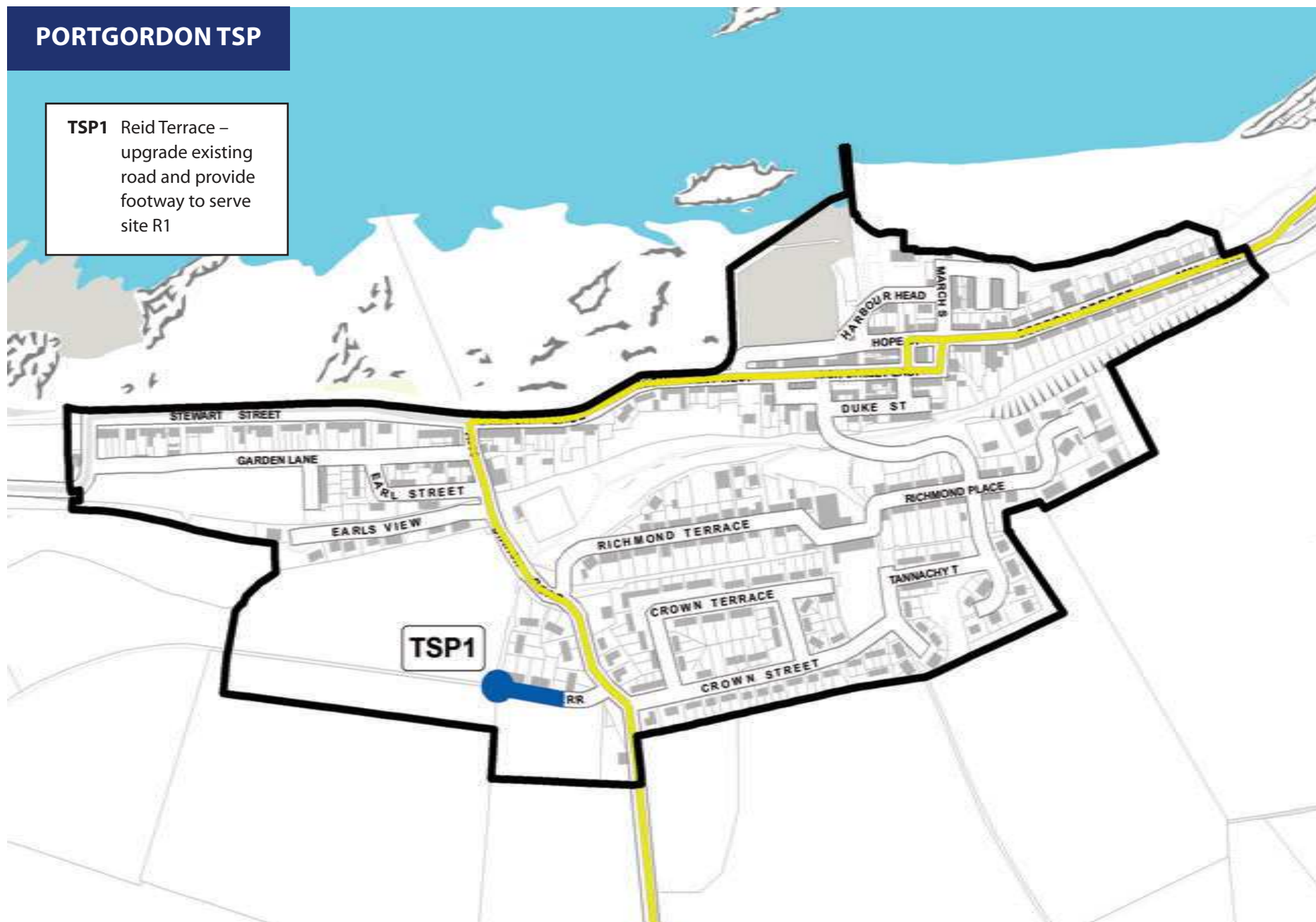
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New build or alternative provision	R1
Healthcare	Reconfiguration to Seafield and Cullen Medical Practice	R1



## PORTGORDON TSP

**TSP1** Reid Terrace – upgrade existing road and provide footway to serve site R1







PORTGORDON









Population  
**1,269**



Households  
**547**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

- Respect the historic grid street pattern
- To promote interest and encourage housing development on designated sites.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.

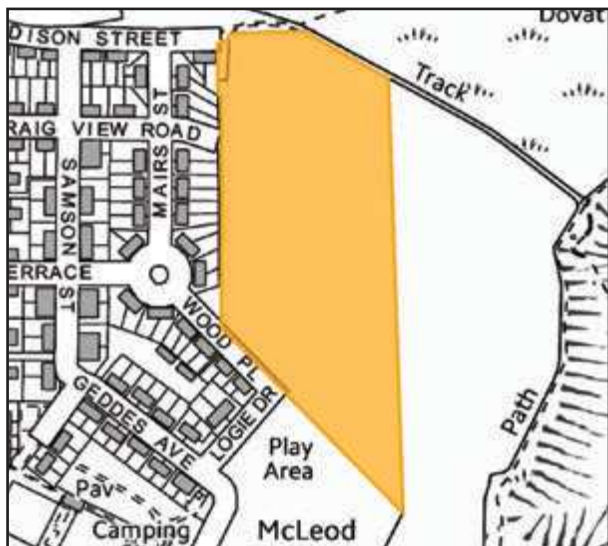




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Seabraes 3 ha 50 units



- Given the exposed cliff top location, boundary treatment will be required along the eastern boundary to provide a sense of enclosure and help visual integration with the surrounding countryside. This could include mounding and gorse planting and does not have to be in the form of a more formal landscaped treatment.
- Phased Development may be acceptable where the policy terms have been met.
- Three access points required to continue the historic grid street pattern of the settlement. Connections must be provided from Wood Place, Addison Street and Craig View Road.
- Footpath links must be created to the coastal path and playing fields.
- Phase 1 Habitat Survey required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.

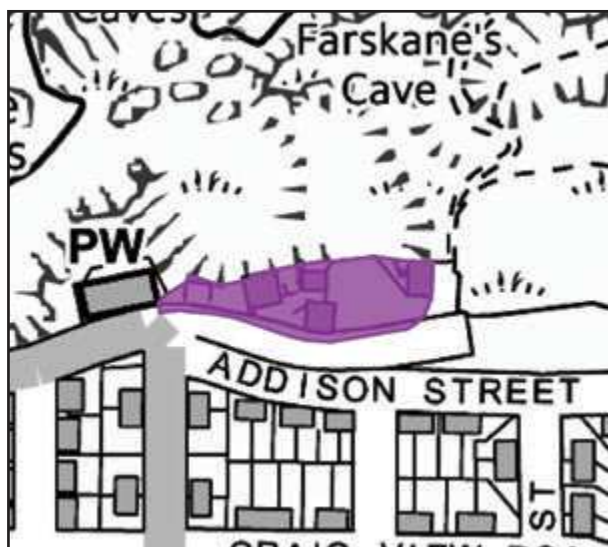




## OPPORTUNITY SITES

## OPP1 Patrol Road

0.21 ha

**Suitable Uses**

Small Scale Business/Residential

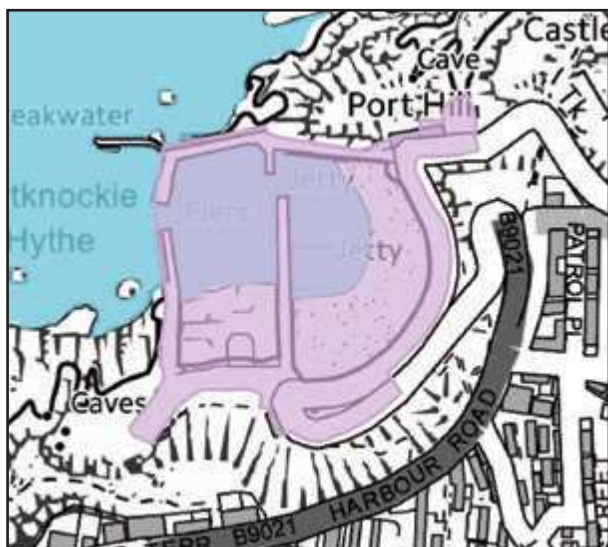
**Site specific requirements**

- Only proposals that enhance the overall quality of the built environment and visitor facilities will be supported.
- Any proposal must be for the whole site. A comprehensive scheme of improvement across the whole site must be provided that aims to enhance the built environment and overall visual appearance.
- Individual applications for single uses within the site will not be supported. The only exception will be for small scale alteration or extension to existing uses.
- Proposals must be compatible with visitor use and must include formalised parking arrangements for this popular area. The existing turning head must be retained for this function, therefore parking in accordance with the current Moray Council Parking Standards must be provided to ensure no overspill car parking.
- Proposals for change of uses that include residential will only be acceptable if it can be demonstrated that this is compatible with any ongoing existing uses and any land use conflict can be mitigated.
- Existing uses can still be accommodated on the site provided the proposal includes measures to improve their visual appearance and enhance the overall built environment. This must include consideration of screening or fencing.
- Proposals must be single storey to protect the open aspects/vistas down Admiralty Street, Samson Street, and towards Bow Fiddle Rock.
- Footway to be widened to a minimum of 2m with the missing section of footway provided to create a continuous pedestrian route.
- A Contamination Assessment may be required for any change of use to residential.
- Level 1 Flood Risk Statement and Drainage Statement required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
- Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.



## TOURISM

### T1 Harbour Area



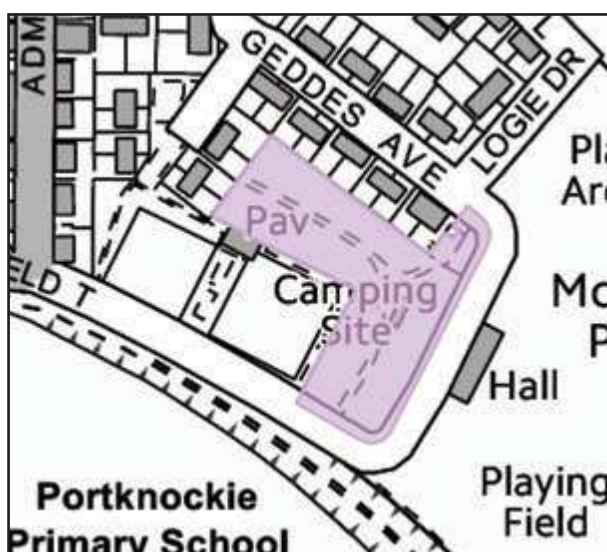
#### Suitable Uses

- The prime use of the harbour will be for recreational/tourist use. Proposals which are likely to conflict with this role will not be permitted.

#### Site specific requirements

- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on. Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.
- A Flood Risk Assessment (FRA) is required for any uses that include overnight accommodation.

### T2 Caravan Site



#### Suitable Uses

- The site must remain as a holiday caravan site as part of Portknockie's tourism infrastructure.
- Development for alternative uses will not be permitted.

### T3 Sustrans and Moray Coastal Trail

- The Sustrans national cycle route and the Moray Coast Trail both pass through Portknockie and will be safeguarded from inappropriate development.





## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Portknockie will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Addison Street; Bridge Street
ENV4	Sports Areas	McLeod Park; School Playing Field; Bowling Green/and Tennis Court
ENV5	Green Corridors	Former Railway Line
ENV6	Natural/Semi-Natural Greenspace	The Braes above the harbour

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Portknockie
SLA	Special Landscape Area	Portgordon to Cullen Coast

## INFRASTRUCTURE

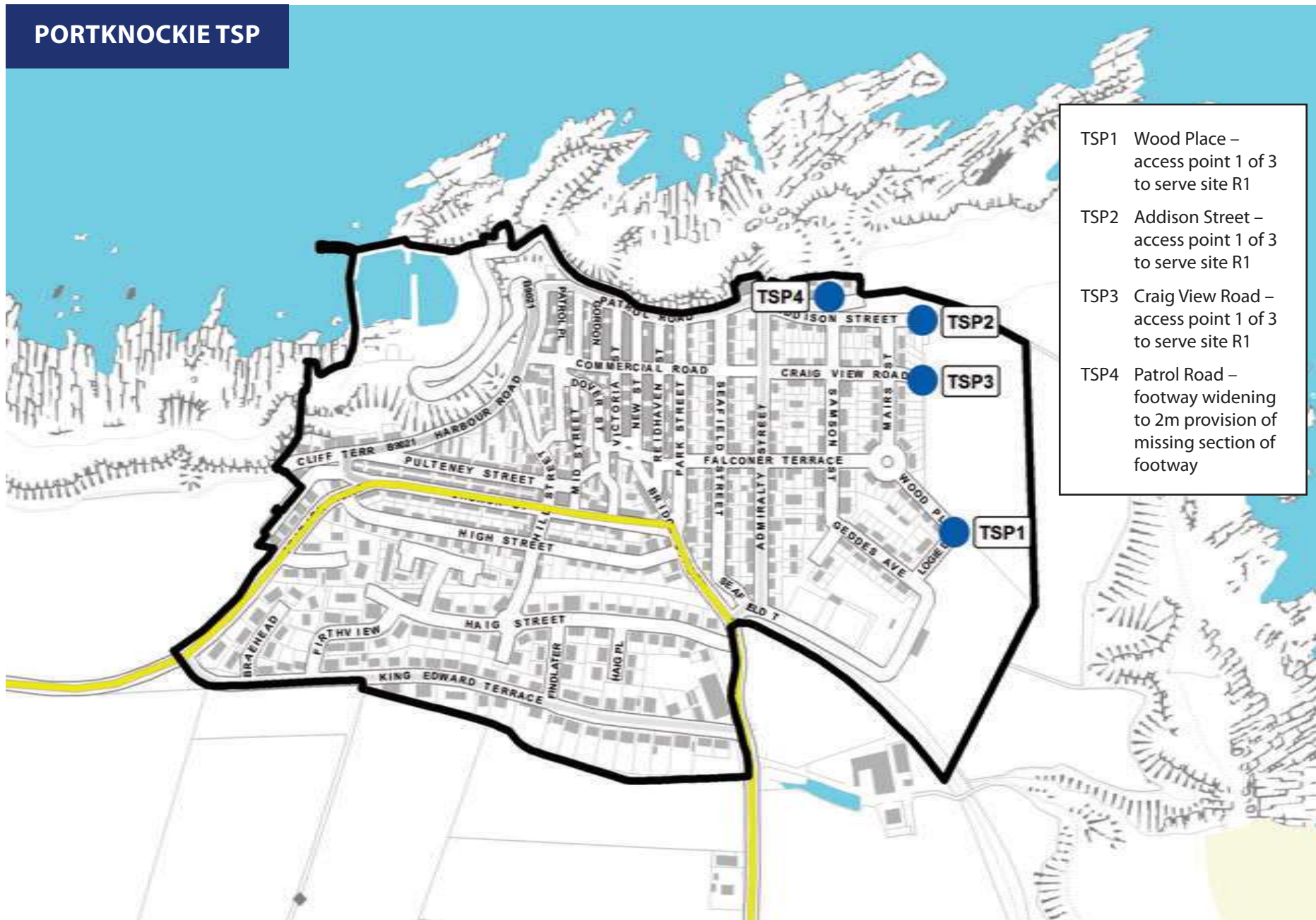
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New build or alternative provision	R1, OPP1
Healthcare	Extension to Ardach Health Centre	R1, OPP1



## PORTKNOCKIE TSP

- TSP1 Wood Place – access point 1 of 3 to serve site R1
- TSP2 Addison Street – access point 1 of 3 to serve site R1
- TSP3 Craig View Road – access point 1 of 3 to serve site R1
- TSP4 Patrol Road – footway widening to 2m provision of missing section of footway







PORTKNOCKIE









Population  
**226**



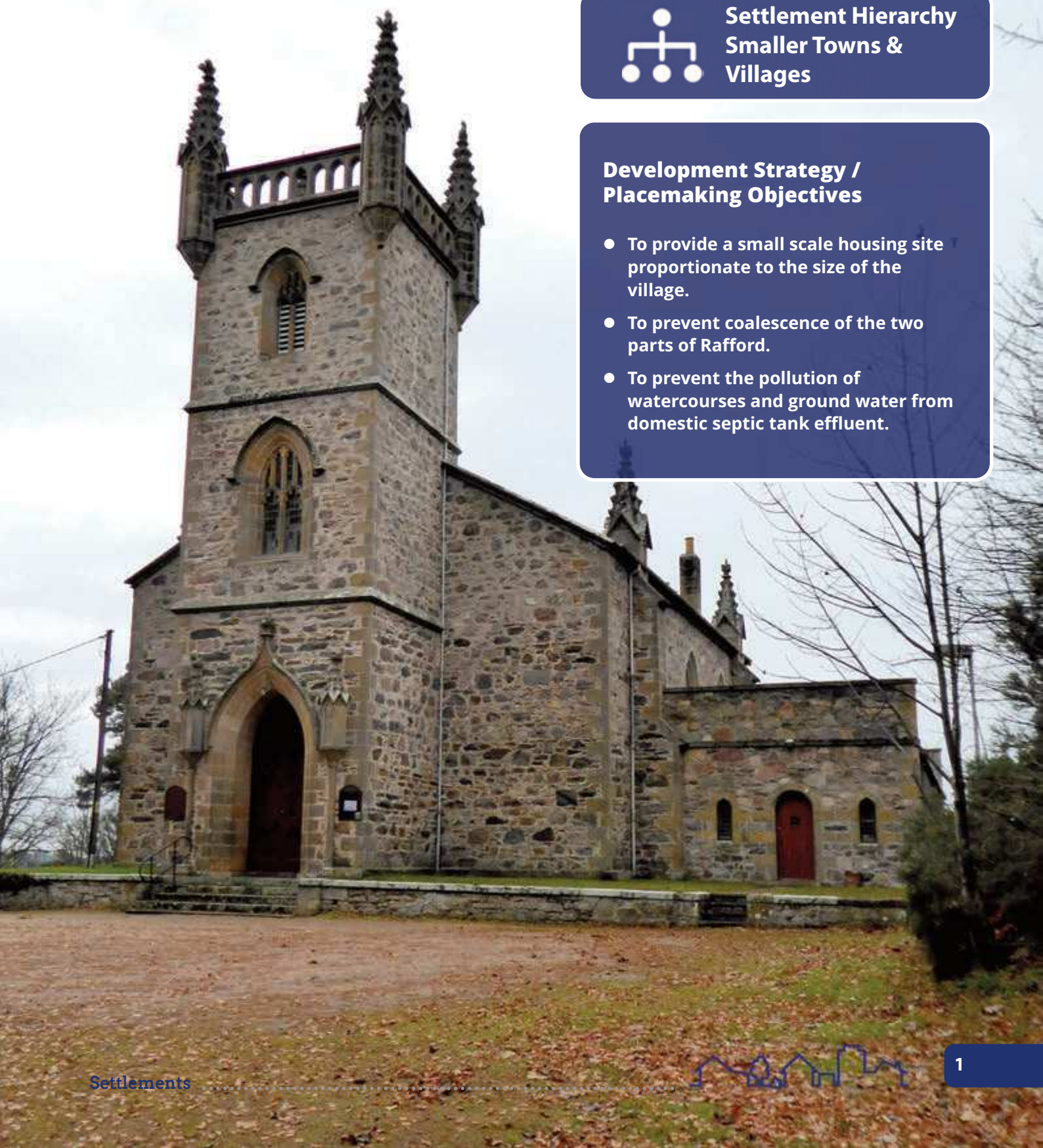
Households  
**101**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

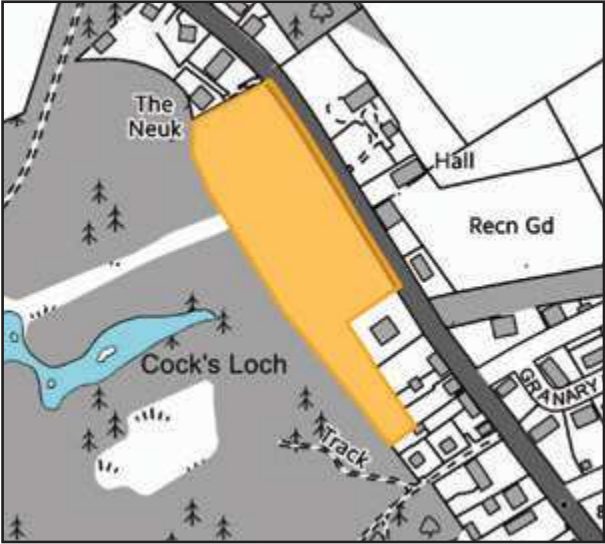
- To provide a small scale housing site proportionate to the size of the village.
- To prevent coalescence of the two parts of Rafford.
- To prevent the pollution of watercourses and ground water from domestic septic tank effluent.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

R1 Brochloch 1.7ha 12 units



- House designs must be traditional or a contemporary interpretation and respect the scale and character of existing traditional houses in the village.
- A natural stone wall must be provided along the road frontage reflecting a common feature in the village.
- A single access into the site with a visibility splay of 2.4m by 70m must be provided.
- A 2m wide footway must be provided along the frontage of the site, complete with surface water drainage.
- A connection to the existing septic tanks requires Scottish Water to upgrade the facilities and must be investigated by the developer.
- Drainage Impact Assessment (DIA) required.
- Overhead cables will require to be relocated.

ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Rafford will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV3	Playspace for Children and Teenagers	Playpark
ENV4	Sports Areas	Recreational Area
ENV5	Green Corridors	Trees at Moor of Granary
ENV9	Cemeteries and Proposed Extensions	Rafford Cemetery



## INFRASTRUCTURE

Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	Extension to Forres Academy or alternative provision	R1
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1
Healthcare	2 x Additional Dental Chairs	R1
Healthcare	Reconfiguration of existing pharmacy outlet(s)	R1
Sports and Recreation	Enclosed, floodlit synthetic turf (4G) pitch	R1





RAFFORD







Population  
**1,252**



Households  
**583**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### Development Strategy / Placemaking Objectives

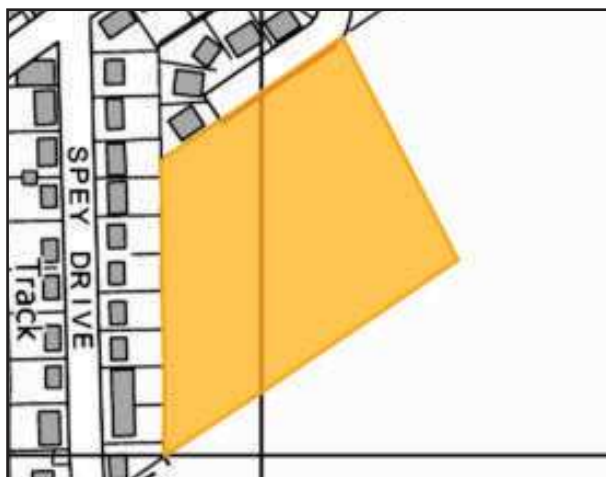
- To promote interest and encourage housing development on designated sites.
- To identify an additional 4.8ha of land for employment within Speyside LHMA and support proposals for business development and growth.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Spey Street 2.12 ha 30 units



- Buildings must be a maximum of 1½ storeys in height.
- Landscaped buffer strip on east and south-east boundaries must be provided.
- Access must be taken off Spey Street, via Ben Aigan Way.
- Prior to commencement of the 50th house (counting both existing and new development) served by Spey Street, an emergency access will be required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

### R2 Green Street 1.8 ha 40 units



- Contamination Assessment required.
- Flood Risk Assessment (FRA) required.
- Topographical information to demonstrate that development is a sufficient distance from the 1:200 year flood envelope must be provided.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

## EMPLOYMENT

### I1 Back Burn Industrial Estate



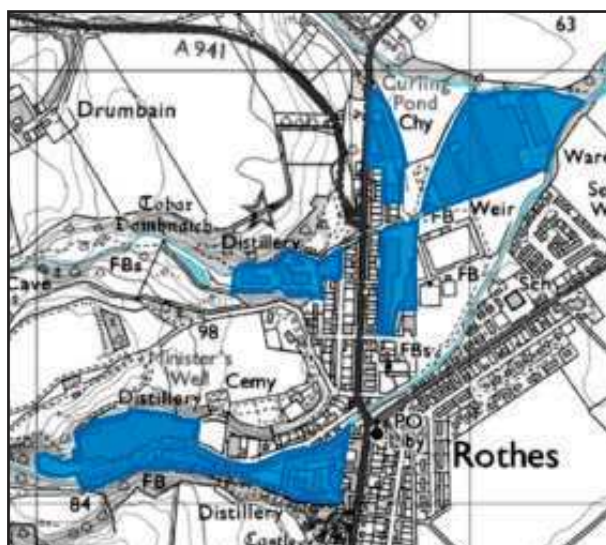
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.





## 12 The Distilleries

### Existing Business Area



- Reserved for the use of Glen Spey, Glenrothes, Glen Grant and former Capperdonich distilleries and related business use, including tourism.
- Protected by Rothes Flood Alleviation Scheme and suitable for less vulnerable uses.
- Flood Risk Assessment (FRA) may be required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.

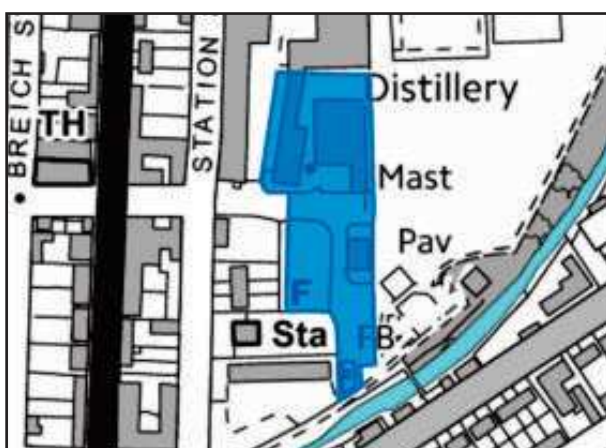
## 13 Reserve Land Rear of Dark Grains Plant Existing Business Area



- Fully occupied by a combined heat and power plant related to the Combination of Rothes Distillers.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.
- A Water Framework Directive waterbody specific objective will require to be addressed.

## 14 Station Yard

### Industrial Estate



- Flood Risk Assessment (FRA) may be required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.



## 15 Greens of Rothes Industrial Estate



- A Development Framework is required. This must include the range of uses proposed, landscaping, open space, design and the required high pressure gas pipeline buffer.
- Transport Assessment required.
- Infrastructure improvements required to overcome constraints of connectivity to the centre of Rothes.
- Flood Risk Assessment (FRA) required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.
- Site is in close proximity to both the Chivas Brothers Buncrook Warehouses and the high pressure gas line and could encroach on the inner, middle and outer consultation zones. The Health and Safety Executive will be consulted on any planning application.

### OPPORTUNITY SITES

#### OPP1 North Street 2 ha



#### Suitable Uses

Business and residential

#### Site specific requirements

- Access off the A941 is prohibited.
- Development beyond the flat areas must achieve acceptable gradients for any access road and road layout.
- Detailed design required for the access onto the B9015 with confirmation that adequate visibility of 2.4m by 70m can be achieved, given the constraint of the old railway abutment.
- Connectivity to the centre of Rothes must be provided.
- Flood Risk Assessment (FRA) required.
- SUDS and Construction Phase Surface Water Management Plans required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity either causing disturbance to otters that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Rothes will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Mackessack Park
ENV2	Amenity Greenspace	High Street
ENV5	Green Corridors	Former Railway Line
ENV6	Natural/Semi-Natural Greenspace	Castle Park; Glen Grant; Glenrothes; Manse Brae; North Street and The Back Burn
ENV7	Civic Space	High Street/Seafeld Square; High Street/Station Street and War Memorial
ENV9	Cemeteries and proposed extensions	Rothes Cemetery
TPO	Tree Preservation Order	North Street

## WIDER ENVIRONMENTAL DESIGNATIONS

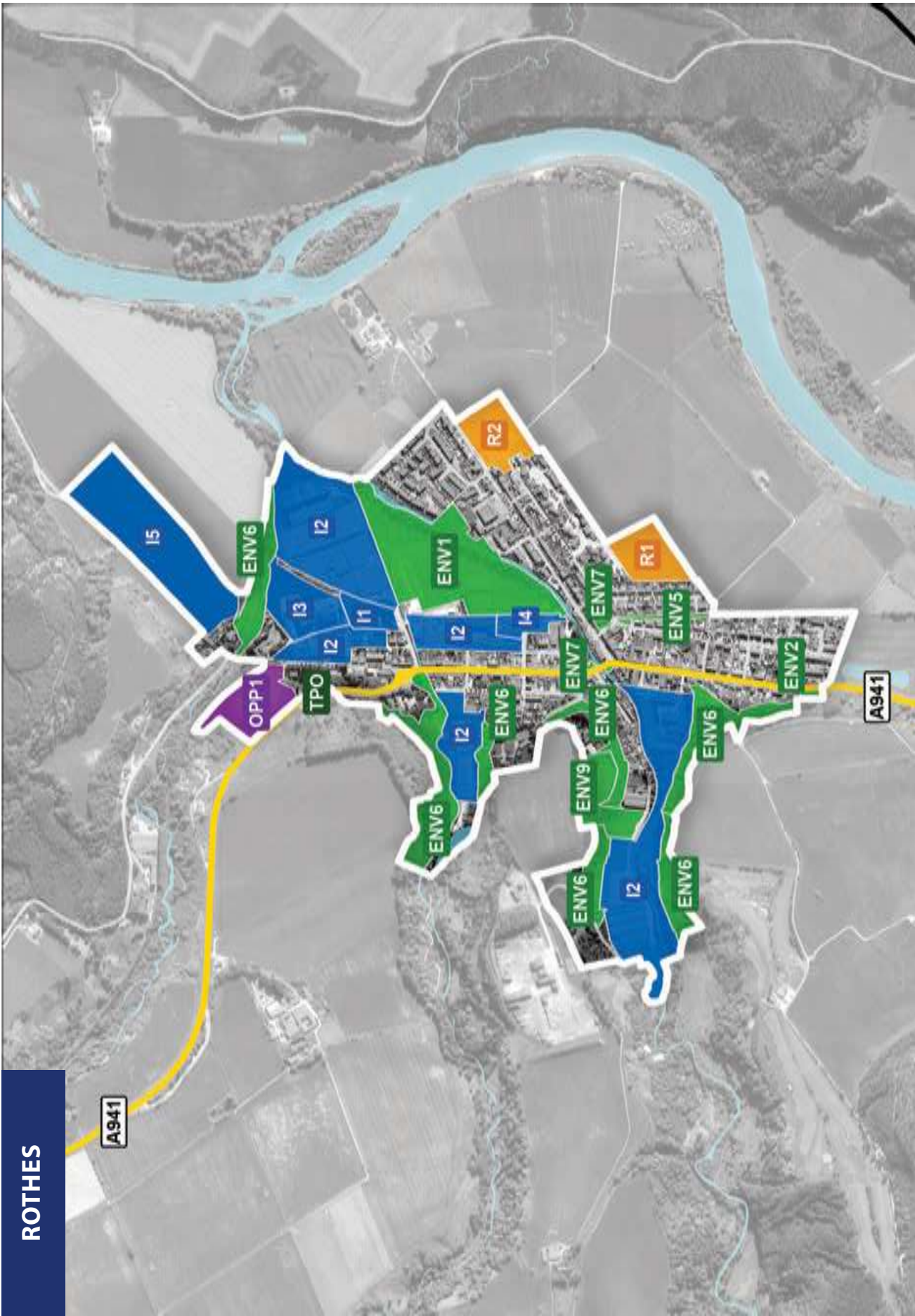
REF	Type of Environment Designation	Specification
SAC	Special Area of Conservation	River Spey
SLA	Special Landscape Area	The Spey Valley

## INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Reconfiguration to Rothes Medical Centre	R1, R2, OPP1
Healthcare	1 x Additional Dental Chair	R1, R2, OPP1





ROTHES







Population  
**112**



Households  
**41**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

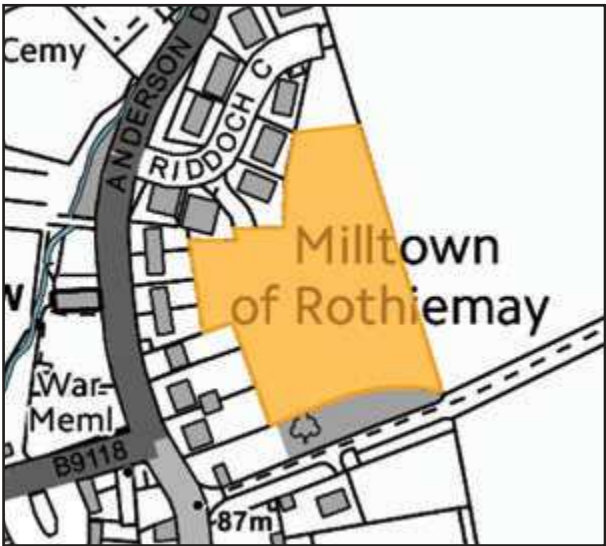
- To promote interest and encourage housing development on designated sites.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

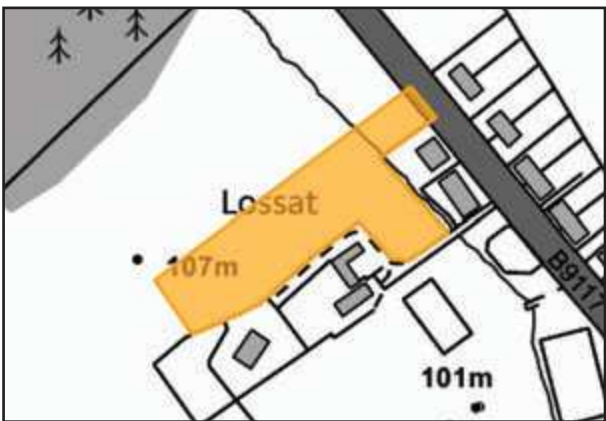
HOUSING

R1 Castle Terrace 1.1ha 15 units



- The indicative capacity could be increased if semi-detached or terraced houses are proposed.
- Access via Riddoch Court to be provided.

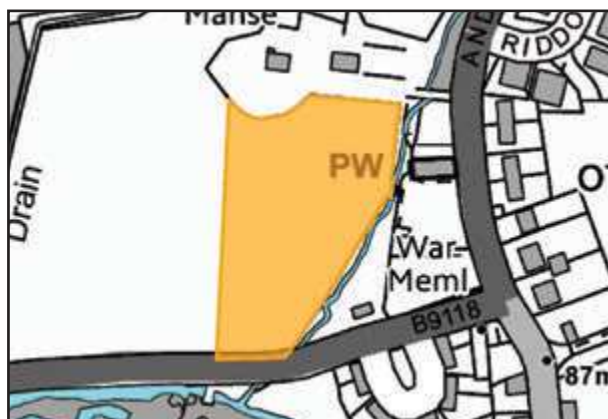
R2 Anderson Drive 0.61ha 5 units



- Utilising the existing access to Lossat Croft, the site will have the effect of "squaring off" the village boundary.
- Off-site footpath/cycleway links into the playing field must be provided within the layout.
- Flood Risk Assessment (FRA) required.
- A wall or hedge boundary treatment must be provided on the northern edge of the site.





**R3    Deveronside Road    1.0ha    10 units**


- A priority junction onto Deveronside Road will be required. The removal of some trees/hedging may be required to achieve visibility.
- Footpath provision to connect with Main Street should be made but this may require third party land.
- Within the layout, provision must be made for a longer term connection into the remainder of the field to the east.
- Flood Risk Assessment (FRA) required.

**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Rothiemay will be safeguarded from development that is not related to their current use as set out in the table below:

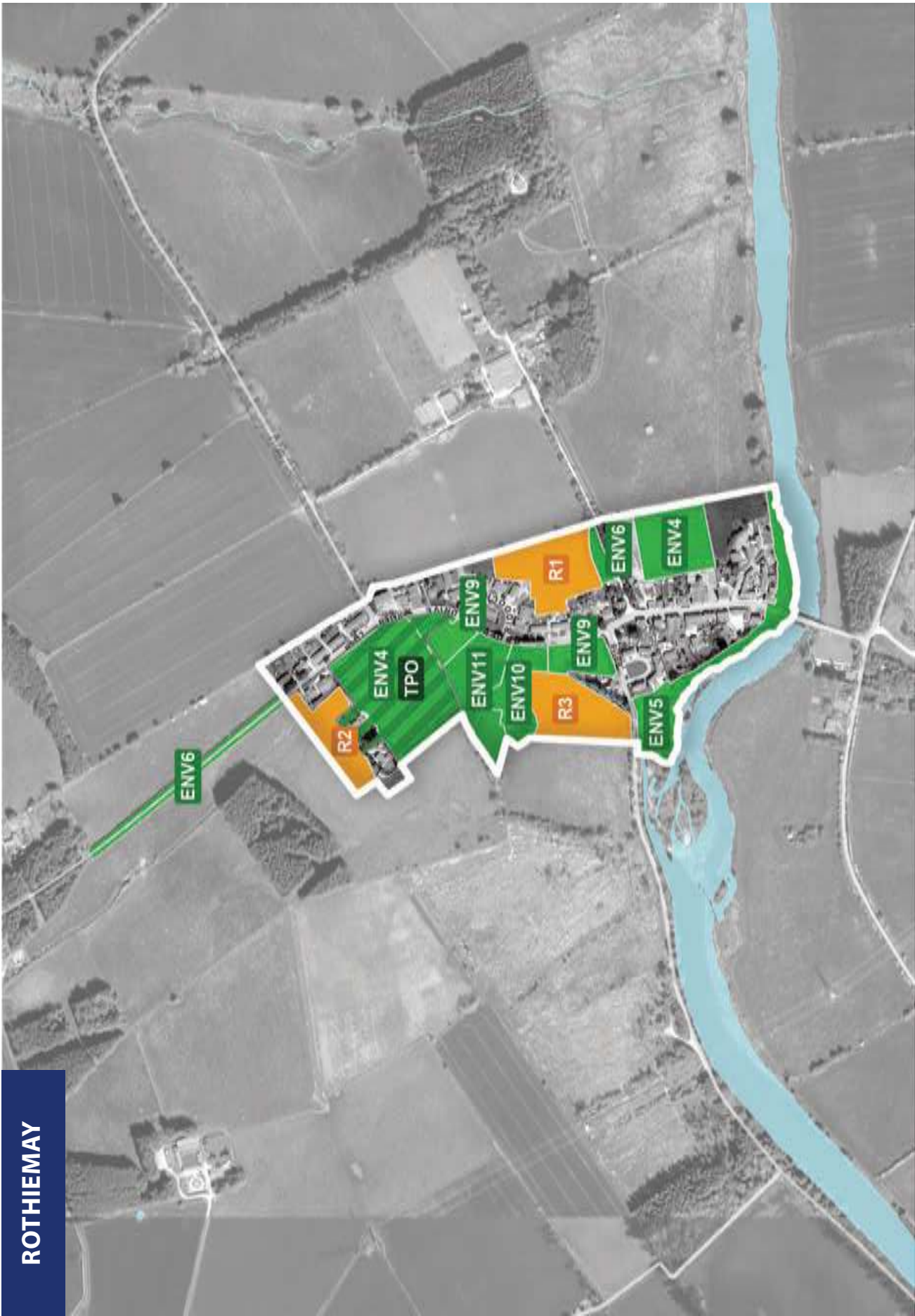
REF	Type of Open Space	Location
ENV4	Sports Areas	King George V Playing Fields (including TPO); School Playing Field
ENV5	Green Corridors	Riverbank Area
ENV6	Natural/Semi-Natural Greenspace	Beech Hedging along Anderson Drive North of Beechbank
ENV9	Cemeteries and proposed extensions	Cemetery/Churchyard/Cemetery to South of Playing Fields
ENV10	Private Gardens and Grounds	Manse
ENV11	Other Functional Greenspace	Fields beside Cemetery and Manse

**INFRASTRUCTURE**

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Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, R3





ROTHIEMAY







Population  
**434**



Households  
**173**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

### **Development Strategy / Placemaking Objectives**

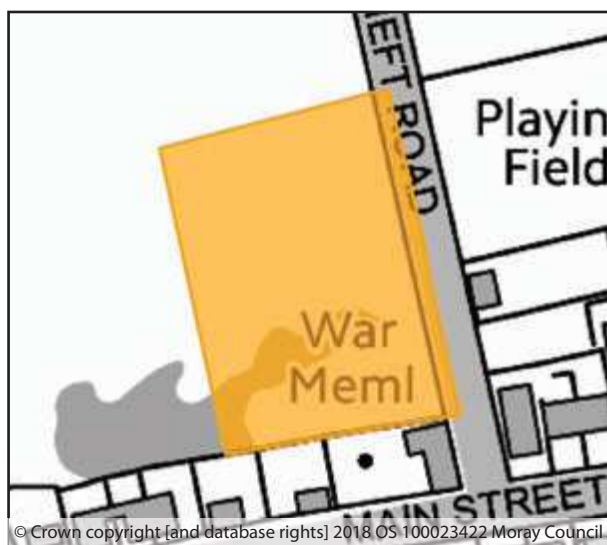
- To identify a small housing site in addition to existing sites.
- To identify longer term housing areas.
- To retain and enhance the rural and historic character of Urquhart.
- Single storey stone and slate or wet dash and slate houses, with simple forms and traditional proportions are characteristic of Urquhart. Porches and gabled and piended dormers are common features. Traditionally houses front directly onto the street or are separated by small front gardens.



Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

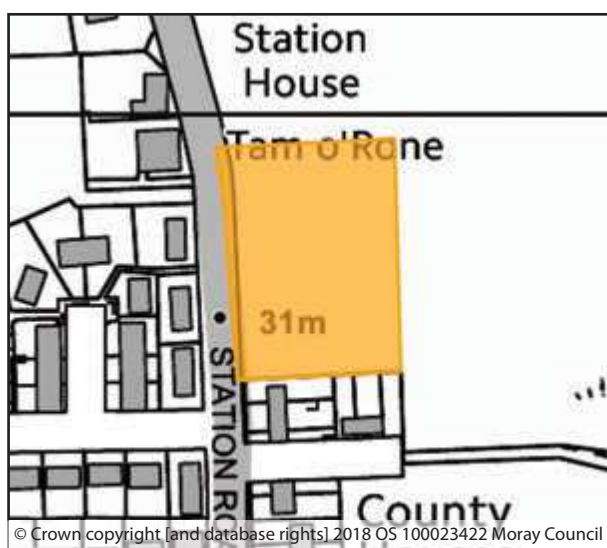
## HOUSING

### R1 Meft Road 0.8 ha 10 units



- Layout siting and design must take account of future development of LONG 1 to the west.
- Landscape planting along the northern boundary must be provided to manage the transition between development and the countryside and filter views. This must comprise a mix of hedging and trees.
- A comprehensive layout must be provided for LONG 1 and R1. This must show the connections between phasing and how and where a minimum of 15% open space will be delivered across the combined sites.
- Removal of existing trees may require assessment of bat roosting opportunities.
- Development of R1 and LONG1 must be sympathetic to the Listed Manse and Dovecot nearby.
- Archaeological watching brief required.
- A 2m wide footway is required along the Meft Road frontage providing connection to the existing pedestrian network. This requires third party landowner agreement.
- The visibility splay at the junction of Meft Road/Main Street requires to be improved to achieve 2.4m by 43m. This will require third party landowner agreement.
- Drainage Impact Assessment (DIA) required.

### R2 Station Road 0.4 ha 8 units

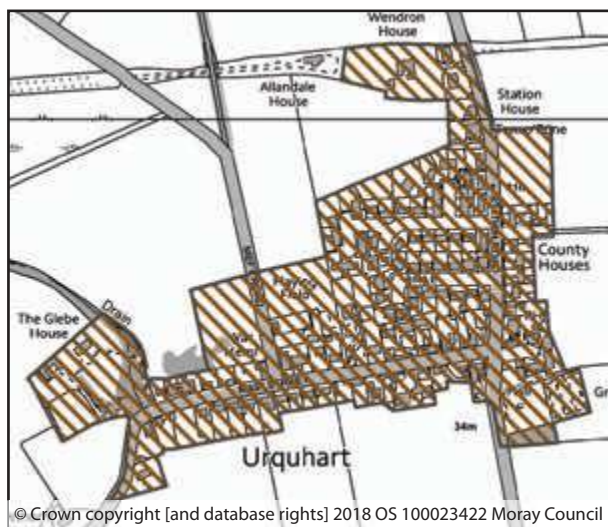


- Layout siting and design must take account of future development of LONG 2.
- A comprehensive layout must be provided for R2 and LONG2. This must show the connections between phasing and how and where a minimum of 15% open space will be delivered across the combined sites. A Pocket Park must be provided. The road layout must encourage low vehicle speeds.
- Landscape planting must be provided along the northern boundary to manage the transition between development and the countryside and filter views to development. This must comprise a mix of hedging and trees.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.



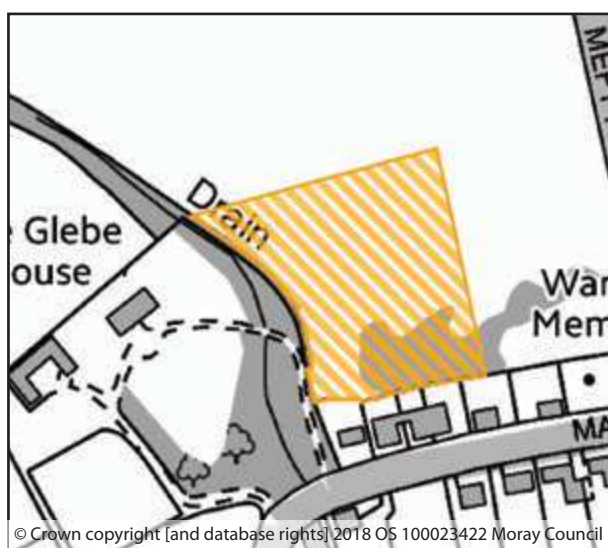


### R3 Subdivision and Backland Development



- The subdivision of plots or backland development within the village boundary is not permitted.
- This does not prevent replacement or redevelopment of existing sites on a one for one basis.

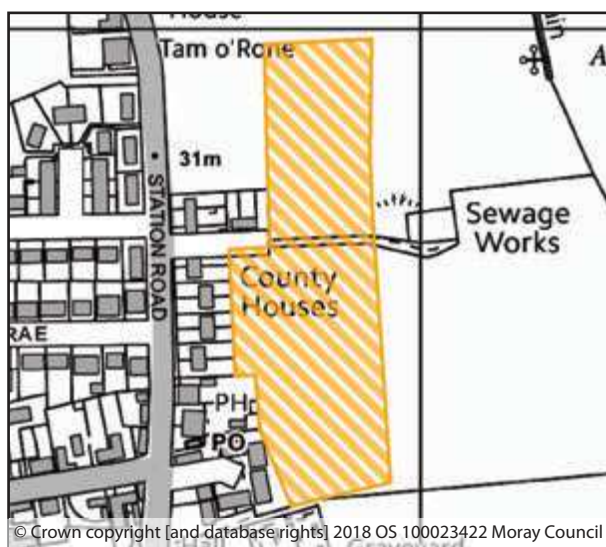
### LONG1 Meft Road



- Indicative capacity for 10 houses.
- The site is an extension to the R1 site.
- Landscape planting along the northern boundary must be provided to manage the transition between development and the countryside and filter views. This must comprise a mix of hedging and trees.
- A comprehensive layout must be provided for LONG1 and R1.
- Removal of existing trees may require assessment of bat roosting opportunities.
- Development of R1 and LONG1 must be sympathetic to the Listed Manse and Dovecot nearby.
- Archaeological watching brief required.
- A 2m wide footway is required along the Meft Road frontage providing connection to the existing pedestrian network. This requires third party landowner agreement.
- The visibility splay at the junction of Meft Road/Main Street requires to be improved to achieve 2.4m by 43m. This will require third party landowner agreement.
- Drainage Impact Assessment (DIA) required.



## LONG2 Station Road



- Indicative capacity 25 houses, this will require to be phased in two stages.
- The site is an extension of site R2.
- A pedestrian connection to the cemetery must be provided.
- Landscape planting must be provided along the northern and eastern boundary to manage the transition between development and the countryside and filter views to development. This must comprise a mix of hedging and trees.
- A comprehensive layout must be provided for R2 and LONG2. This must show the connections between phasing and how and where a minimum of 15% open space will be delivered across the combined sites. A Pocket Park must be provided. The road layout must encourage low vehicle speeds.
- Proposals must incorporate parking for the cemetery.
- Drainage Impact Assessment (DIA) required.

### ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Urquhart will be safeguarded from development that is not related to their current use as set out in the table below. :

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Beils Brae
ENV4	Sports Areas	Urquhart Recreation Ground
ENV6	Natural/Semi-Natural Greenspace	Tree Belt at Graveyard; Oak Tree at Royal Oak Station Road; Tree Belt at Manse
ENV9	Cemeteries and proposed extensions	Urquhart Graveyard

### WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
	Tree Preservation Order	Beils Brae and Royal Oak





INFRASTRUCTURE

Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, LONG1, LONG2



URQUHART



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