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## **Planning and Regulatory Services Committee**

Tuesday, 18 December 2018

**NOTICE IS HEREBY GIVEN** that a Meeting of the **Planning and Regulatory Services Committee** is to be held at **Council Chambers, Council Office, High Street, Elgin, IV30 1BX** on **Tuesday, 18 December 2018** at **14:00**.

### **BUSINESS**

- 1 Sederunt**
- 2 Declaration of Group Decisions and Members Interests \***
- 3 Moray Local Development Plan 2020 - Moray Local Landscape Designations Review - Final Report** **5 - 90**  
Report by Corporate Director (Economic Development, Planning and Infrastructure)
- 4 Moray Town Centre Health Checks 2018** **91 - 136**  
Report by Corporate Director (Economic Development, Planning and Infrastructure)
- 5 Moray Local Development Plan 2020-Proposed Plan** **137 - 756**  
Report by Corporate Director (Economic Development, Planning and Infrastructure)

**Any person attending the meeting who requires access assistance should contact customer services on 01343 563217 in advance of the meeting.**



<b>GUIDANCE NOTES</b>
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\* **Declaration of Group Decisions and Members Interests** - The Chair of the meeting shall seek declarations from any individual or political group at the beginning of a meeting whether any prior decision has been reached on how the individual or members of the group will vote on any item(s) of business on the Agenda, and if so on which item(s). A prior decision shall be one that the individual or the group deems to be mandatory on the individual or the group members such that the individual or the group members will be subject to sanctions should they not vote in accordance with the prior decision. Any such prior decisions will be recorded in the Minute of the meeting.

\*\* **Written Questions** - Any Member can put one written question about any relevant and competent business within the specified remits not already on the agenda, to the Chair provided it is received by the Proper Officer or Committee Services by 12 noon two working days prior to the day of the meeting. A copy of any written answer provided by the Chair will be tabled at the start of the relevant section of the meeting. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than 10 minutes after the Council has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he or she can submit it in writing to the Proper Officer who will arrange for a written answer to be provided within 7 working days.

\*\*\* **Question Time** - At each ordinary meeting of the Committee ten minutes will be allowed for Members questions when any Member of the Committee can put a question to the Chair on any business within the remit of that Section of the Committee. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than ten minutes after the Committee has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he/she can submit it in writing to the proper officer who will arrange for a written answer to be provided within seven working days.

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# **THE MORAY COUNCIL**

## **Planning and Regulatory Services Committee**

### **SEDERUNT**

Councillor David Bremner (Chair)  
Councillor Amy Patience (Depute Chair)  
Councillor George Alexander (Member)  
Councillor John Cowe (Member)  
Councillor Gordon Cowie (Member)  
Councillor Paula Coy (Member)  
Councillor John Divers (Member)  
Councillor Ryan Edwards (Member)  
Councillor Claire Feaver (Member)  
Councillor Louise Laing (Member)  
Councillor Marc Macrae (Member)  
Councillor Aaron McLean (Member)  
Councillor Ray McLean (Member)

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**REPORT TO: SPECIAL MEETING OF THE PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 DECEMBER 2018**

**SUBJECT: MORAY LOCAL DEVELOPMENT PLAN 2020- MORAY LOCAL LANDSCAPE DESIGNATIONS REVIEW- FINAL REPORT**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT, PLANNING AND INFRASTRUCTURE)**

**1. REASON FOR REPORT**

- 1.1 This report summarises the representations received in response to the Moray Local Landscape Designations Review that was issued for public consultation for a six week period which proposes a series of new candidate Special Landscape Areas (cSLA's).
- 1.2 This report is submitted to Committee in terms of Section III (E) (2) of the Council's Scheme of Administration relating to the Review and Preparation of Strategic and Local Plans.

**2. RECOMMENDATION**

**2.1 It is recommended that the Committee:**

- i) **agree the proposed responses provided to the comments received to the public consultation, as set out in Appendix 1;**
- ii) **agree that the proposed Special Landscape Area (SLA) designations replace the current Areas Of Great Landscape Value (AGLV), Coastal Protection Zone (CPZ) and Pluscarden Area of Special Control, and be incorporated into the Proposed Moray Local Development Plan 2020; and**
- iii) **delegate authority to the Head of Development Services to make the changes to the final version of the report based on the recommendations set out in Appendix 1.**

**3. BACKGROUND**

- 3.1 Scottish Planning Policy (SPP) requires Local Authorities to identify and protect locally designated areas and to clearly explain the reasons for their designation. Local landscape designations are regarded as a valuable tool in the Development Plan, reflecting the values that communities attach to their local place and the valuable social, economic and environmental asset they provide.
- 3.2 A blank canvas review of all Moray's landscapes was undertaken supported by a Steering Group consisting of a commissioned landscape expert, Moray Council planners, the Regional Archaeologist and Scottish Natural Heritage (SNH) staff. The aim of the review is to identify SLA's, their reason for designation and to rationalise the number of landscape related designations for inclusion in the Proposed MLDP 2020.

#### 4. **CONSULTATION**

- 4.1 At a meeting of this Committee on 18 September 2018 the Committee agreed to the content of the Moray Local Landscape Designations Review – Draft Report and for it to be issued for consultation (paragraph 12 of the minute refers).
- 4.2 The draft report was issued for consultation for a 6 week period with a closing date of 2 November 2018. The consultation was advertised through press releases, direct mailing to consultees and community groups, social media, and a drop in exhibition event was held in Elgin.

#### 5. **REPRESENTATIONS**

- 5.1 In response to the public consultation, comments were received from members of the public, community councils, community groups, as well as key consultees such as Scottish Natural Heritage (SNH), Historic Environment Scotland (HES), and the Woodland Trust. **Appendix 1** summarises all the representations made to the Moray Landscape Designation Review and sets out the Council's response.
- 5.2 The main issues arising from the consultation are as follows;
- **Key consultees** – Strong level of support for the Landscape Review and candidate SLA's. SNH and HES view the review as being a valuable resource to sensitively manage development and promote an understanding of what proposals could be accommodated in SLA's without compromising key landscape qualities.
  - **Burghead to Lossiemouth SLA** – This cSLA generated the largest number of comments. Strong level of support from the local community with 16 supportive comments and a petition of support with 182 signatures. A detailed response to the proposed cSLA boundary was submitted by Springfield Properties which included a suggested boundary change. Copies of this response can be made available on request.
  - **General comments** – Overall general support for the review from members of the public, community councils, and community groups.

Several comments were made on specific SLA's which have been addressed in **Appendix 1**.

- A number of new boundaries and alterations were suggested such as extending the Spey Valley SLA to include Milltown of Edinvillie and designating SLA's at the Knock of Braemoray and the Cabrach. Some changes were supported as per paragraph 6.1 of this report and others were not as is explained in **Appendix 1**.

## **6. NEXT STEPS**

6.1 Following the consultation further refinement has been made to several of the cSLA boundaries. The changes made are;

- **Cullen to Burghead** – Boundary extended to follow Burghead settlement boundary and included Local Development Plan designations at Clarkly Hill;
- **Burghead to Lossie** – Boundary amended to exclude Burghead following the settlement boundary;
- **Portgordon to Cullen** – Boundary amended at Buckie to include Yardie Conservation Area, boundary amended to follow Findochty settlement boundary, and boundary amended at Bogside/Bin of Cullen to follow minor road;
- **Lower Spey & Gordon Castle**– Boundary amended tighter to River Spey in north; and
- **Spey Valley – Map A** - Boundary amended to include Fochabers and abut to Lower Spey & Gordon Castle SLA, and boundary amended at Rothes to include remaining areas of settlement; **Map B** – Boundary amended to follow Archiestown settlement boundary to north, and boundary extended to include Edinvillie and abut to Ben Rinnes SLA.

6.2 If approved by this Committee, the cSLA's will be incorporated into the Proposed Local Development Plan 2020 which is subject to a separate report to this Committee. SLA's will replace the current AGLV, CPZ, and Pluscarden Special Area of Control to rationalise the existing suite of environmental designations. The candidate SLA's at Quarrywood, Spynie, and Cluny Hill will form part of the Countryside Around Towns (CAT) designation around Elgin and Forres respectively.

6.3 The policy framework supporting the type of development acceptable within the SLA's will be set out in the Proposed MLDP 2020 when reported elsewhere on the agenda for this special meeting.

## **7. SUMMARY OF IMPLICATIONS**

**(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

SLA's will be an important designation, safeguarding Moray's outstanding landscapes from inappropriate development. Moray's quality of environment is a vital aspect of supporting and facilitating the Council's priority for economic growth, attracting investment and visitors.

**(b) Policy and Legal**

SLA designations will form part of the statutory LDP.

**(c) Financial implications**

Commissioning expert landscape advice to identify candidate SLA's has cost £10,000. The cost has been minimised as Council officers have carried out field work, digital mapping and graphics work on the project. The project has also been supported through considerable expert input by working in partnership with the Regional Archaeologist and staff from SNH.

**(d) Risk Implications**

The current AGLV designation continues to fail to achieve its objectives to safeguard Moray's most special landscapes from inappropriate development, which brings a high level of risk.

The new SLA designation with supporting policy reduces risk of Moray's landscape quality being eroded.

**(e) Staffing Implications**

Work on identifying SLA's forms part of the review of the MLDP and has been undertaken within current staffing, with expert advice procured as required.

**(f) Property**

None.

**(g) Equalities/Socio Economic Impact**

None.

**(h) Consultations**

The Corporate Director (Economic Development Planning & Infrastructure), the Head of Development Services, the Head of Legal and Democratic, the Equal Opportunities Officer, Paul Connor (Principal Accountant), the Moray Access Manager, the Development Management Manager and Lissa Rowan (Committee Services Officer) have been consulted and their comments incorporated into the report.

## **8. CONCLUSION**

- 8.1 The Moray Local Landscape Designations Review was subject to a 6 week public consultation. All representations received and the Council's responses are set out in Appendix 1;**
- 8.2 The candidate SLA's will be incorporated into the Proposed MLDP 2020 and will replace the existing CPZ, AGLV, and Pluscarden Area of Special Control Designations.**

Author of Report: Keith Henderson, Planning Officer  
Background Papers:  
Ref:





**Moray Local Landscape Designation Review – July 2018****Response to Consultation Responses**

General			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
George Brown	In general, applaud the findings of the report and seek assurances that all planning applications in a designated area will be assessed against the cSLA Statement of Importance with justification to any objections referenced to the Review. Considerable emphasis to be placed on developments being sympathetic to landscape.	Comments on support noted. The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.	
Findhorn and Kinloss Community Council (FKCC)	Support the proposed designations. Suggest that management recommendations address the increasing problem of littering.  Reference to RAF Kinloss should be Kinloss Barracks as it is no longer a RAF station.	Comments of support are noted.  Comments regarding littering will be passed to Direct Services.  Noted.	References to RAF Kinloss to be changed to Kinloss Barracks.
Friends of Ben Rinnes	Full agreement with the proposals to designate certain areas as SLAs.	Comments of support are noted.	
Bob Fuller	Full agreement with the proposals to designate certain areas as SLAs.	Comments of support are noted.	
Historic Environment Scotland	Welcome the preparation of the review and its	Comments of support are noted.	

General			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	recommendations. Supports the consideration given to each candidate Special Landscape Area (cSLA) in terms of its future management and the setting out of a suite of recommendations for the management of the existing resource and advice on the consideration of development proposals within the areas.		
Kirsty McCann	Agree to the preservation of all the areas proposed.	Comments of support are noted.	
Scottish Natural Heritage	<p>Process has very successfully teased out the many assets that combine in Moray's landscapes, building that sense of place, connection and affection.</p> <p>The Review will be a valuable resource which influences the understanding of developers and expands their approach to design and help all of us to recognise proposals that could be accommodated without compromising the landscape qualities.</p>	Comments of support are noted.	
The Moray Council – Transportation	Preferred route for the A96 dualling through Moray will require to be accommodated within some cSLAs and would pass close to others, including	Noted, at the time of writing no preferred route has been announced.	

General			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>new local loads to connect the dualled A96 to the existing road network.</p> <p>No reference to future road improvements in the Statement of Importance for the Findhorn Valley, Spey Valley, Quarrelwood and Cluny cSLAs.</p> <p>Update of text/assessments advised once the preferred route for the dualling of the A96 has been announced.</p>		
Janet Trythall	<p>Support proposals to give greater weight to landscape when determining planning matters.</p> <p>Areas in which there are wind farms, such as Cabrach, should not be valued lower as a result because the landscape will be restored at the end of the life of the windfarm.</p> <p>Hopes that any protection from inappropriate development under existing landscape-based designations, such as the Coastal Protection Zone, will not be downgraded.</p>	<p>Comments of support are noted.</p> <p>Scottish Planning Policy (SPP) assumes that windfarms are likely to remain in perpetuity. Even if this is not the case there is opportunity for local landscape designations to be reviewed in the future. The Dorenell wind farm was partially constructed during the field work for the study and has a significant landscape and visual impact on the Cabrach area.</p> <p>The MLDP 2020 will contain policies to sensitively manage</p>	<p>The document will be amended to reference Kinloss Barracks. All typos mentioned in the response will be amended.</p>

General			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>Figure 1 – disputes that whole area is 'Hard Coast' and that from Covesea village to Lossiemouth is very vulnerable dunes, similar to Lossie East Beach.</p> <p>Figures 3, 4 and 6 – concerns that certain information is not shown.</p> <p>Reference to RAF Kinloss should be Kinloss Barracks as it is no longer a RAF station.</p> <p>Concerns regarding wildflower arrays, their suitability and ongoing maintenance.</p>	<p>development within SLA's to ensure that any development is of the highest quality there are no detrimental impacts on the landscape.</p> <p>The Statement of Importance for the Burghead to Lossiemouth SLA states that the landscape becomes more uniformly sandy to the east near Lossiemouth.</p> <p>The document will be amended to reference Kinloss Barracks.</p> <p>The recommendation that wildflower arrays could be established applies to areas where there is low biodiversity (against farmland for example or within a presently mown cemetery).</p>	
Woodland Trust Scotland	<p>Welcome cSLAs from the point of view of woodland protection and believe such designations can help inform development management.</p> <p>Where appropriate, deer management should be listed as a management recommendation alongside</p>	<p>Comments of support are noted. The comments regarding deer management are welcomed and will be included in the management recommendations where appropriate.</p>	<p>Agree to include deer management in the management recommendations where appropriate.</p>

General			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	woodland creation.		

Policy			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o Savills)	<p>Query whether these lists will be treated as material considerations or whether a policy will be developed to state how these designations will be dealt with. Clarity sought on the policy impact of cSLA and their “Sensitivity to Change” and “Management Recommendations”.</p> <p>Policies must be able to accommodate works and development which are important to sustaining the existing activities and settlements within them and recognise that these constitute features which have, in part, created the “specialness” of the SLA.</p>		
Mortlach Homes (c/o Aurora Planning)	cSLA should complement, rather than duplicate, other protective designations with regards to the natural or historic environment. Potential for additional complexity and confusion created by	The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for	

Policy			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>duplicating designations for the same area.</p> <p>Question as to exactly what level of protection is proposed in policy, and how this will interact with other policies and protections in practice.</p>	public consultation during January- March 2019.	
Pitgaveny (c/o Savills)	<p>Any measures to enhance public access resulting from the special characteristics of the SLA should be subject to specific consultation with the owners of, or operators on, the land.</p> <p>Policies must be able to accommodate works and development which are important to sustaining the existing activities and settlements within them and recognise that these constitute features which have, in part, created the “specialness” of the SLA.</p>	The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.	
The Findhorn Village Conservation Company (TFVCC)	There is a lack of affordable houses, to purchase or rent, in the Village of Findhorn. Over 40% of houses are holiday homes and the age demographic of the Village is growing more elderly. With the employment opportunities in	The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during	

Policy			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>the Moray area not providing salaries that enable young families to meet the cost of housing in Findhorn, the current demographic is likely to increase. TFCVCC is looking at how they can utilise areas within the village to potentially build affordable housing. TFCVCC is very aware of the importance of maintaining the historic and scenic beauty of Findhorn. We have identified one potential site that has already been requested to be included in the Moray Development Plan. There are other potential opportunities within the village for development which have not been fully investigated, some of these areas already have structures on them, therefore would not impact the dunes, beach and bay areas. Our concern is that building in the village of Findhorn will become so restricted that TFCVCC will not be able to take forward any plans to build affordable housing within the village. How will the Special Landscape proposal affect development in areas of</p>	<p>January- March 2019.</p> <p>TFCVCC is encouraged to contact the Council to discuss their proposals further.</p>	

Policy			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>opportunity within the Village?</p> <p>There are a number of tank blocks in Findhorn, some are visible and provide a historic reference. However, there are some that are hidden in gorse and have degraded. How will the Special Landscape proposal affect removal of tank block if required for development/access?</p>		

Culbin to Burghead Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Findhorn and Kinloss Community Council (FKCC)	<p>Support cSLA and the avoidance of further erosion of the remnant dune slack area.</p> <p>Suggests that the boundary in amended to include the historically important 12<sup>th</sup> Century Kinloss Abbey.</p> <p>The FKCC would wish to make particular reference to the area East of Findhorn, i.e. the dunes that extend from the Beach Road to the Findhorn Foundation and the Army Barracks. It is felt that there has not been enough</p>	<p>Comments of support noted.</p> <p>This is not considered an appropriate extension for the Culbin to Burghead Coast Special Landscape Area. Kinloss Abbey is a scheduled ancient monument and has a strong policy framework in place to recognise and safeguard its importance.</p> <p>The Special Landscape Area boundary covers a large part of the area east of the Beach</p>	



Culbin to Burghead Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>designation to this area. It is thought that the coast is covered by the tide marking but there is no specific designation for the area extending back from the coast through to Kinloss, including the area of the Findhorn Foundation. In these areas there is a unique landscape supporting a wide variety of lichens of international importance. It is surprising that it has not been recognised as an area of special scientific interest.</p>	<p>Road and the Findhorn Foundation. Some of this area is also identified and safeguarded as an ENV (environmental) designation in the Moray Local Development Plan 2015.</p>	
The Findhorn Village Conservation Company (TFVCC)	<p>Notes a consultation on proposed development at the Foundation, which on initial investigation would seem to result in the linking of the Foundation settlement to Findhorn Village through development of a road that will cross the dunes land to the Back Beach Road. As well as the impact to the dunes areas, this increase in development at the Foundation has the potential to limit the opportunities to develop areas within the Village, as the two settlements seem to be treated as one in the allocation</p>	<p>The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.</p> <p>TFVCC is encouraged to contact the Council to discuss their proposals further.</p>	

Culbin to Burghead Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>development policy.</p> <p>Notes that Findhorn is a major tourist destination in Moray which, without tourism, the local hotel, pubs, restaurants, shops and businesses would not survive. Seeks that the provision of motor homes and camping facilities are looked at within the village, whilst retaining the natural aspects of the sites.</p> <p>Sea defences were built along a stretch of the back beach and steps were put in place to enable access over the sea defences, staggered along the length of the defences. The sea defences and steps have been eroded and TFVCC is in discussions with The Moray Council to repair/replace the steps. A reduced number of steps retain will concentrate access over the dunes slack area to three points, which will have an impact on these areas and concentrating the footfall accessing the beach. As part of the Special Landscape proposal, will access to the dunes and beach be looked at</p>		

Culbin to Burghead Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>so it is accessible whilst limiting impact on the environment?</p> <p>Since the development at the Findhorn Sands Caravan Park of wooden chalet/lodges, there has been a significant amount of land cleared adjacent to the Back Beach Road. TFCVCC appreciates that this is private land, but will this be something that will be monitored under the Special Landscape proposal?</p>		
Woodland Trust Scotland	Agree with proposal and management recommendations.	Comments of support are noted.	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Paul Bray	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line. Important to protect the area south of Hopeman and there should be no large building areas.	Comments of support are noted.	
A. Charlesworth	Fully support the cSLA	Comments of support are	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>Hopeman is a small but close community that can easily be eroded and undermined by excessive and unnecessary development and hopes that approach is supported at local and national levels.</p>	noted.	
Janice Craib	<p>Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>Small and very close community in Hopeman and unnecessary development would destroy this for the future.</p>	Comments of support are noted.	
Carmen Gillies	<p>Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>Future proofing of landscape is</p>	Comments of support are noted.	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	vital for future generations - over development cannot be undone. Hope that local and national governments adhere to policy.		
David Gillies	<p>Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>SLAs must be given the status they require to protect our most valued landscapes in Moray, especially the beautiful village and coastline of Hopeman.</p>	Comments of support are noted.	
Juliet Govier	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line. Important to protect the area from mass development.	Comments of support are noted.	
Hopeman/Burghead Community (182 responses)	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.	Comments of support are noted.	
Ann Kelman	Fully support the cSLA	Comments of support are	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>Abundance of sea birds, dolphins and the beauty of the seascape and landscape needs to be preserved and not be spoiled by the encroachment of housing etc.</p>	noted.	
Ken MacDonald	Wholeheartedly supports the Review's findings regarding cSLA. Moray relies heavily on tourism and associated services and is pleased that the Council is placing attention and importance on maintaining one of Moray's most valuable resources.	Comments of support are noted.	
Mary MacDonald	Concerns regarding overdevelopment in Hopeman and the impact on the beauty of the area and tourism. Supports the Review.	Comments of support are noted.	
Kirsty McCann	Agree to the preservation of all the areas proposed. Concerns of overdevelopment in Hopeman and the impact on the natural coastline and beauty.	Comments of support are noted.	
Paul O'Flaherty	Fully support the cSLA	Comments of support are	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>Burghead to Lossiemouth Coast in order to protect and enhance the special character and beauty of the Moray coast and keep its villages as a community.</p> <p>Protects the coastline from over use, erosion and keeps the wildlife balance.</p>	noted.	
Pitgaveny (c/o Savills)	<p>Appear to propose the inclusion of whole built-up areas of the town, which do not in themselves contribute to the special criteria of the cSLA. In particular, they include two areas of ground in Pitgaveny ownership, at Sunbank Quarry and Inchbroom Road which are not of outstanding merit. The setting of the older original town is accepted as important to the integrity of the cSLA.</p> <p>Recommend that the boundary be amended to exclude the more modern built-up areas of the town in the south and south-west while retaining the more "characterful" streets in the SLA. It is also not clear why existing allocations are included within the SLA</p>	<p>Many of the settlements within Moray make a strong contribution to the character of the landscape. Settlements have therefore been included in the Burghead to Lossiemouth SLA area, as is the case in other national and local landscape designations and indeed in National Parks.</p> <p>The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.</p>	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	and what the impact might be.		
Tanya Price	<p>Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line.</p> <p>Issues like these should be discussed with local people and reflect their wishes rather than government dictating.</p>	Comments of support are noted.	
Colin & Pat Redmond	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line. No more houses.	Comments of support are noted.	
Springfield Properties (c/o McCreddie Design)	<p>Detailed response submitted.</p> <p>Reference to SNH/HS Guidance 2017 which isn't due to be published until 2019 and therefore could not be referred to in appraisal of review.</p> <p>Believe that the southern boundary of the cSLA includes an area of land that bears none of the qualities or values of the Hard Coast Landscape for which the cSLA is</p>	<p>The local landscape review was undertaken in accordance with the approach advocated in the SNH/HES guidance on reviewing local landscape designations where cultural heritage, recreational and nature conservation value are considered together with scenic qualities in a more holistic approach as to what compromises landscape.</p> <p>The southern boundary of this</p>	No change.



Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>recognised and has been proposed for designation. Leads to inconsistency in the application of SLAs in this area, undervaluing the key attributes of this landscape and effectively introducing a “buffer zone” around part of the cSLA, which is inconsistent with Scottish Planning Policy (SPP). Propose that boundary is redrawn to follow the route of the B9040 and thereby exclude the land south of Hopeman and Cummingston.</p>	<p>area aims to encapsulate coastal character and the immediate backdrop to the coast where the distinct pattern of coastal settlements can be appreciated. The ridge behind the coast also features a community woodland and footpaths on Clarkly Hill which were considered to be important to include when considering recreational value and potential links between the coast and inland.</p> <p>Local landscape designations do not always accord with landscape character types (LCT) as they often incorporate a number of LCT's as this increase scenic diversity which is the holistic approach advocated in the SNH/HES guidance to reviewing landscapes.</p> <p>The comparison with the North Aberdeenshire Coast SLA is not relevant in this case as the context and landscape features are different.</p> <p>The comments regarding the</p>	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
		use of Special Landscape Area rather than Local Landscape Area advocated in SPP are not valid. The steering group agreed the use of the term SLA as this better reflects the specialness of these landscapes. The term 'local' does not adequately express the accolade aspects of these designations.	
Alex Sills	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line. Any development that would expand Hopeman would be damaging to the beauty and life of the village	Comments of support are noted.	
Zoe Sills	Fully support the cSLA Burghead to Lossiemouth Coast in order to protect and enhance the special character and quality of Hopeman village and its coast line. Any development that would expand Hopeman would be damaging to the beauty and life of the village	Comments of support are noted.	
Janet Trythall	Support proposed boundary which follows the ridge of	Support Noted.	

Burghead to Lossiemouth Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>Clarkly Hill and south of Hopeman and Covesea.</p> <p>Conflict of interest with Clashach Quarry which is a Site of Special Scientific Interest (SSSI).</p> <p>Important that any development along this stretch of coast does not impinge on the view of the coastal ridge from seaward or the view from of the coast from the ridge.</p> <p>Tourism development should not be permitted out with Hopeman, Lossiemouth or Burghead in this cSLA as it will destroy the very nature of the asset.</p>	<p>There is no conflict of interest, the current CPZ, which will be replaced by the SLA, covers Clashach Quarry. Many places benefit from having multiple natural and built heritage designations.</p> <p>The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.</p>	

Lossiemouth to Portgordon Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o	Broadly supportive of the	Support noted.	

Lossiemouth to Portgordon Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Savills)	management recommendations but seek further detail relating to offshore wind farm development and clarity on the phrase “beyond the immediate setting.” The consented offshore wind farms in the outer Moray Firth (Moray and Beatrice) and areas identified by Marine Scotland in the emerging Sectoral Marine Plan for Offshore Wind, do not reflect Crown Estate Scotland’s understanding of ‘immediate setting’.	Additional text will be added to all coastal SLA’s stating;  <i>‘Offshore wind farm development should be located some distance from this coast so as to appear to be clearly associated with the outer Moray Firth rather than inland waters in order to conserve the expansive simplicity of the immediate seascape’</i>	
Pitgaveny (c/o Savills)	Appear to propose the inclusion of whole built-up areas of the town, which do not in themselves contribute to the special criteria of the cSLA. In particular, they include two areas of ground in Pitgaveny ownership, at Sunbank Quarry and Inchbroom Road which are not of outstanding merit. The setting of the older original town is accepted as important to the integrity of the cSLA.  Recommend that the boundary be amended to exclude the	No boundary change is proposed in response to this comment. Many of the settlements within Moray make a strong contribution to the character of the landscape, examples of this are the tightly clustered coastal settlements which accommodate many traditional buildings and have a notably strong architectural integrity. Moray is also well-known for its many 18 <sup>th</sup> /19 <sup>th</sup> century planned settlements and these commonly provide a focus in the landscape and	

Lossiemouth to Portgordon Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	more modern built-up areas of the town in the south and south-west while retaining the more "characterful" streets in the SLA. It is also not clear why existing allocations are included within the SLA and what the impact might be.	often having a strong relationship to landscape features such as rivers and/or the foot of hills. Settlements have therefore been included in the SLA area, as is the case in other national and local landscape designations and indeed in National Parks.	

Portgordon to Cullen Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o Savills)	Broadly supportive of the management recommendations but seek further detail relating to offshore wind farm development and clarity on the phrase "beyond the immediate setting." The consented offshore wind farms in the outer Moray Firth (Moray and Beatrice) and areas identified by Marine Scotland in the emerging Sectoral Marine Plan	Support noted.  Additional text will be added to all coastal SLA's stating;  <i>'Offshore wind farm development should be located some distance from this coast so as to appear to be clearly associated with the outer Moray Firth rather than inland waters in order to conserve the expansive simplicity of the</i>	

Portgordon to Cullen Coast			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	for Offshore Wind, do not reflect Crown Estate Scotland's understanding of 'immediate setting'.	<i>immediate seascape'</i>	

Lower Spey and Gordon Castle Policies			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o Savills)	<p>Crown Estate Scotland is supportive of the management guidance for the Lower Spey SLA. Note a change of terminology from "recommendations" to "guidance".</p> <p>As this is an extensive designation, across the estate, CES would wish further dialogue and an opportunity to comment on any planning policy being put in place given the potential impact this could have on a large area of the Estate</p>	Support noted.	
Morlich Homes (c/o Aurora Planning)	Concerns of duplication with Historic Environment Scotland's Inventory of Gardens and Designed Landscapes. No clear reason	Several of the candidate SLA's include Inventory listed designed landscapes, SSSI's and other designated features/areas. This is not	No change

Lower Spey and Gordon Castle Policies			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>as to why the Lower Spey Valley and Gordon Castle should be treated as one cSLA.</p> <p>Propose that boundary is amended to cover the Lower Spey Valley area only and exclude the Gordon Castle designed landscape which is already subject to protection.</p>	unusual when defining local landscape designations and accords with the approach advocated in SNH/HES guidance on reviewing local landscape designations where cultural heritage, recreational and nature conservational value are considered together with scenic quality in a more holistic approach as to what compromises landscape.	
Woodland Trust Scotland	Agree with proposal and management recommendations, subject to specific reference to native trees in the planting considerations.	Comments of support noted	

Spey Valley			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o Savills)	Designation covers land to the south of Fochabers which is both allocated in the current LDP and in the emerging LDP 2020. It is not clear how the designation could impact on these allocations or on potential further development	The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during	

Spey Valley			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>opportunities to the south and east of Fochabers as the policy is not yet detailed and therefore propose an amendment to boundary to exclude area to south of Fochabers.</p> <p>Referring to the “Sensitivity of Change” and “Management Guidance”, Crown Estate Scotland considers that part of the character of this area is the interaction of human activity and settlement with the natural environment and consider that dispersed settlement pattern with single houses in the countryside is already a part of the landscape in this area and should be regarded in a more positive light.</p> <p>Concerns regarding reducing the scope for people to live in these rural areas as Moray has a strong tradition of self-building which other parts of the country are trying to encourage. With appropriate design guidance and care in the development management process, new homes with a quality of design appropriate to</p>	January- March 2019.	



Spey Valley			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	this area could be supported and should be valued as a part of the area's character rather than viewed purely negatively.		
George Brown	Glenallachie and Milltown of Edinville should be included in either the Spey Valley or Ben Rinnes cSLAs. Consideration should be given to proposed solutions to the treatment of sewage ass this would impact landscape.	It is agreed that the valley where Milltown of Edinville is located is more akin to the Spey Valley cSLA than the hills or remoter glens of the Ben Rinnes cSLA. On that basis, it is agreed that the valley can be included in the Spey Valley cSLA.	The cSLA boundary will be amended to include the valley and Milltown of Edinville.
Edinville Community Hall Council (EHC)	Endorse the cSLA. Concerns with the increasing number of houses being built/proposed in area.	Comments of support are noted.	
Friends of Ben Rinnes	Believe the communities of Edinville and Ben Rinnes should be included in either the Spey Valley or Ben Rinnes cSLAs. Concerns with the increasing number of houses being built/proposed in area and measures to reduce further development in rural communities should be encouraged.	It is agreed that the valley where Milltown of Edinville is located is more akin to the Spey Valley cSLA than the hills or remoter glens of the Ben Rinnes cSLA. On that basis, it is agreed that the valley can be included in the Spey Valley cSLA.	The cSLA boundary will be amended to include the valley and Milltown of Edinville.
Bob Fuller	Believe the communities of Edinville and Ben Rinnes should be included in either the Spey Valley or Ben Rinnes cSLAs. Concerns with the increasing number of houses	It is agreed that the valley where Milltown of Edinville is located is more akin to the Spey Valley cSLA than the hills or remoter glens of the Ben Rinnes cSLA. On that basis, it	The cSLA boundary will be amended to include the valley and Milltown of Edinville.

Spey Valley			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	being built/proposed in area and measures to reduce further development in rural communities should be encouraged.	is agreed that the valley can be included in the Spey Valley cSLA.	
Speyside Area Forum	Endorse the cSLA.	Comments of support are noted.	
Woodland Trust Scotland	Agree with proposal and management recommendations for continuous cover forestry. Propose that it be specified that development likely to impact these areas of woodland should be located away from these sites.	Noted. The policy framework for considering development proposals within SLA's and within woodlands will be set out in the Proposed Moray Local Development Plan 2020, which will be subject to public consultation during January 2019 to March 2019.	

Findhorn Valley and the Wooded Estates			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
John Cudworth	Consideration should be given to extending the cSLA to include the Knock of Braemoray and surrounding moor, which contains a Site of Special Scientific Interest (SSSI), a Special Area of Conservation (SAC) and evidence of a stone circle.	As part of the review a rigorous evaluation of landscape character across Moray was undertaken. The Knock of Braemoray was considered, however, it was concluded that it does not form an integral part of the Findhorn valley. Given the proximity and likely influence of the consented Cairn Duhie wind farm, it would be a small area to designate.	No change

Findhorn Valley and the Wooded Estates			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
		<p>The connection with the Lochindorb SLA in Highland would be interrupted if this development is constructed.</p> <p>There will be an opportunity to review the SLA's at a later date should the context change.</p>	
Woodland Trust Scotland	Agree with proposal and management recommendations as development should not be encouraged in proximity to this important site.	Comments noted	

Deveron Valley			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Woodland Trust Scotland	Agree with proposal and management recommendations. Propose that, as changes to landscape as a result of forest practices are of concern, the practice of continuous cover forestry is included in the management recommendations.	Accept that the practice of continuous cover forestry is included in the management recommendations.	The document will be amended to include the practice of continuous cover forestry is included in the management recommendations where appropriate.

Spynie			
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Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Pitgaveny (c/o Savills)	<p>cSLA is entirely within Pitgaveny and includes an area being considered for future development (mixed use) and is a formal submission known as site EL9 to the MIR earlier this year.</p> <p>The field in question fronts the A941 and is seen as an integral part of the field and woodland structure of the total area and forms an effective western boundary. However, it may also have the potential envisaged in the MIR submission, for a northern expansion of site I8, as a natural extension of the town. There is a need for clarification over the potential impact not only on adjoining sites already allocated in the adopted LDP, but on candidate sites currently under consideration for LDP2020.</p> <p>The same field is traversed by the northern option line for the A96 bypass of Elgin and its inclusion in the proposed SLA would therefore have to ensure that any proposed roadworks be to a very high environmental standard, and</p>	<p>The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.</p> <p>The Council would welcome more detailed discussion with Pitgaveny Estate on the policy framework for SLA's and the implications for the issues highlighted in the response.</p>	

Spynie			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	<p>this would need to be reflected in the policies yet to be drafted. For both these reasons, it may be advisable not to confirm the inclusion of this particular field in the Spynie SLA designation, until such time as decisions have been taken on the above development possibilities.</p> <p>In bullet point 2 of the Management Recommendations in the Statement of Importance for the proposed Spynie SLA it states: "Avoid any development, whether in this or the surrounding area, which adversely affects the qualities of seclusion and tranquillity that can be experienced in this landscape". Concerns that this recommendation, if treated as a "material consideration" in the planning process or if taken through into planning policy could have an impact on development out with the boundaries of the specific Spynie SLA. With no boundaries, the ability to interpret and apply this recommendation is very</p>		

Spynie			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	challenging and could lead to considerable ambiguity in the planning process. While clearly the qualities of seclusion and tranquillity are very valued and valuable, this landscape designation is still in relative close proximity to the city of Elgin and therefore must also reflect the requirements of the city for growth over time. Further clarity is required as protecting the SLA is one thing, but having a broad-brush defence of the land out with the cSLA but considered to be affecting it, could be very restrictive.		

Cluny Hill			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Woodland Trust Scotland	Agree with proposal and management recommendations. Welcome the careful assessment of effects of major development surrounding this area. Believe area can be enhanced by additional native woodland planting.	Comments noted	

Quarrelwood			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Janet Trythall	Support the cSLA due to its importance for geology.	Comments of support are noted.	
Woodland Trust Scotland	Agree with proposal and management recommendations. Suggest that buffers of land or native tree planting can be established in areas under threat from development	Comments noted. The MLDP contains policies to protect trees located on development sites and where they are located immediately outwith.	No change

Ben Rinnes			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
Crown Estate Scotland (c/o Savills)	<p>Concerned, in the absence of any draft policy, that the sensitivities and management recommendations are geared towards reducing new homes in the countryside. For example the statement: "The accumulation of new single houses in the countryside which could affect the rural character of these generally sparsely settled glens and contrast with the scale and design of more traditional buildings".</p> <p>There is a view that well designed new homes in the countryside can contribute to the landscape character and</p>	The policy framework for considering development proposals within Special Landscape Areas will be set out in the Proposed Moray Local Development Plan 2020, which will be available for public consultation during January- March 2019.	

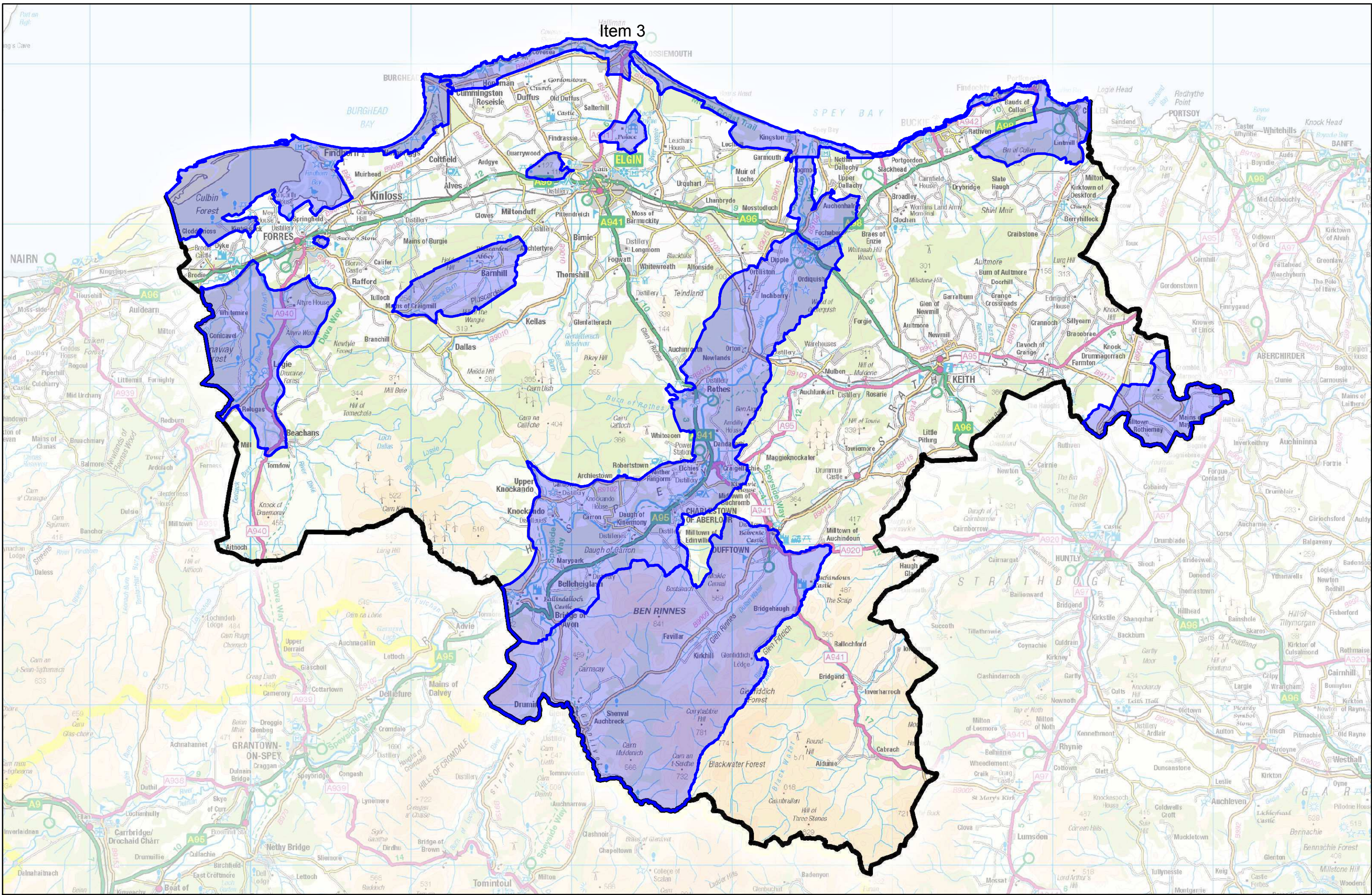
Ben Rinnes			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	therefore policies which support high quality rural design would be a more progressive way to approach this area to support its economy and facilities.		
George Brown	Glenallachie and Milltown of Edinvillie should be included in either Spey Valley or Ben Rinnes cSLA. Consideration should be given to proposed solutions to the treatment of sewage ass this would impact landscape.	It is agreed that the valley where Milltown of Edinvillie is located is more akin to the Spey Valley cSLA than the hills or remoter glens of the Ben Rinnes cSLA. On that basis, it is agreed that the valley can be included in the Spey Valley cSLA.	The cSLA boundary will be amended to include the valley and Milltown of Edinvillie.
Edinvillie Community Hall Council (EHC)	Endorse the cSLA. Concerns with the increasing number of houses being built/proposed in area.	Comments of support are noted.	
Friends of Ben Rinnes	Believe the communities of Edinvillie and Ben Rinnes should be included in either the Spey Valley or Ben Rinnes cSLAs. Concerns with the increasing number of houses being built/proposed in area and measures to reduce further development in rural communities should be encouraged.	It is agreed that the valley where Milltown of Edinvillie is located is more akin to the Spey Valley cSLA than the hills or remoter glens of the Ben Rinnes cSLA. On that basis, it is agreed that the valley can be included in the Spey Valley cSLA.	The cSLA boundary will be amended to include the valley and Milltown of Edinvillie.
Bob Fuller	Believe the communities of Edinvillie and Ben Rinnes should be included in either the Spey Valley or Ben Rinnes	It is agreed that the valley where Milltown of Edinvillie is located is more akin to the Spey Valley cSLA than the hills	The cSLA boundary will be amended to include the valley and Milltown of Edinvillie.



Ben Rinnes			
Body or Person(s)	Summary of Representation(s)	Officers Comments on Representations	Recommendation
	cSLAs. Concerns with the increasing number of houses being built/proposed in area and measures to reduce further development in rural communities should be encouraged.	or remoter glens of the Ben Rinnes cSLA. On that basis, it is agreed that the valley can be included in the Spey Valley cSLA.	
Speyside Area Forum	Endorse the cSLA.	Comments of support are noted.	
Woodland Trust Scotland	Agree with proposal and management recommendation, particularly additional native woodland creation.	Comments of support are noted.	



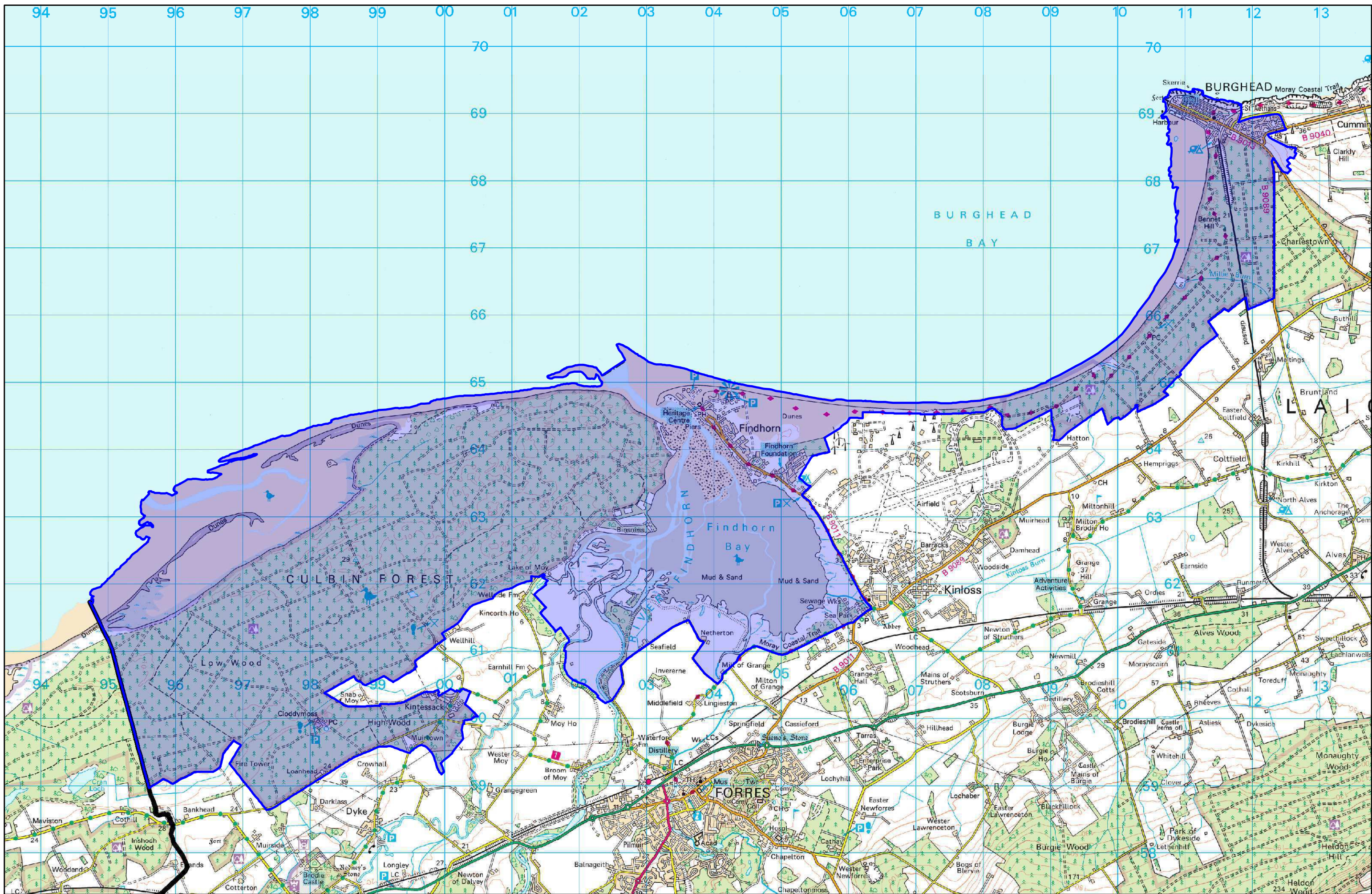




Item 3

Appendix 2 - SLA- Moray All Areas





## Appendix 2 - SLA - Culbin to Burghead Coast

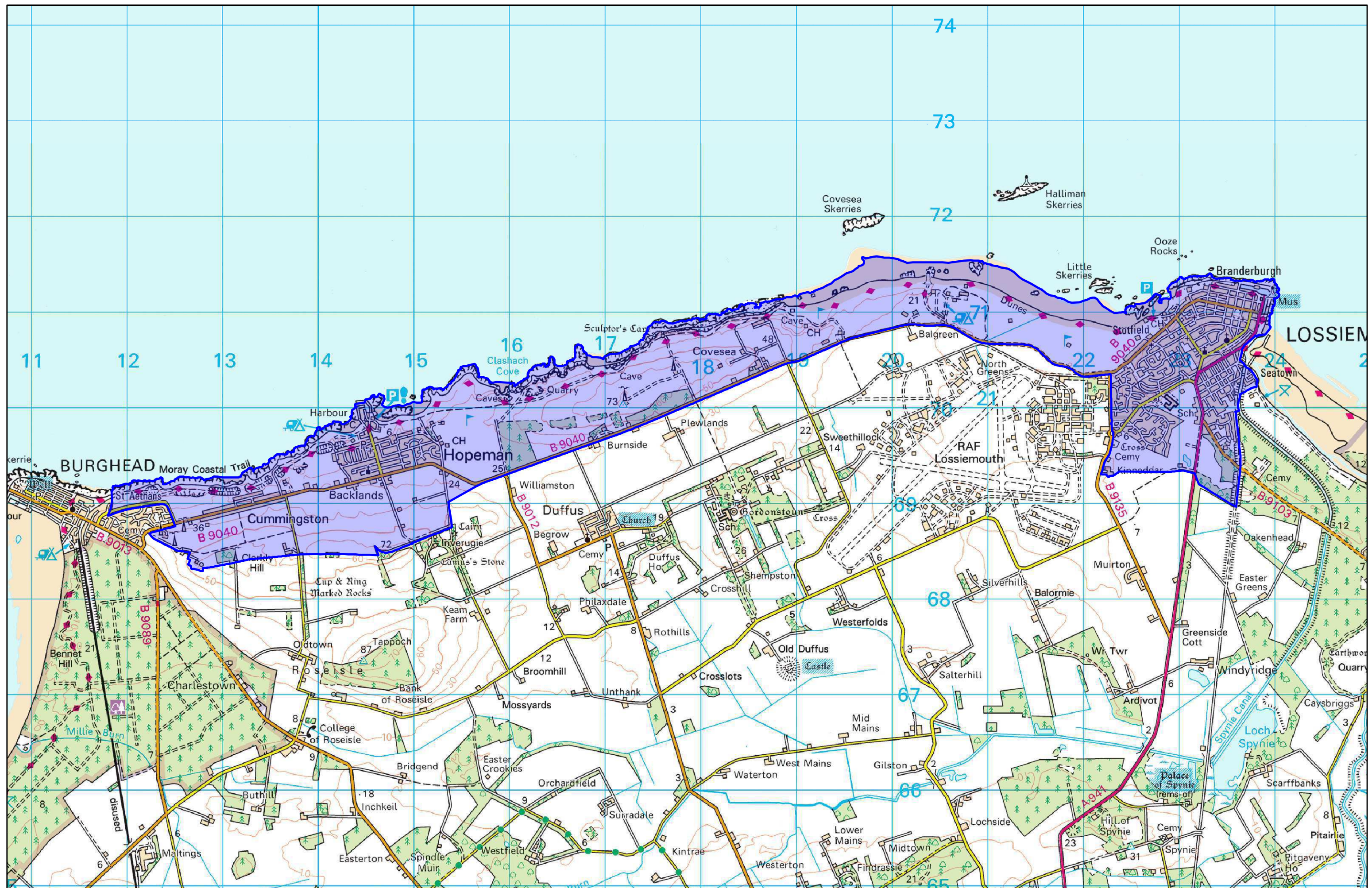
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## Appendix 2 - SLA - Burghead to Lossiemouth Coast

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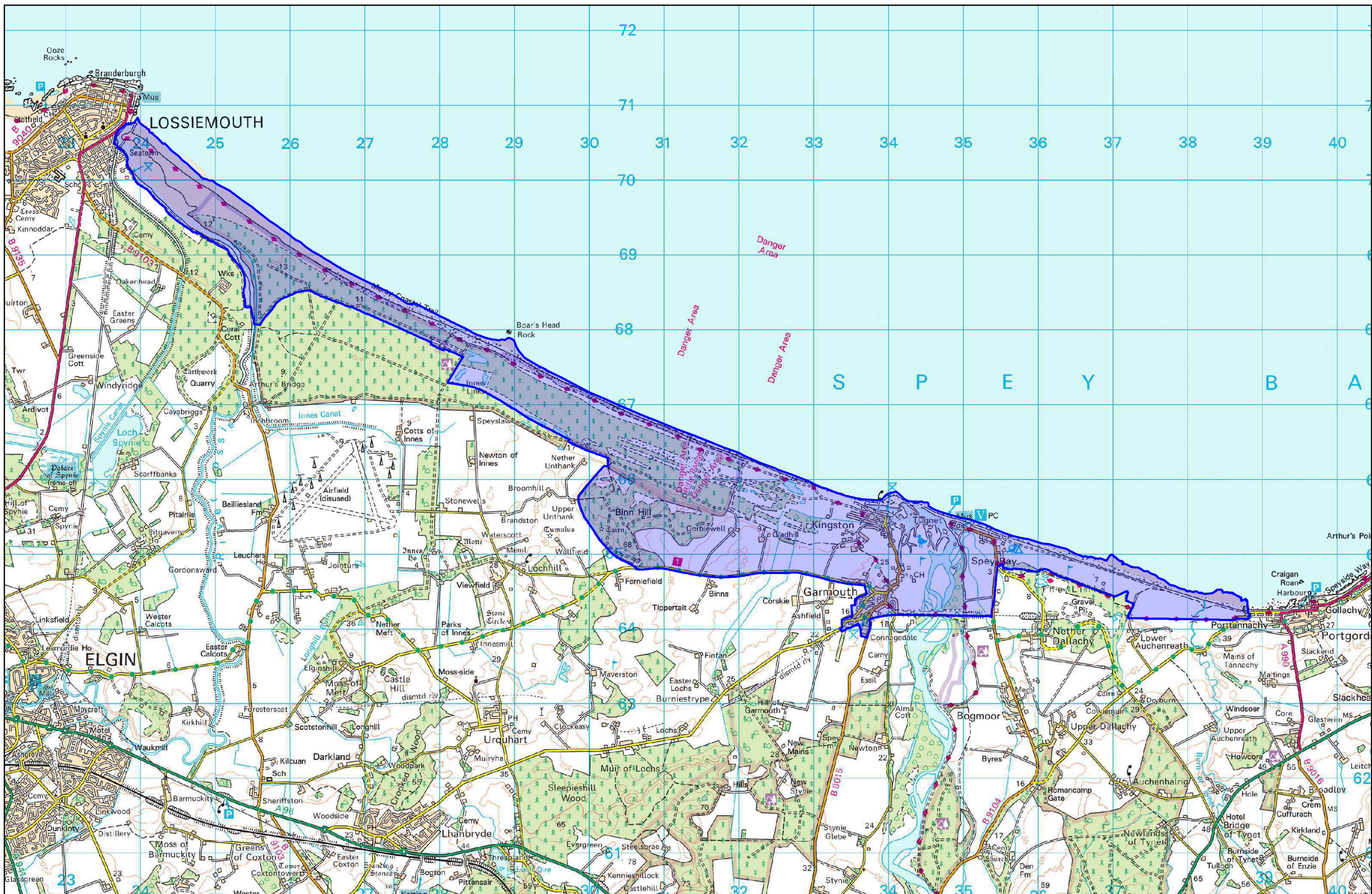
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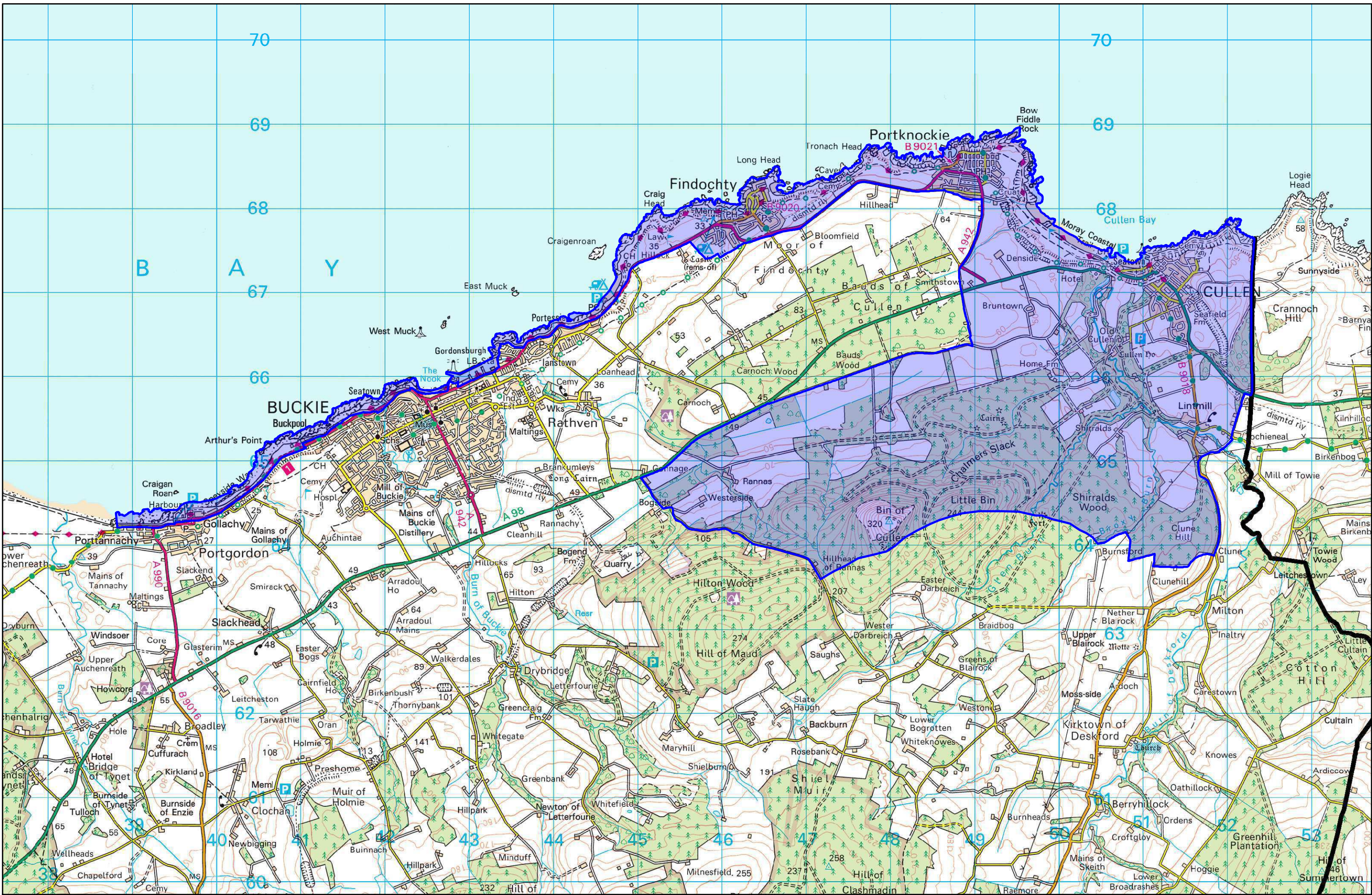




## Appendix 2 - SLA - Lossiemouth to Portgordon Coast

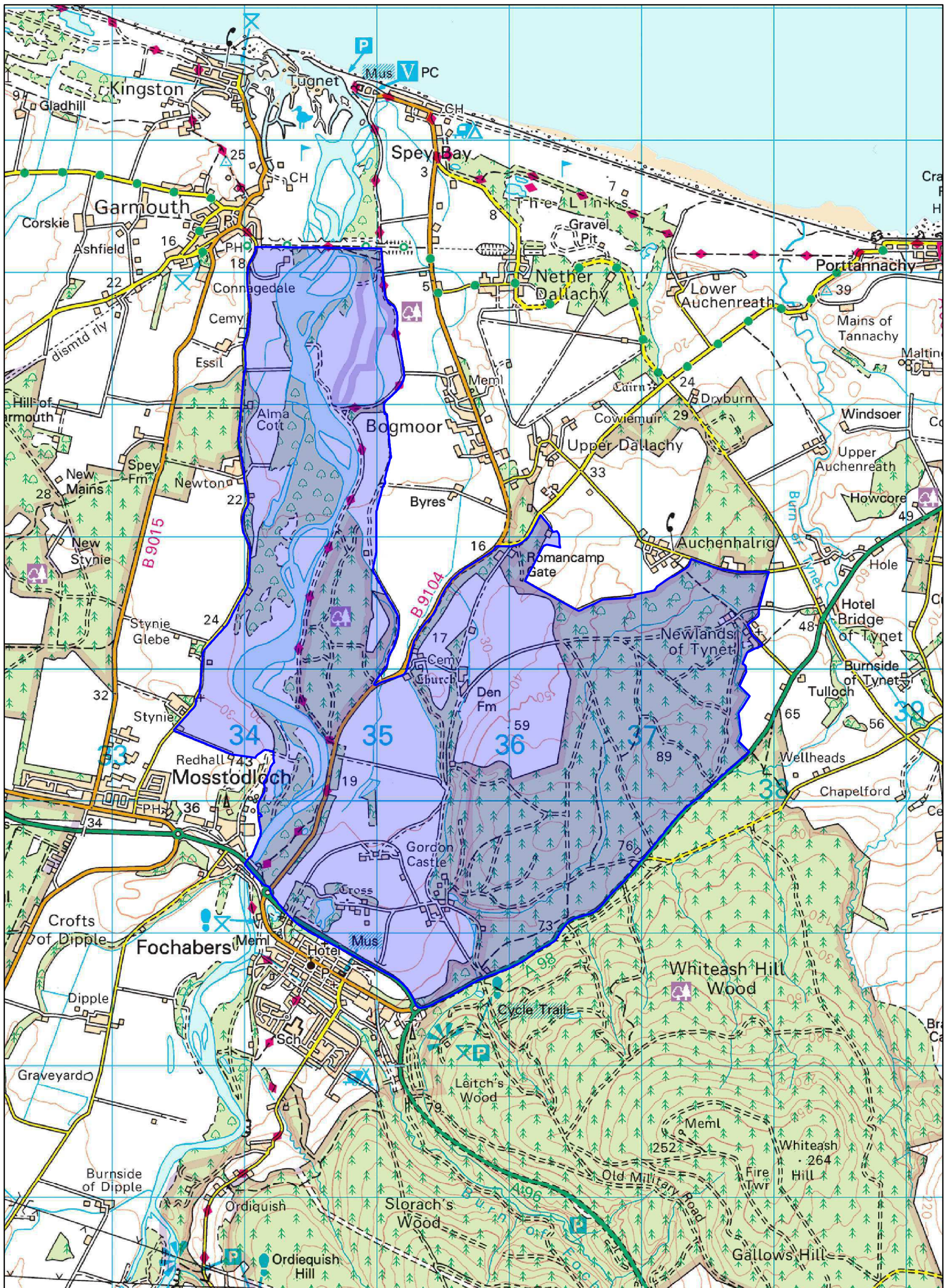






Appendix 2 - SLA - Portgordon To Cullen Coast

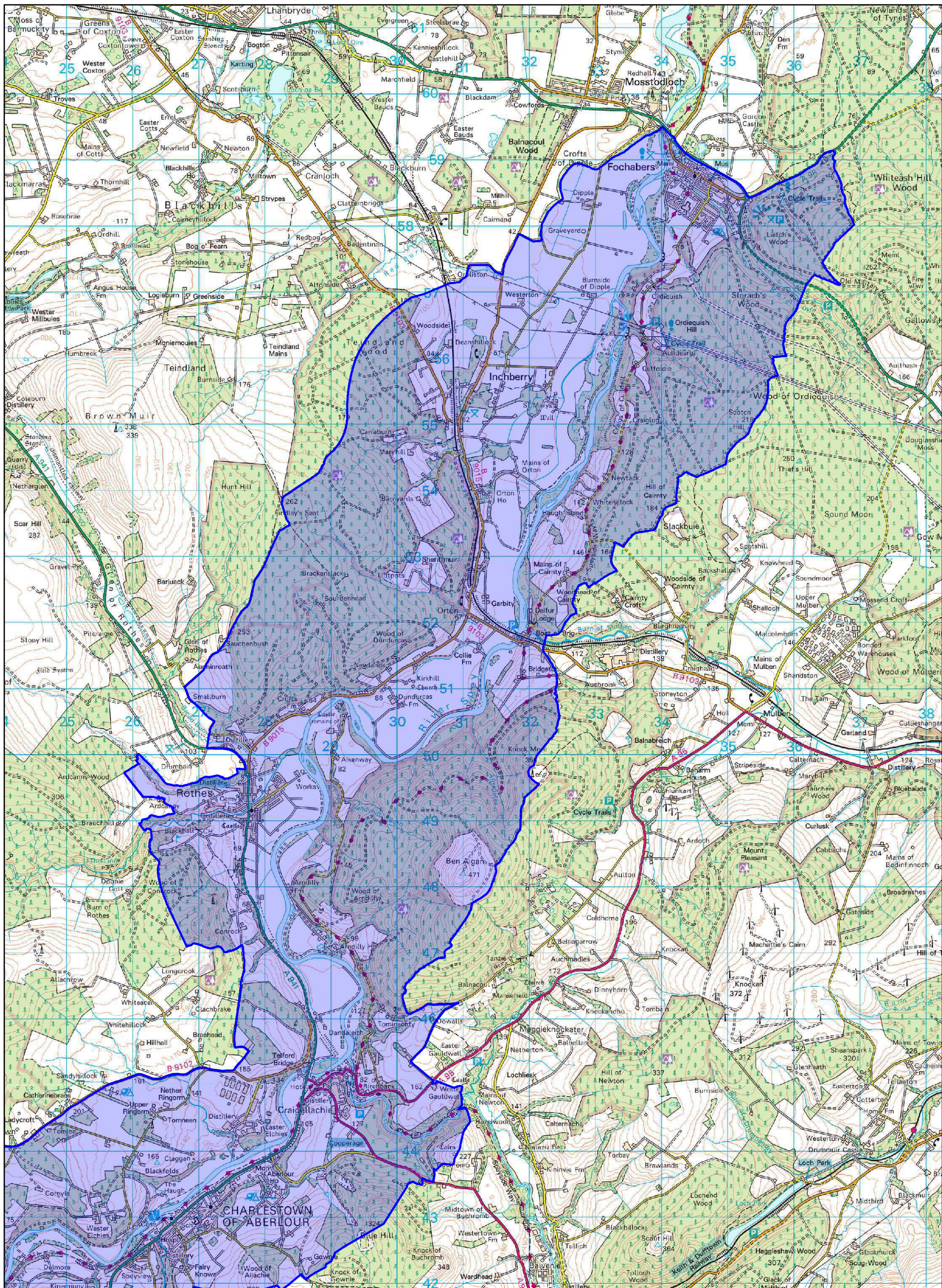




## Appendix 2 - SLA - Lower Spey and Gordon Castle Policies







## Appendix 2 - SLA - The Spey Valley (North)

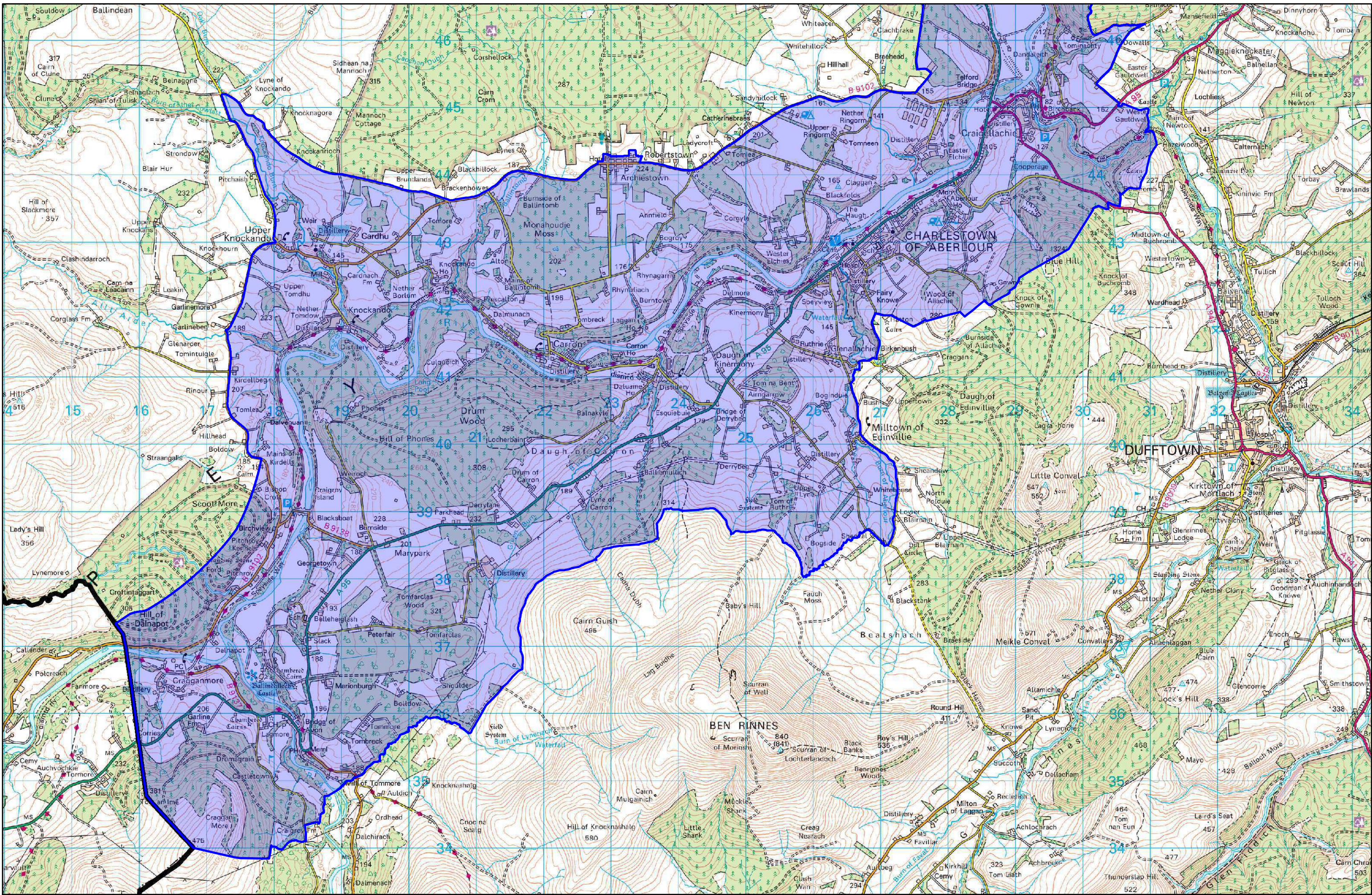
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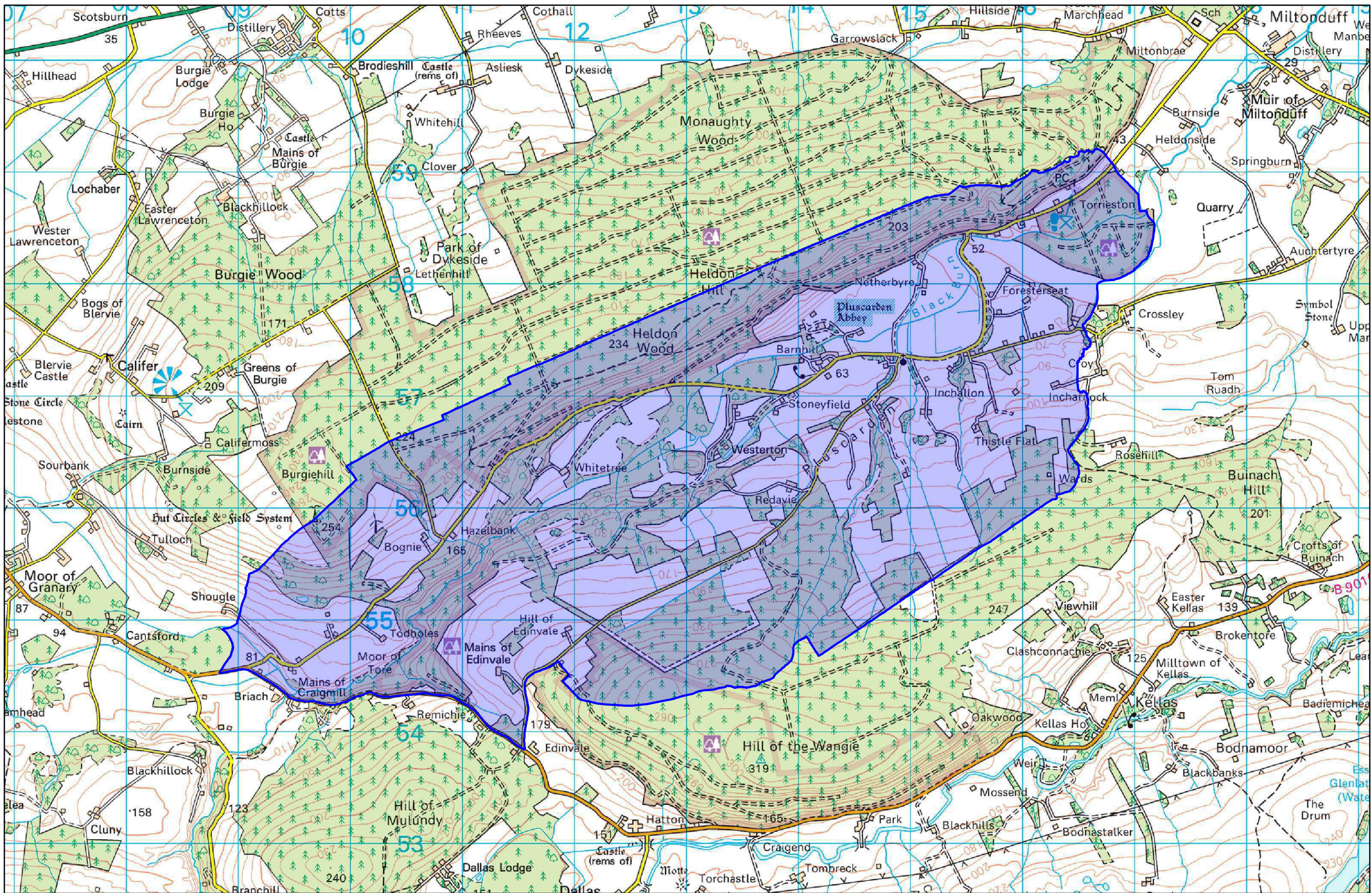




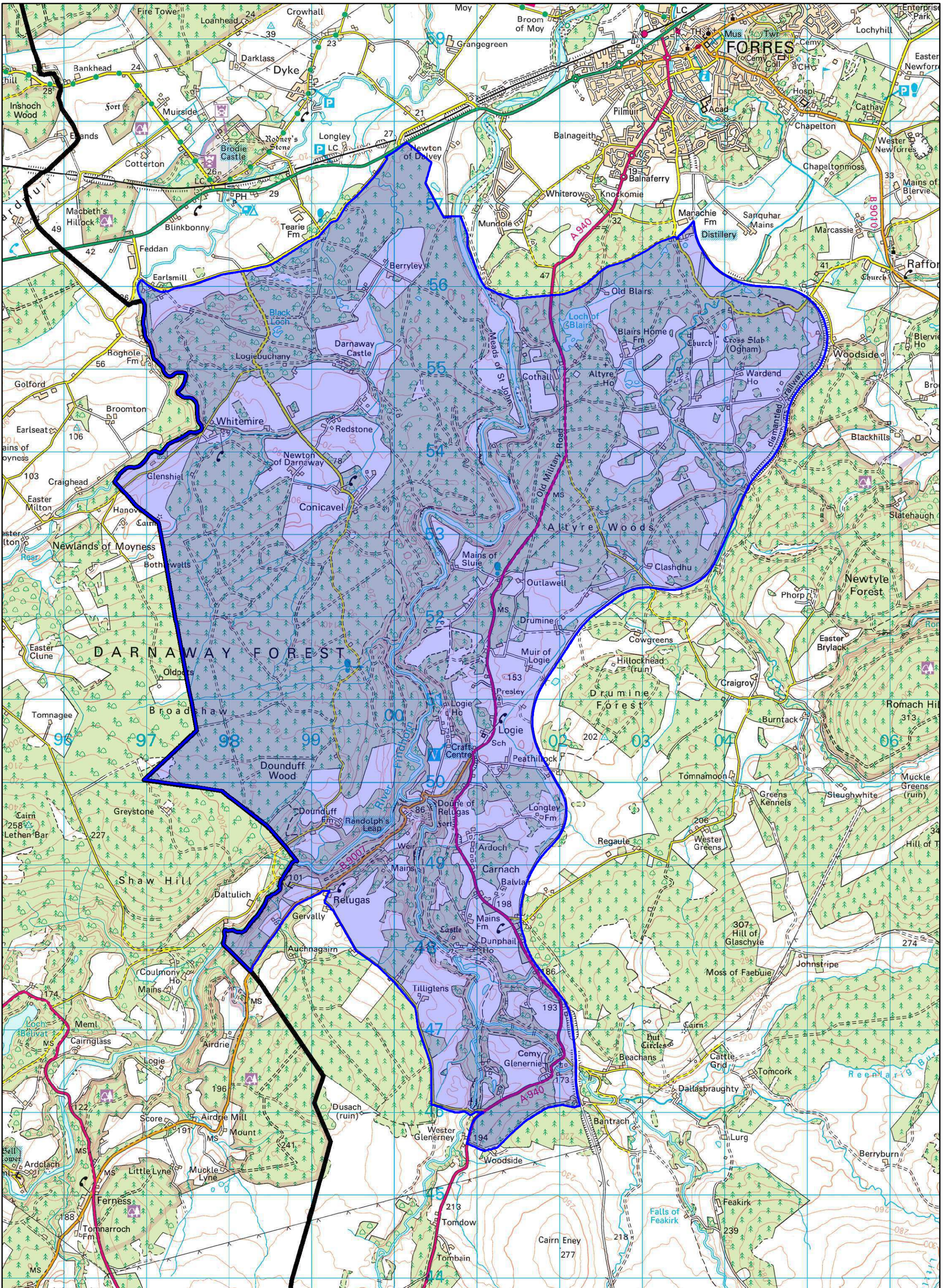


Appendix 2 - SLA - The Spey Valley (South)









## Appendix 2 - SLA - Findhorn Valley and the Wooded Estates

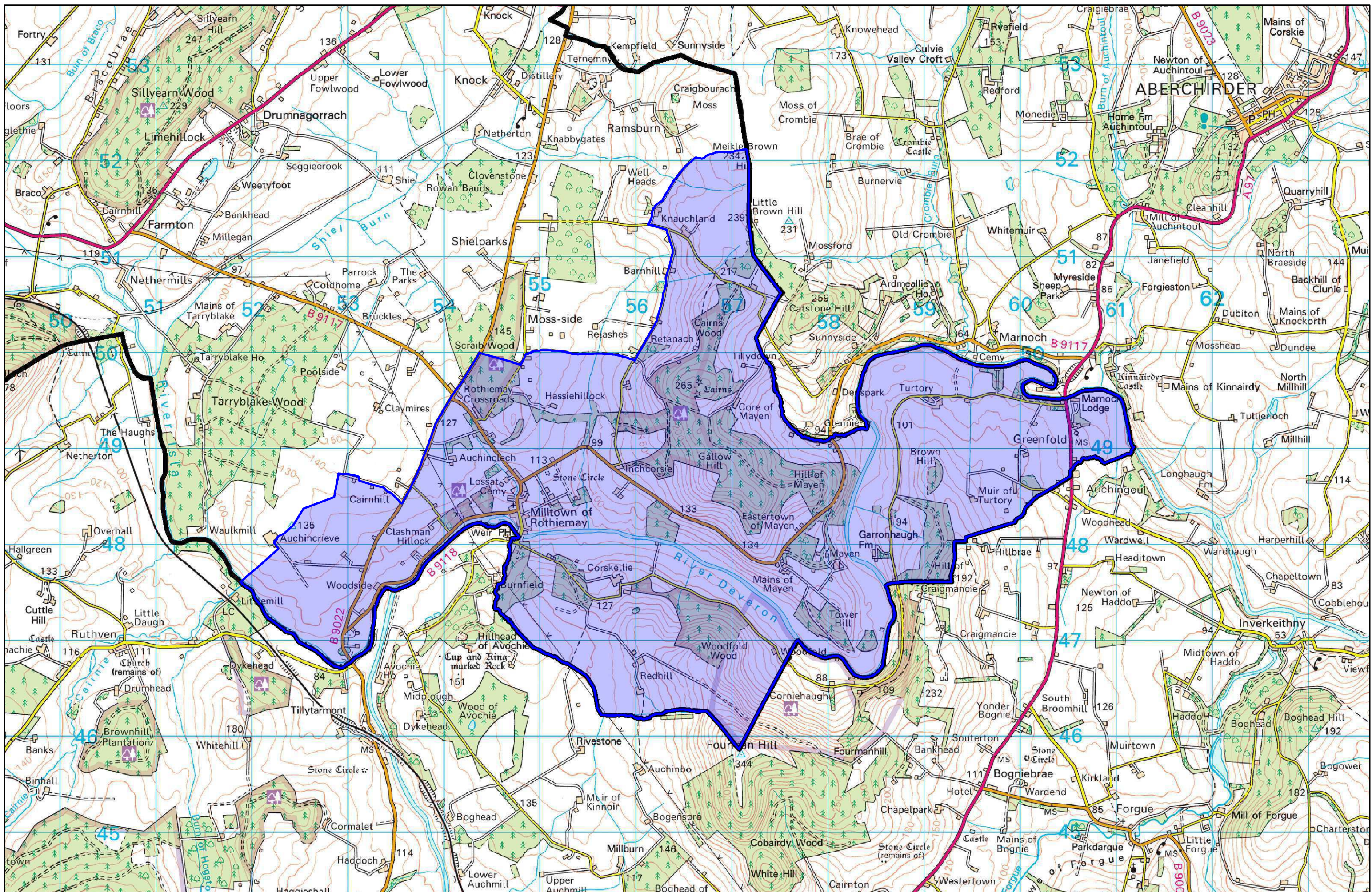
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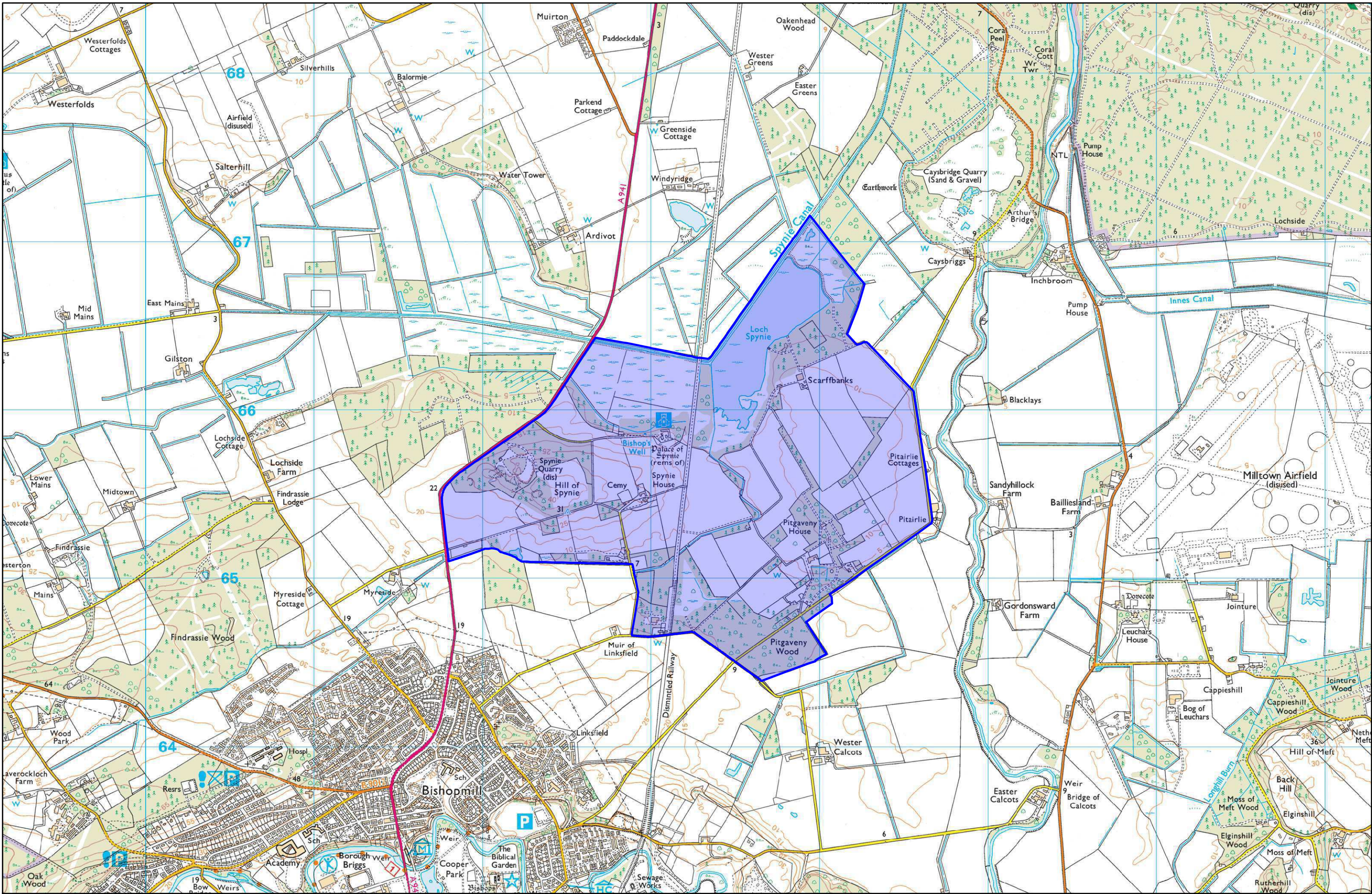
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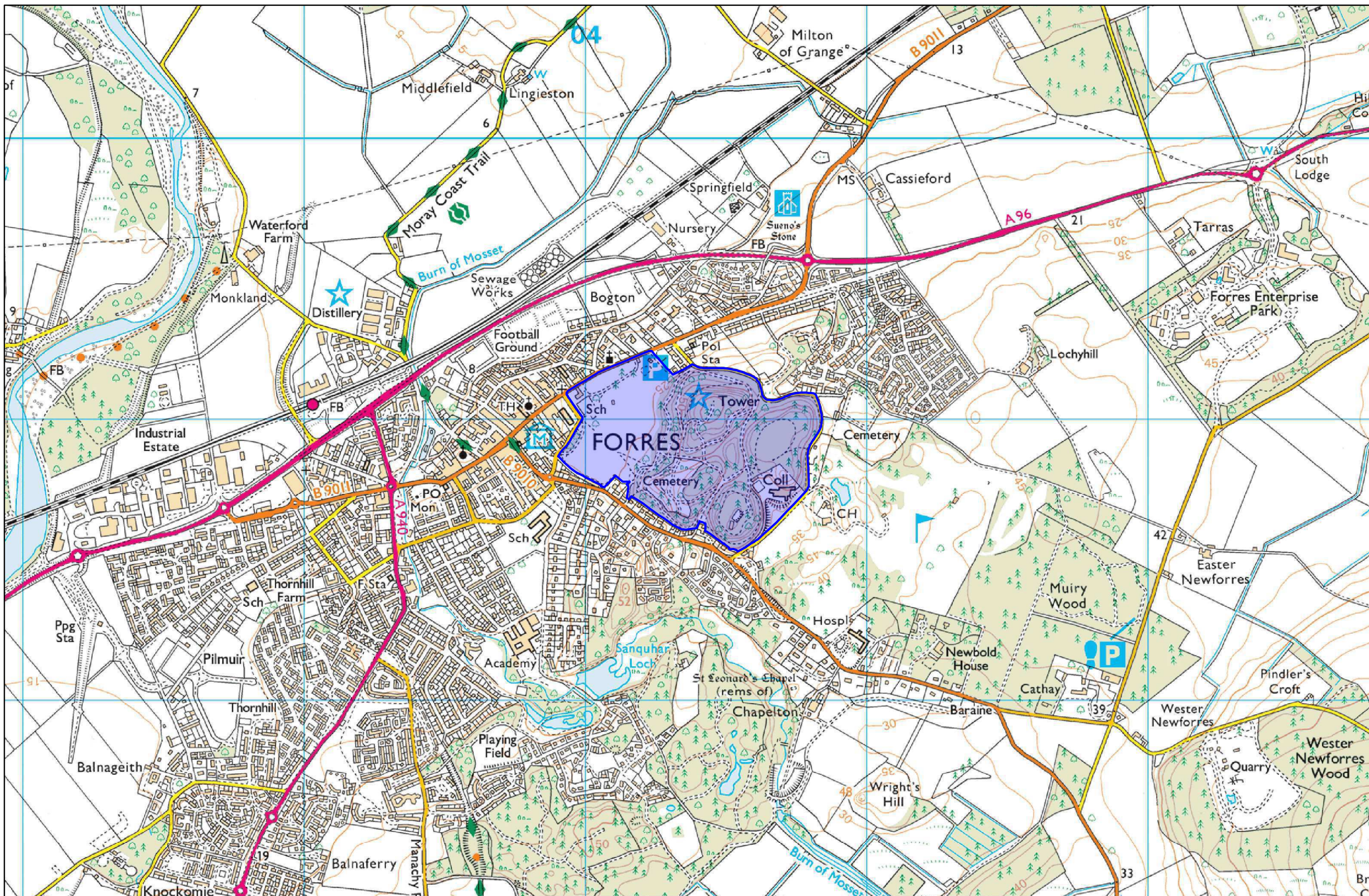




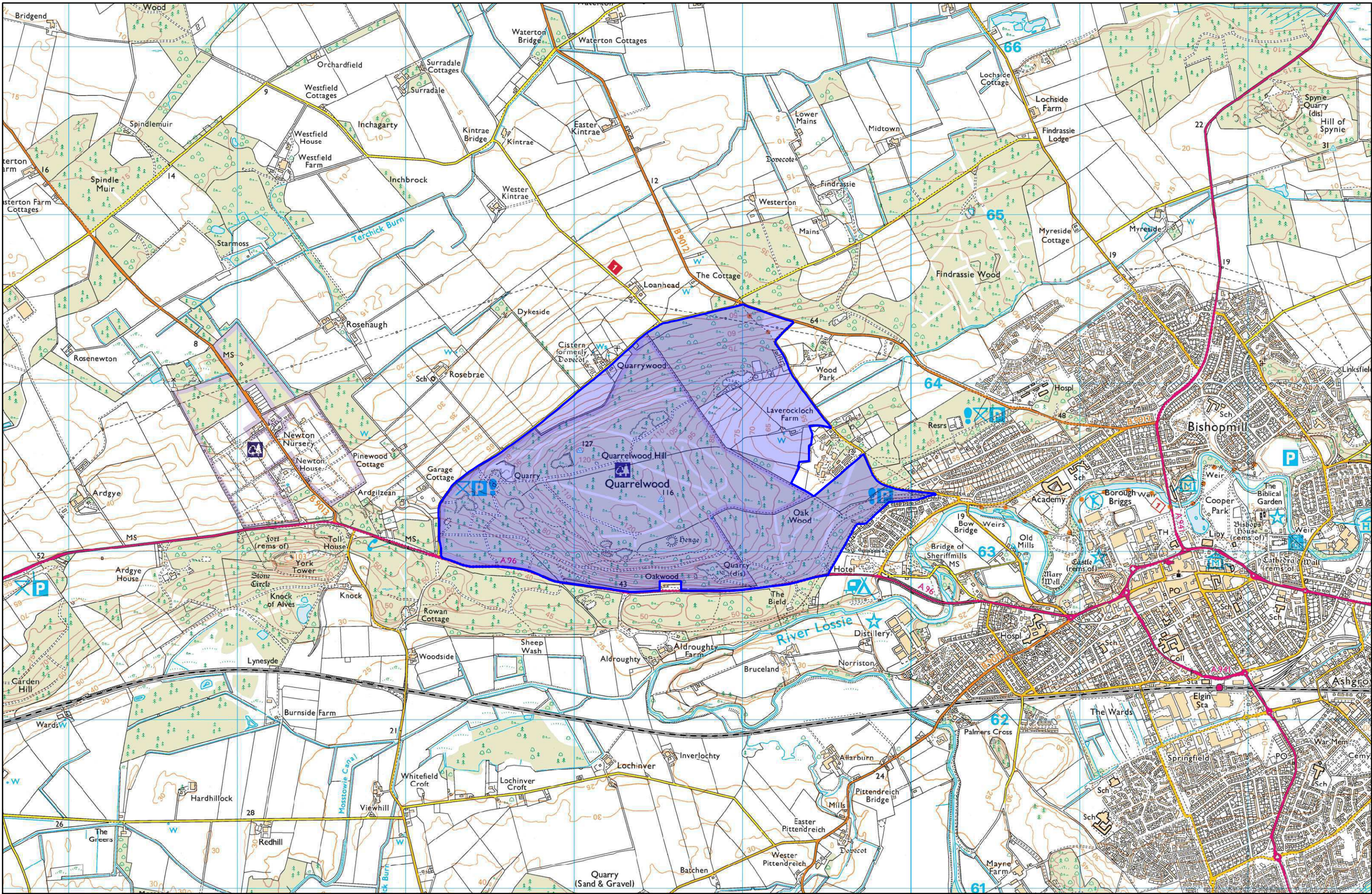


Appendix 2 - SLA - Spynie



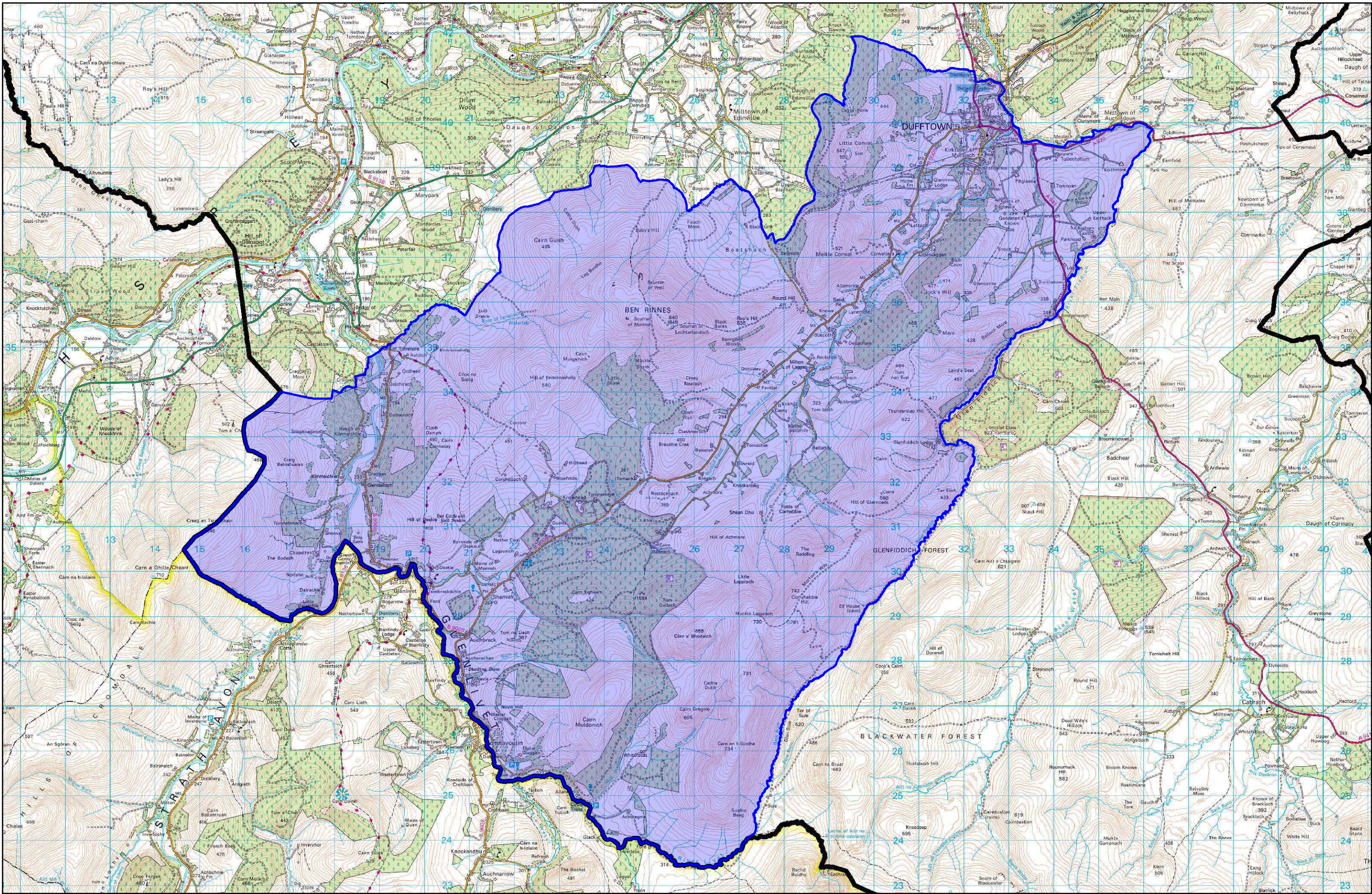






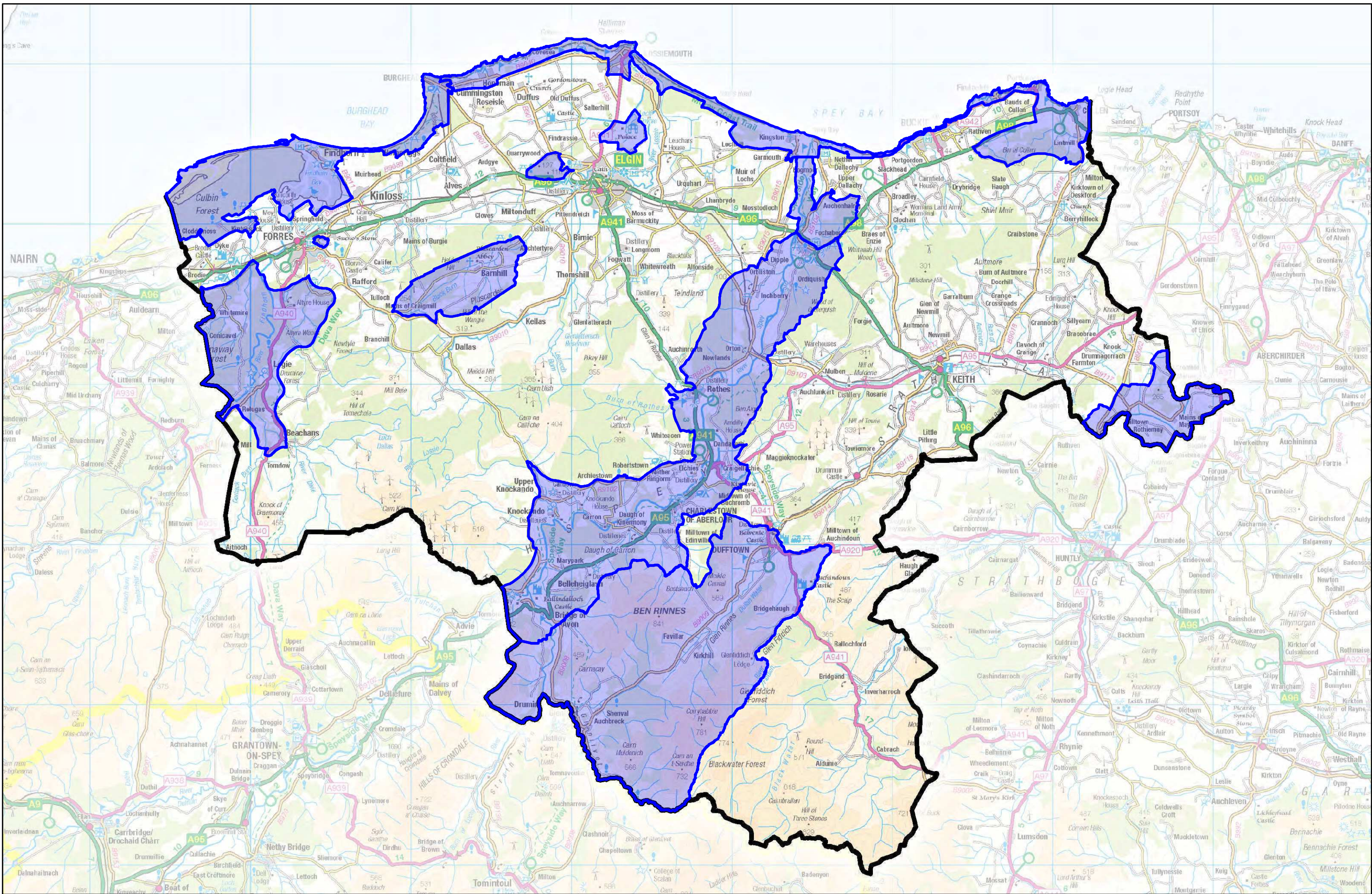
Appendix 2 - SLA - Quarrelwood





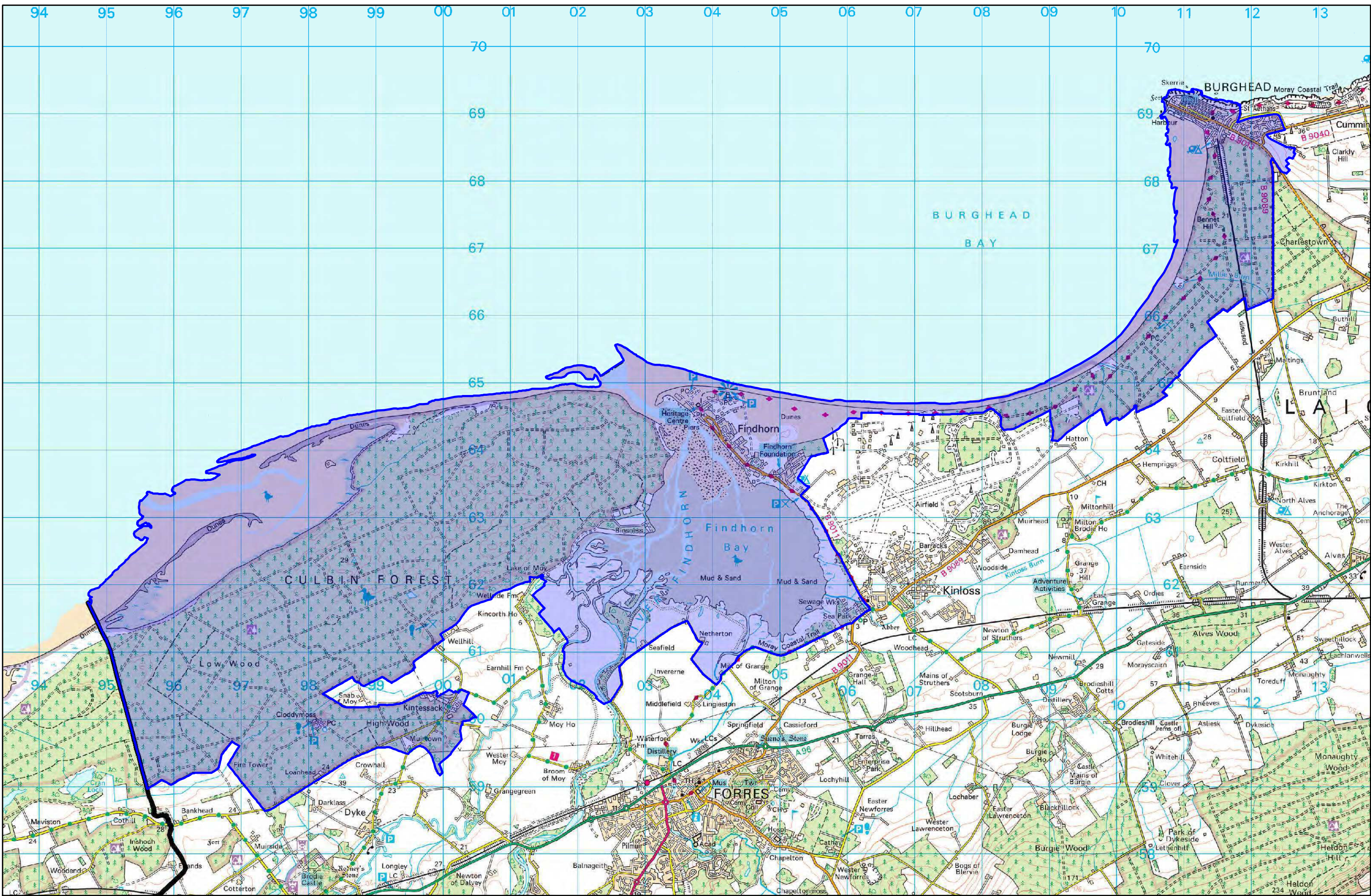
Appendix 2 - SLA - Ben Rinnes





## Appendix 2 - SLA- Moray All Areas

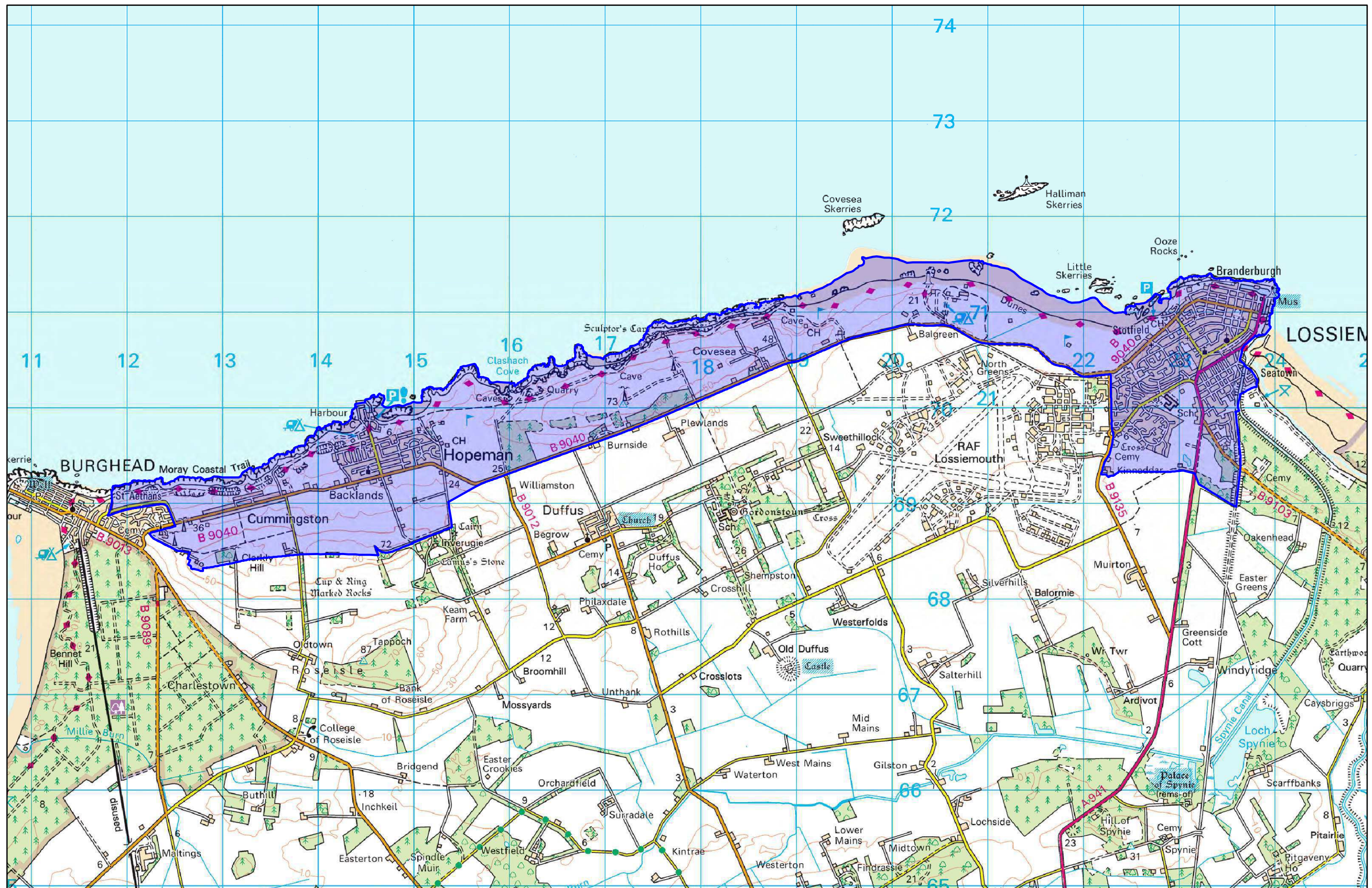




Appendix 2 - SLA - Culbin to Burghead Coast







## Appendix 2 - SLA - Burghead to Lossiemouth Coast

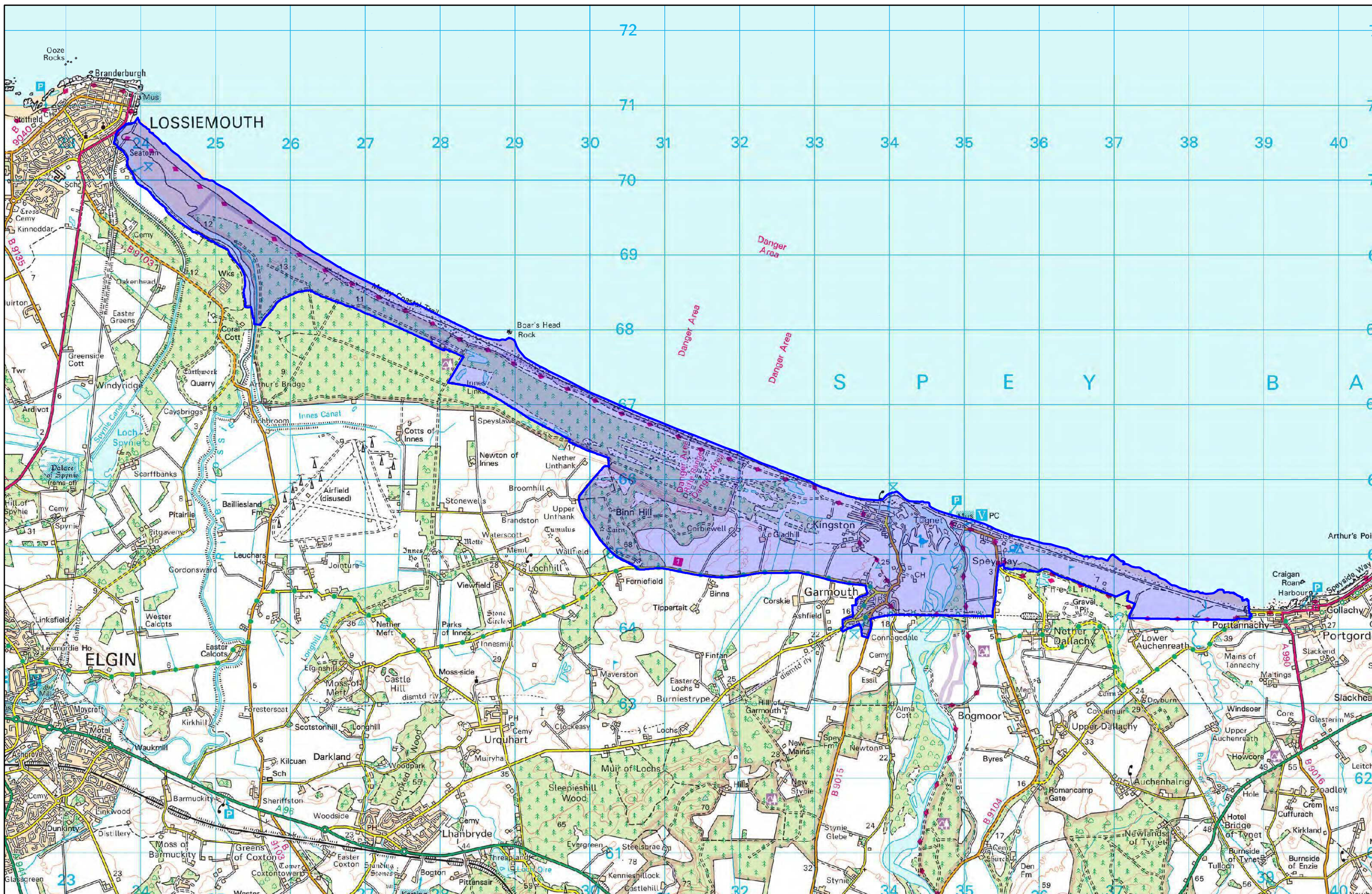
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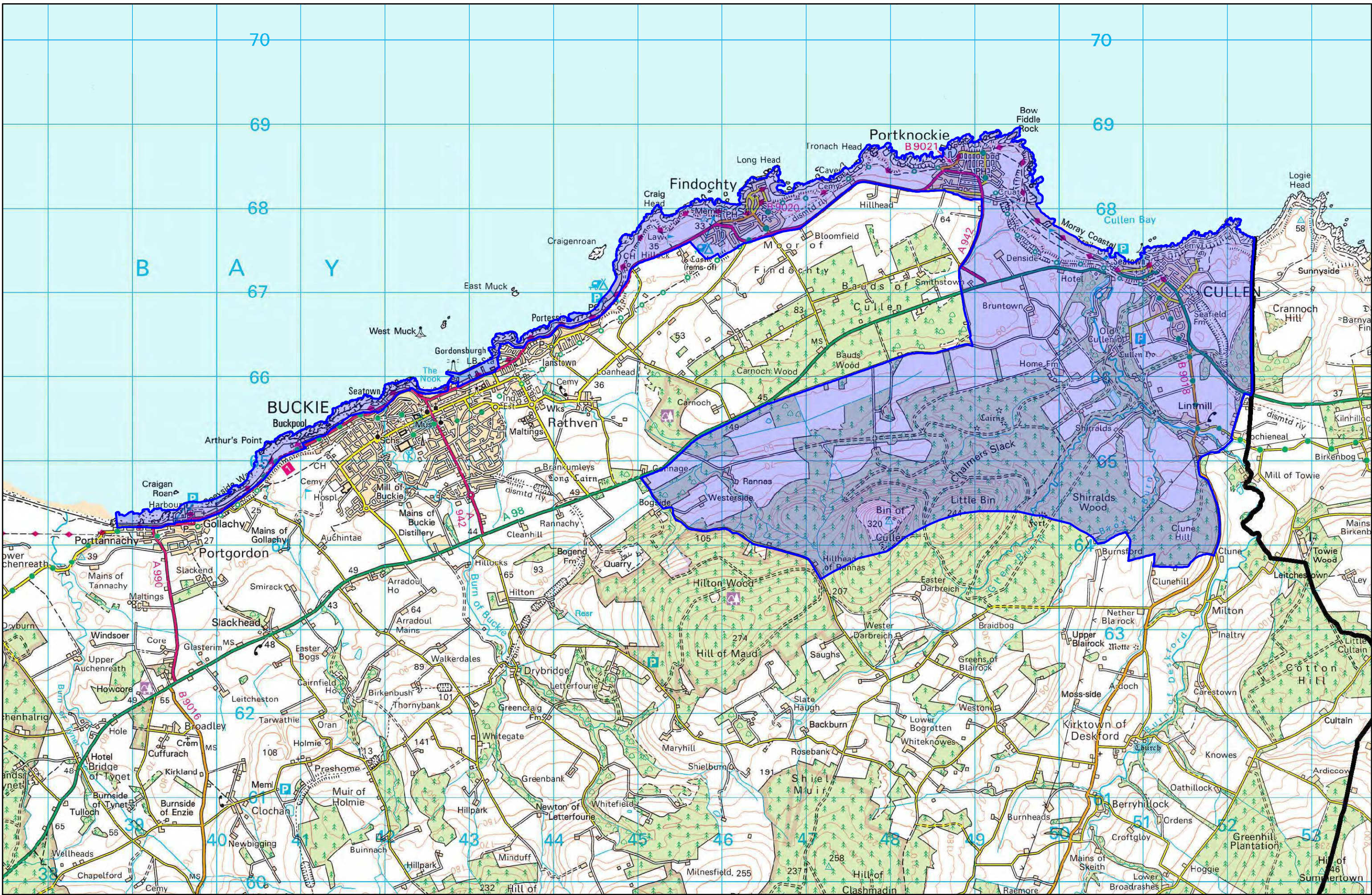




## Appendix 2 - SLA - Lossiemouth to Portgordon Coast

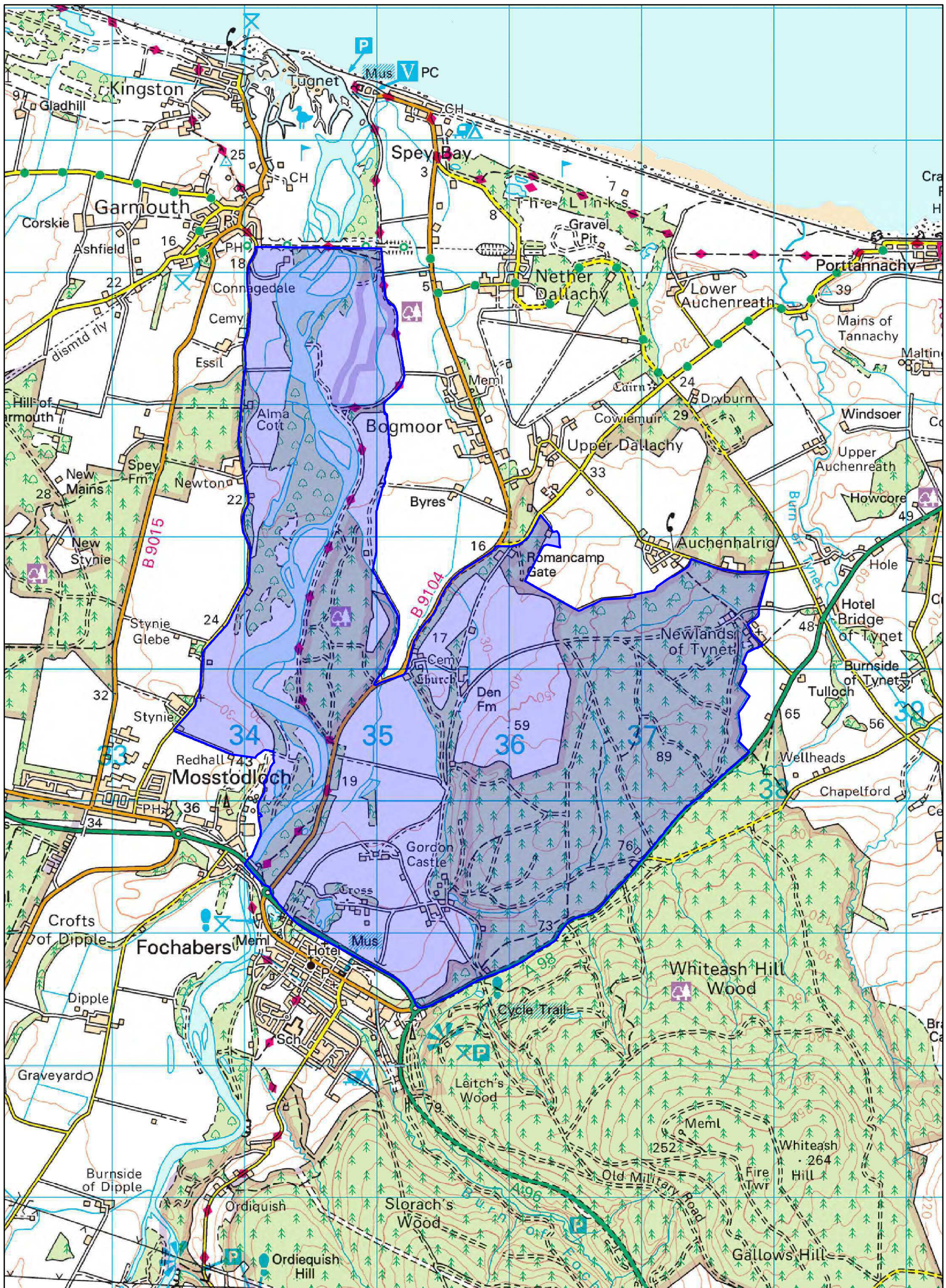






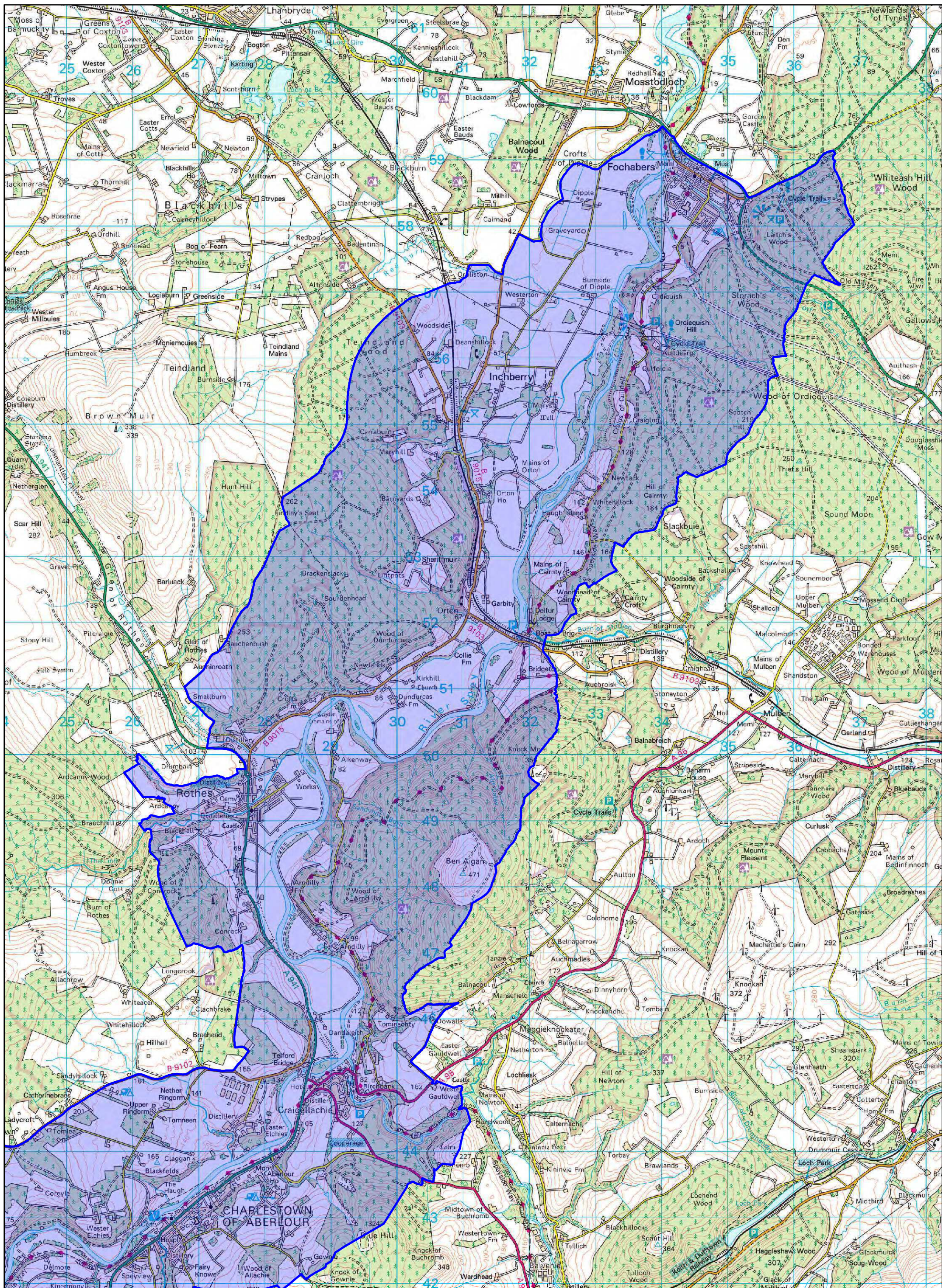
Appendix 2 - SLA - Portgordon To Cullen Coast





## Appendix 2 - SLA - Lower Spey and Gordon Castle Policies





## Appendix 2 - SLA - The Spey Valley (North)

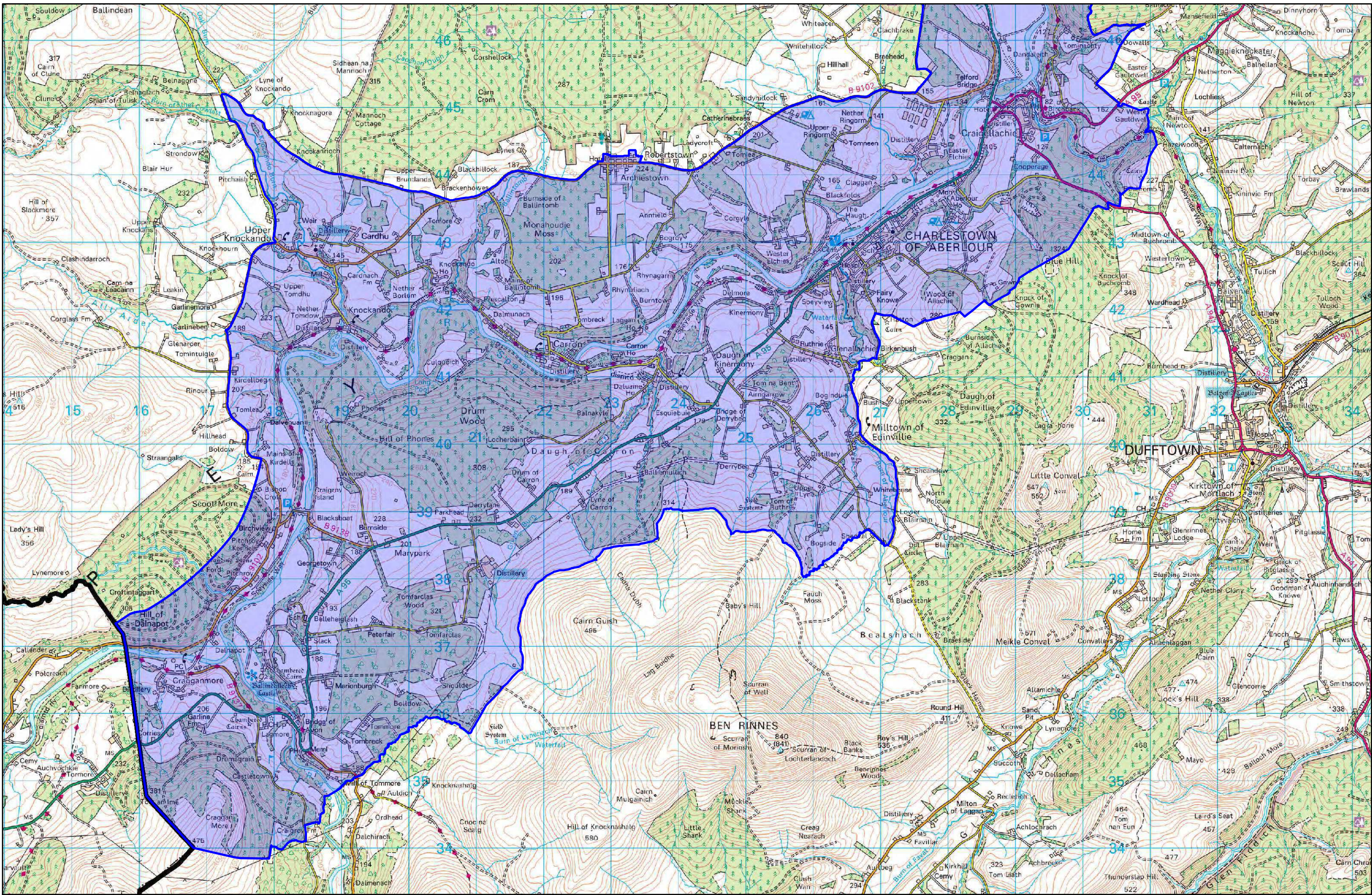
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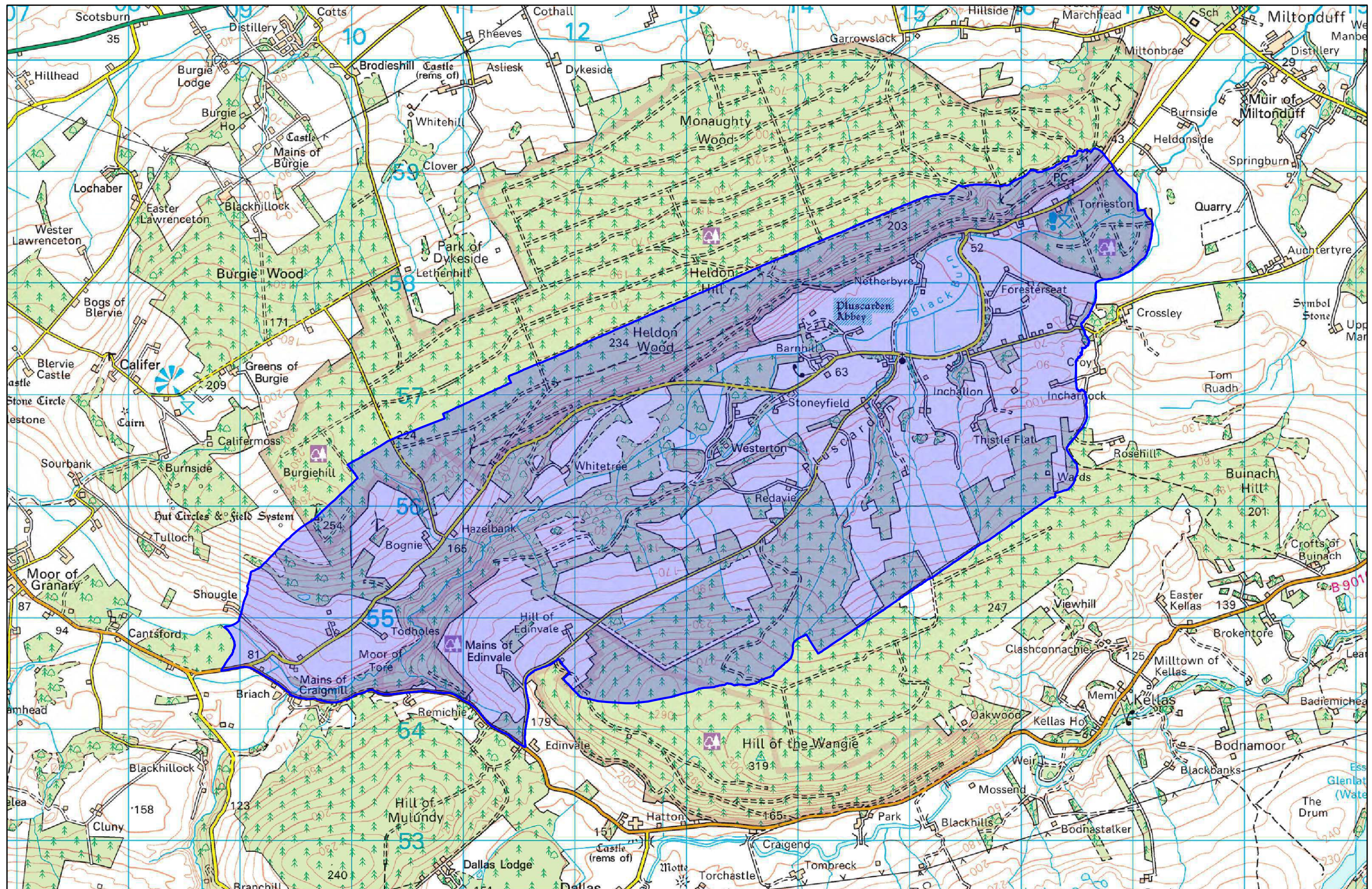




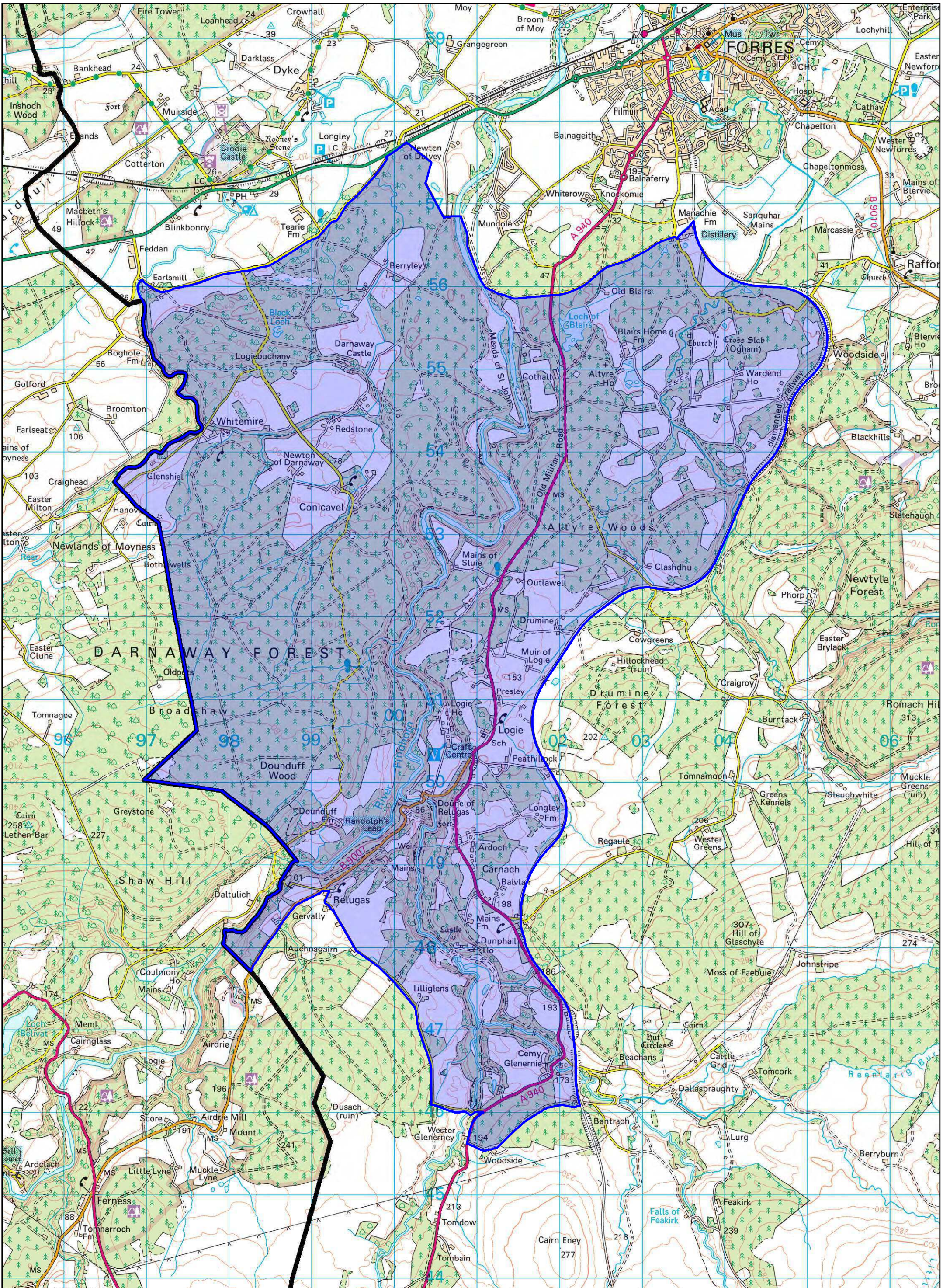


Appendix 2 - SLA - The Spey Valley (South)

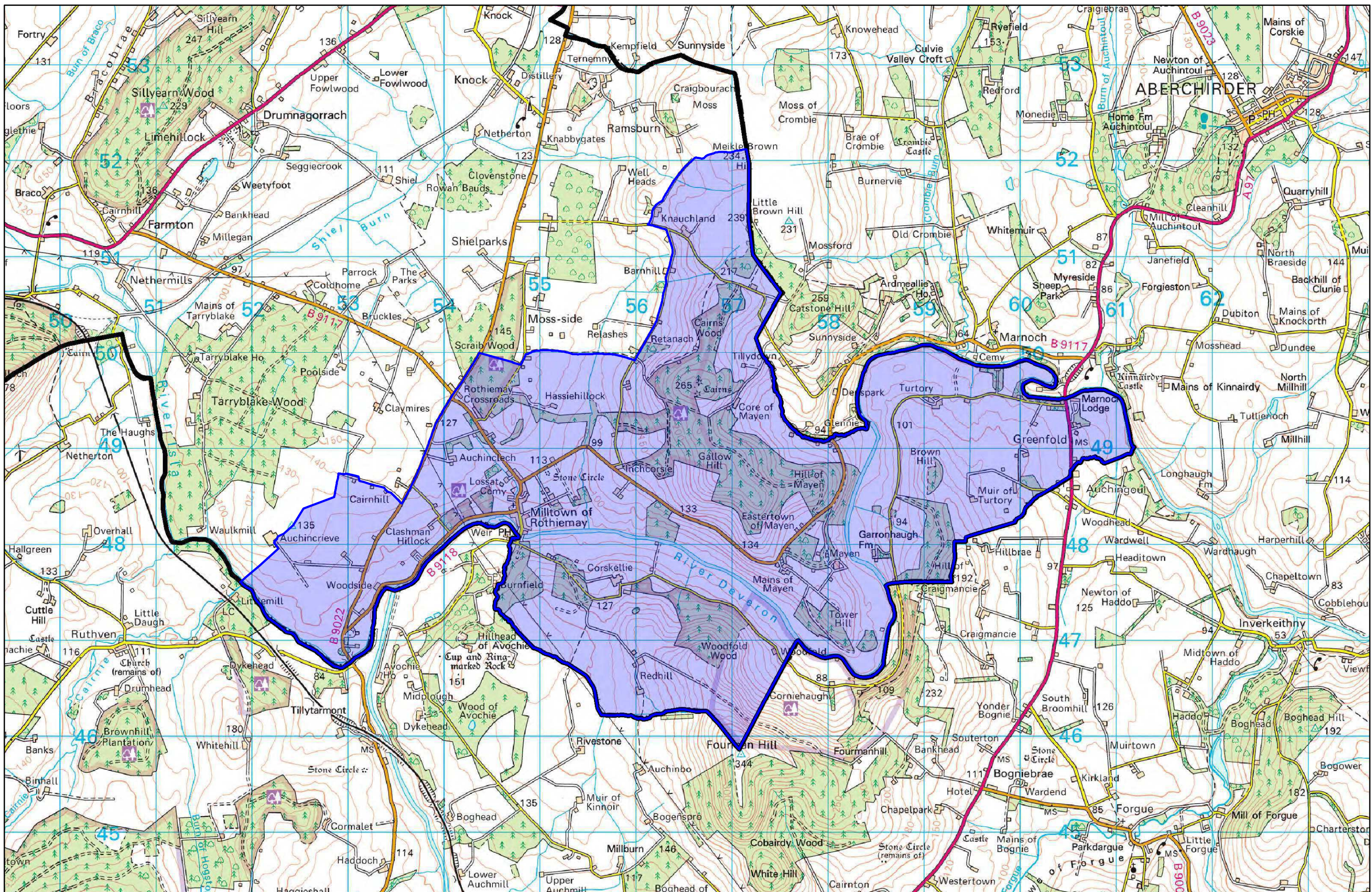




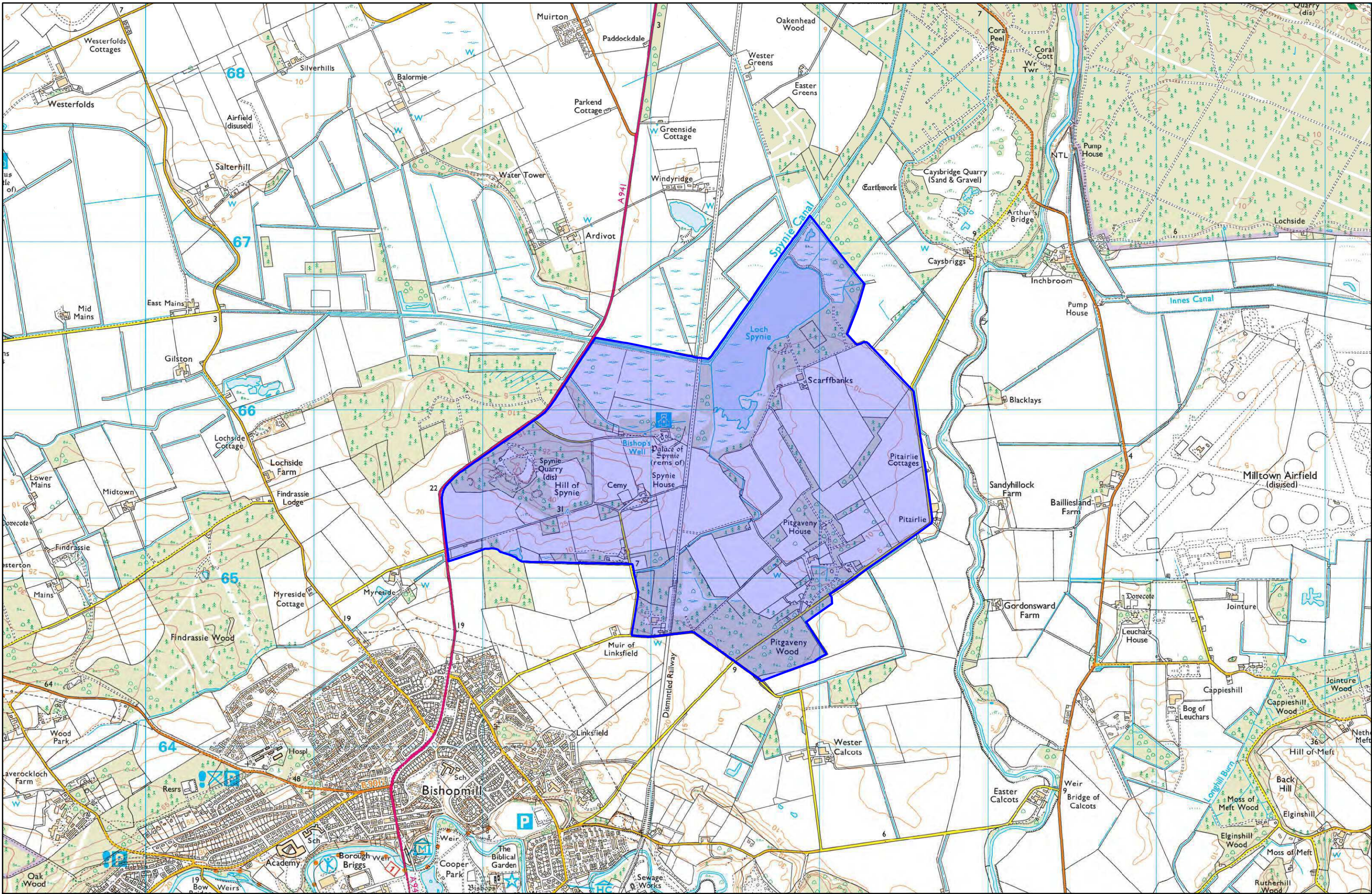






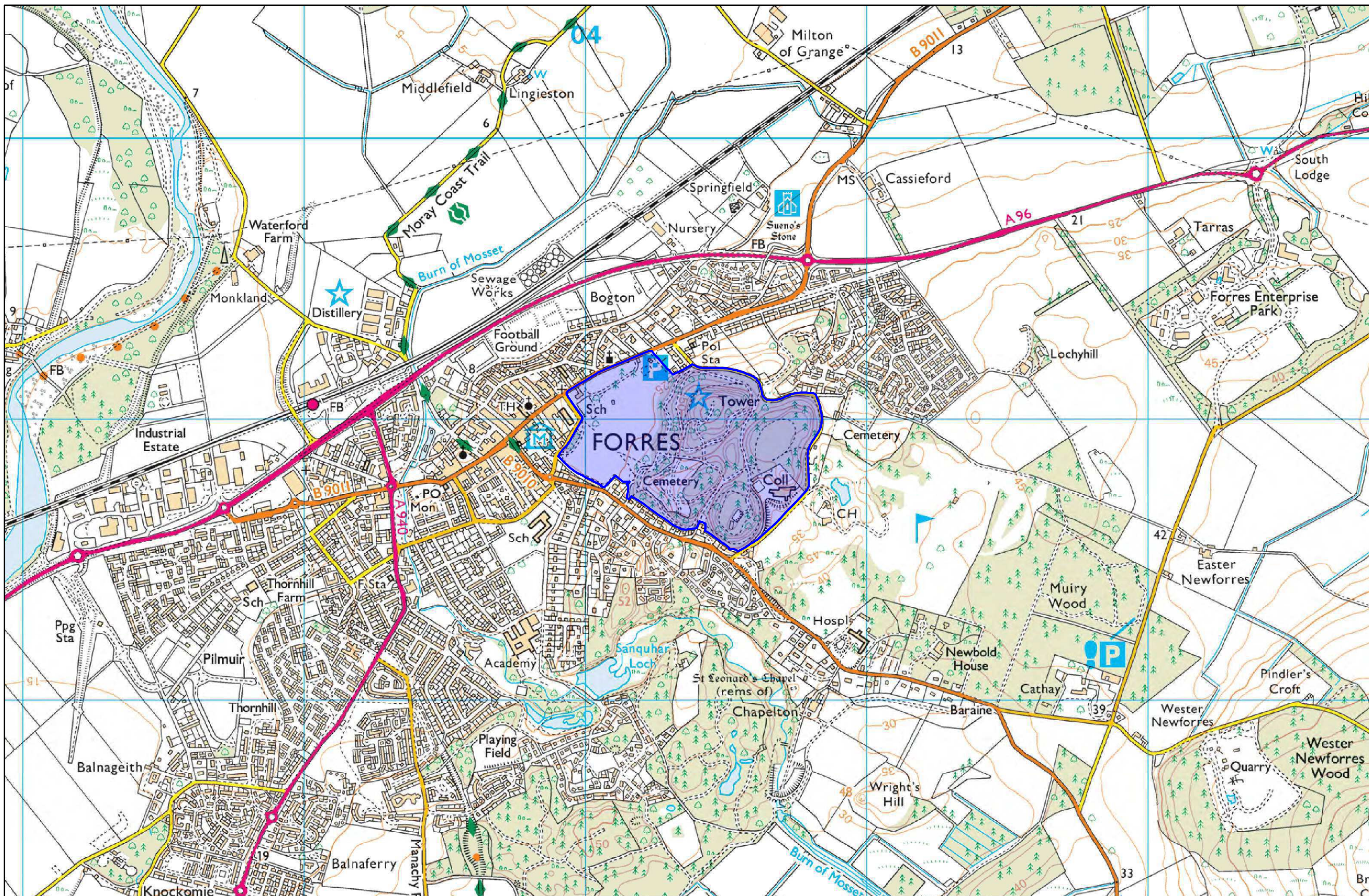




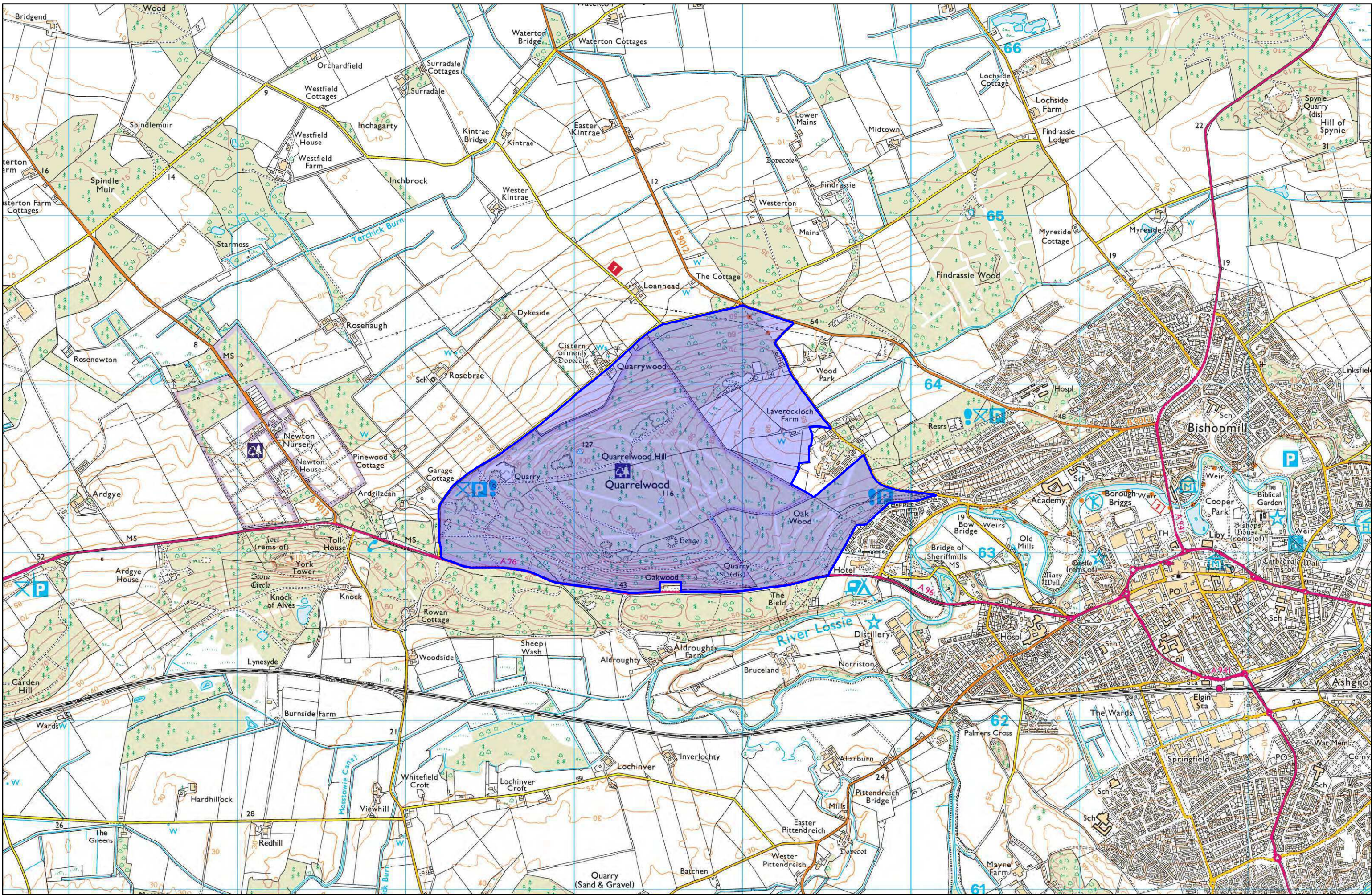


## Appendix 2 - SLA - Spynie



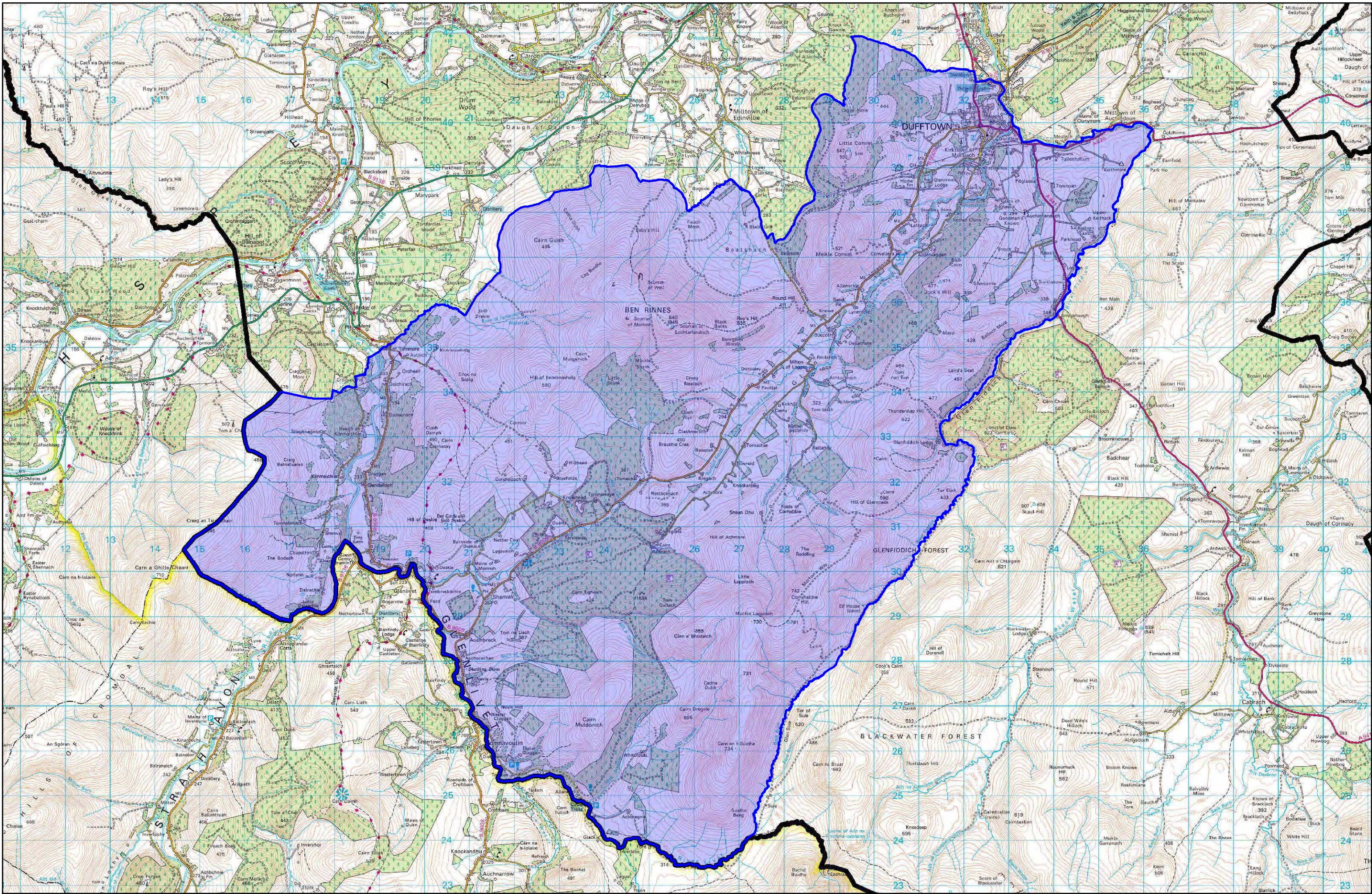






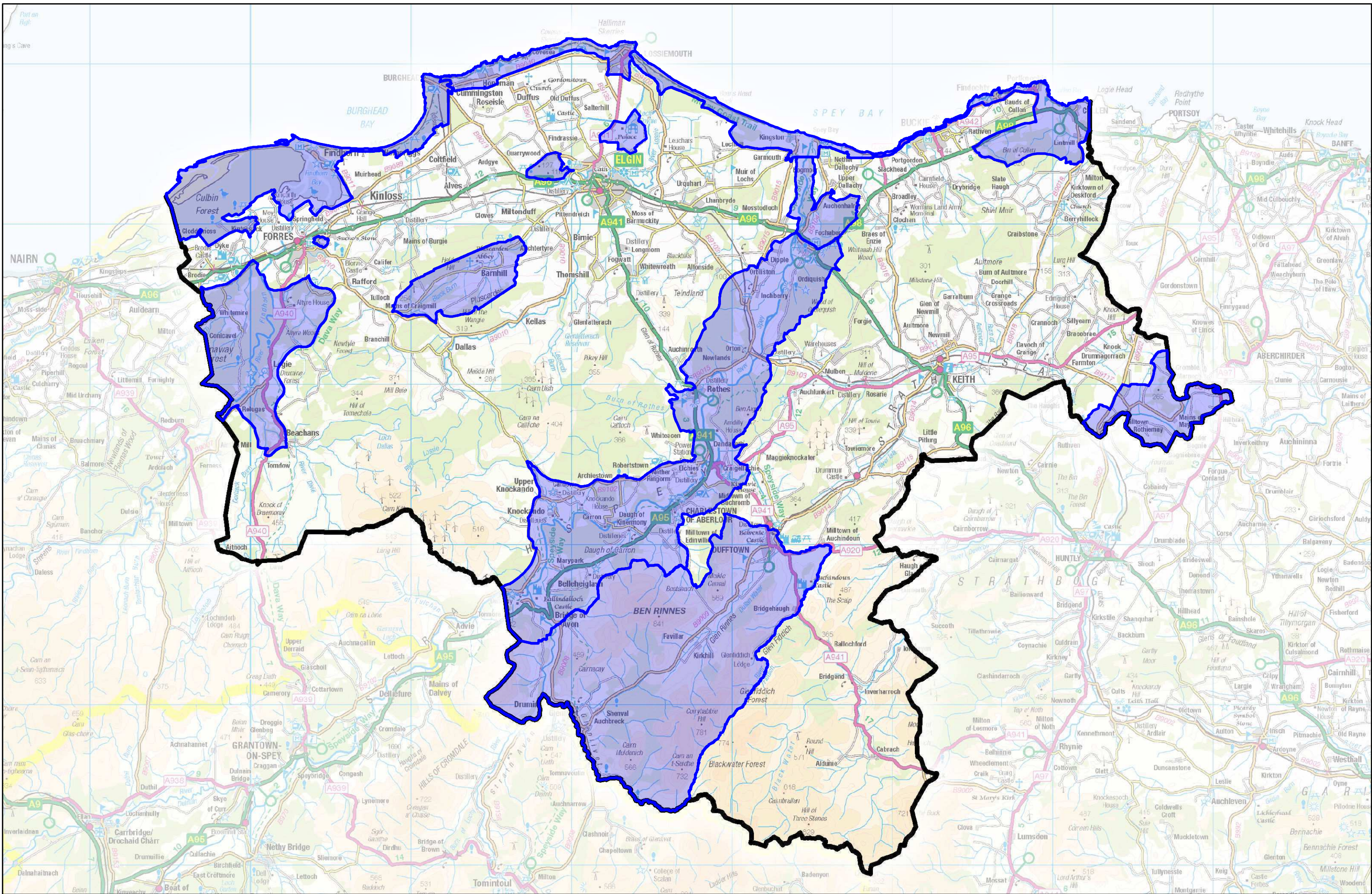
Appendix 2 - SLA - Quarrelwood





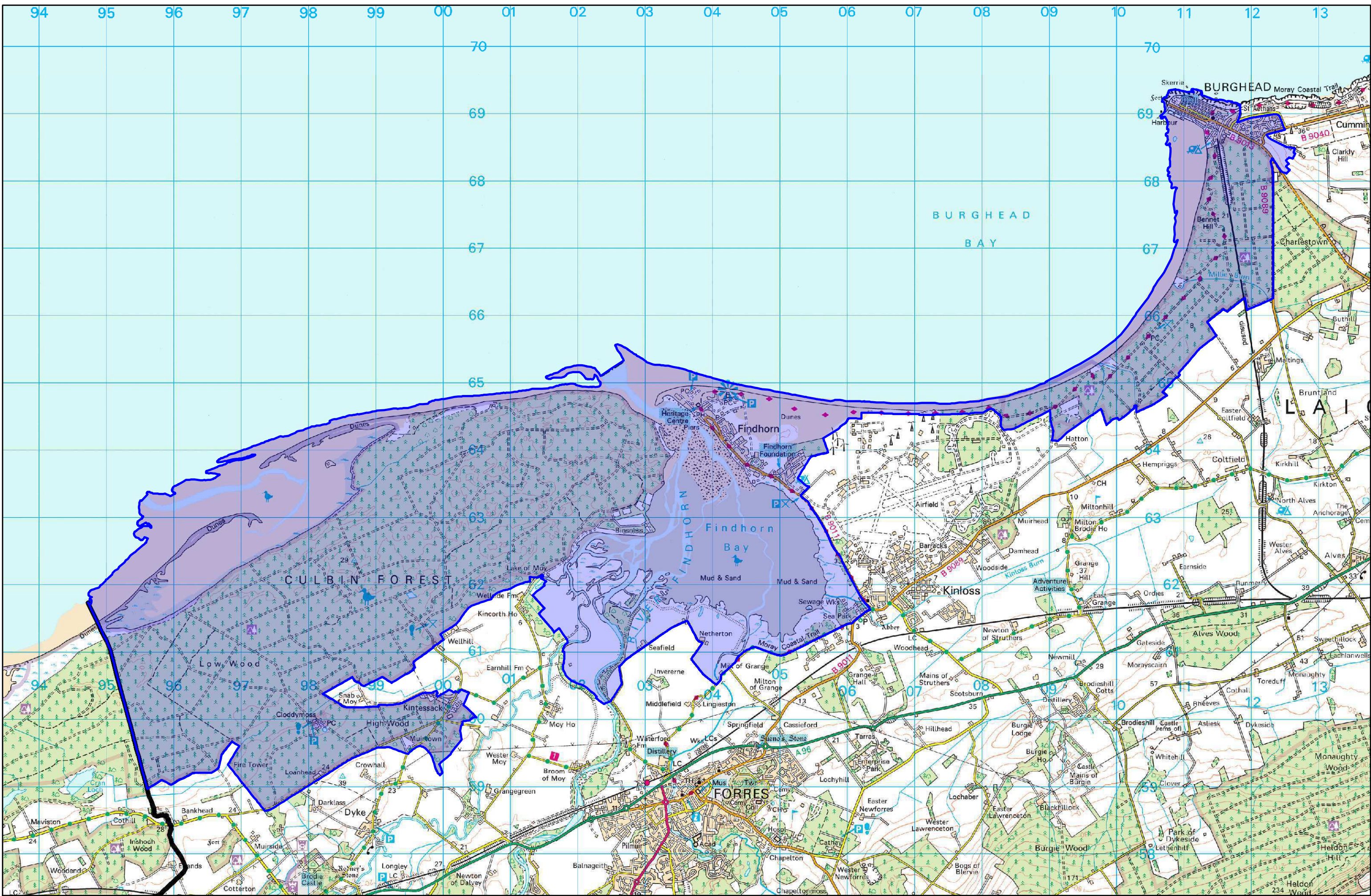
Appendix 2 - SLA - Ben Rinnes





## Appendix 2 - SLA- Moray All Areas

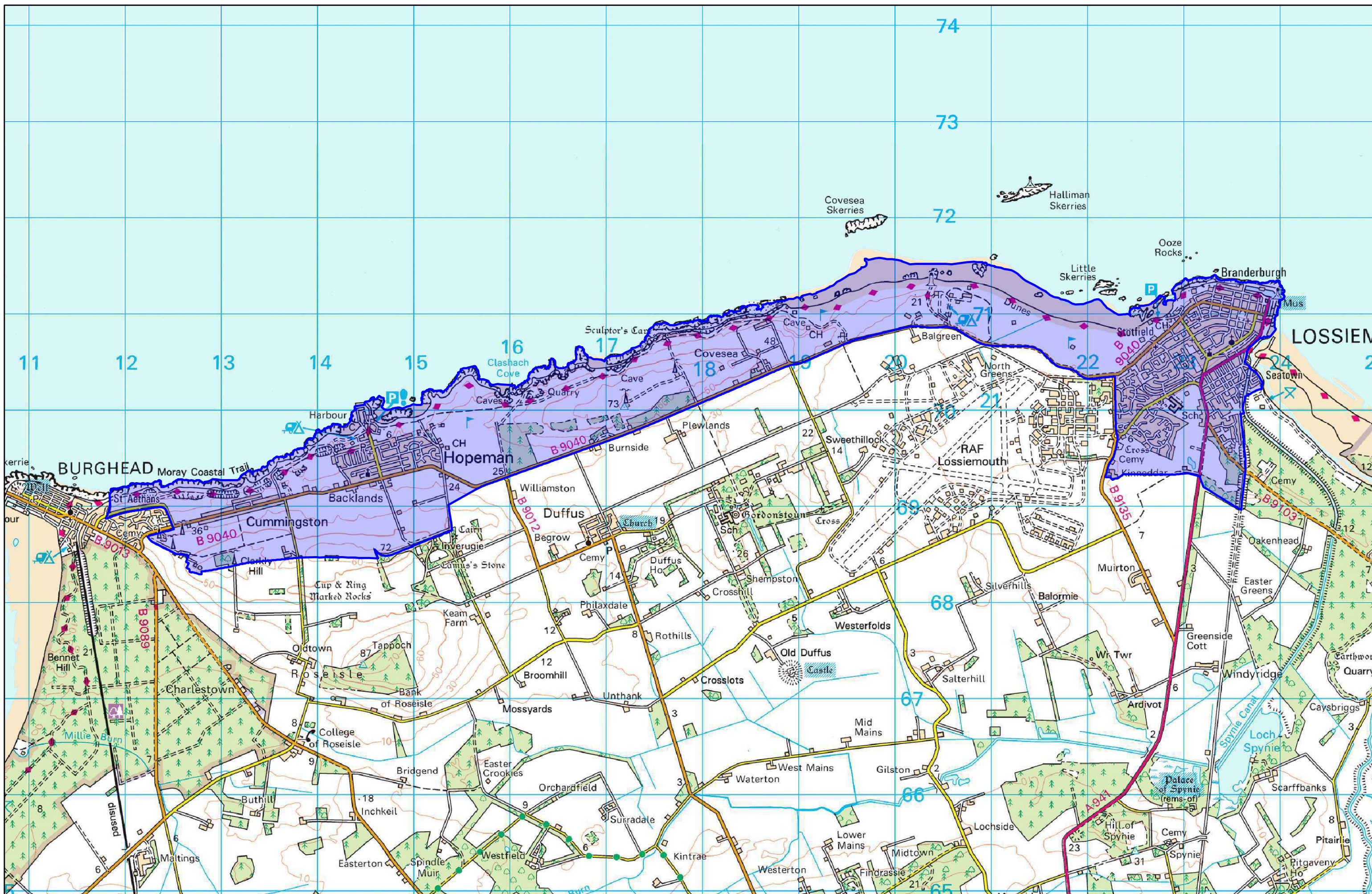




# Appendix 2 - SLA - Culbin to Burghead Coast

1:50,000 @ A3





## Appendix 2 - SLA - Burghead to Lossiemouth Coast

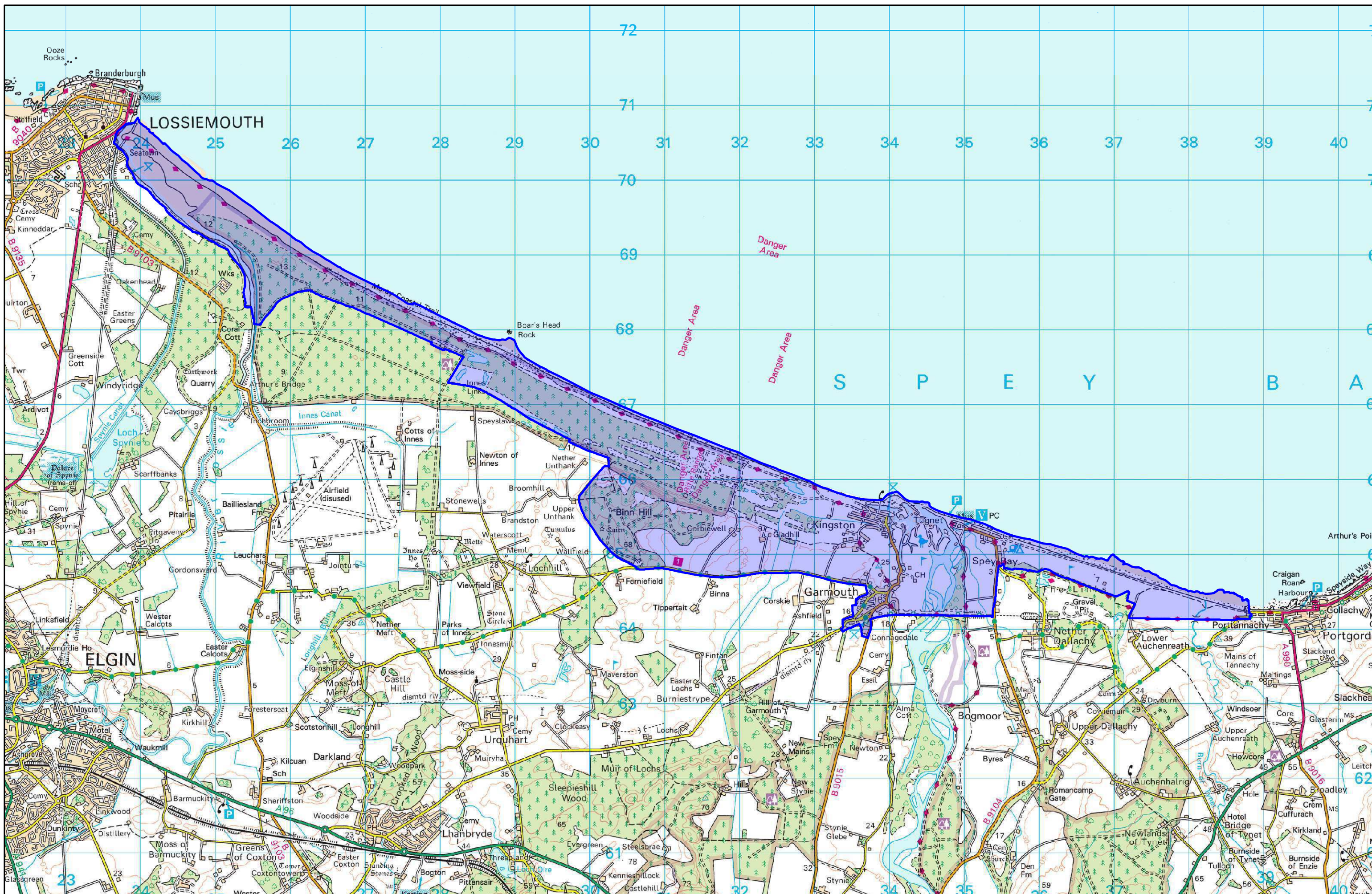
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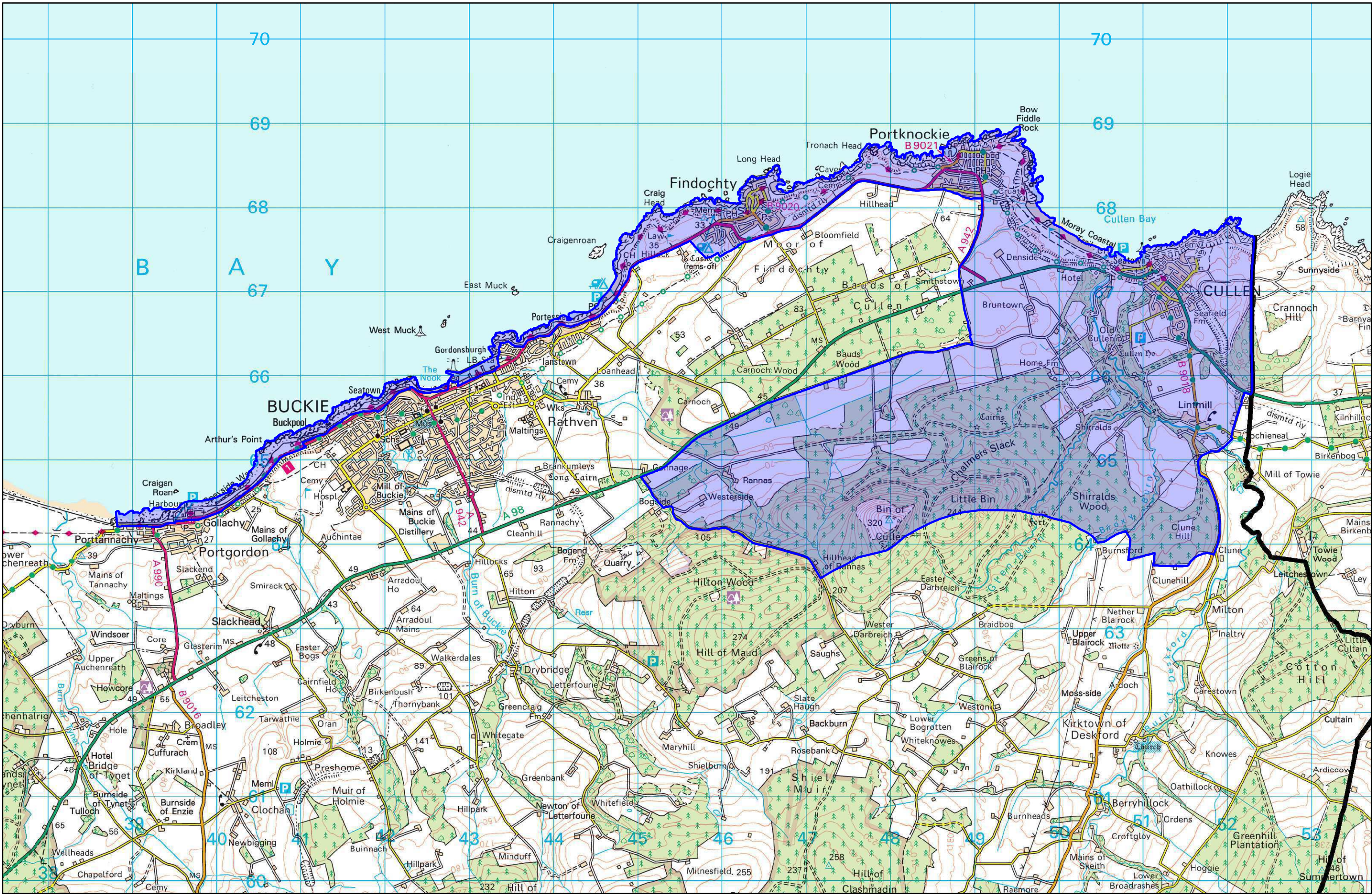




## Appendix 2 - SLA - Lossiemouth to Portgordon Coast

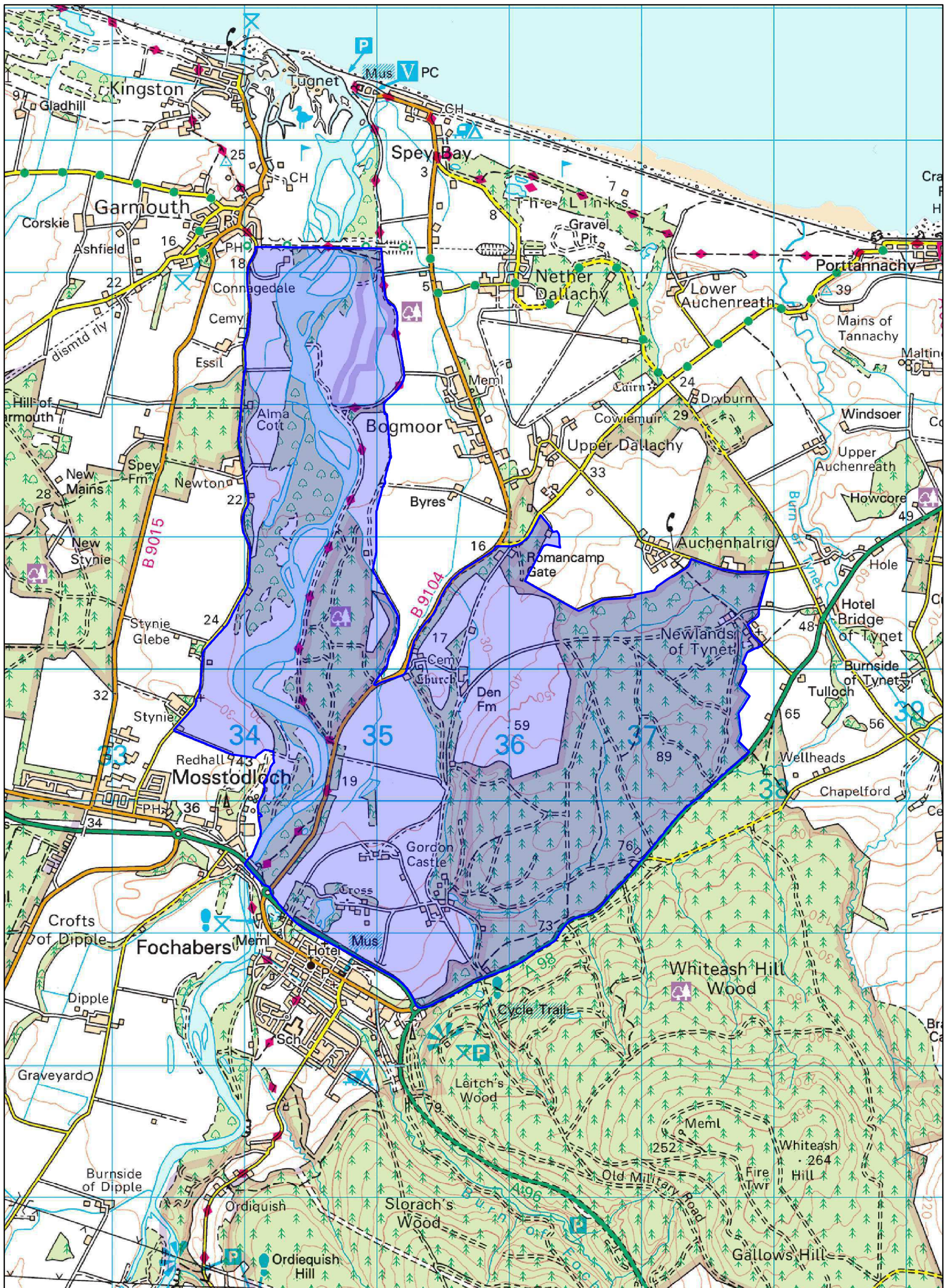






Appendix 2 - SLA - Portgordon To Cullen Coast

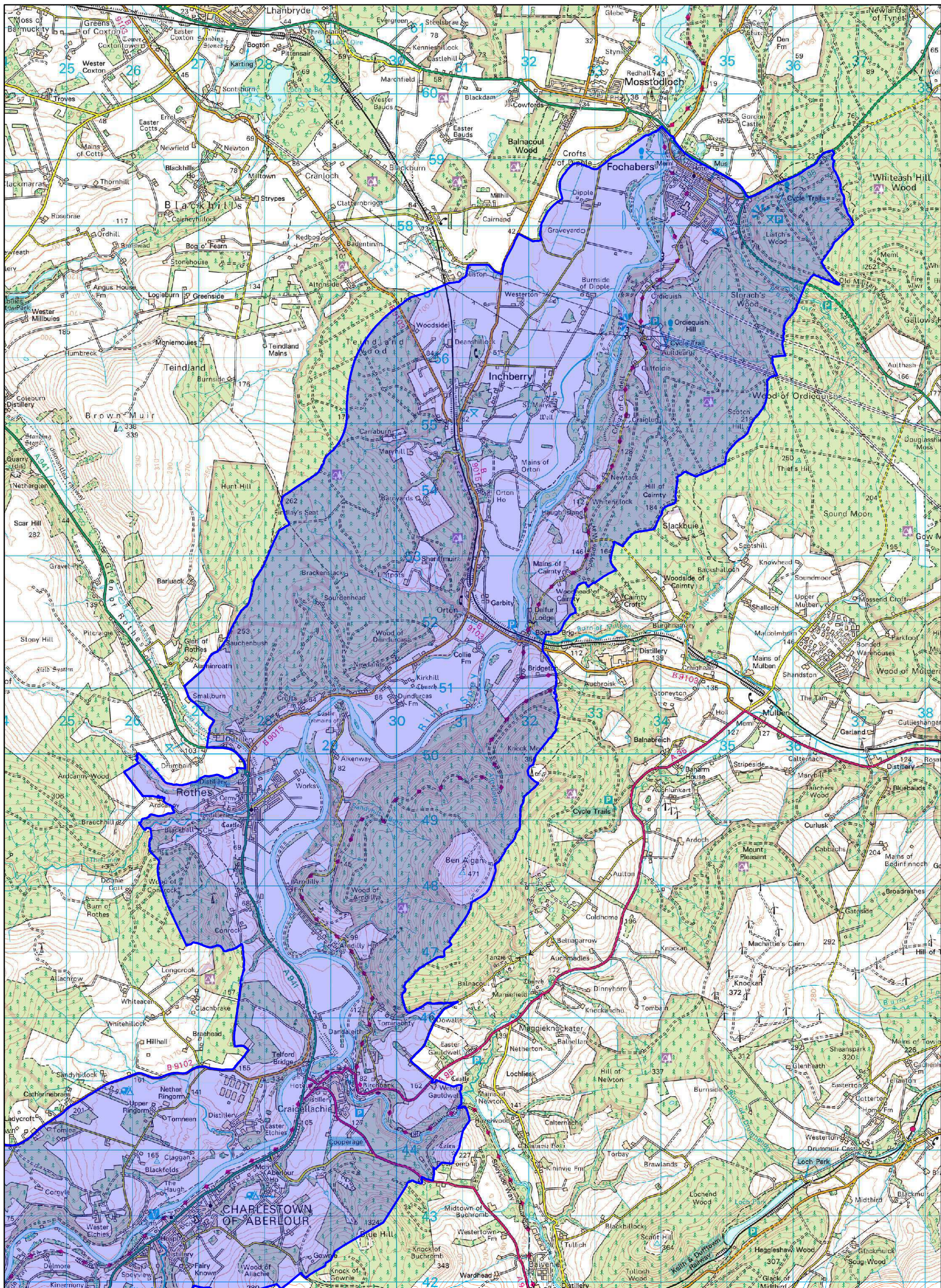




## Appendix 2 - SLA - Lower Spey and Gordon Castle Policies







## Appendix 2 - SLA - The Spey Valley (North)

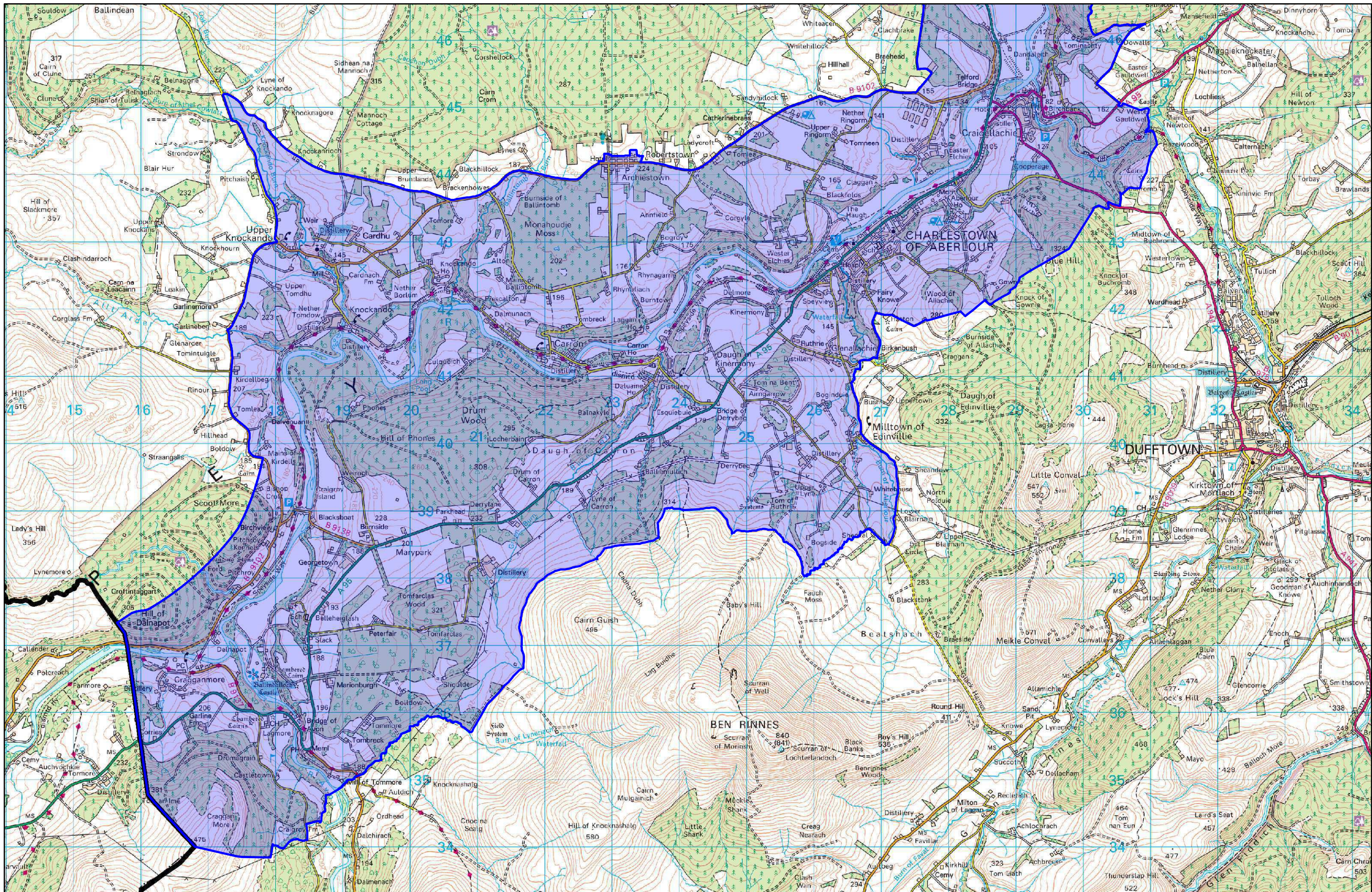
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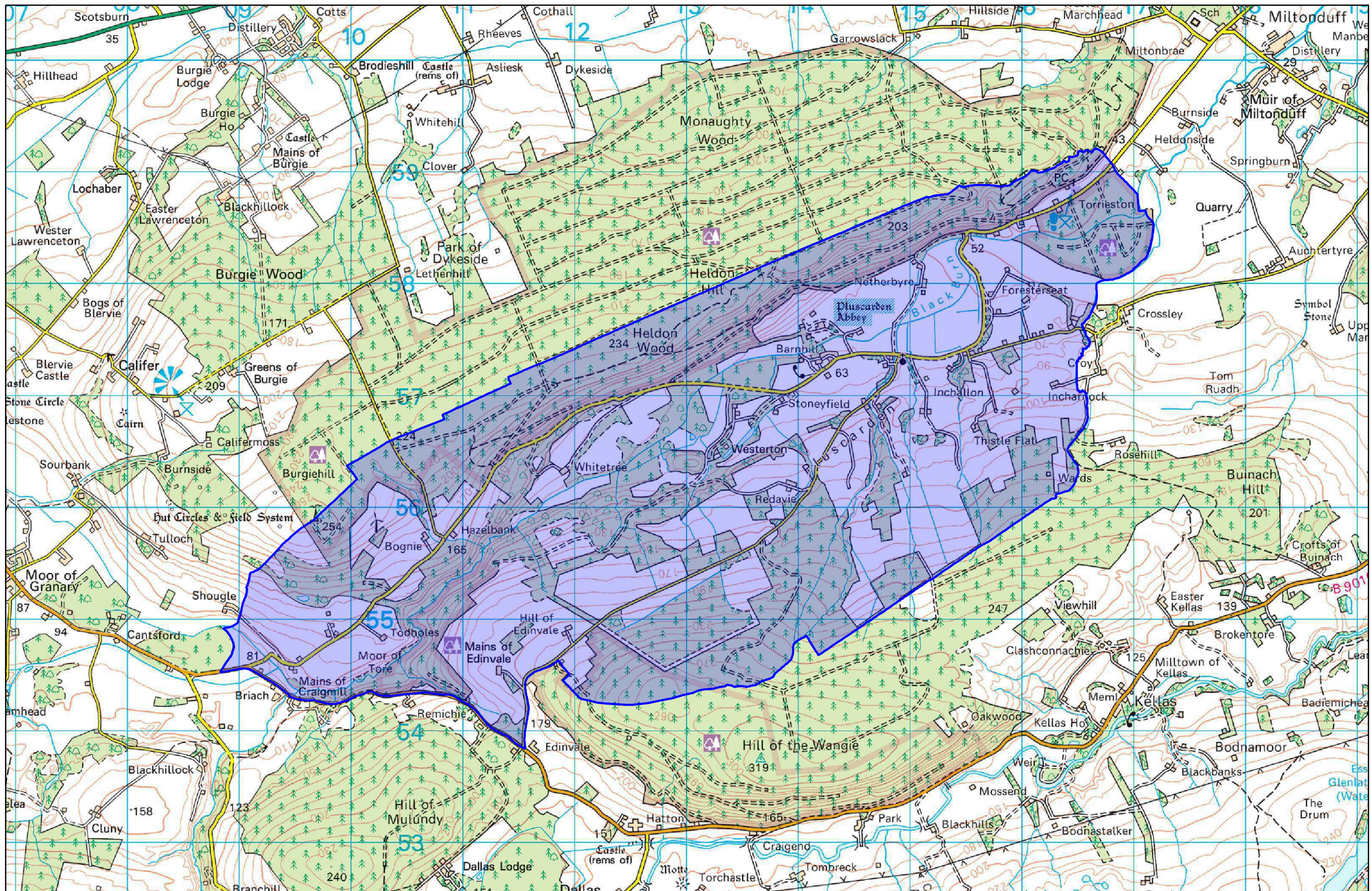
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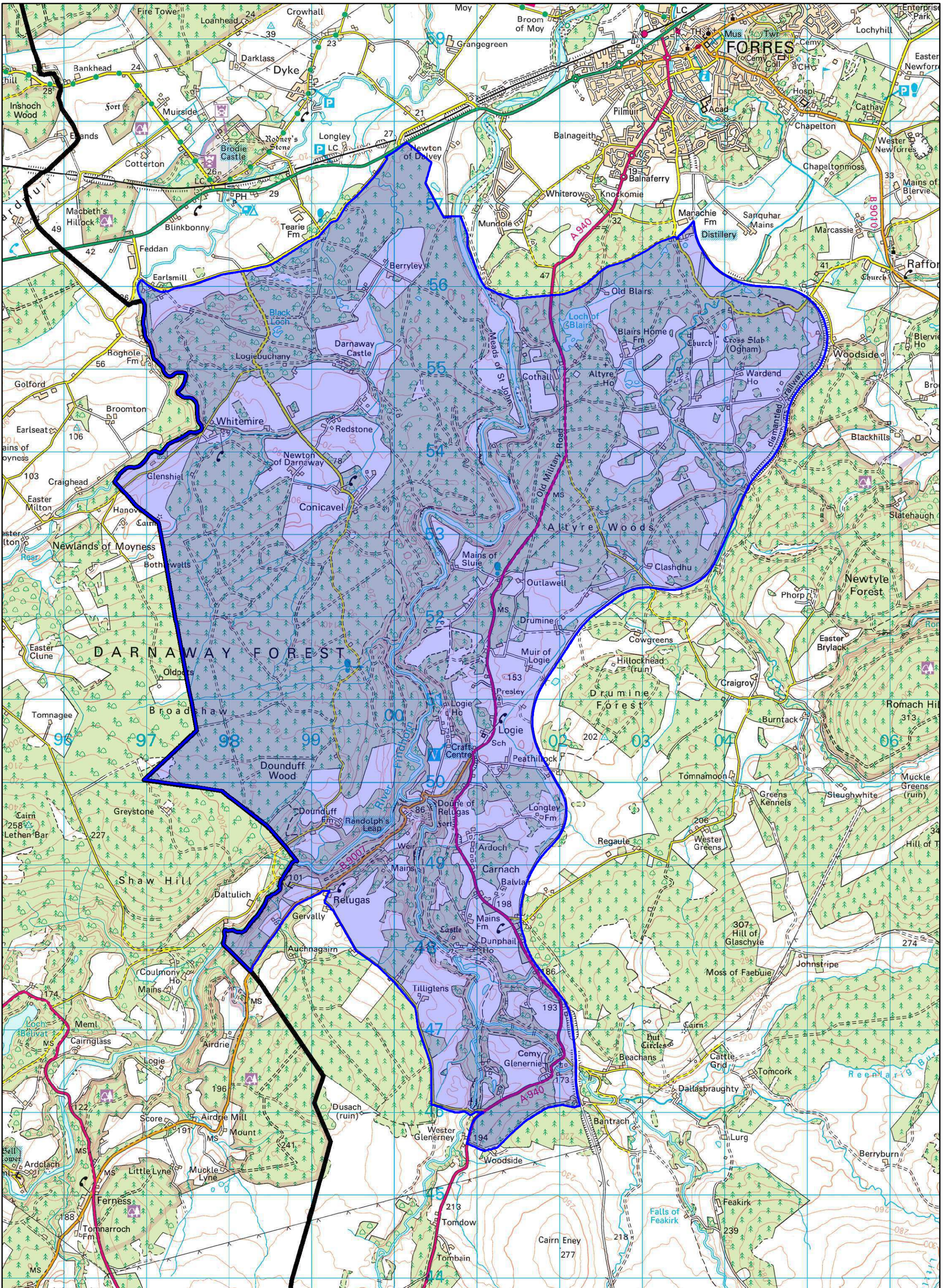












## Appendix 2 - SLA - Findhorn Valley and the Wooded Estates

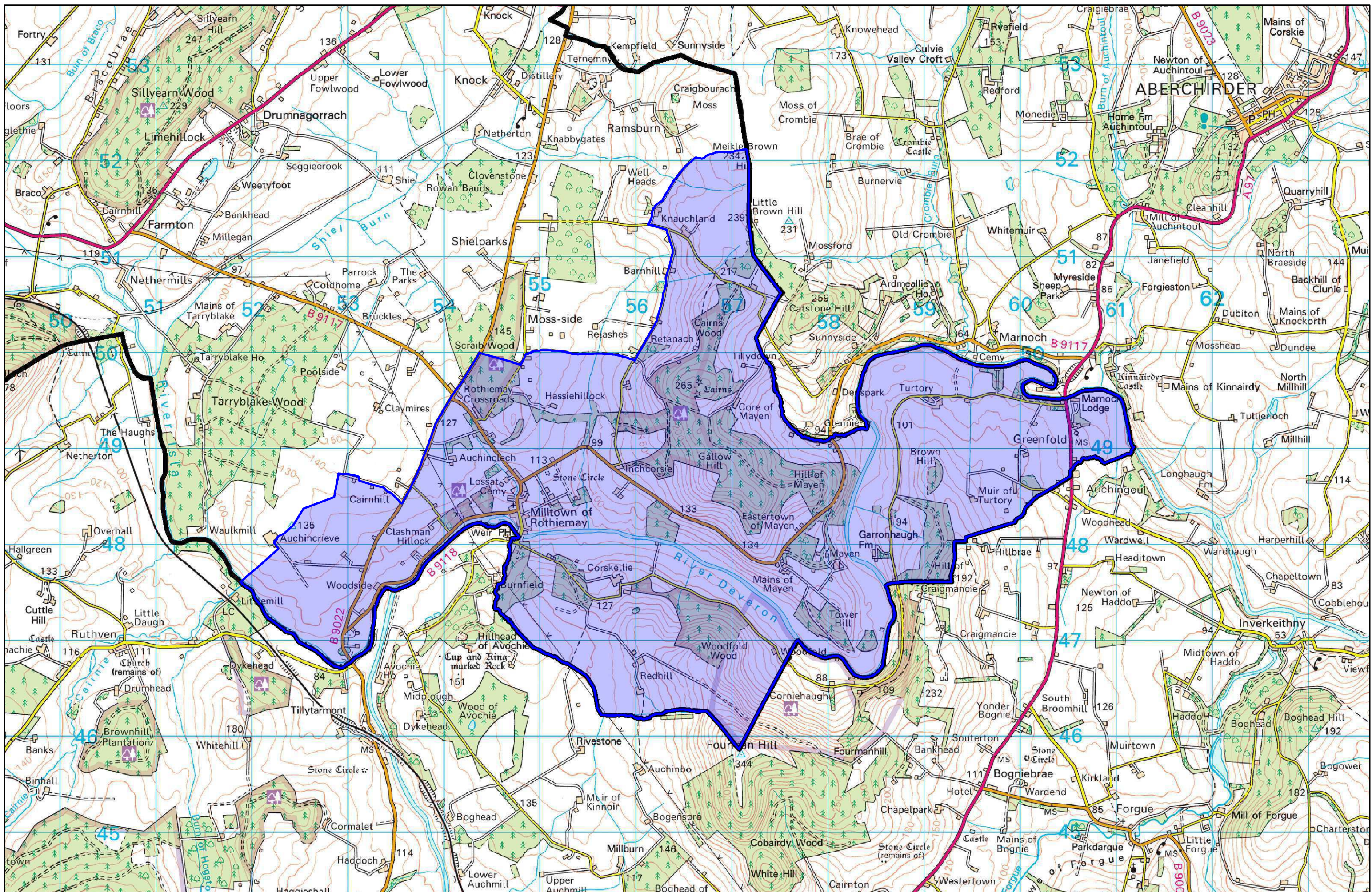
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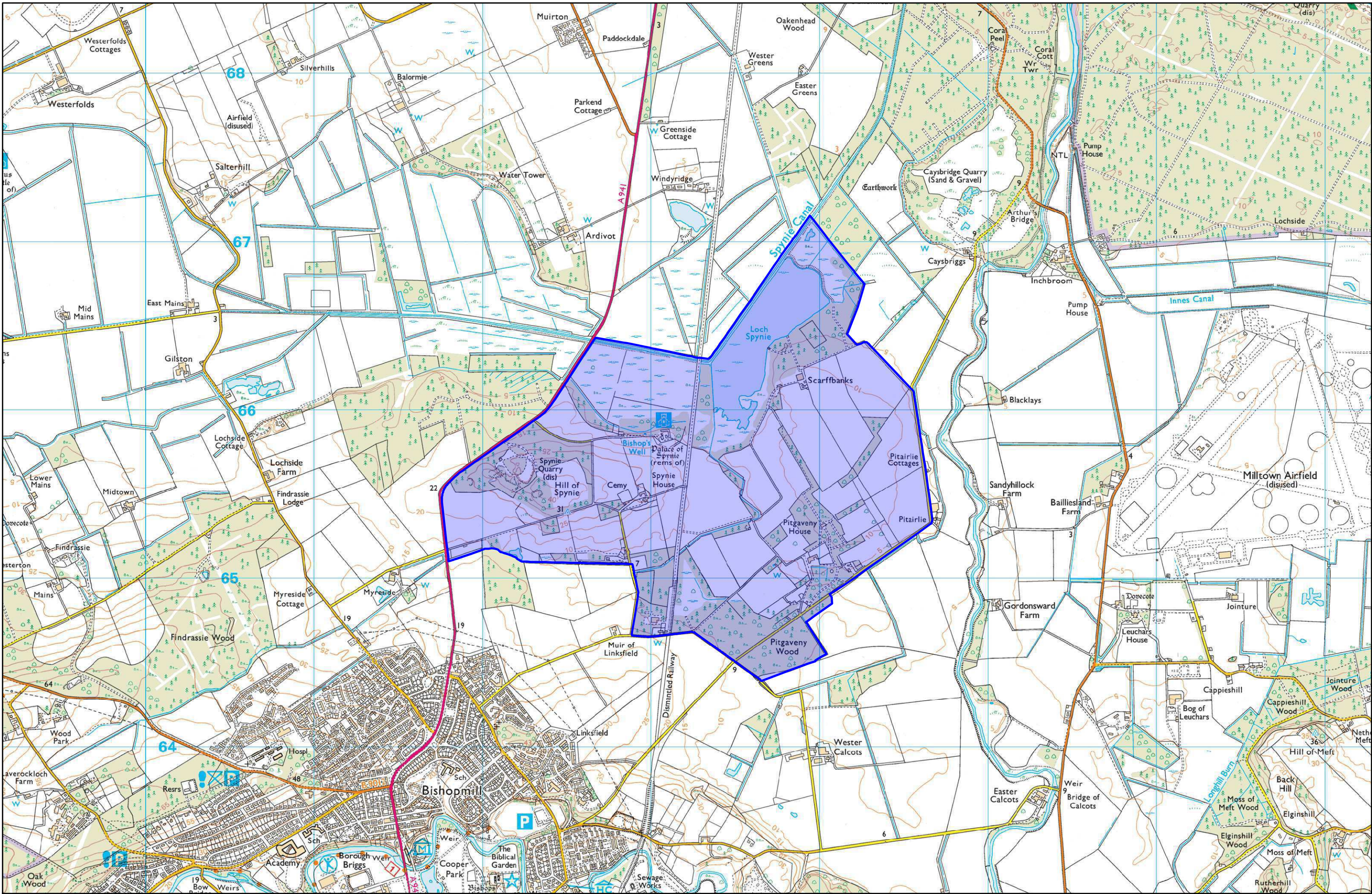
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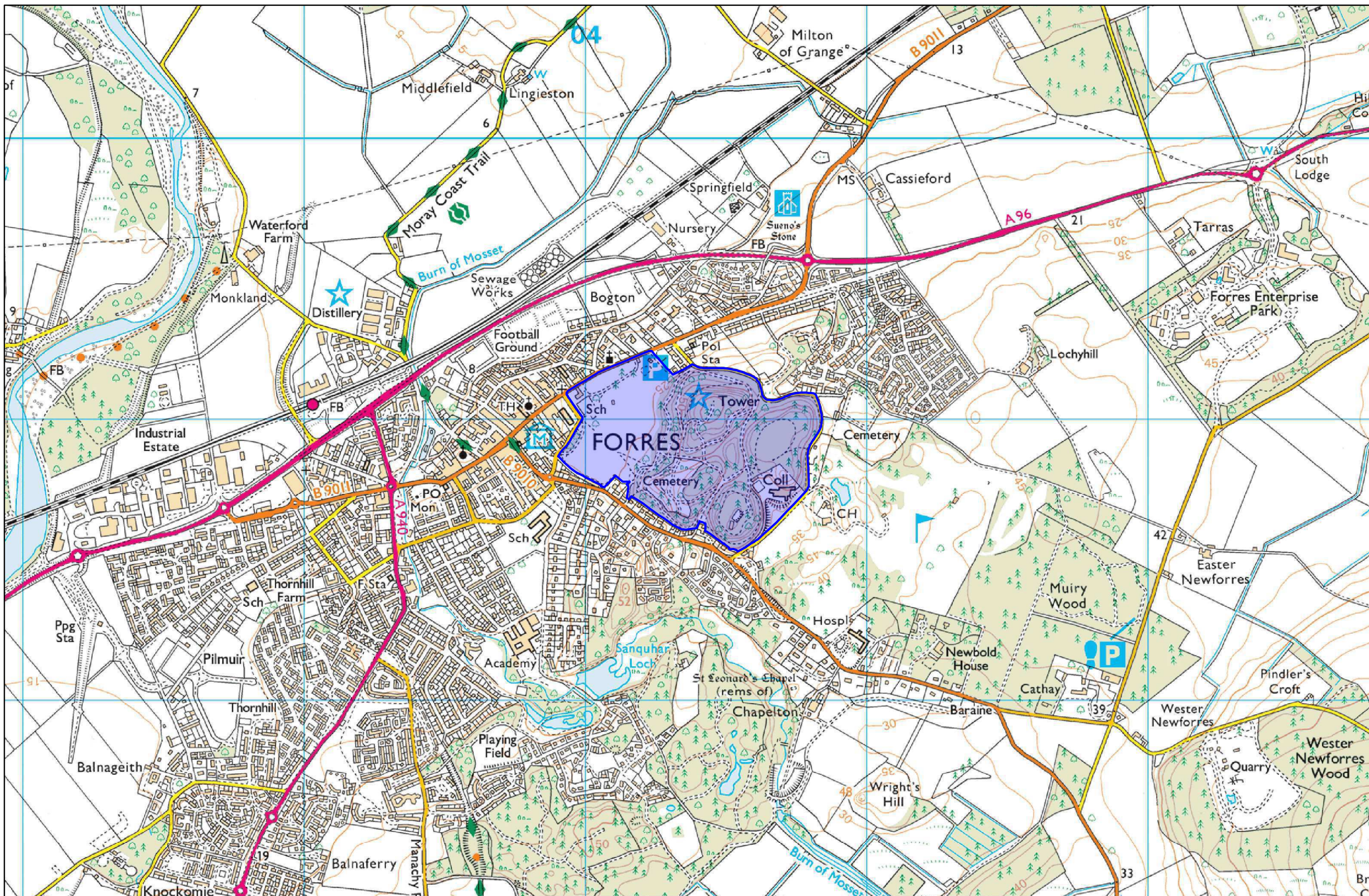




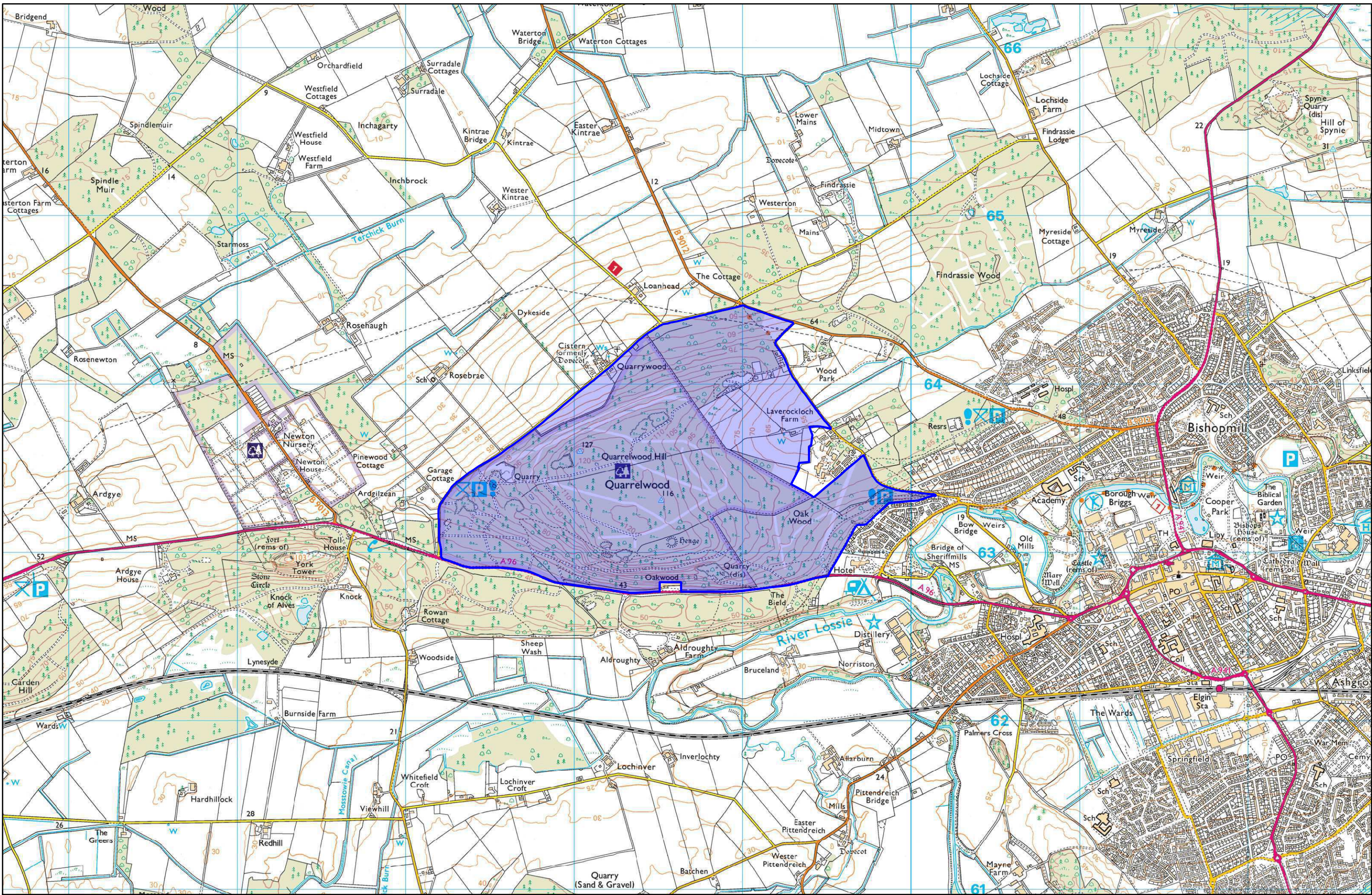


## Appendix 2 - SLA - Spynie



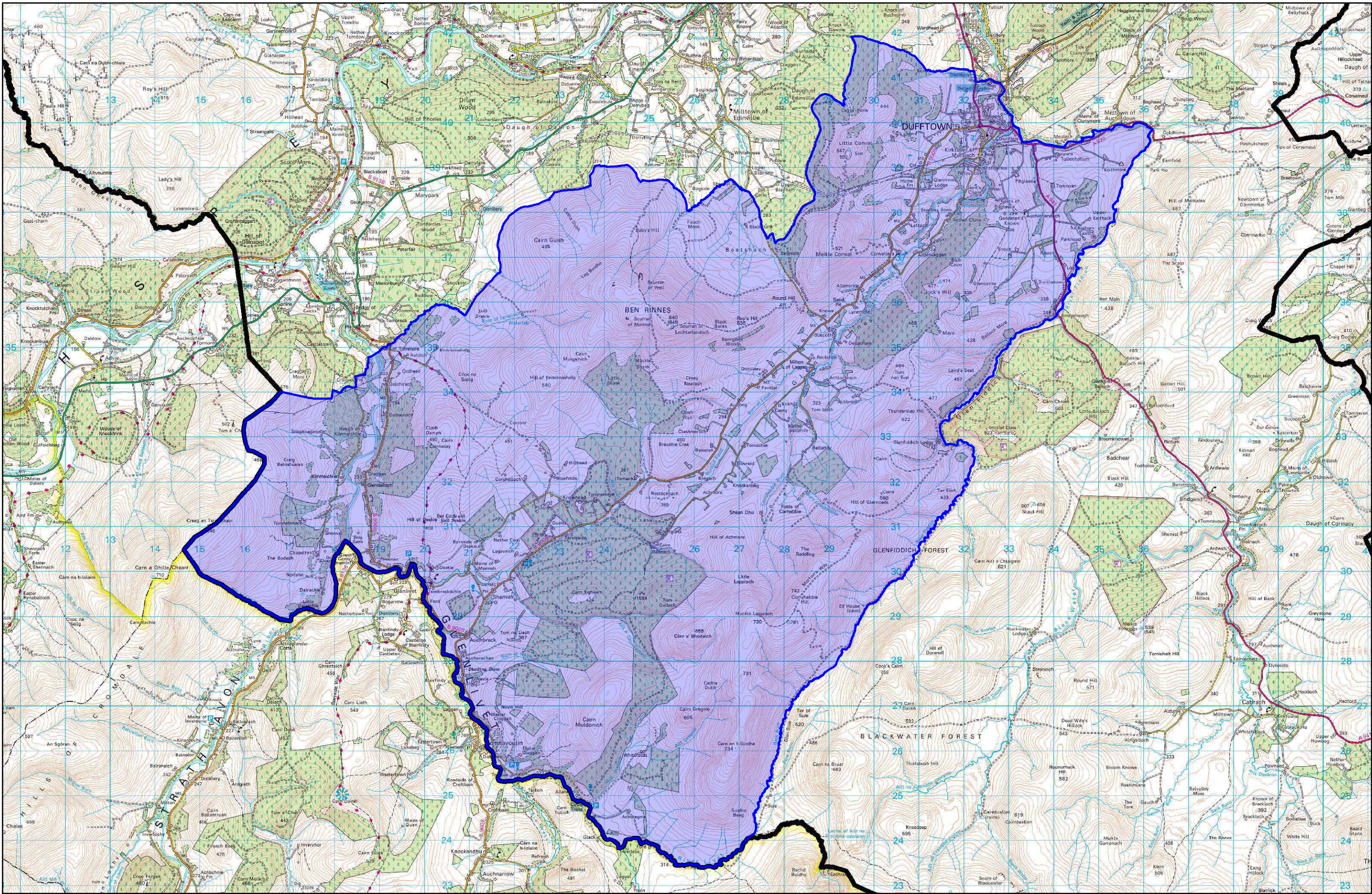






Appendix 2 - SLA - Quarrelwood





Appendix 2 - SLA - Ben Rinnes









**REPORT TO: SPECIAL MEETING OF PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 DECEMBER 2018**

**SUBJECT: MORAY TOWN CENTRE HEALTH CHECKS 2018**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT, PLANNING AND INFRASTRUCTURE)**

## **1. REASON FOR REPORT**

- 1.1 To report the key findings of the Moray Town Centre Health Check 2018 and to ask Committee to consider adopting the Moray Town Centre Health Check Report 2018 as a material consideration in future retail planning policy and planning application decision making.
- 1.2 This report is submitted to Committee in terms of Section III (E) (1) of the Council's Scheme of Administration relating to exercising the statutory functions of the Council as Planning Authority.

## **2. RECOMMENDATION**

**2.1 It is recommended that the Committee agree to:**

- i) **note the findings of the Moray Town Centre Health Check Report 2018;**
- ii) **adopt the Moray Town Centre Health Check Report 2018, as set out in Appendix 1, as a material consideration in future retail planning policy and planning application decision making;**
- iii) **the publication of the Town Centre Health Check Report 2018 on the Planning and Development website pages; and**
- iv) **note that a report will be submitted to the Economic Development and Infrastructure Services Committee for them to consider and note the findings of the Town Centre Health Check Report 2018.**

## **3. BACKGROUND**

- 3.1 Scottish Planning Policy (SPP) indicates the importance of assessing the performance of town centres through health checks. SPP sets out a range of indicators that may be relevant. Paragraph 64 of SPP states the purpose of the health check is to "assess a town centre's strengths, vitality and viability, weaknesses and resilience... to inform development plans and decisions on planning applications. Health checks should be regularly updated, to monitor town centre performance, preferably every two years."



- 3.2 A Town Centre Health Check Framework was developed in 2010 in conjunction with Hargest Planning Ltd and has been used to prepare biennial health checks since 2010. Assessments are undertaken in town centres of Elgin, Forres, Keith, Buckie, and Lossiemouth. The Edgar Road area of Elgin is also assessed. Limited audits were also undertaken in Aberlour, Dufftown, Fochabers, and Rothes.
- 3.3 The Town Centre Health Check data will:
- Provide an evidence base for use in other studies and strategies;
  - Support the preparation and implementation of the Local Development Plan and economic development policies; and
  - Provide a baseline for assessing the impacts of proposed retail development proposals.
- 3.4 The principal sources of information used are as follows:
- Field surveys undertaken during June 2018 to record the occupier of units and the type of use (Space in Use Survey). The survey of an individual town is completed in a single day.
  - Review of Regional Assessor information on floor space.
  - Pedestrian flow surveys undertaken in the last week in June 2018.

This information is then analysed and assessed against the vitality and viability indicators discussed below.

- 3.5 The vitality and viability indicators assessed in the Moray Town Centre Health Check Report 2018 include the following:
- Pedestrian flow
  - Diversity of uses
  - Vacancy rates
  - Retailer representation
- 3.6 Retailer intentions, rate and yield data, consumer surveys and turnover indicators have not been monitored due to the scale and cost of undertaking the survey, the need for specialist consultants and the lack of response in previous studies.

#### **4. MORAY TOWN CENTRE HEALTH CHECK 2018**

- 4.1 The summary below relates to the key findings of the Town Centre Health Check but does not provide a commentary on all the indicators measured. A copy of the full Health Check is included at **Appendix 1**.

##### **ELGIN**

- 4.2 Comparison retailing (i.e. clothes, gifts, furniture, chemists etc.) continues to be the dominant use within Elgin town centre, with leisure uses (i.e. restaurants, cafes, pubs, sports etc.) also making up a large proportion of units. Convenience retailers (i.e. supermarkets, butchers, newsagents etc.) continue to occupy significant floor areas due to large units such as Tesco, Aldi and Marks and Spencer. The town centre has a good mix of independent and national retailers with just over a third of retailers in the town centre being national multiple retailers. The most notable change in 2018 has been the reduction of vacancies on Batchen Street where a number of independent



retailers have occupied previously vacant units. At the time of the survey there was only one vacant unit on Batchen Street and this has now been occupied by Against the Grain.

- 4.3 There has been a notable decrease in vacancies across the town centre suggesting continued confidence in the town centre as a location to do business. The number of vacant units has decreased by 11 units to 25 since 2016, giving a vacancy rate of 10%. 10% is the average generally used in Scotland to indicate the relative health of a town centre. Despite the general improvement in vacancies it is noted that vacant units within the St Giles Centre have continued to increase. Seven units were recorded vacant in 2018 within St Giles Centre compared to three in 2016.
- 4.5 Footfall has generally increased across the town centre with the exception being in the east end of the High Street where the average hourly pedestrian flow decreased by 72 pedestrians/hour. A similar level of decrease was found at the same location in 2016.

### **EDGAR ROAD**

- 4.6 The Edgar Road area of Elgin continues to provide a significant concentration of comparison retailing, with a large proportion (88%) of this being national multiple retailers. Vacancies have increased since 2016 by two units. The majority of vacancies continue to be within the Elgin Retail Park where Topps Tiles closed and there are four units that have never been occupied. There were substantial increases in the average hourly pedestrian flow at Springfield Retail Park with this having increased by 170 pedestrians/hour since 2016. The average footfall at Edgar Road is 38% of the average found at the Plainstones in Elgin but significantly higher than other count locations within the town centre. Footfall has consistently increased at Edgar Road since 2012 however 2018 saw a particularly substantial increase compared to other years, part of which could be due to the exceptionally sunny weather.

### **FORRES**

- 4.7 Comparison retailing and retail services are the dominant use within Forres town centre but leisure uses also make a significant contribution. Retail service (i.e. salons, post office, dry cleaners etc.) uses have increased by six in comparison to 2016. The number of vacant units has decreased from nine units in 2016 to three giving a vacancy rate of 3%. Whilst there has been a reduction in vacant retail units there are many non-retail units including the former Royal Bank of Scotland that are vacant. The condition of some of these, particularly the longer term vacancies, has a negative impact on perceptions of the town centre. Footfall increased at both count locations in comparison to 2016.



## KEITH

- 4.8 In 2016 Keith had shown improved signs of vitality and viability however the 2018 survey showed vacancy levels similar to 2012 and lower footfall on Mid Street. Vacancies increased from five units in 2016 to nine in 2018 giving a vacancy rate of 11.2%. New vacancies have included long established local furniture retail Third Brothers, Be So Crafty, The Cozy Neuk and Happy Cones. Whilst vacancies have increased there are some new occupiers particularly in the Leisure and Retail Services categories. Footfall on Mid Street fell from an average of 180 per hour in 2016 to 165 in 2018. Footfall has fallen at this location on each survey year since recording started in 2010.

## BUCKIE

- 4.9 In 2016 Buckie had performed relatively well however vacancies increased by two units in 2018 giving a vacancy rate of 12.3%. Closure of long established local retailer Cruickshanks, which occupied a large unit, has resulted in a significant increase in vacant floor space. New occupiers have tended to be within the Retail Services category with a new barber and tattoo shop opening. Bank closures have also impacted on the town centre. Average hourly footfall fell slightly on the High Street but increased at East Church Street by an average of 82 pedestrians/hour.

## LOSSIEMOUTH

- 4.10 Leisure continues to be the dominant use in Lossiemouth and there has been an increase in Retail Service uses. Vacancies have decreased by one, and the vacancy rate is now 9.2%. The average hourly pedestrian flow decreased significantly at both locations. It is unclear why such a big drop occurred and the 2020 survey will help to determine if this is an anomaly or a trend.

## SMALLER SETTLEMENTS (ABERLOUR, DUFFTOWN, FOCHABERS AND ROTHES)

- 4.11 A significant proportion of the uses in all towns are Leisure Services (pubs, cafes, restaurants, hotels, sports facilities etc.), with Comparison and Retail Services also contributing to the mix. Vacancies rates in Aberlour, Dufftown, and Fochabers are all two units or less, giving a vacancy rate below 10%. In Rothes vacancies increased from two units in 2016 to three in 2018, resulting in a vacancy rate of 11%.

### Summary Table of Key Findings

Town	Comparison		Convenience		Retail Service		Leisure Service		Vacancy		Vacancy Rate		% of National Multiples	
	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016
Elgin	90	86	19	18	51	47	65	65	25	36	10	14.3	34	34
Edgar Road	21	20	2	2	2	3	4	3	7	5	19.4	15.6	88	75
Forres	28	29	15	13	27	21	23	23	3	9	3	9.3	18.5	20.6
Keith	26	27	13	13	13	12	19	18	9	5	11.2	6.7	13.5	9.6
Buckie	27	28	8	7	16	15	20	21	10	8	12.3	10.3	25	28
Lossiemouth	10	10	6	6	12	9	21	18	5	6	9.2	15.7	7.1	8



Aberlour	7	7	4	5	5	4	10	9	1	0	3.7	0	6	7
Dufftown	7	10	7	6	4	4	19	18	2	4	5.1	9.5	11	10
Fochabers	9	7	4	4	2	3	9	9	1	1	4	4	13	14
Roths	6	7	3	3	2	2	9	9	3	2	11	8.7	18	16.6

## 5. **SUMMARY OF IMPLICATIONS**

### (a) **Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

Maintaining vital and viable high streets and town centres supports a growing, diverse and sustainable economy. The town centre health check can provide an evidence base for the development of policies and strategies to support town centres.

### (b) **Policy and Legal**

Scottish Planning Policy stresses the importance of monitoring the performance of town centres.

If approved by the Committee the Moray Town Centre Health Check Report 2018 would be a material consideration in any relevant future planning applications.

### (c) **Financial implications**

None.

### (d) **Risk Implications**

The risk of not monitoring the health of town centres would be an out of date evidence base being used for preparing strategies.

### (e) **Staffing Implications**

The collection and assessment of data has been undertaken by Moray Council staff.

### (f) **Property**

None.

### (g) **Equalities/Socio Economic Impact**

There are no direct implications arising from this report.

### (h) **Consultations**

The Corporate Director (Economic Development Planning & Infrastructure), the Head of Development Services, Legal Services Manager (Property and Contracts), the Equal Opportunities Officer, and Lissa Rowan (Committee Services Officer) have been consulted, and comments received have been incorporated into the report.

## 6. **CONCLUSION**

### 6.1 **Town Centre Health Checks have been undertaken every two years since 2010. This has allowed various indicators to be monitored over time and data to be used as an evidence base for developing policy and**



strategies to support town centres. The 2018 results have seen improvements and decline on some indicators. Generally most town centres provide a wide variety of uses across retailing types with a mix of national and multiple retailers. There have been decreases in vacancies in Elgin, Forres and Lossiemouth, and increases at Edgar Road, Keith, and Buckie. Footfall increased in Elgin, Edgar Road and Forres but decreased in Lossiemouth. In Keith footfall decreased on Mid Street and increased slightly at the access to Tesco. In Buckie there were increases in footfall on East Church Street but a small drop on the High Street.

- 6.2** It is recommended that the Committee note the findings of the Health Check 2018 and adopt the Moray Town Centre Health Check Report 2018 as a material consideration in future retail planning policy and planning application decision making.

Author of Report: Rowena MacDougall, Planning Officer  
Background Papers:  
Ref:



## **Moray Town Centre Health Check Assessment 2018**

For further information, please contact:

Rowena MacDougall Tel: 01343 563265, email: [Rowena.macdougall@moray.gov.uk](mailto:Rowena.macdougall@moray.gov.uk)



## Executive Summary

In 2018, Moray Council undertook a series of Town Centre Health Check assessments in Moray. These were in line with the framework established in 2010 with Hargest Planning Ltd. Whilst the study undertaken in 2010 was wider including a retail model and household/shopper surveys the 2018 study focuses only on a number of the key Vitality and Viability indicators. This provides a baseline of information as part of the on-going programme of health check assessments.

Assessment was undertaken in the town centres of Elgin, Forres, Buckie, Keith and Lossiemouth. The Edgar Road area of Elgin is also assessed. Limited assessment was undertaken in Aberlour, Dufftown, Fochabers and Rothes.

The report does not seek to provide an interpretation of the information obtained- its role is to provide the base information for other studies/analysis to interpret.

### Summary Table of Key Findings

A summary table of key findings is set out below.

Town	Comparison		Convenience		Retail Service		Leisure Service		Vacancy		Vacancy Rate		% of National Multiples	
	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016	2018	2016
<b>Elgin</b>	90	86	19	18	51	47	65	65	25	36	10	14.3	34	34
<b>Edgar Road</b>	21	20	2	2	2	3	4	3	7	5	19.4	15.6	88	75
<b>Forres</b>	28	29	15	13	27	21	23	23	3	9	3	9.3	18.5	20.6
<b>Keith</b>	26	27	13	13	13	12	19	18	9	5	11.2	6.7	13.5	9.6
<b>Buckie</b>	27	28	8	7	16	15	20	21	10	8	12.3	10.3	25	28
<b>Lossiemouth</b>	10	10	6	6	12	9	21	18	5	6	9.2	15.7	7.1	8
<b>Aberlour</b>	7	7	4	5	5	4	10	9	1	0	3.7	0	6	7
<b>Dufftown</b>	7	10	7	6	4	4	19	18	2	4	5.1	9.5	11	10
<b>Fochabers</b>	9	7	4	4	2	3	9	9	1	1	4	4	13	14
<b>Rothes</b>	6	7	3	3	2	2	9	9	3	2	11	8.7	18	16.6



## 2. Vitality & Viability Indicators

This analysis focuses on an assessment of the performance of the 'town centres' of Elgin (and also Edgar Road), Forres, Keith, Buckie and Lossiemouth. In addition, limited audits were carried out for Aberlour, Dufftown, Fochabers and Rothes. This report provides an assessment of existing 'town centre' uses in line with Scottish Planning Policy (SPP) criteria.

'Vitality' is a measure of how lively and busy a town centre is. 'Viability' is a measure of capacity to attract ongoing investment for maintenance, improvement and adaptation to changing needs. Together these measures give an indication of the health of a town centre and, when used consistently over a period of time can demonstrate changes in performance.

A brief description of key Vitality and Viability Indicators assessed in this report are provided below.

**Pedestrian flow** can be defined as the movement of people past a particular location over a specified period of time (e.g. average hourly counts). Plans of the footfall survey locations are provided in Appendix II.

**Diversity of Uses** surveys have been undertaken, which comprise an analysis of the mix of uses within the centres and the quantum of floor space they occupy. Floor space data from the Regional Assessor is used where available. A table showing GOAD categories is included in Appendix III.

**Retailer representation** is a recording and assessment of those retailers located within the town centre in terms of identity and type (e.g. multiple or independent retailers).

**Vacancy rates** can be defined as either the number of units or amount of vacant floor space not in occupation, expressed as a percentage of the total number of retail units or floor space in a centre. Vacancies are measured for vacant Comparison, Convenience, Retail Services and Leisure Services only. A measurement of the length of retail frontage that is vacant is also given. This is an indicator of the impact that vacancies have on the appearance and feel of a centre.



### 3. Elgin Town Centre Health Check

Changes since 2016 have included occupation of almost all units on Batchen Street with Alluring Boutique, Sirolgy, The Candy Shop, Clic Nail Studio, Razor Sharp, 19 Crepes and Coffee and Sugar Plum all having opened in the two year period. The “Buzz on Batchen Street” branding was evident on the survey day. Trespass, Blackbridge Furnishers, and Auto Save have also located within the town centre. As with previous years there have been a number of hair and beauty salons opened. The previous trend for new electronic cigarette/vaping shops and independent shops offering mobile/pc repairs has tailed off but the existing units have been retained in the town centre.

Whilst overall vacancies have decreased, new vacancies were recorded within the St Giles Centre including the former Semi Chem, Hair Zone, and Proper Pasty units. This has contributed to continuing high vacancy rates within the centre. National retailer Poundworld also left the High Street prior to the company going into administration. Long established local retailer Relax and Charlies Shoes also closed, although it is noted that since the survey date Relax has been reoccupied and work has begun to refurbish Charlies Shoes.

It is encouraging that footfall has generally increased across the High Street. At the east end of the High Street footfall fell to similar levels found in 2014.

#### Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Thursday 28<sup>th</sup> June 2018. Pedestrian footfall data was collected at six positions as set out below and shown on the plans in Appendix II.

#### Details of Elgin Town Centre Footfall Survey Locations

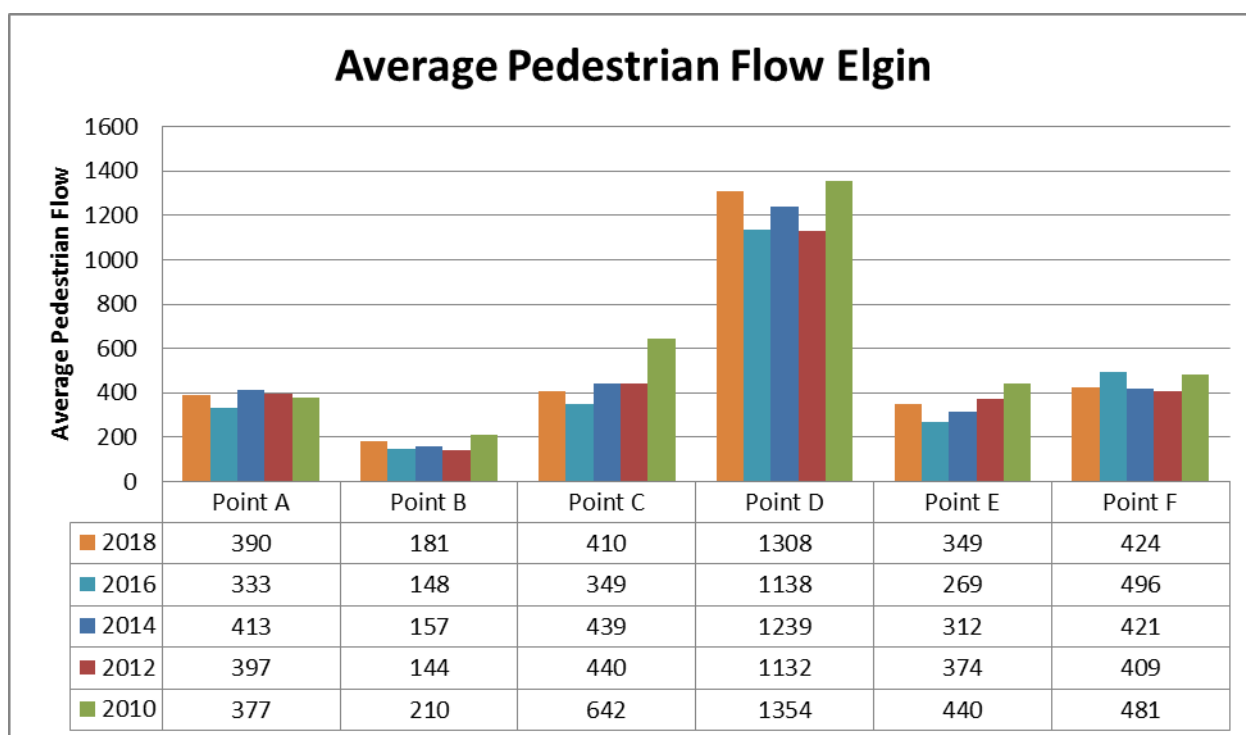
Enumeration Point	Location
A	A96 Underpass
B	West end of High Street (No. 239 High Street)
C	Thunderton Place (No. 5 Thunderton Place)
D	High Street (No. 139 High Street)
E	South Street (No. 58 South Street)
F	East end of High Street (No. 38 High Street)

Of the six locations, the position opposite Boots in the High Street (Point D) recorded the busiest footfall. The lowest pedestrian flow count in the town centre was recorded at the western end of High Street (Point B). This is consistent with previous year’s studies.

Comparison to the footfall survey undertaken in 2016 shows increases across all point with the exception of Point F at the east end of the High Street. The biggest differences between 2016 and 2018 are at point E on South Street where a 29% increase in average footfall was seen. At point F (east end of High Street) footfall fell by around 14%. The weather on the date of the 2018 survey was very hot and sunny. It is notable that whilst the 2016 survey had similar conditions (albeit not as high temperatures) the survey in 2016 was undertaken on the day of the EU referendum.



## Elgin Average Hourly Flow 2010/2012/2014/2016/2018 comparison



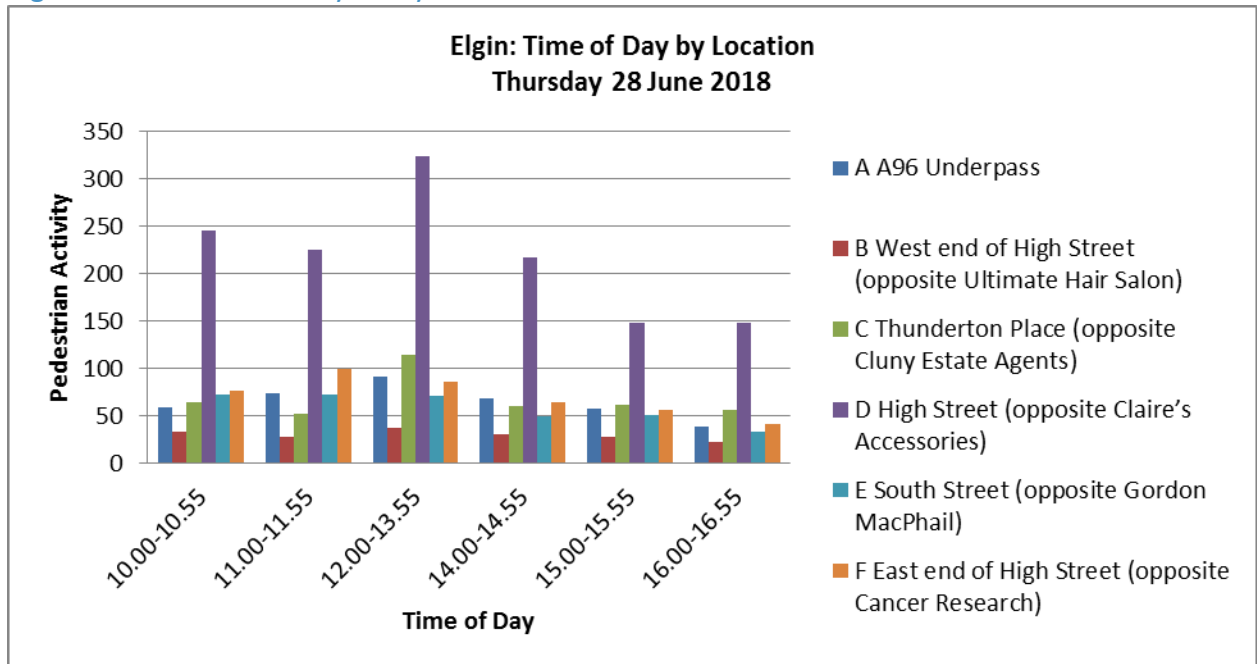
Analysis of different times of the day shows that peak footfall was between 11.00 and 14.00. This differs slightly from 2016 when the peak was only between 12.00-14.00.

## Elgin Footfall- Time of Day Analysis

	Enumeration Point	10.00-11.00	%	11.00-12.00	%	12.00-14.00	%	14.00-15.00	%	15.00-16.00	%	16.00-17.00	%
A	A96 Underpass	58	14	70	17	73	18	70	17	96	23	46	11
B	West end of High Street	21	13	23	15	35	22	24	15.5	24	15.5	30	19
C	Thunderton Place	70	16	89	20	88	20	69	16	48	11	75	17
D	High Street	180	14.5	247	20	325	26	181	14.5	160	13	146	12
E	South Street	63	20	57	18	50	16	47	15	46	15	49	16
F	East end of High Street	61	14.5	128	30	66	16	55	13	58	14	53	12.5
	<b>Total</b>	<b>453</b>	<b>15</b>	<b>614</b>	<b>20.5</b>	<b>637</b>	<b>21.5</b>	<b>446</b>	<b>15</b>	<b>432</b>	<b>14.5</b>	<b>399</b>	<b>13.5</b>

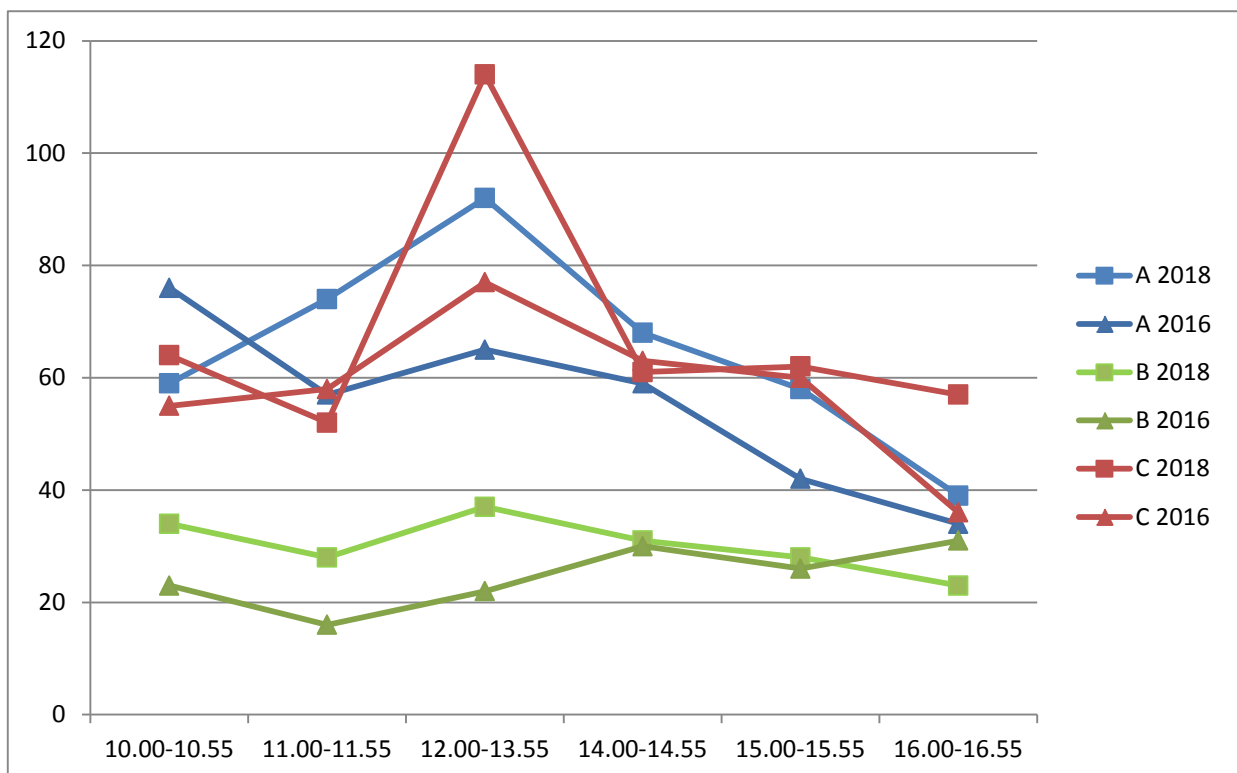


## Elgin Footfall- Time of Day Analysis

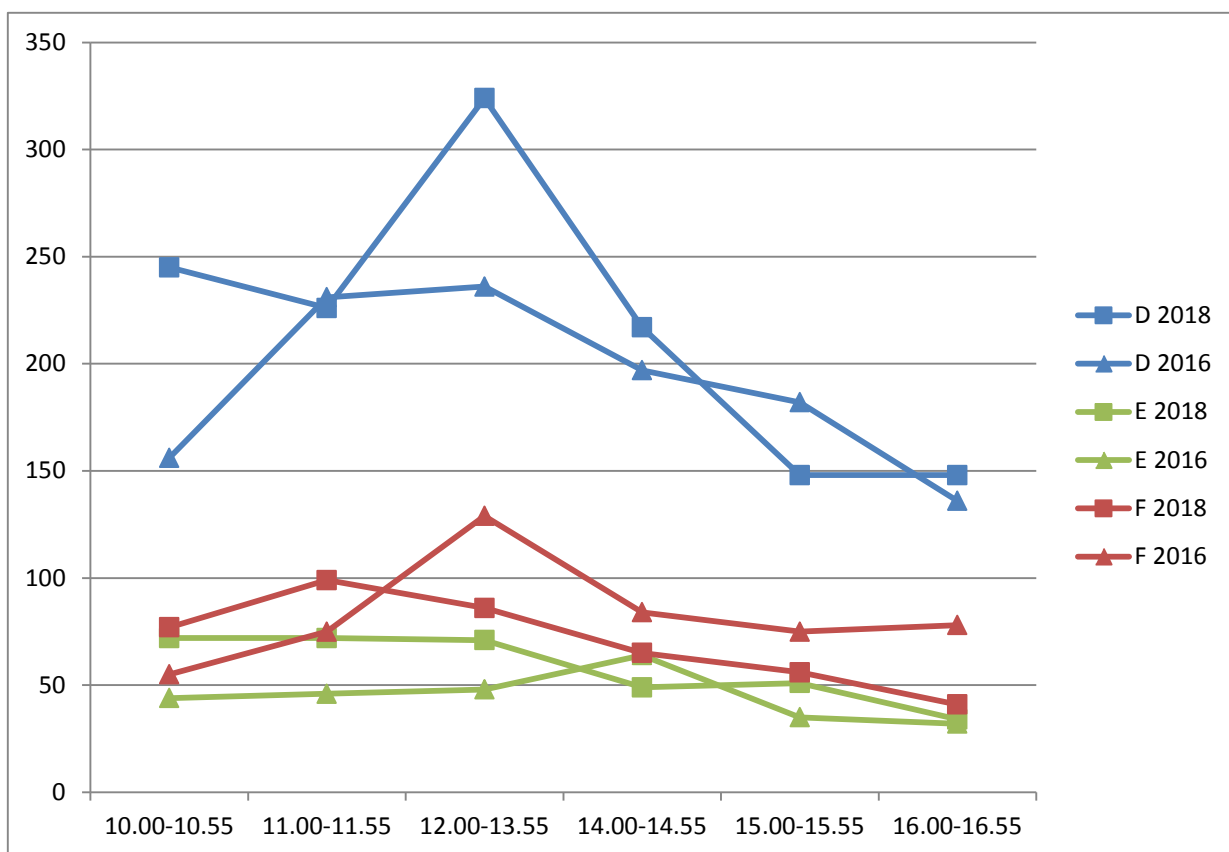


Broadly the variation in pedestrian footfall across the day has remained the same to previous years surveys.

## Elgin Pedestrian count 2016-2018 Comparison







## Diversity of Uses

Survey of the town centre indicates a wide range of different uses and types of property.

The dominant use within Elgin town centre continues to be Comparison retailing (e.g. clothing; footwear; electrical goods etc.). There is also a significant proportion of Retail Services within the town centre (e.g. hairdressers; beauticians; travel agents) and Leisure Services (e.g. hotels; pubs; restaurants; cinemas). There are a smaller proportion of Convenience shops (e.g. supermarkets; grocery stores etc.) but some of these have large floor areas e.g. Tesco. The town centre includes a range of other local businesses predominantly in the Financial and Business Services sector such as solicitors, accountants and property agents.

The overall mix of uses and the quantum of floor space they occupy is summarised in the table below with the 2016 results alongside.



## Elgin- Diversity of Uses

Summary of Elgin Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	90	24299.9	86	23765.5
Convenience	19	15728.3	18	15682.5
Retail Service	51	4846.5	47	4598.3
Leisure Service	65	16331.6*	65	15867.6*
Financial & Business Service	38	8141.4	39	8357.4
Health & Medical	11		11	
Public Service	25		21	
Religious Service	5		5	
General Office Use	30		28	
Vacancy	25	6127.3*	36	7991*
<b>Total</b>	<b>359</b>	<b>75475</b>	<b>356</b>	<b>76262.3</b>
<b>Notes:</b>				
<b>*The Regional Assessor does not hold floor space data for Hotels and Public House premises</b>				

There have been some changes to the categorisation of certain uses to improve consistency between towns. These adjustments as the study progresses account for some of the differences between categories.

### Retailer Representation

There are a number of national multiple retailers located within Elgin, including Marks & Spencer, WH Smiths and M&Co. Site surveys revealed 54 national (Scottish/UK) multiples in the town centre out of a total of 160 comparison, convenience, and retail service outlets – that is 34%. This is a similar level to 2016.

In addition to the multiple retailers, the town centre has a good provision of independent/specialist retailers. South Street, Batchen Street and Commerce Street accommodate a collection of independent stores in smaller retail units providing a more bespoke range of services. It is notable that in 2016 there were six vacant units on Batchen



Street and at the time of the survey there was only one (which is now occupied by Against the Grain).

Within the defined town centre boundary there are a number of food stores, the largest of which are the 9,887.8 sq m (net) Tesco on Blackfriars Road, the 1,559 sq m Marks & Spencer's store on High Street and the 1,509 sqm Aldi store. Both Tesco and M&S have a substantial portion of floor space for Comparison goods as well as Convenience. This has all been classed as 'Convenience' floor space above.

7 (4.3%) units in the town centre were identified to be charity shops. This is the same level as 2016.

One of the biggest changes highlighted in the 2016 was the increase in Electronic Cigarette or "vaping" outlets and independent shops offering mobile/pc repairs and accessories. Whilst the number of units has not increased these uses have not reduced since 2016.

### Vacancy Rate

A site survey by Moray Council planning staff during June 2018, confirmed the number of vacant units stood at 25<sup>1</sup>, as illustrated above. Vacancies account for 10% of the total number of Comparison, Convenience, Retail and Leisure Service units within the centre. This is a significant decrease from 2016 when 36 units were recorded. As a rule of thumb 10% is used in Scotland to indicate the relative health of a town centre. New occupiers include Tresspass, Blackbridge Furnishers, Sirolgy, Alluring Boutique, The Candy Shop and several hair and beauty salons.

New vacancies since 2016 include national retailers such as Semi Chem, and Poundworld. In addition to the nationals a number of independent retailers have also accounted for new vacancies including Baggs, Hair Zone, Relax, Proper Pasty Co and Charlies Shoe Shop. There are a number of units which have remained vacant for several years including 186 and 188 High Street, 57-61 South Street (Old Junners) and 63 South Street. Within the St Giles Centre there is a notably high level of vacancies, this is the highest level recorded since 2010. Since the survey was completed in June there has been activity in some of the vacant stores for example The Works has opened in the old Clintons on the High Street, Against the Grain opened on Batchen Street, and Imagine has opened in the old Relax unit.

Floor space data obtained from the Regional Assessor indicates that there is approximately 6127.3 sq m of vacant floor space with Elgin town centre. There is approximately 110 m of vacant retail frontage in the town centre (figure obtained by scaling off OS-base plans). This figure equates to approximately 8.5% of the retail frontage of the traditional shopping streets in the town centre- (e.g. the core retail area of High Street; Commerce Street;

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<sup>1</sup> It should be noted that vacancies are measured for vacant Comparison; Convenience; Retail Service; and Leisure Service outlets only and is based on their last use. Therefore, vacant banks or estate agents are not included.



Batchen Street; South Street and Thunderton Place). This is a decrease from 13.44% in 2016.

### Elgin Summary

Elgin town centre is an attractive centre which plays an important role in the region. Since 2016 there have been improvements across most indicators. It is notable that vacancy levels have reduced and are now similar to levels found in 2012. However, there continues to be long standing vacancies and high levels of vacancies in the St Giles Centre. Contrastingly there are improvements within the town centre, for example on Batchen Street where independent retailers have a unique offering and have created a “Buzz on Batchen Street”.

## 4. Edgar Road Health Check

Although not part of Elgin town centre, the Edgar Road area (including the Elgin Retail Park and Springfield Retail Parks) is a major commercial centre and a key focus for substantial retail activity.

New occupiers since 2016 include JD and Tapi Carpets (formed by splitting B&M). New vacancies include Topp Tiles and the unit resulting from Edmundson Electrical moving. There continues to be four units that have never been occupied within Elgin Retail Park. Footfall at Springfield Retail Park has continued to increase, with a significant increase experienced compared to 2016.

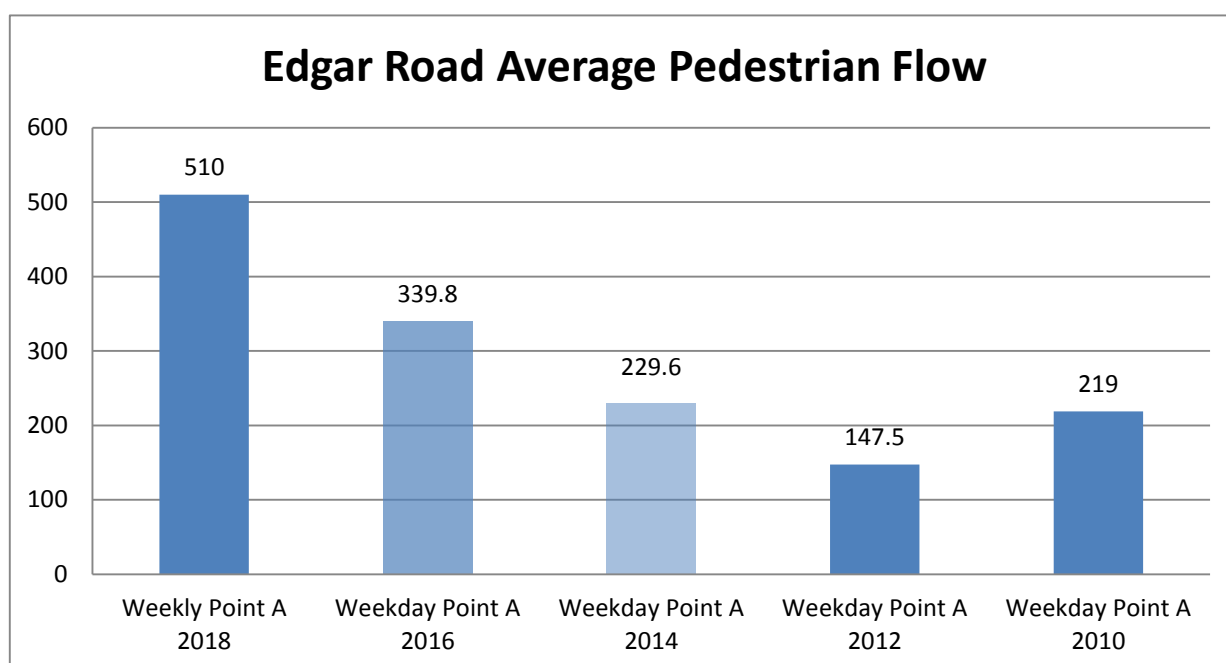
### Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Friday 29 June 2018 at the Springfield Retail Park. Pedestrians, who crossed a point between NEXT and Costa Coffee, were counted between 11.15 to 14.30. Caution should be applied when interpreting these results, given the layout of the retail park, a significant number of pedestrians who were shopping in the area didn't cross the count point; therefore, the results outlined below may be misleading.

An overview of the average hourly flows is summarised below with comparison to previous results. This shows that the average hourly flows have increased substantially, an increase of around 170 was found in 2018 compared to 2016. This is the biggest increase since data was collected.



## Edgar Road – Average Hourly Flow



## Diversity of Uses

Information on the retail mix of the Edgar Road area of Elgin is set out below. The dominant use is Comparison retailing. Only a small number of units are for Convenience goods but these include the Asda and Allarburn Dairy therefore these make up a significant proportion of the area's floor space.

### Edgar Road Diversity of Uses

Summary of Edgar Road Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	21	21171.76	20	21382.15
Convenience	2	12386.8	2	12386.8
Retail Service	2	547.2	3	547.2
Leisure Service	4	1182.06	3	972.86
Financial & Business Service	3	1232.5	3	1232.5
Health & Medical	1		1	
Public Service	1		1	



Religious Service	0		1	
General Office Use	0		0	
Vacancy	7	4247.44	5	3260.35
Total	41	40767.76	39	39781.86

### Retailer Representation

There are 22 national (Scottish/UK) multiples in the Edgar Road Area out of a total of 25 retail goods shops– that is 88%. This figure can be contrasted to Elgin town centre, where 34% of the retail goods shops are currently multiples.

### Vacancy Rates

The number of vacant units identified by Moray Council planning staff was seven, which is a vacancy rate of 19.4%. This is an increase from 16% in 2016. Floor space data obtained from previous planning application documents indicates that there is approximately 4247.44 sqm of vacant floor space in the Edgar Road area.

### Edgar Road Summary

The Edgar Road area of Elgin provides a significant concentration of trading retail floor space. It is notable that the area has 21 comparison goods retail units (20718.5 sqm). Only a small proportion of units are for convenience goods but this includes Asda and therefore a significant proportion of the area's floor space is given over to Convenience. The number of vacant units was seven, which is a vacancy rate of 19.4%.

## 5. Forres Town Centre Health Check

The biggest change across the High Street has been an increase in Retail Services with new occupiers such as Ibiza Sun, Relax Spa and Beauty, a picture framer, and tattoo studio. Other new occupiers have included the Bike Bothy, Village Greenery Florists and Deveron Vapes. Vacancies have decreased to three units, of these only 89 High Street (formerly Images) is a new vacancy. Whilst the reduction in vacancies is encouraging there are many non-retail units, including the old Royal Bank of Scotland and other offices, that are vacant. The condition of some of the longer term vacant units has a negative impact on the perceptions of the town's health.

### Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Friday 29<sup>th</sup> June (between 14.00 and 17.00). Pedestrian footfall data was collected at two positions in the town centre. Details of the survey locations are provided below with a plan provided in Appendix II.

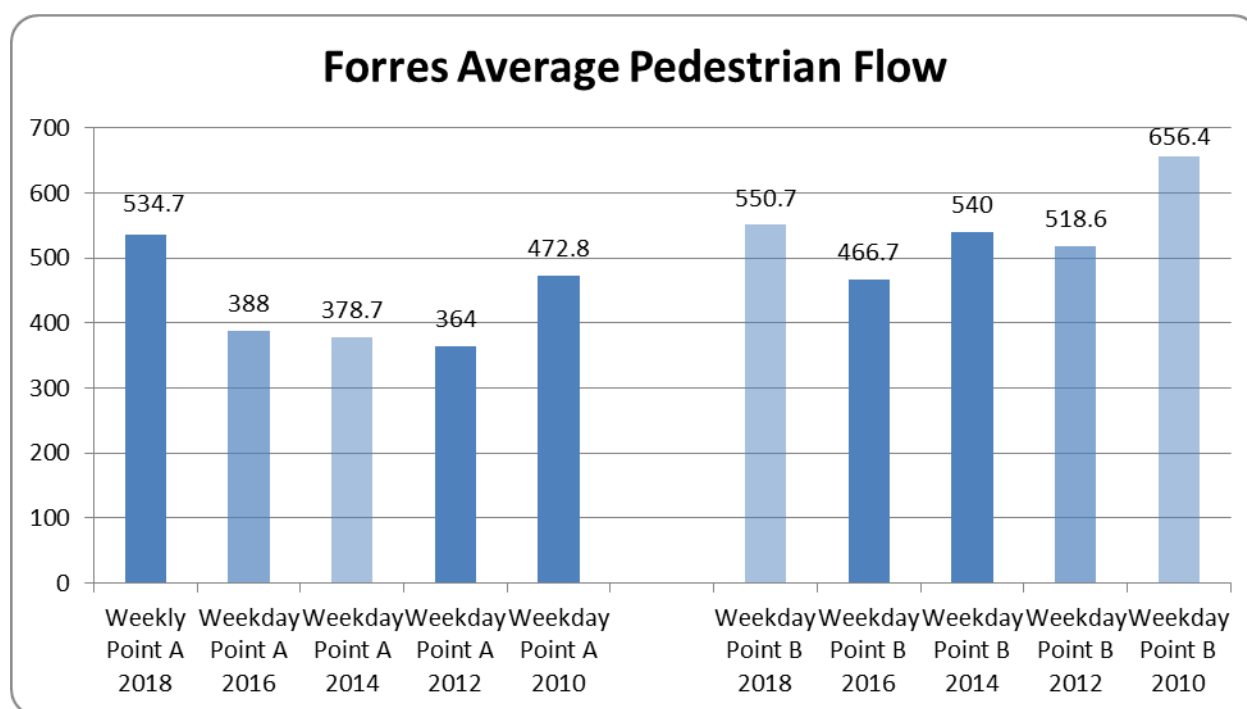


## Details of Forres Footfall Survey

Enumeration Point	Location
<b>A</b>	No. 42 High Street- (Savers)
<b>B</b>	No. 90 High Street- (Boots Chemist)

The two locations had very similar footfall, with point B at Boots recording a slightly higher flow. Footfall increased in comparison to 2016.

## Forres Average Hourly Pedestrian Flow



Analysis revealed that overall 48% of the total flow peaked between 14.00 and 15.00. It is noted this coincides with school pick up. Further details of the weekday Time of Day Analysis is illustrated below.

## Forres- Time of Day Analysis- Friday 29 June 2018

	Enumeration Point	14.00-15.00	%	15.00-16.00	%	16.00-17.00	%
<b>A</b>	No. 42 High Street- (Superdrug)	206	51.4%	101	25.2%	94	23.4%
<b>B</b>	No. 90 High Street- (Boots Chemist)	186	45.0%	120	29.1%	107	25.9%
	<b>Total</b>	392	48.2%	221	27.1%	201	24.7%



## Diversity of Uses

Information on the retail mix of Forres town centre is set out below. The dominant uses within Forres are Comparison retailing (e.g. clothing and footwear) with significant numbers of Retail and Leisure Services (e.g. hairdressers; cafes; travel agents; pubs etc.). Forres town centre provides a range of Convenience shopping however Tesco and Lidl have developed out of centre. There is also a significant number of Financial and Business Services located within Forres town centre.

The overall mix of uses and the quantum of floor space they occupy is summarised in the table below.

### Diversity of Uses Forres

Summary of Forres Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	28	4659.6	29	4714.8
Convenience	15	2369.9	13	2268.9
Retail Service	27	2225	21	2489.6
Leisure Service	23*	1292.3	23*	1292.3
Financial & Business Service	14	4103.7	20	4491.1
Health & Medical	5		4	
Public Service	14		12	
Religious Service	3		3	
General Office Use	6		8	
Vacancy	3	305.4	9	834.7
<b>Total</b>	<b>138</b>	<b>14955.9</b>	<b>142</b>	<b>16091.4</b>
Notes:				
*The Regional Assessor does not hold floor space data for Hotels and Public House premises				



## Retailer Representation

There are 13 national (Scottish/UK) multiples in the town centre out of a total of 70 retail goods/services shops— that is 18.5%. Four (7.5%) units within the town centre were identified to be charity shops. Much of Forres's character comes from its independent retail provision.

## Vacancy Rates

The number of vacant units identified was three, which is a vacancy rate of 3%, this is below the 10% rule of thumb which is generally used in Scotland to indicate the relative health of a town centre. Vacancies in Forres have decreased from nine vacant units (9.3%) recorded in 2016. However, within the town centre there are many other non-retail buildings that are vacant and their appearance impacts on the perception of the health of the town centre.

Floor space data obtained from the Regional Assessor indicates that there is approximately 305sqm of vacant floor space in Forres town centre. There is approximately 34.95 m of vacant retail frontage in the town centre (figure obtained by scaling off OS-base plans). This figure equates to approximately 4.7% of the retail frontage of the traditional shopping streets in the town centre- (e.g. the core retail area of High Street and Tolbooth Street). This is a small decrease from the 5% found in 2016.

## Forres Summary

Forres is historically an important town centre for the local community and the tourist economy. There are clear strengths within the centre. The Conservation Area creates a pleasing built realm for shoppers however the deterioration of some properties effects perceptions of the town centres health. Forres town centre provides a good range of convenience goods shopping (including the Co-operative store on High Street) and reasonable range of comparison goods shops.

## 6. Keith Town Centre Health Check

In 2016 Keith had shown improved signs of vitality and viability however the 2018 survey showed vacancy levels similar to 2012 and lower footfall on Mid Street. New vacancies have included long established local furniture retail Third Brothers. On the day of the survey the "Pop Up Shop" was not occupied. Be So Crafty, The Cozy Neuk and Happy Cones have also closed resulting in new vacancies. There are some new occupiers particularly on the leisure and retail service side. These include Room to Relax, The Beauty Retreat, the Boat n Barn, Square Roots, Crafty Chaos, and One Day Like This. Footfall has continued to fall on Mid Street but small increases continue to be seen at the Tesco access.



## Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Friday 29th June 2018 (between 14.00 and 17.00). Pedestrian footfall data was collected at two positions. Details of the survey locations are provided below with a plan provided in Appendix II.

### Details of Keith Footfall Survey

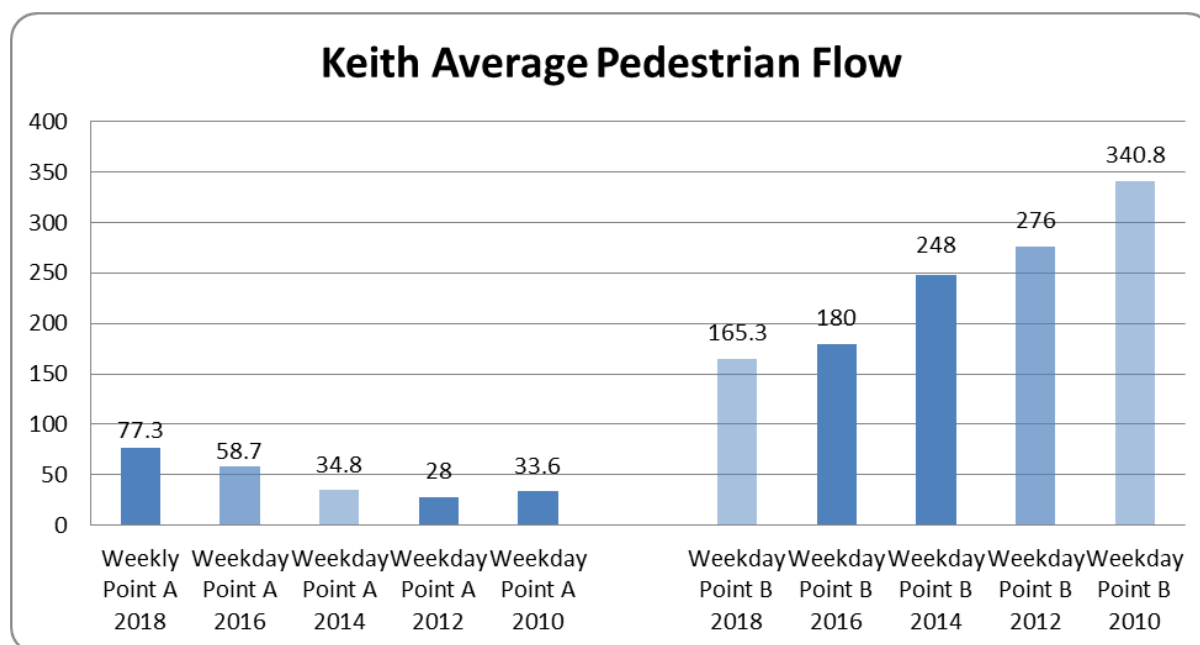
Enumeration Point	Location
A	No. 140 Moss Street- (Pedestrian Crossing on A96 to access TESCO)
B	No.130-132 Mid Street- (Post Office)

Of the two locations, point B recorded the busiest footfall although the figure is down 8% compared to 2016. It is noted that the weather was very hot which could have affected pedestrian activity.

The lowest pedestrian flow count was recorded at Point A at the pedestrian crossing on the A96 to access Tesco. Although low pedestrian activity was recorded at Point A, the average flow was higher than 2016.

Overviews of the average hourly flows with the comparable figures from previous year's surveys are recorded below.

### Keith Average Hourly Pedestrian Flow



Analysis of the count revealed that overall, pedestrian flow was highest between 15.00 and 16.00 when 54% of the overall footfall occurred. This coincides with pupils leaving the primary and secondary school. Further details of the weekday Time of Day Analysis is illustrated below.



### Keith- Time of Day Analysis- Friday 29 June 2018

	Enumeration Point	14.00-15.00	%	15.00-16.00	%	16.00-17.00	%
<b>A</b>	No. 140 Moss Street (Pedestrian Crossing on A96 to access TESCO)	20	34.5%	27	46.5%	11	19.0%
<b>B</b>	No. 130-132 Mid Street- (Post Office)	27	21.8%	71	57.2%	26	21.0%
	<b>Total</b>	<b>47</b>	<b>25.8%</b>	<b>98</b>	<b>53.8%</b>	<b>50</b>	<b>20.4%</b>

### Diversity of Uses

Information on the retail mix of the town centre is set out below. The dominant use within the town centre is Comparison shops with Convenience and Retail Services also contributing significantly to the mix of uses.

In terms of diversity of retail uses, within the town centre boundary, the overall mix of uses is summarised in the table below.

### Keith Diversity Uses

Summary of Keith Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	26	4497.9	27	5488.3
Convenience	13	1422.7*	13	1422.7
Retail Service	13	1026.1	12	960
Leisure Service	19*	910.9	18*	997.7
Financial & Business Service	11	1191.2	12	1391.8
Health & Medical	1		1	
Public Service	1		1	
Religious Service	1		1	
General Office Use	5		5	
Vacancy	9	1688.6	5*	641.9
<b>Total</b>	<b>99</b>	<b>10737.4</b>	<b>95</b>	<b>10902.4</b>



**Notes:**

**\*The Regional Assessor does not hold floor space data for Hotels and Public House premises.**

### Retailer Representation

There are seven national (Scottish/UK) multiples in the town centre out of a total of 52 retail goods/services shops– that is 13.5%. Keith has a strong independent sector with the majority of shops being local stores with a distinct identity. Two units (4%) within the town centre were identified to be charity shops.

### Vacancy Rate

The number of vacant units identified was nine, which is a vacancy rate of 11.25% - this is higher than the 10% average used in Scotland to indicate the relative health of a town centre. This is an increase of four units from 2016 when five (6.67%) units were vacant. New vacancies include Third Brothers, Be So Crafty, the Cosy Neuk and Happy Cones.

Floor space data obtained from the Regional Assessor indicates that there is approximately 1688.6sqm of vacant floor space in Keith. There is approximately 96m of vacant retail frontage in the town centre (figure obtained by scaling off OS-base plans). This figure equates to approximately 9.9% of the retail frontage on the traditional shopping street in Keith, which is Mid Street. This is an increase from the 4.6% reported in 2016.

### Keith Summary

There is a reasonable range of convenience good shopping and comparison good shops and a good range of retail services available for a town of this size. Deterioration can be seen when comparing the survey results to 2016. The number of vacant units identified has increased from five in 2016 to nine in 2018. There has been investment in buildings within the town centre which has contributed to an improvement in the appearance and amenity of the town centre. In overall terms, there has been a deterioration on some of the key indicators since 2016.

## 7. Buckie Town Centre Health Check

In Buckie there have been several changes across the town centre, including closure of long established local retailer Cruickshanks. This large unit has meant a large increase in vacant floor space. Other closures resulting in vacancies include Trading Post, Yvonne's Drapery and Crossroads Tearoom. Blythswood has also moved resulting in a vacant unit on West Church Street. Bank closures have also impacted on the town centre. New occupiers have tended to be within the retail services with a new barber and tattoo shop opening. A phone repair/electronic cigarette shop has also opened.



## Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Friday 29 June (between 10.00 and 13.00). Details of the survey locations are provided below and with a plan provided in Appendix II.

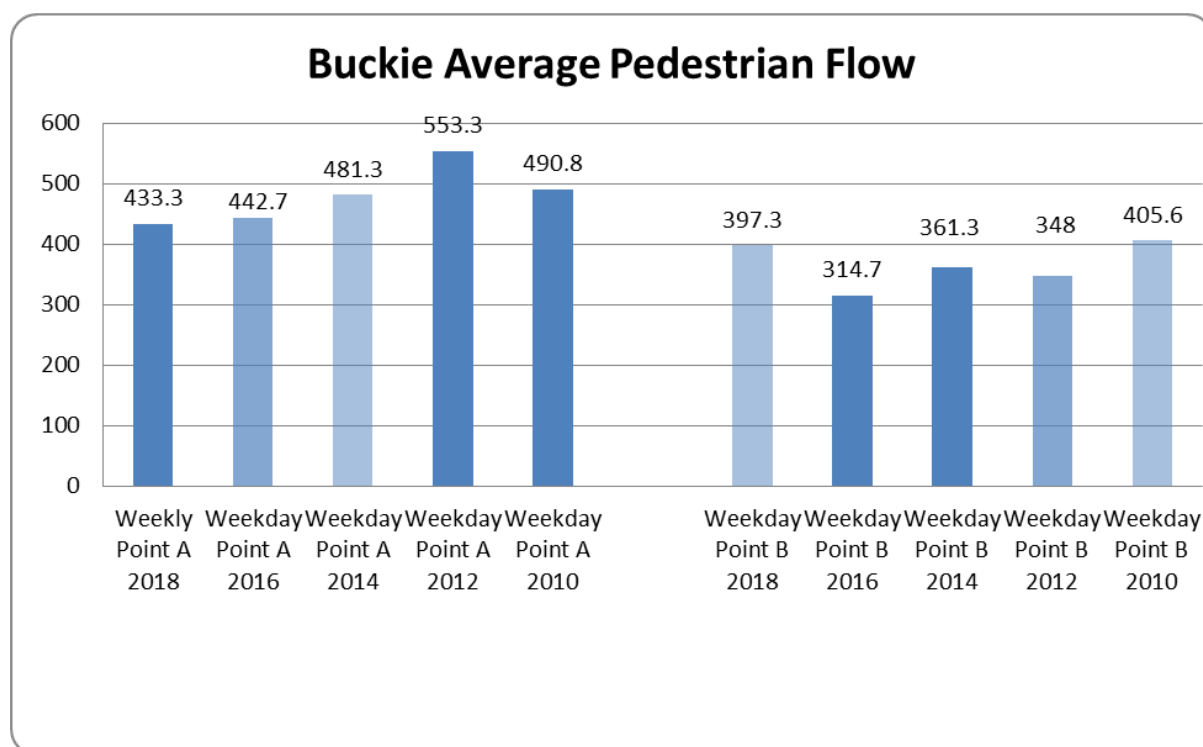
### Details of the Buckie Footfall Survey

Enumeration Point	Location
<b>A</b>	No. 3 High Street
<b>B</b>	No.3-5 East Church Street-

Of the two locations, the position at point A recorded the busiest footfall. This was similar albeit slightly lower to levels in the 2016 survey. At point B the footfall was 26% higher when compared to 2016.

An overview of the average hourly flows together with previous year's survey results are summarised below.

### Buckie Average Hourly Pedestrian Flow



Analysis of the count revealed that overall, pedestrian flow dipped between 10.00 and 11:00 to 24.6% but was relatively consistent throughout the morning. Further details of the day and Time of Day Analysis below.



### Buckie- Time of Day Analysis- Friday 29 June 2018

	Enumeration Point	10.00-11.00	%	11.00-12.00	%	12.00-13.00	%
<b>A</b>	No. 3 High Street- (Asher's Bakery)	77	23.7%	129	39.7%	119	36.6%
<b>B</b>	No.3-5 East Church Street-	76	25.5%	111	37.2%	111	37.2%
	<b>Total</b>	153	<b>24.6%</b>	240	<b>38.5%</b>	230	<b>36.9%</b>

### Diversity of Uses

Information on the retail mix of Buckie town centre is set out below. The dominant use is Comparison retailing. There is a reasonable range of Convenience shopping and a good range of Retail Services available for a town of this size. The overall mix of uses and the quantum of floor space they occupy is summarised below.

### Buckie Diversity of Uses

Summary of Buckie Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	27	4963.5*	28	5669*
Convenience	8	2267.8**	7	2187.2**
Retail Service	16	1533.5	15	1498.1
Leisure Service	20	2235.7***	21	2294.1***
Financial & Business Service	10	1603.2	13	2398.5
Health & Medical	5		5	
Public Service	5		5	
Religious Service	4		4	
General Office Use	2		2	
Vacancy	10	1798.8	8	610.9
<b>Total</b>	<b>107</b>	<b>14402.5</b>	<b>108</b>	<b>14657.8</b>
<b>Notes:</b>				
*No floor space data for The Original Factory Shop				
** No floor space data for 32-34 East Church Street (Co-op)				



**\*\* \*The Regional Assessor does not hold floor space data for Hotels and Public House premises.**

### Retail Representation

There are 13 national (Scottish/UK) multiples in the town centre out of a total of 51 retail goods/services shops– that is 25%. Three units (6%) were identified to be charity shops.

### Vacancy Rate

The number of vacant units identified was 10, which is a vacancy rate of 12.35%. This is higher than 2016 when a rate of 10.13% was found and is above the 10% commonly used in Scotland to indicate the relative health of a town centre.

Floor space data obtained from the Regional Assessor indicates that there is approximately 1798.8sqm of vacant floor space in Buckie town centre. This is approximately 14% of the Comparison, Convenience, Retail Service and Leisure Service floor space. There has been an increase in the vacant floor space. This is due to the closure of 'Cruickshanks' which operated over two floors. There is approximately 89.37m of vacant retail frontage in the town centre (figure obtained by scaling off OS-base plans). This figure equates to approximately 9.2% of the retail frontage of the traditional shopping streets in the town centre- (e.g. the core retail area of East Church Street; West Church Street and High Street). This is an increase from the 5.7% reported in 2016.

### Buckie Summary

There is a reasonable range of convenience goods shopping and comparison goods shops and a good range of retail services available for a town of this size. The number of vacant units identified was 10, which is a vacancy rate of 12.35%. and an increase when compared to 2016. An increase in footfall was recorded when compared to 2016. In overall terms, Buckie shows comparatively weak signs of vitality and viability compared to 2016 and other Moray towns.

## 8. Lossiemouth Town Centre Health Check

Whilst footfall was very low in comparison to previous years, there has been a drop in shop vacancies. New occupiers include Sea Scents, Salon Red, Mario's Takeaway, Barbers, My and Your Hairdressers. This suggests continued confidence in the location for investment. Two new units became vacant with the Charity Shop and Marie Louise hairdresser closing.

### Pedestrian Footfall

A pedestrian flow count was undertaken by Moray Council staff on Friday 29<sup>th</sup> June 2018 (between 10.00 and 13.00). Pedestrian footfall data was collected at two positions. Details of the survey locations are provided below with a plan at appendix II.



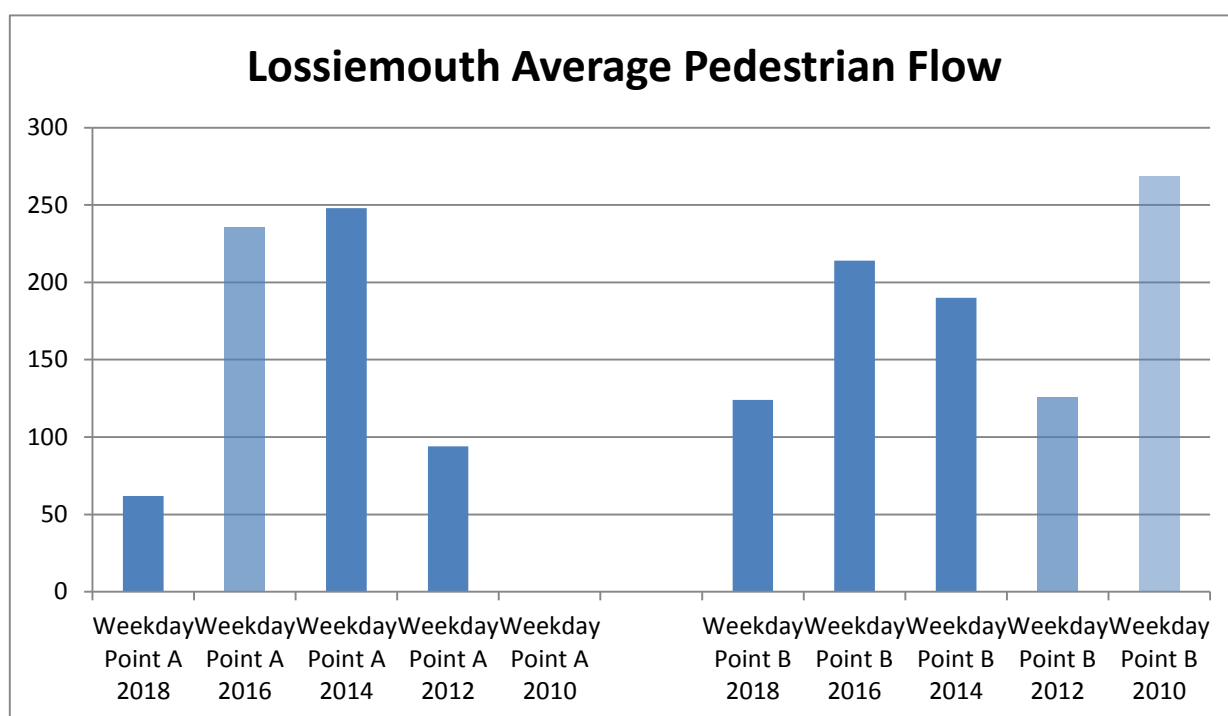
### Details of Lossiemouth Footfall Survey

Enumeration Point	Location
<b>A</b>	No. 80 Queen Street (Co-op)
<b>B</b>	No. 15 Clifton Road- (Rizza's Ices)

Of the two locations, point B recorded the busiest footfall. It is notable that the weather conditions were reasonably favourable on the count day, being dry and hot. Generally footfall was significantly lower than the previous years. A significant decrease was noted at point A where footfall was just under four times lower than 2016. However, the footfall figures show some similarity to the 2012 survey.

An overview of the average hourly flows for 2018 together with previous survey results is shown below.

### Lossiemouth Average Hourly Pedestrian Flow



**\*\* Survey count undertaken at different location in 2010 for Point A**

Analysis of the Friday count revealed that overall, pedestrian flow was lowest during the 12.00 to 13.00 period. Further details of the weekday Time of Day Analysis is illustrated below.

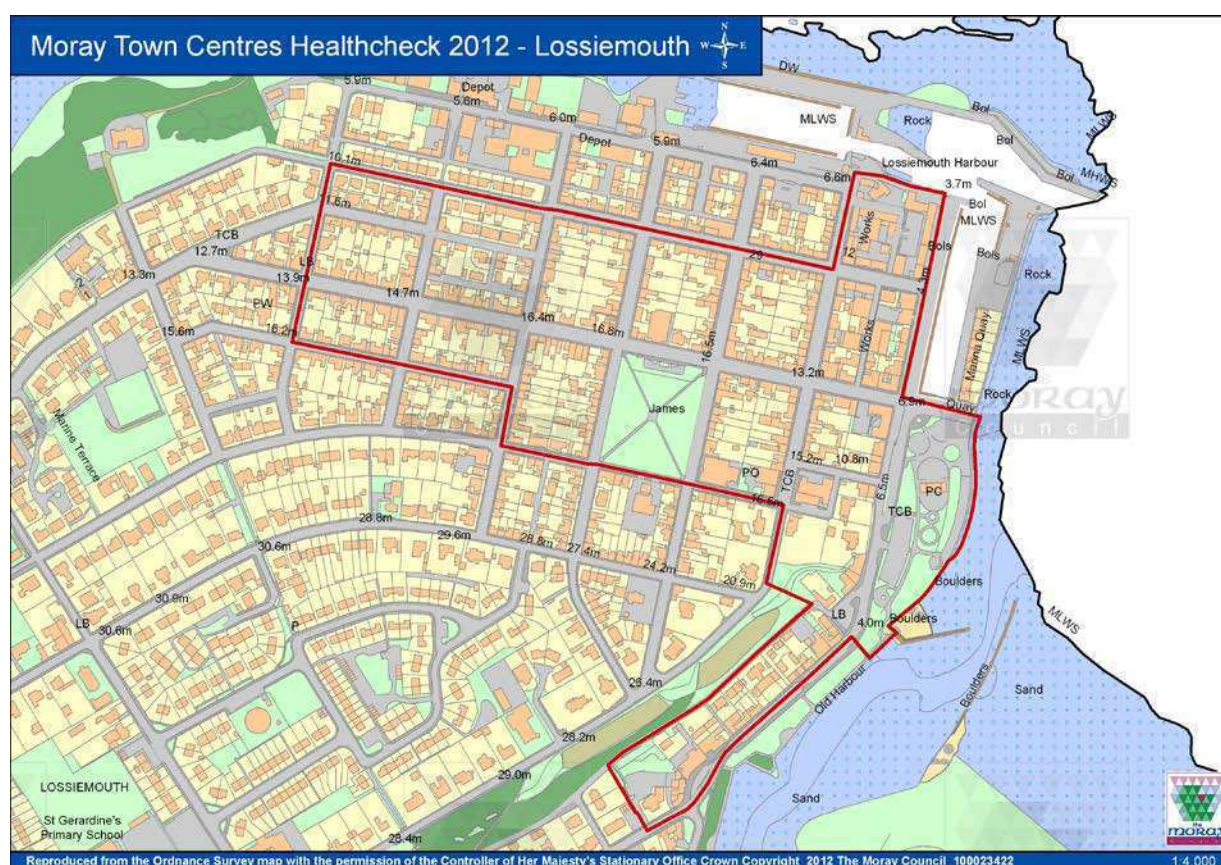


## Lossiemouth Footfall- Time of Day Analysis Friday 29<sup>th</sup> June 2018

	Enumeration Point	10.00-11.00	%	11.00-12.00	%	12.00-13.00	%
A	No. 78 Queen Street (Co-op)	9	29.0%	16	51.6%	6	19.4%
B	No. 15 Clifton Road- (Rizza's Ices)	11	17.7%	28	45.2%	23	37.1%
	<b>Total</b>	<b>20</b>	<b>21.5%</b>	<b>44</b>	<b>47.3%</b>	<b>29</b>	<b>31.2%</b>

## Diversity of Uses

Lossiemouth does not contain a defined 'town centre', however the map of the study area used in 2010 has been used to define the boundaries for the survey. This can be found below (*Map 1*).



The overall mix of uses and the quantum of floor space they occupy is summarised in the table below.



## Lossiemouth Diversity of Uses

Summary of Lossiemouth Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	10	2164.7	10	2637
Convenience	6	576	6	576
Retail Service	12	933.1**	9	427.3**
Leisure Service	21	1639*	18	1995.3*
Financial & Business Service	4	816.5	5	931.11
Health & Medical	2		1	
Public Service	5		3	
Religious Service	2		1	
General Office Use	1		1	
Vacancy	5	225.8*	6	540.6***
Total	68	6908.4	65	7089.5
Notes:				
* The Regional Assessor does not hold floor space data for Hotels and Public House premises.				
**No data for units within 4 Pitgaveny Street				

## Retailer Representation

There are two national (Scottish/UK) multiples in the town out of a total of 28 retail goods/service shops – that is 7.1%.

## Vacancy Rate

The number of vacant units identified by Moray Council planning staff was three, which is a vacancy rate of 9.2%. This is a decrease of one unit since the 2016 health check. This is below the 10% rule of thumb used in Scotland to indicate the relative health of a town centre.

Floor space data obtained from the Regional Assessor indicates that there is approximately 225.8sqm of vacant floor space in the Lossiemouth study area.



## Lossiemouth Summary

There are few multiple retailers and independent retailers predominate in Lossiemouth. In addition to retailing the centre is also a popular destination for tourists with number buildings offering tourist attractions including the Fishery Museum and The Warehouse Theatre on Pitgavney Quay. Convenience shopping needs are provided for by a number of smaller store units within the wider town centre. Otherwise the depth of goods on offer in the centre is somewhat limited. The number of vacant units identified was five.

## 9. Smaller Settlements Health Check

Limited health check assessments were carried out for Aberlour, Dufftown, Fochabers and Rothes. The following Vitality and Viability Indicators have been examined for these areas: Diversity of Uses; Retailer Representation; and Vacancy Rates

### Diversity of Uses

The overall mix of uses and the quantum of floor space is summarised in the table below along with the 2016 results. It is notable that Dufftown has 19 Leisure Service outlets (e.g. restaurants, cafes, hotels and guesthouses etc). This illustrates the importance of tourism to the centre.

Other than specialist stores the main-stream comparison retail range in these smaller settlements is very limited. Convenience shopping needs are provided for by a number of smaller stores, such as the Co-operative stores in Aberlour, Dufftown and Fochabers. Rothes is serviced by a McColl's and Costcutter.

It is notable that banks in Aberlour and Fochabers have now closed. These are not counted within the vacancies as the last previous use was Financial and Business.

### Aberlour Diversity of Uses

Summary of Aberlour Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	7	613	7	510.9
Convenience	4	666.7	5	806.3
Retail Service	5	1665.2	4	1661.6
Leisure Service	10*	572.9	9	572.9*
Financial & Business Service	2	191.1	2	233.4



Health & Medical	2		2	
Public Service	4		3	
Religious Service	1		1	
General Office Use	0		1	
Vacancy	1	70.1	0	0
<b>Total</b>	<b>36</b>	<b>3779</b>	<b>34</b>	<b>3785.1</b>
<b>Notes:</b> * No floor space data for 7 Broomfield Square. Also the Regional Assessor does not hold floor space data for Hotels and Public House premises.				

### Dufftown Diversity of Uses

Summary of Dufftown Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	7	291.8	10	356.8
Convenience	7	825.7	6	825.8
Retail Service	4	599.2	4	82.3
Leisure Service	19	1403.5*	18	1294.3*
Financial & Business Service	4	881.5	2	1328.2
Health & Medical	0		0	
Public Service	3		3	
Religious Service	0		0	
General Office Use	0		0	
Vacancy	2	93.8	4	0
<b>Total</b>	<b>46</b>	<b>4095.5</b>	<b>47</b>	<b>4196.2</b>
<b>Notes:</b>				
* The Regional Assessor does not hold floor space data for Hotels and Public House premises.				



## Fochabers Diversity of Uses

Summary of Fochabers Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	9	810.5	7	693
Convenience	4	287.5	4	631.1
Retail Service	2	78.5	3	125.7
Leisure Service	9	439.5*	9	439.5*
Financial & Business Service	1	197.8	2	312.2
Health & Medical	2		2	
Public Service	2		2	
Religious Service	1		1	
General Office Use	2		2	
Vacancy	1	343.6	1	70.3
<b>Total</b>	<b>33</b>	<b>2157.4</b>	<b>33</b>	<b>2271.8</b>
<b>Notes:</b> * The Regional Assessor does not hold floor space data for Hotels and Public House premises.				

## Rothes Diversity of Uses

Summary of Rothes Diversity of Uses Survey				
	2018		2016	
Type of Use	No. of Outlets	Floor space (sqm)	No. Of Outlets	Floor space (sqm)
Comparison	6	276	7	811.9
Convenience	3	474.9	3	474.9
Retail Service	2	362.5	2	362.5
Leisure Service	9	153	9	153
Financial & Business Service	4	838.1	4	203.6



<b>Health &amp; Medical</b>	1		1	
<b>Public Service</b>	6		4	
<b>Religious Service</b>	1		1	
<b>General Office Use</b>	0		0	
<b>Vacancy</b>	3	275.6	2	234.5
<b>Total</b>	35	2380.1	33	2240.4

### Retailer Representation

The overall number and percentage of national multiples (Scottish/UK) is summarised below. This relates to retail shops and services.

#### Smaller Settlements- Retailer Representation

<b>Town</b>	<b>Aberlour</b>	<b>Dufftown</b>	<b>Fochabers</b>	<b>Rothies</b>
<b>Total Retail Goods Shops*</b>	16	18	15	11
<b>No. of National Multiples</b>	1 (6%)	2 (11%)	2 (13%)	2 (18%)

### Vacancy Rate

The overall number and percentage of vacant outlets identified in the centres of Aberlour, Dufftown, Fochabers and Rothies are set out below. The only settlement with a vacancy higher than the 10% rule of thumb used in Scotland to indicate the relative health of a town centre is Rothies. It is noted that the vacant unit (former Butchers) in Aberlour now has consent for change of use to a house.

#### Smaller Settlements- Vacancy Rates

<b>Town Centre</b>	<b>Total no. of Shops*</b>	<b>No. of Vacant Retail Outlets**</b>	<b>% of Vacant Outlets</b>	<b>Vacant Floor space (sqm)</b>
<b>Aberlour</b>	27	1	3.7%	70.1
<b>Dufftown</b>	39	2	5.1%	93.8
<b>Fochabers</b>	25	1	4%	343.6
<b>Rothies</b>	27	3	11.1%	275.6



**Notes:**

**\*Total Shops:** This figure is compiled from the total number of Comparison; Convenience; Retail Service; and Leisure Service outlets within the town centre

**\*\* Vacant Retail Outlets:** Vacancies are measured for vacant Comparison; Convenience; Retail Service; and Leisure Service outlets only

**\*\*\*Estimate only-** missing data from Regional Assessor

### **Smaller Settlements Summary**

It is notable that Dufftown has 19 Leisure Service outlets (e.g. restaurants, cafes, hotels and guesthouses etc.) which illustrate the importance of tourism to the centre. Convenience shopping needs are provided for by a number of smaller store units, such as the Co-operative stores in Aberlour, Dufftown and Fochabers. Rothes is serviced by a McColls outlet. The vacancy rate in Rothes was 11%, which is above 10% used in Scotland to indicate the relative health of a town centre. However vacancies here only represent three units. In all other towns vacancy rates are below 10%.

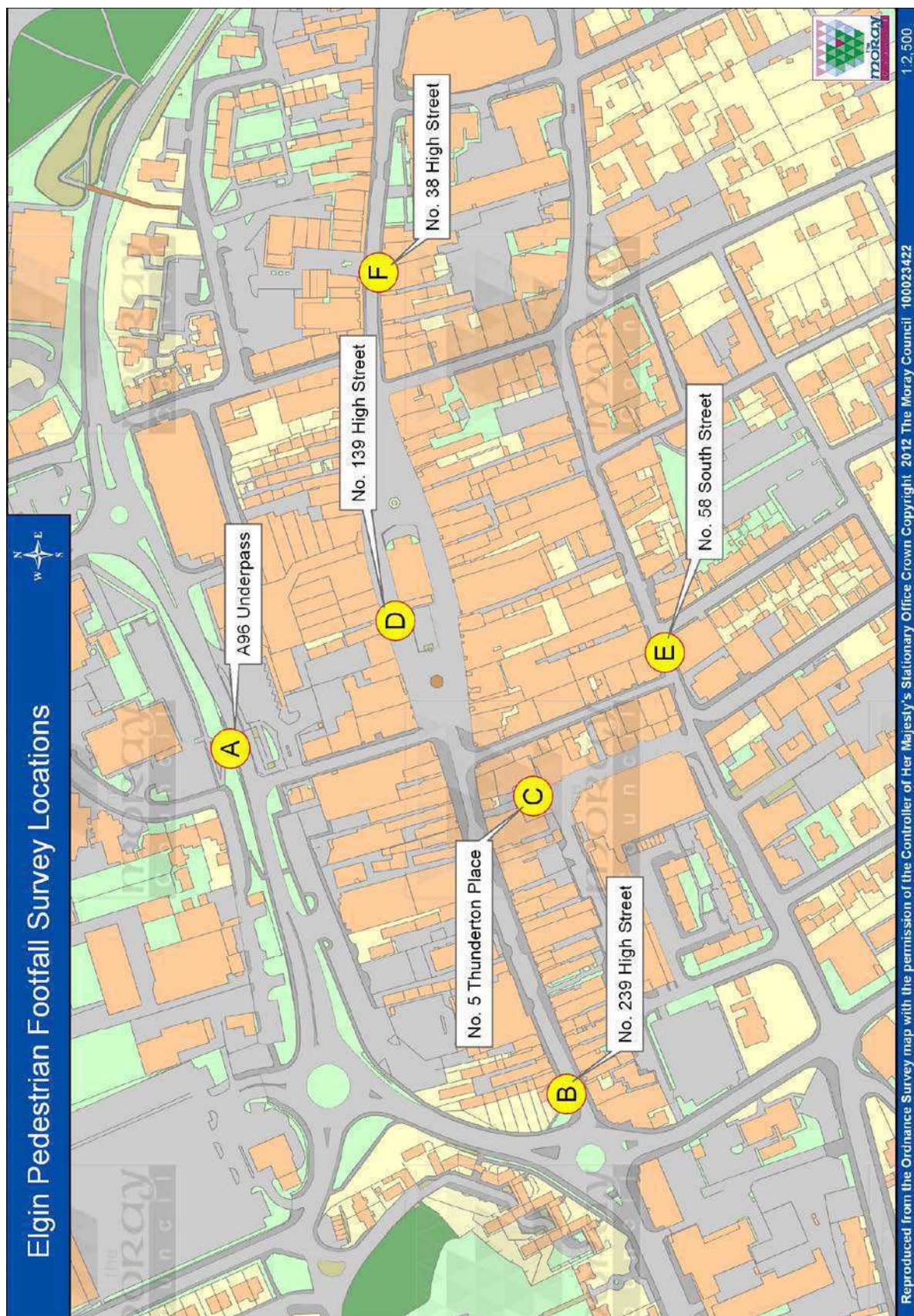


## Appendix I: Location of Key Centres

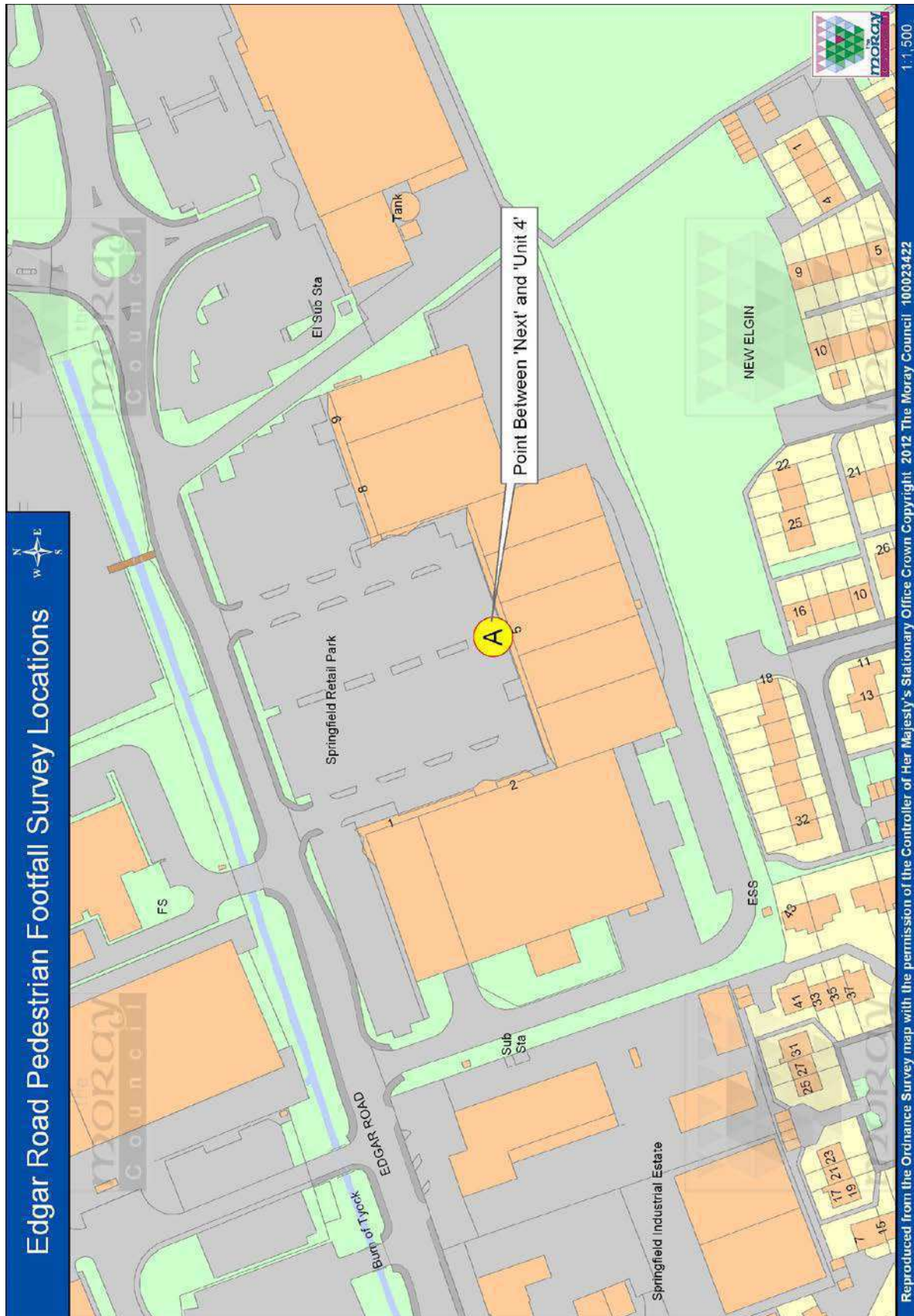




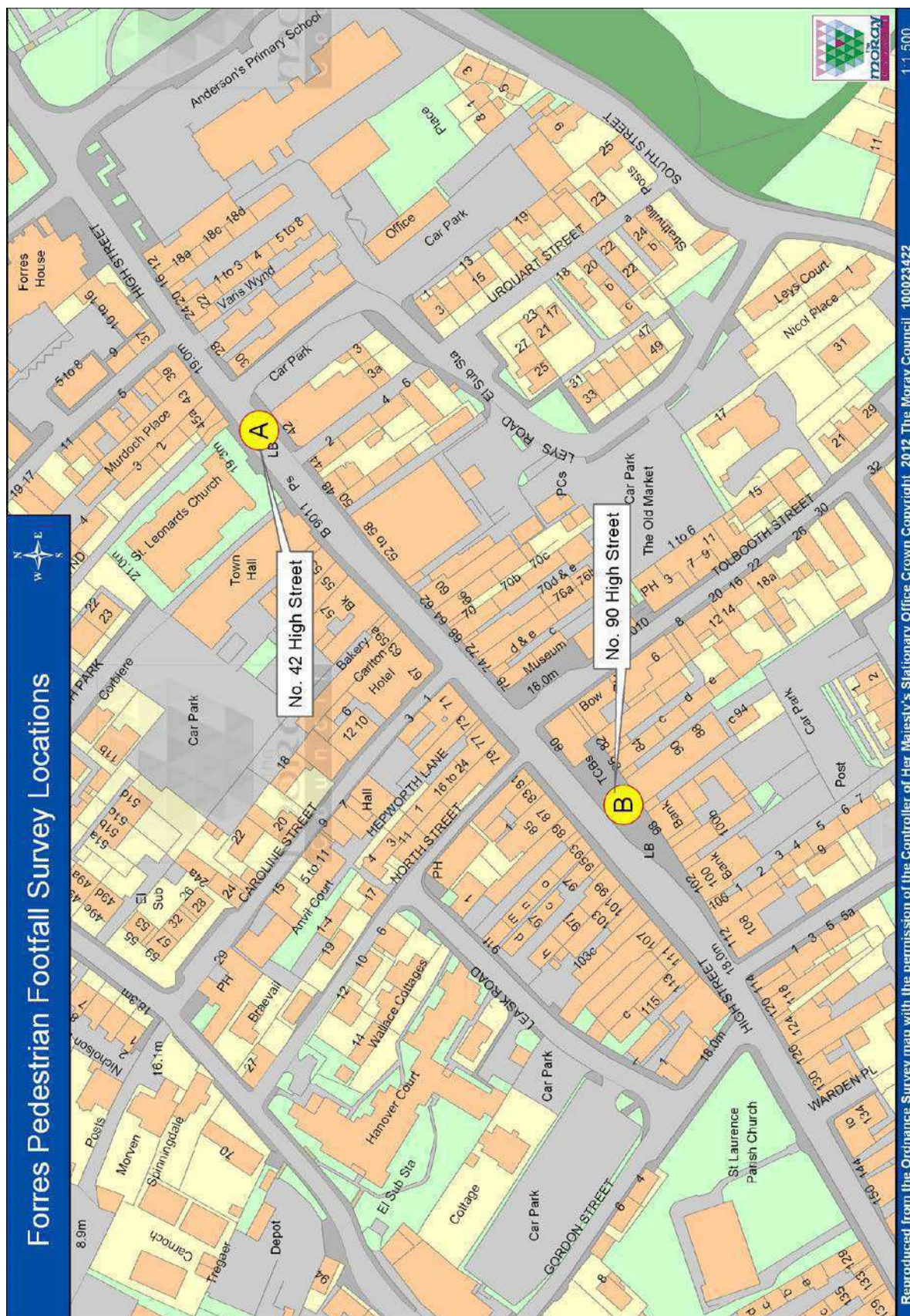
## Appendix II: Plans of Footfall Survey Locations



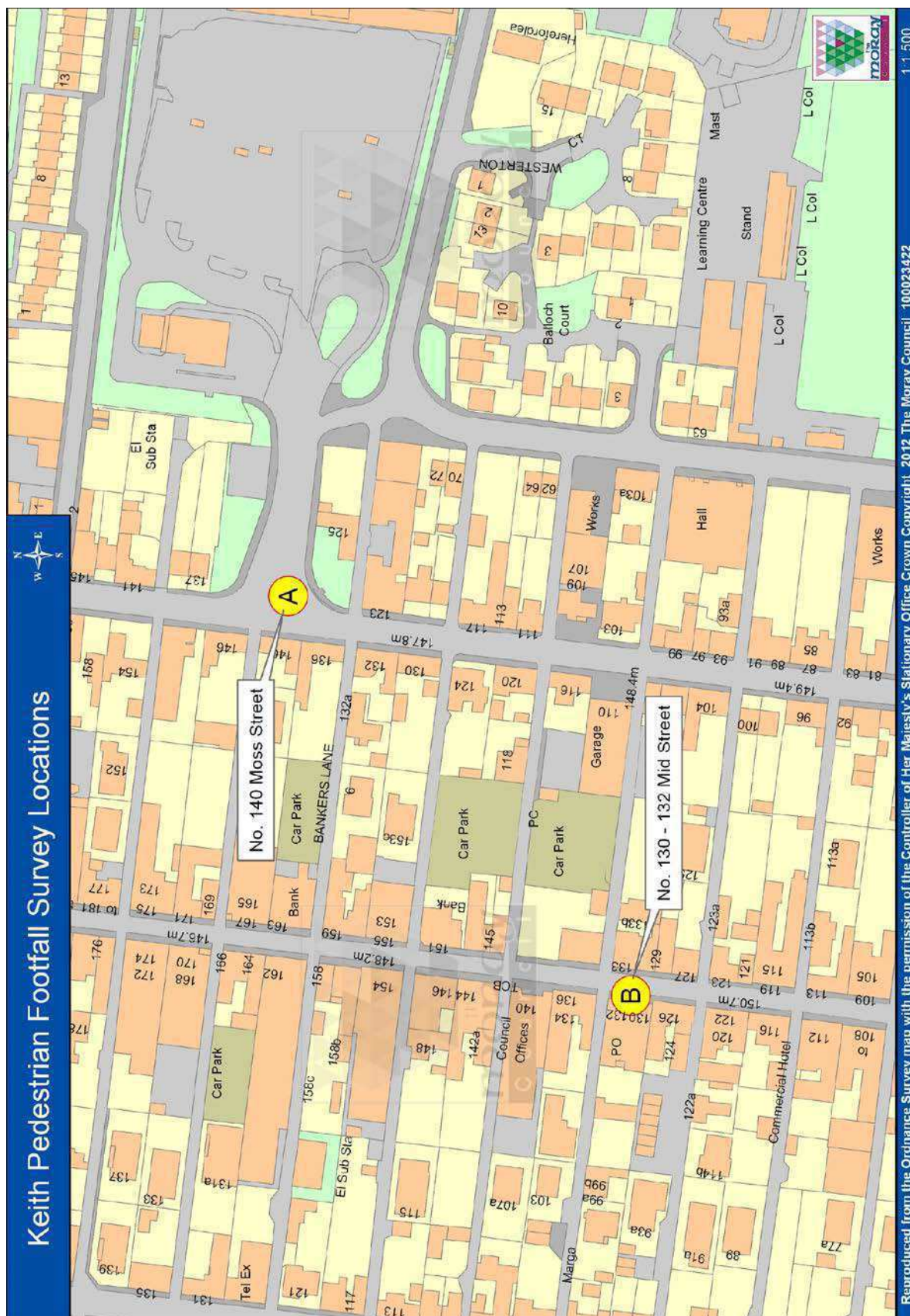




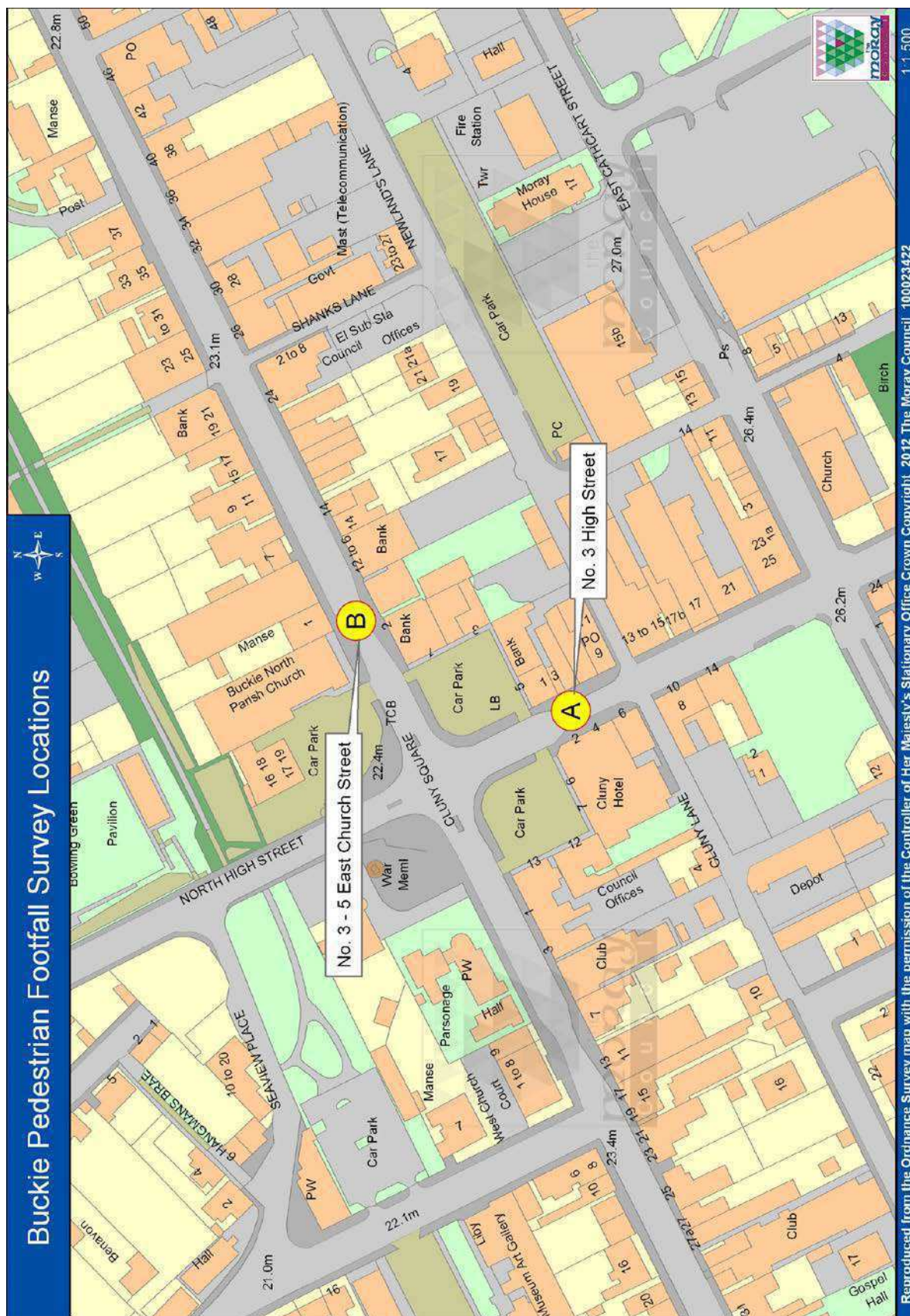




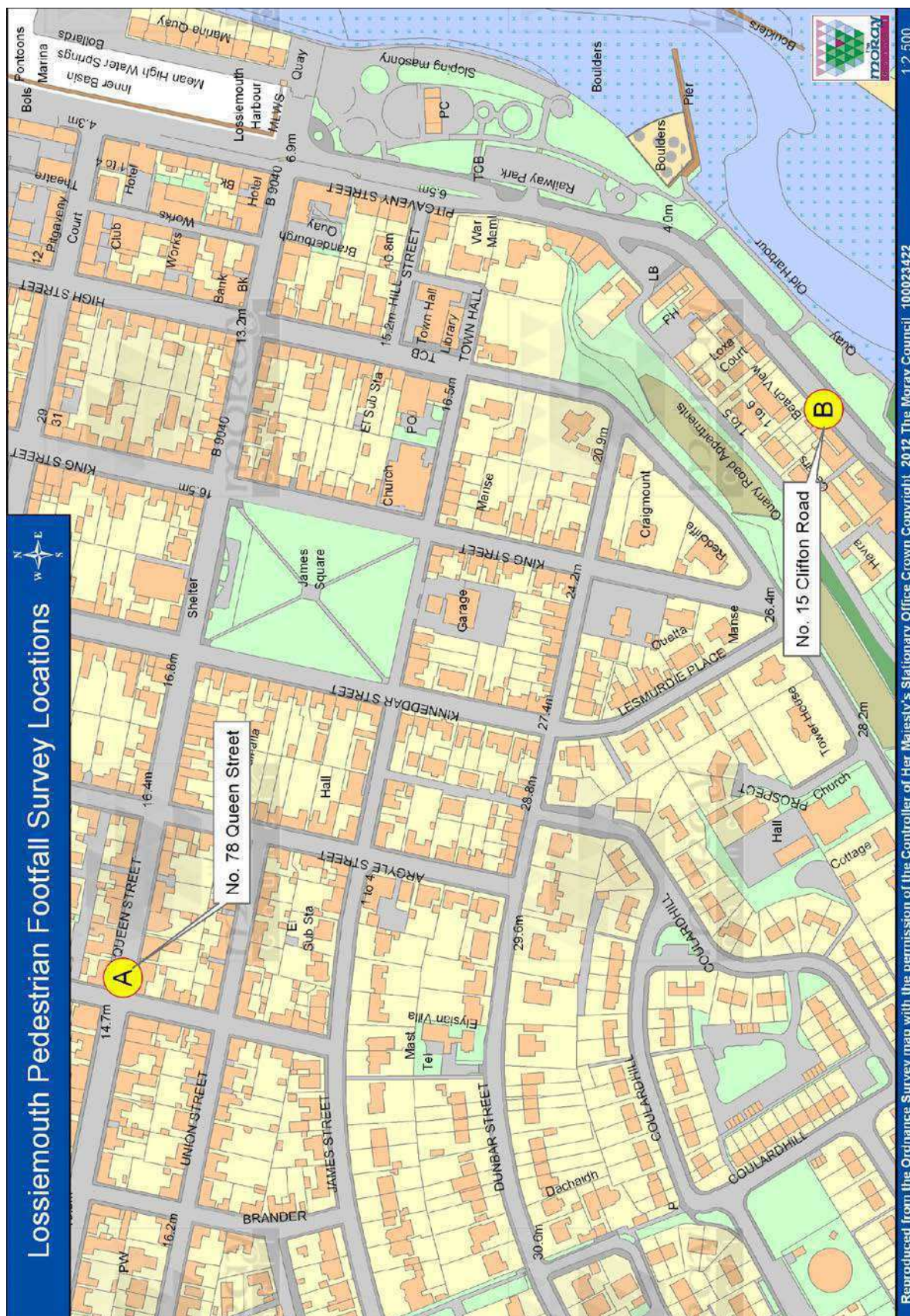














### Appendix III: GOAD Categories and Classifications

GOAD Class	GOAD Sub-Class	Primary Activity	Code
Retail	Comparison	Antiques shops	COM 1
Retail	Comparison	Art & Art dealers	COM 2
Retail	Comparison	Booksellers	COM 3
Retail	Comparison	Carpets and Flooring	COM 4
Retail	Comparison	Charity Shops	COM 5
Retail	Comparison	Chemists & Drugstores	COM 6
Retail	Comparison	Children's & Infants wear	COM 7
Retail	Comparison	Crafts, Gifts, China & Glass	COM 8
Retail	Comparison	Cycles & Accessories	COM 9
Retail	Comparison	Department and Variety Stores	COM 10
Retail	Comparison	DIY & Home Improvement	COM 11
Retail	Comparison	Electrical & Other Durable Goods	COM 12
Retail	Comparison	Florists	COM 13
Retail	Comparison	Footwear	COM 14
Retail	Comparison	Furniture	COM 15
Retail	Comparison	Gardens & Equipment	COM 16
Retail	Comparison	Greeting Cards	COM 17
Retail	Comparison	Hardware & Household Goods	COM 18
Retail	Comparison	Jewellery, Watches & Silver	COM 19
Retail	Comparison	Mixed Clothing	COM 20
Retail	Comparison	Ladies Wear & Accessories	COM 21
Retail	Comparison	Leather & Travel Goods	COM 22
Retail	Comparison	Men's Wear & Accessories	COM 23
Retail	Comparison	Music & Musical Instruments	COM 24
Retail	Comparison	Stationers	COM 25
Retail	Comparison	Office Supplies	COM 26
Retail	Comparison	Other Comparison Goods	COM 27
Retail	Comparison	Photographic	COM 28
Retail	Comparison	Second Hand Goods & Books	COM 29
Retail	Comparison	Sports, Camping & Leisure Goods	COM 30
Retail	Comparison	Telephones & Accessories	COM 31
Retail	Comparison	Textiles & Soft Furnishings	COM 32
Retail	Comparison	Toys, Games & Hobbies	COM 33
Retail	Comparison	Vehicle & Motorcycle Sales	COM 34
Retail	Comparison	Vehicle Accessories	COM 35
Retail	Comparison	Opticians	COM 36
Retail	Convenience	Bakers & Confectioners	CNV 1



<b>Retail</b>	Convenience	Butchers	CNV 2
<b>GOAD Class</b>	<b>GOAD Sub-Class</b>	<b>Primary Activity</b>	<b>Code</b>
<b>Retail</b>	Convenience	Convenience Store, Groceries & Frozen Food	CNV 3
<b>Retail</b>	Convenience	Delicatessen	CNV 4
<b>Retail</b>	Convenience	Fishmonger	CNV 5
<b>Retail</b>	Convenience	Health Foods	CNV 6
<b>Retail</b>	Convenience	Markets	CNV 7
<b>Retail</b>	Convenience	Off licence	CNV 8
<b>Retail</b>	Convenience	Shoe repairs etc	CNV 9
<b>Retail</b>	Convenience	Supermarkets	CNV 10
<b>Retail</b>	Convenience	Confectionery, Tobacconist, Newsagent	CNV 11
<b>Retail</b>	Retail Service	Clothing & Fancy Dress Hire	RS 1
<b>Retail</b>	Retail Service	Dry Cleaner & Laundrette	RS 2
<b>Retail</b>	Retail Service	Filling Stations & Garages	RS 3
<b>Retail</b>	Retail Service	Health & Beauty (e.g. beauticians, nail bars)	RS 4
<b>Retail</b>	Retail Service	Hairdressers/Barbers	RS 5
<b>Retail</b>	Retail Service	Other Retail Outlets	RS 7
<b>Retail</b>	Retail Service	Photo Processing	RS 8
<b>Retail</b>	Retail Service	Photo Studio	RS 9
<b>Retail</b>	Retail Service	Post Offices	RS 10
<b>Retail</b>	Retail Service	Repair, Alterations & Restoration	RS 11
<b>Retail</b>	Retail Service	Travel Agents	RS 12
<b>Retail</b>	Retail Service	Vehicle Rental	RS 13
<b>Retail</b>	Retail Service	Vehicle Repair & Services	RS 14
<b>Retail</b>	Other Retail	Shops	OR 1
<b>Service</b>	Leisure Services	Bars, Wine Bars & Public House	LS 1
<b>Service</b>	Leisure Services	Bingo & Amusement	LS 2
<b>Service</b>	Leisure Services	Cafes	LS 3
<b>Service</b>	Leisure Services	Casino & Betting Offices	LS 4
<b>Service</b>	Leisure Services	Cinemas, Theatres & Concert Halls	LS 5
<b>Service</b>	Leisure Services	Clubs	LS 6
<b>Service</b>	Leisure Services	Disco, Dance & Nightclub	LS 7
<b>Service</b>	Leisure Services	Fast Food & Takeaways	LS 8
<b>Service</b>	Leisure Services	Hotels & Guest Houses	LS 9
<b>Service</b>	Leisure Services	Restaurants	LS 10
<b>Service</b>	Leisure Services	Sports & Leisure Facilities	LS 11



<b>Service</b>	Financial & Business Services	Building Society	FBS 1
<b>Service</b>	Financial & Business	Building Supplies & Services	FBS 2
<b>Service</b>	Financial & Business Services	Business Goods & Services	FBS 3
<b>GOAD Class</b>	<b>GOAD Sub-Class</b>	<b>Primary Activity</b>	<b>Code</b>
<b>Service</b>	Financial & Business Services	Employment & Careers	FBS 4
<b>Service</b>	Financial & Business Services	Financial Services	FBS 5
<b>Service</b>	Financial & Business Services	Legal Services	FBS 6
<b>Service</b>	Financial & Business Services	Other Business Services	FBS 7
<b>Service</b>	Financial & Business Services	Printing & Copying	FBS 8
<b>Service</b>	Financial & Business Services	Property Services	FBS 9
<b>Service</b>	Financial & Business Services	Retail Banks	FBS 10
<b>Service</b>	Health & Medical Services	Chiropodist	HMS 1
<b>Service</b>	Health & Medical Services	Dental Surgery	HMS 2
<b>Service</b>	Health & Medical Services	Doctors Surgery	HMS 3
<b>Service</b>	Health & Medical Services	Health Centre	HMS 4
<b>Service</b>	Health & Medical Services	Nursing Home	HMS 5
<b>Service</b>	Health & Medical Services	Osteopath	HMS 6
<b>Service</b>	Health & Medical Services	Other Health & Medical Service	HMS 7
<b>Service</b>	Health & Medical Services	Rest home	HMS 8
<b>Service</b>	Health & Medical Services	Veterinary surgery	HMS 9
<b>Service</b>	Public Service	Advice Centre	PS 1
<b>Service</b>	Public Service	Community Centre	PS 2
<b>Service</b>	Public Service	Council Offices	PS 3
<b>Service</b>	Public Service	Educational Establishment	PS 4
<b>Service</b>	Public Service	Emergency Services	PS 5
<b>Service</b>	Public Service	Information Centre	PS 6
<b>Service</b>	Public Service	Kindergarten	PS 7
<b>Service</b>	Public Service	Library	PS 8
<b>Service</b>	Public Service	Museum & Art Gallery	PS 9



<b>Service</b>	Public Service	TA/Cadet Centre	PS 10
<b>Service</b>	Public Service	Tourist Information	PS 11
<b>Service</b>	Religious Service	Place of Worship	REL
<b>Vacant</b>	Vacant Retail	Vacant Shop	VAC 1





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**REPORT TO: SPECIAL MEETING OF PLANNING AND REGULATORY SERVICES COMMITTEE ON 5 DECEMBER 2018**

**SUBJECT: MORAY LOCAL DEVELOPMENT PLAN 2020- PROPOSED PLAN**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT, PLANNING AND INFRASTRUCTURE)**

**1. REASON FOR REPORT**

- 1.1 This report asks the Committee to consider the content of the Proposed Moray Local Development Plan (LDP) 2020 and to agree to issue the Proposed Plan for consultation.
- 1.2 This report is submitted to Committee in terms of Section III (E) (2) of the Council's Scheme of Administration relating to the Review and Preparation of Strategic and Local Plans.

**2. RECOMMENDATION**

**2.1 It is recommended that the Committee;**

- i) **considers and agrees the content of the Proposed Moray Local Development Plan 2020, representing the "settled view" of the Council,**
- ii) **delegates authority to the Head of Development Services to make minor text changes and complete the remaining graphics for the Proposed Plan in consultation with the Chair and Depute Chair,**
- iii) **delegates authority to the Head of Development Services to include the "A96 Dualling Hardmuir to Fochabers- Preferred option" in the appropriate plans and settlement statements,**
- iv) **agrees to issue the Proposed Plan for a 10 week period of consultation,**
- v) **agrees that a report on objections arising from the consultation be reported back to a future meeting of this Committee, and**
- vi) **agrees that the Proposed Moray Local Development Plan 2020 be treated as a material consideration for development management purposes as of 1 February 2019.**



### **3. BACKGROUND**

- 3.1 The review of the Moray LDP 2015 has now reached the third of the five stages of preparing a LDP, which is the “Proposed Plan” stage. The Proposed Plan should represent the “settled view” of the Council in terms of vision, strategy, policies and site designations.
- 3.2 The Proposed Plan follows on from the Main Issues Report (MIR) which was consulted on during the first quarter of 2018. Representations to the MIR were considered at a special meeting of the Planning & Regulatory Services Committee on 25 September 2018 (para 3 of the minute refers) which agreed that the Proposed Plan be progressed on the basis of decisions taken for housing and employment sites and that the Proposed Plan be considered at a special meeting of this Committee on 5 December 2018.
- 3.3 The decisions taken on 25 September 2018 along with further engagement on draft policies and settlement designations with statutory consultees and the outcomes of the Strategic Environmental Assessment and Habitats Regulation Appraisal have informed the Proposed Plan.

### **4. PROPOSALS**

- 4.1 The Proposed Plan, when approved, will represent the “settled view” of the Council and are set out in the following appendices;
- Appendix 1- Volume 1- Vision, Spatial Strategy, Housing, Infrastructure and Employments Land Requirements, Policies and Parking Standards.
  - Appendix 2- Volume 2- Settlement Statements.
  - Appendix 3- Volume 3- Rural Groupings
  - Appendix 4- Volume 4- Delivery Programme/ Action Plan
  - Appendix 5- Volume 5- Supplementary Guidance
- 4.2 In addition to the above volumes, a number of assessment reports have been prepared in accordance with statutory requirements and these will also be made available for consultation and reference;
- Strategic Environmental Assessment
  - Habitat Regulation Appraisal
  - Strategic Flood Risk Assessment
  - Equalities Impact Assessment
- 4.3 Copies of these supporting assessments have been made available on the CMIS committee management system. Minor amendments are required to the Strategic Flood Risk Assessment following advice from SEPA, relating to Archiestown, Craigellachie, Newmill, Portknockie and Rothiemay where there are no new sites proposed and flood risk is identified on existing sites being carried forward into the Proposed Plan.



- 4.4 As part of the Proposed Plan, the Council is required to publish a Schedule of Council owned land which is identified for development, for the purposes of transparency. The schedule is currently being prepared and will also be made publicly available during the consultation period.
- 4.5 Some of the key aspects and ambitions of the Proposed Plan to tackle the issues outlined in the Main Issues Report include;
- Placemaking- a more detailed policy is embedded in the Plan and will be supported by a revised Quality Audit (2) which will be presented to a future meeting of this Committee, which recognises the social, health and well-being, economic and environmental benefits of good placemaking.
  - The Placemaking policy is supported by a new policy on Biodiversity and a more detailed policy on Open Space provision, with the emphasis upon achieving good quality, multi-benefit open space.
  - Employment land- a number of large scale new employment land sites have been designated, including sites at Waterford and Easter Newforres, Forres, West Mosstodloch and Burnside of Birnie, Elgin to meet demand from existing businesses to expand or relocate, new business start-ups and new businesses seeking to locate in Moray.
  - Affordable Housing- the new policy requires a contribution towards affordable housing from all housing proposals and aims to achieve better tenure integration.
  - Taking an Infrastructure First Approach- the Proposed Plan has been informed by detailed discussions with NHS Grampian, Transportation, Housing, Scottish Water and Transport Scotland.
  - Ageing population- the Placemaking policy reflects the outcome of the “Mood, Mobility and Place” research project undertaken by a research team from the University of Edinburgh, Heriott Watt University, Kings College London and the University of York and aspires to ensure spaces are planned accordingly to meet the needs of the elderly and support health and mental well-being. The Accessible Housing policy requires 10% of private sector units in proposals of 10 or more houses to be provided as accessible in single storey (bungalow) form.
  - Special Landscape Areas (SLA’s) - the Proposed Plan includes a policy and designations for the new SLA’s which are subject to a separate report to this Committee.
  - Equalities- the Proposed Plan includes a number of policy requirements to address equalities issues, including policies on affordable and accessible housing, promoting better designed development and open spaces to support health and well-being, requirements that play areas are inclusive, that ParentAble Moray and the Moray Disability Forum will be consulted on all Masterplans, details of translation services and an action in the



Action/ Delivery Programme requiring a site search for a Gypsy/ Traveller site. Further information is included within the Equalities section at 5g).

- Focus on Delivery- the Proposed Plan is supported by an initial Action/ Delivery which will be monitored, updated and added to annually. The Plan also includes two delivery (DEL) policies to take a more proactive approach to monitoring development sites and taking action where sites show no sign of progressing. Following adoption of the Plan, further detail, including funding and delivery mechanisms will be included which will be influenced by a number of factors including the new planning legislation currently being progressed through parliamentary procedures and the Moray Growth Deal.
- 4.6 Once agreed, the Proposed Plan will be issued for a 10 week period for consultation, which is a more formal “objection” process, running from 7 January to 15 March 2019. Neighbour notification, social media, statutory adverts and press releases will be used to inform people of the proposals. A series of drop in exhibitions will be held in Aberlour, Buckie, Forres, Elgin and Keith and copies of the Plan will be made available online, at libraries and Council Access Points.
- 4.7 All objections received will be reported back to Committee in a series of topic or area based “Schedule 4” reports and any unresolved objections will be referred to an Examination, where a Reporter from the Directorate of Planning and Environmental Appeals will consider the objections. The Examination process can take between 6 and 9 months and the Council will be required to respond to further information requests. The Reporter may convene a number of “hearings” before publishing the Examination Report. The findings of the Reporter are largely binding upon the Council, with challenges only acceptable in situations where it would seem that an unreasonable conclusion has been reached based upon the evidence before the Examination.
- 4.8 Once the Examination Report is received and considered by the Council, any changes required are published as modifications and there will be a one month period for further challenge, following which the Plan can be formally adopted by the Council as the 5 year statutory Development Plan for Moray.
- 4.9 The preferred route for the A96 dualling between Hardmuir and Fochabers was published on the 4<sup>th</sup> December 2018. The preferred option will impact upon a number of site designations in the Plan and a verbal update will be provided to Members highlighting these impacts. Delegated authority is requested for the preferred option to be reflected in the relevant plans and settlement statements.
- 4.10 The Elgin traffic model has now been updated and forecasting runs of the model will be undertaken taking into account the preferred route of the A96 dualling. In Forres work continues on the identification of transport infrastructure, in particular the Active Travel study funded by Sustrans.



- 4.11 Further guidance on operating the Proposed Plan as a material consideration will be provided to the January 2019 meeting of this Committee as the weight to be attached to the new policies and site designations will vary as the Plan proceeds through Examination towards adoption. There are considerable administration procedures to be carried out to support introduction of the Proposed Plan as a material consideration.
- 4.12 Delegated authority is requested to complete some consistency and outstanding graphic related work prior to the Plan being published for consultation, relating to images, covers and cross referencing. The Plan will be printed in high res and the online mapping available during the consultation will allow members of the public to zoom in to access further detail. The approved Local Development Plan will have online story mapping, which is currently being developed.

## **5. SUMMARY OF IMPLICATIONS**

### **(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

The LDP is a vital aspect of supporting and facilitating the Community Planning Partnerships' priorities for a growing, diverse and sustainable economy, building a better future for our children and young people and empowering and connecting communities.

### **(b) Policy and Legal**

The preparation of the LDP is a statutory requirement as well as the supporting Strategic Environmental Assessment and Habitats Regulation Assessment.

Scotland has a plan led system and all decisions on planning matters should comply with the provisions of the Development Plan unless material considerations suggest otherwise.

### **(c) Financial implications**

Publishing the Proposed Plan, neighbour notification and consultations has an associated cost which will be met from the existing annual Local Development Plan budget of £10,000.

The cost for examination of the 2015 LDP was £50,763. The next Examination will result in a budget pressure in 2019/20.

### **(d) Risk Implications**

If the LDP is not replaced within 5 years, this will be identified as a "red" outstanding action in the annual Planning Performance Framework and there will be a reputational risk. There is also a risk that there will be a shortage of effective land for housing and employment uses with an adverse impact upon the local economy and delivery of community planning partners' objectives.



There is a risk that if the Committee decides to make significant changes after consultation; then it may be obliged to re-consult on these, thus delaying the timetable. The Proposed Plan should therefore represent the “settled view” of the Council and any minor changes or amendments can be highlighted to the Reporter through the schedule 4 papers submitted for Examination.

**(e) Staffing Implications**

Preparing and consulting on the Proposed Plan requires considerable staff time on top of all other duties performed by Development Plans. The Proposed Plan has also involved significant staff time from other Council services, particularly Transportation. Statutory consultees have also provided considerable support and input to the Proposed Plan, particularly Scottish Natural Heritage.

**(f) Property**

Statutory procedures require that the Council produces a schedule of all Council owned property that is affected by proposals in the Plan. This is currently being prepared and will be published as part of the Proposed Plan.

**(g) Equalities/Socio Economic Impact**

An Equalities Impact Assessment (EIA) has been completed for the Proposed Plan. The EIA concluded that the Plan creates opportunities for advancing equality of opportunity by;

- Giving all individuals, groups and organisations an opportunity to influence the content and policy of the Local Development Plan.
- Including a primary policy on Placemaking, which aims to support development that is safe, welcoming and inclusive and supports health and wellbeing of residents.
- Including a primary policy on Sustainable Economic Growth that aims to ensure that development is planned and co-ordinated with infrastructure (including education, health, transport, sports and recreation and access facilities).
- Including a requirement for all housing developments to contribute towards the provision of affordable housing, which will increase delivery of affordable homes in Moray.
- Including a requirement for developments to provide a mix of house types, tenures and sizes and for tenure demonstration to be achieved, including requirements to ensure that architectural styles are tenure blind and affordable and private housing share catchment areas, play areas, bus stops and other community facilities and that housing provision meets the needs of the local population in terms of age and/ or disability.
- Including a requirement that 10% of the private sector units in developments of 10 or more units to be provided to wheelchair accessible standard.



- Including a policy to consider proposals for Gypsy/ Traveller sites (halting or permanent) and to safeguard sites used by Showpeople. The Action/ Delivery Programme includes an action to undertake a search for a Gypsy/ Traveller halting site(s).
- Including text in the Plan regarding translation services.
- Including a requirement in Policy PP1 Placemaking that ParentAble Moray and the Moray Disability Forum are consulted on Masterplans.

**(h) Consultations**

The Corporate Director (Economic Development Planning & Infrastructure), the Head of Development Services, the Legal Services Manager (Property & Contracts), the Equal Opportunities Officer, Senior Engineer Transport Development, Paul Connor (Principal Accountant), the Educational Resources Manager, the Housing Strategy and Development Manager, the Consultancy Manager, the Development Management Manager and Lissa Rowan (Committee Services Officer) have been consulted and their comments incorporated into the report.

**6. CONCLUSION**

- 6.1 Members are asked to approve the Proposed Moray Local Development Plan 2020 for consultation. The Proposed Plan should represent the Council's settled view and will be made available for a 10 week public consultation period. All responses will be reported back to a future meeting of this Committee and any unresolved representations will be referred to the Scottish Government with a request for an Examination process.**

Author of Report: Gary Templeton, Principal Planning Officer

Background Papers:

Ref:







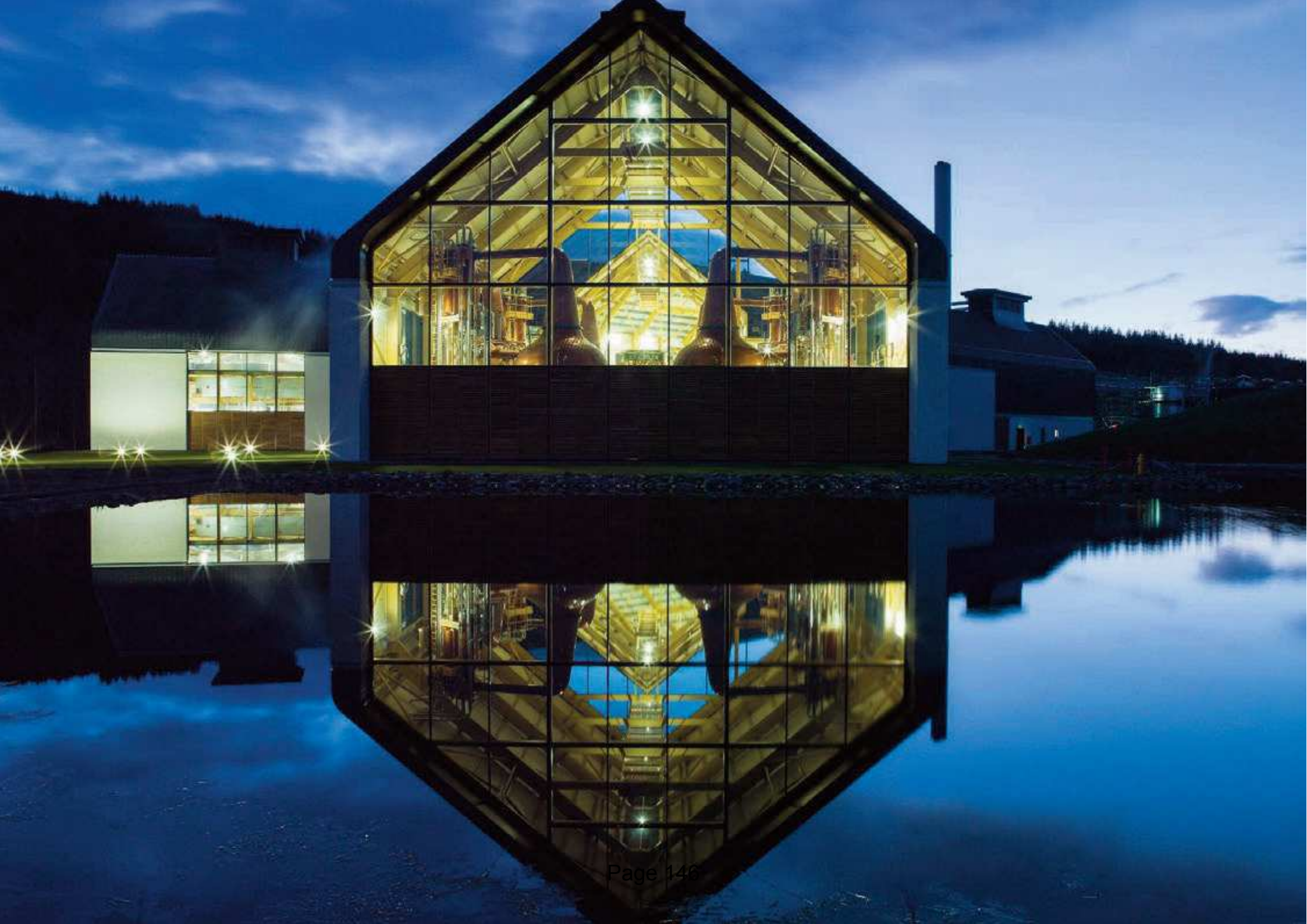
## **Moray Local Development Plan 2020**

### **VOLUME 1**

# **Vision, Spatial Strategy, Housing, Infrastructure, and Employment Land Requirements, Policies and Parking Standards**









## Foreword



I am delighted to introduce the Proposed Moray Local Development Plan 2020 which sets out the policies and land use proposals to guide development across Moray up to 2030 and beyond.

The Plan sets out a vision for sustainable economic growth which has to be balanced carefully with Moray's outstanding and diverse natural and cultural environment, that makes Moray such a fantastically special place to live, work and visit.

The Plan includes three primary policies which support the Local Outcomes Improvement Plan, aiming to deliver sustainable economic growth, healthy places through good placemaking and longer term infrastructure planning with Community Planning partners. The Proposed Plan is supported by a Delivery/ Action Programme which sets out how the vision and aspirations will be delivered. This will require ongoing commitment from a range of public sector organisations working with community and voluntary groups and in partnership with the private sector.

I would like to take this opportunity to thank the many people who have helped shape the Proposed Plan which represents the "settled view" of the Council .

**Cllr David Bremner**

**Chair Planning and Regulatory Services Committee  
Moray Council**





## How to respond to the Proposed Plan

Responses should preferably be made electronically using the online response form available at [www.moray.gov.uk/proposedplan2019](http://www.moray.gov.uk/proposedplan2019) but separate e-mail or paper responses can be sent to;

Local Development Plan Team,  
Development Services,  
Moray Council,  
Council Offices,  
High Street,  
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All comments received will be summarised and reported to a future meeting of the Council's Planning and Regulatory Services Committee. A request for an Examination will be submitted to Scottish Ministers. A Reporter will then be appointed by Scottish Ministers to consider and report on objections and the outcome of the Examination is legally binding upon the Council. After any amendments arising from the Examination are made, the Council can proceed to adopt the new Moray Local Development Plan 2020. The timeline and stages for preparing the Plan are summarised below.

**The deadline for comments is 5pm 15th March 2019.**





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## Introduction

### What is a local development plan?

The town and country planning system in Scotland is “plan-led” and the Council has a statutory responsibility under the Town and Country Planning (Scotland) Act 2006 to prepare an up to date local development plan. Local development plans provide guidance to residents, developers and investors as to how much and where growth is proposed for land uses, such as housing and employment, and set out a wide range of policies which are used to determine planning applications.

The Moray Local Development Plan 2020 is a corporate document taking account of a range of national and local drivers, covering a broad spectrum of issues such as the need to meet housing requirements, creating employment opportunities and supporting economic development, protecting our environment, connecting our communities, providing good health and education facilities, generating electricity from renewable sources, addressing climate change, supporting health challenges by promoting physical activity and mental well-being and helping to reduce inequalities and improve life chances for everyone to enjoy a good quality of life. The Local Development Plan is an important “tool” in addressing these issues.

The Plan aims to direct the right development to the right place and takes a more “place, infrastructure first and delivery” focus than the previous Local Development Plan. The Plan recognises the prevention role that the town and country planning system can play by helping to create quality, healthy places which improve people’s life chances and the economic benefits of good placemaking.

The Plan supports the Moray Local Outcome Improvement Plan which aims to achieve:

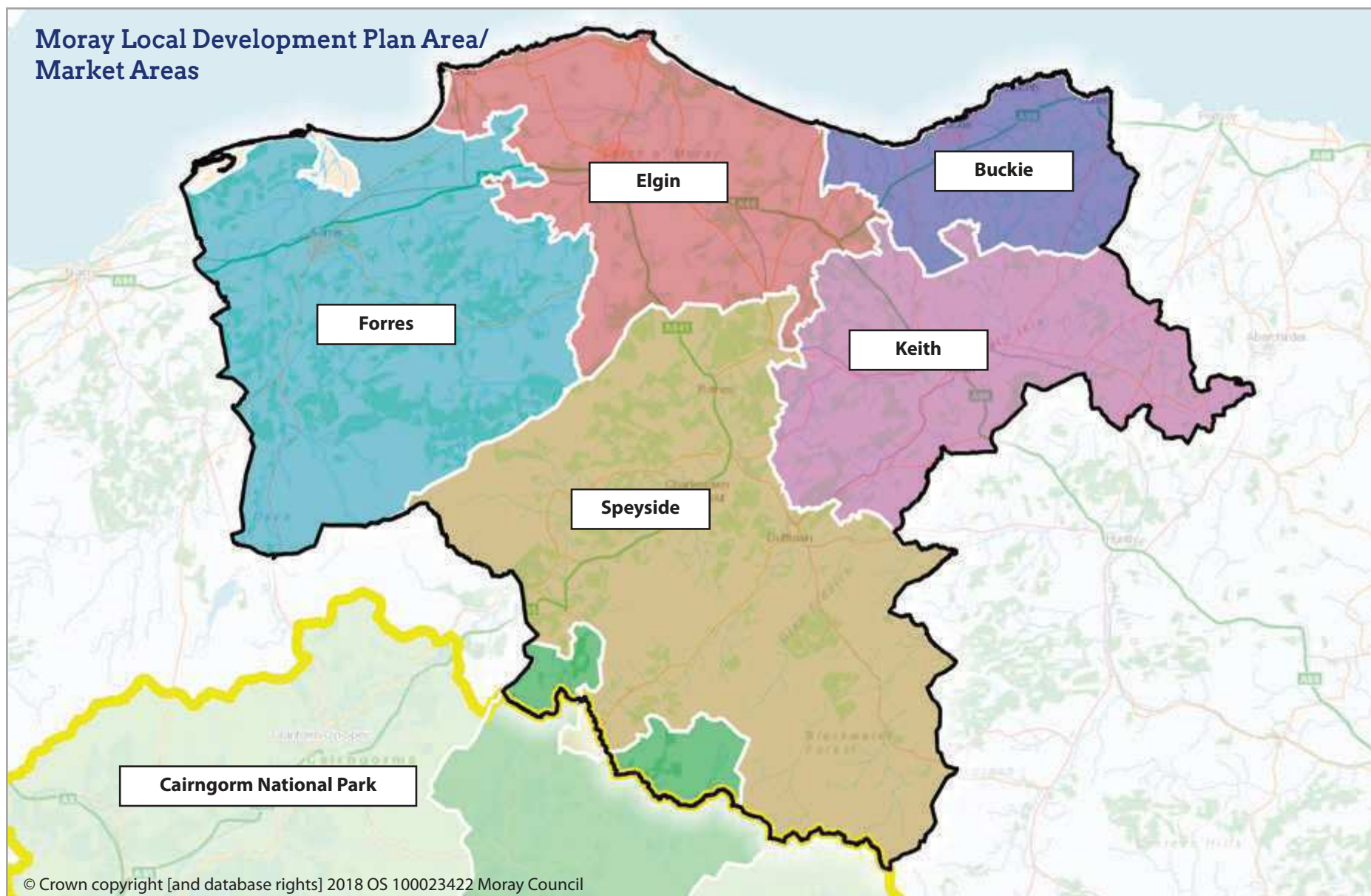
- Growing, diverse and sustainable economy;
- Building a better future for our children and young people in Moray;
- Empowering and connecting communities;
- Changing our relationship with alcohol.

The Proposed Plan sets out the settled view of how the Council sees the Moray LDP area developing over the next 10 years and beyond and covers the administrative area of Moray Council minus the southern part which falls within the CNP, which prepares its own LDP.

When adopted the Moray Local Development Plan 2020 will replace the Moray Local Development Plan 2015.









## The Proposed Plan

The Council consulted on its Main Issues Report between January 2018 and end March 2018 and received over 400 responses, which broke down into 1775 comments which have helped inform and shape the policies and land use designations.

The Proposed Plan sets out a spatial strategy which explains our overall view of where development should go and the principles behind that. We have identified future development sites and the scale of development we expect to see on each of the identified sites. We have also identified what developers require to do when designing and delivering development, emphasising the need for masterplans, infrastructure and quality placemaking.

The Plan consists of the following documents;

### **Volume 1- Vision, Spatial Strategy and Policies -**

setting out the vision, spatial strategy which sets the strategic context for the levels of growth proposed in each sub-area, known as market areas and the policies which are used to determine planning applications. Detailed policy notes on Affordable and Accessible Housing, Rural Housing and Trees and Development are included and form part of the Plan.

### **Volume 2 - City, town and village statements -**

mapping and text showing which sites are proposed for development purposes and which sites are safeguarded for their environmental value.

### **Volume 3 - Rural Groupings -**

mapping and text showing small development site opportunities and amenity land safeguarded from development.

### **Volume 4 - Action/ Delivery Programme -**

this sets out a range of proposals which are required to implement the LDP. Some actions are for other organisations and some for other Council services. These will be monitored annually and the Council will take a proactive approach to implementing the Programme.

### **Volume 5 - Supplementary Guidance -**

included with the Proposed Plan is new Supplementary Guidance on Flooding and Drainage.

The following Supplementary Guidance is proposed to be carried forward to form part of the new statutory Moray Local Development Plan 2020 when adopted;

- Open Space Strategy
- Moray Onshore Wind Energy Policy Guidance, including Moray Wind Energy Landscape Capacity Study
- Elgin South Masterplan
- Findrassie Masterplan
- Dallas Dhu Masterplan
- Kinloss Golf Course Masterplan
- Moray Forestry and Woodland Strategy
- Developer Obligations
- Bilbohall Masterplan

Further detailed information is set out in a range of background papers which informed the Main Issues Report and can be accessed at:  
[www.moray.gov.uk/mainissuesreport](http://www.moray.gov.uk/mainissuesreport)

The Plan should be read in its entirety. The Vision, Objectives, Spatial Strategy, strategic context and policy notes form a key part of the Plan and form part of the decision making process for development proposals.

If you are interested in developing any of the designated sites then the Council encourages early discussion and can advise applicants on the policies, process and issues to be considered. Further details are available at:  
[http://www.moray.gov.uk/moray\\_standard/page\\_79962.html](http://www.moray.gov.uk/moray_standard/page_79962.html)





### Strategic Environmental Assessment and Habitat Regulations Appraisal

The Proposed Plan has been informed by a Strategic Environmental Assessment which is required under the Environmental Assessment (Scotland) Act 2005. The SEA assesses the policies and land use proposals and identifies any likely significant environmental impacts. In some cases, sites may not have been included in the Plan and in other cases sites or policies may have been amended to safeguard or mitigate a likely significant environmental effect.

**Comments on the final draft SEA should be submitted by 15<sup>th</sup> March 2019 to [localdevelopmentplan@moray.gov.uk](mailto:localdevelopmentplan@moray.gov.uk)**

A Habitats Regulations Appraisal (HRA) is a statutory requirement under the Conservation (Natural Habitats &c) Regulations 1994, as amended. The HRA has also helped to shape and inform the Proposed Plan, ensuring that all policies and proposals will not have a significant adverse effect on the conservation objectives and qualifying features of the Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's) within or adjacent to Moray.









## The Vision

The Moray Local Development Plan 2020 is required to set out a vision. The proposed vision is set out below, supported by a series of objectives.

### Plan Aims/Objectives

- Apply a placemaking approach to development to create sustainable, welcoming, well connected and distinctive places that are safe, healthy and inclusive.
- Provide a generous supply of housing land to meet the needs of various sectors of the market.
- A strong framework for investment that provides sufficient land for development and supports sustainable economic growth (including the tourism economy).
- Identify and provide for new or upgraded social and physical infrastructure to support the expanding population whilst safeguarding existing infrastructure.
- Promote the vitality and viability of town centres.
- Encourage efficient use of land and promote low carbon and sustainable development.
- Protect and enhance the built and natural environment.
- Improve resilience of the natural and built environment to climate change.

People want to live,  
work and invest in  
Moray because of the  
outstanding quality of  
life and environment.





## Spatial Strategy

In previous Development Plans, growth has been concentrated in Moray's 5 main towns, with Elgin as the primary centre and the secondary centres of Forres, Buckie, Keith and Lossiemouth. However, it is proposed to change this in the MLDP2020 for the following reasons;

- Lossiemouth is constrained due to environmental designations and noise issues associated with RAF Lossiemouth.
- Growth of Keith is significantly slower than in Buckie and Forres.
- Growth in Forres has slowed due to the closure of RAF Kinloss and the single regiment of army personnel deployed at Kinloss Barracks.

- Growth in the secondary school centres of Aberlour and Fochabers has been very slow. Both these centres offer a very good range of services and secondary schools.
- Sites in smaller villages have not come forward as housing in the countryside development continues at a high rate.

The Growth Strategy is shown in the diagram below, with the social, economic and environmental issues to be addressed, with Placemaking playing a central role in delivery of the strategy (see diagram on page 12).

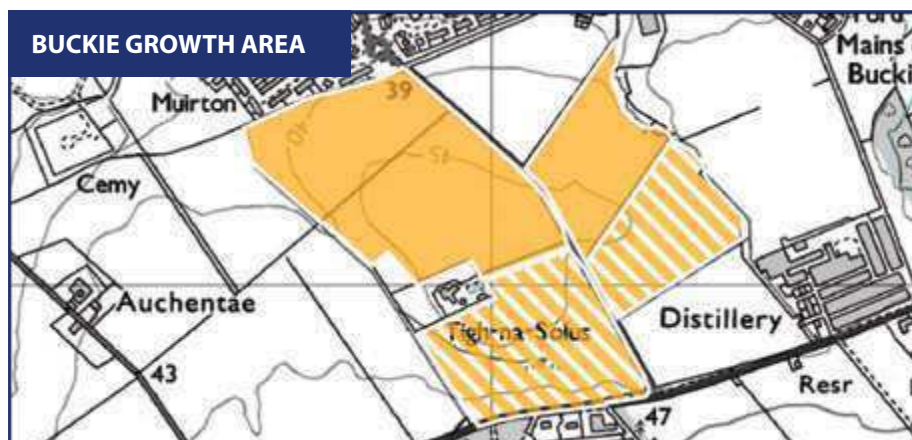
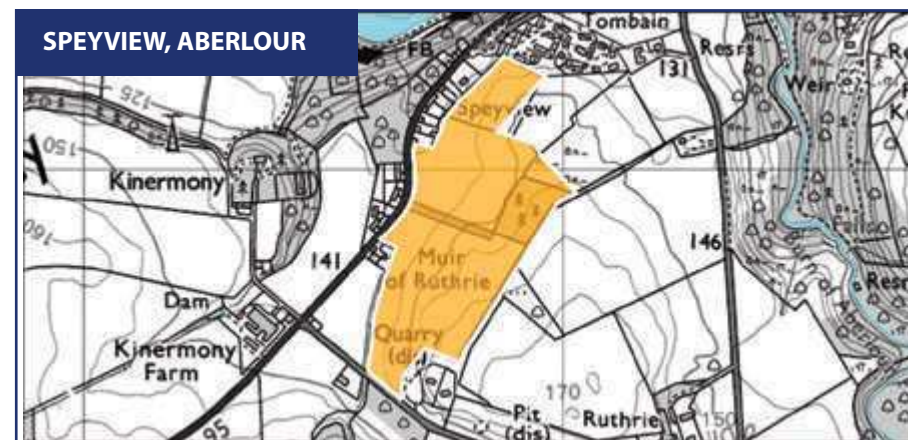




The Growth Strategy focuses new development in the primary growth centre of Elgin with growth to the north through the Findrassie Masterplan, to the south through the Elgin South Masterplan and to the south west through the Bilbohall Masterplan.

New growth has been identified in the Secondary growth areas at Lochyhill, Forres and south west Buckie, reflecting their role as key centres for their housing market areas.

In the tertiary growth areas, the focus will largely be upon delivering existing designated sites which are either in the development process or have stalled in coming forward for development.





The smaller towns and villages are expected to grow in proportion to their current size, and land designations have been made at a lower level and in accordance with existing supply. Some towns and villages have been proposed for no, or limited growth due to capacity, character or other environmental issues.

Rural Groupings include development opportunities in rural areas and help to reduce demand for housing in the open countryside. A number of new, additional Groupings and development opportunities have been identified to support the new Rural Housing policy.

The formation of a new town as an option for accommodating growth was not supported through the Main Issues Report consultation or through the Strategic Environmental Assessment. However, taking a longer term view of future development, a longer term action to undertake preliminary investigations into suitable locations for a new town has been included in the Action/Delivery Programme.

The A96 dualling options may impact upon a number of designated sites, potentially bringing both opportunities and constraints. Additional land reserves have been identified as a contingency for the loss of any sites to this nationally important infrastructure project.









## Strategic Context

Details are set out below of the housing and employment land requirements for the Plan and of infrastructure requirements which have a spatial implication for the Plan.

### Housing Land Requirement / Housing Supply Targets

Scottish Planning Policy requires local development plans to take a longer term approach to housing land. The Scottish Government has ambitious targets for the provision of 50,000 new affordable homes through the “More Homes Scotland” initiative. An “effective” supply of land for housing is a key aspect of delivering this ambition and meeting wider housing need and demand.

To be effective a site has to be free of constraints and able to be developed within a 5 year time period. The effectiveness of sites and the housing land supply is monitored annually through a housing land audit which the Council prepares in consultation with developers. To encourage a longer term approach to housing land supply and the growth of urban areas in Moray, the 2008 Local Plan introduced LONG designations which have enabled the Council to maintain a good effective supply of housing land, which has supported growth and encouraged a longer term approach to infrastructure planning and long term masterplanning to promote design quality.

The LONG term approach is continued in this Plan and will be used alongside the annual housing land audit, the triggers in Policy DP3 and the new Delivery Policies to monitor housing land and ensure an effective supply of land is maintained.

While housing land and housing completions have shown consistent levels of growth in Elgin, Forres and Buckie, growth in Keith and Speyside has been much slower, especially in Speyside where there has been very limited activity on sites identified in previous local development plans.

Delivery policies have been included to monitor the ongoing effectiveness and delivery of designated sites. The plan takes a different approach to try and unlock and deliver some of the sites which have not come forward through previous plans and make greater use of compulsory purchase and different funding approaches. However, different approaches need to be carefully controlled to ensure that infrastructure, servicing and other policy requirements such as affordable housing and open space are provided. This approach will also assist with strengthening the settlement hierarchy and provide more plot opportunities in smaller towns and villages in conjunction with the new rural housing policy.

The baseline for calculating housing need and demand for the Moray Local Development Plan 2020 is set out in the Housing Need and Demand Assessment (HNDA) 2017, which has achieved “robust and credible” status from the Scottish Government Centre for Housing Market Analysis.

The Plan aims to provide at least a 10 year supply of effective housing land at the time of adoption and plan for housing up to and beyond 2035. This longer term approach allows for strategic infrastructure planning and co-ordination between community planning partners and agencies.





## How is the housing land requirement calculated?

To calculate how much new, additional land has to be identified in the Plan, the existing land “zoned”, which is free of constraints and available to develop within 5 years, is deducted from the housing land requirement along with any other sites which are considered free of other constraints but because of build out rates, they are more likely to be developed after 5 years.

The Council has added 30% generosity onto the baseline HNDA figure of 5473 housing units between 2018 and 2035, making a total housing land requirement of 7115 units, representing 395 units per annum, which is proposed to be the annual housing land supply target, with the target for completions being 304 units per annum with a shorter term housing land supply target of 470 units between 2018 and 2023, 366 units thereafter. The land supply target must be higher than the completions target to reflect market conditions and some sites not coming forward as anticipated and changing circumstances.

Table 1 identifies the effective, constrained and total established land supply.

**Table 1-** Housing Land Requirements to 2035.

LHMA	Housing Supply Target to 2035 (A)	Proposed Flexibility (B)	Housing Land Requirement (A+B=C)	Existing effective supply (D)	Sites Effective 5yr+ (E)	Projected completions 2017-2021	Constrained supply	Additional housing land requirement (C-D-E)	Split by LHMA
Buckie	5473	30%	5473+1642	330	60	266	807	7115-4094-1320	250
Elgin				2304	1230	1410	6484		1200
Forres				1066	10	392	911		250
Keith				303	10	157	313		*
Speyside				91	10	71	532		*
<b>Total</b>	<b>5473</b>	<b>1642</b>	<b>7115</b>	<b>4094</b>	<b>1,320</b>	<b>2296</b>	<b>9047</b>	<b>1701</b>	





The generosity figure is intended to ensure enough land is available in the right place at the right time to meet demand and to ensure the land supply is flexible and responsive to adapt if some sites do not come forward for development or are slower to develop than anticipated. However, this must be achieved in conformity with the Spatial Strategy.

The additional land requirement of 1700 units will be met through the designation of new sites in Elgin LHMA for 1200 units, Forres LHMA 250 units and Buckie LHMA 250 units, with larger growth areas identified in Elgin South, Lochyhill Forres and South West Buckie to promote an infrastructure first approach and to replace deleted sites.

The Plan takes a delivery focused proactive approach, with a range of actions identified in the Action/Delivery Programme to encourage sites to come forward. The policies of the Plan require ongoing evidence of the effectiveness and viability of sites and if this information is not forthcoming sites may be removed from future Plans.

### Employment land requirement

Scottish Planning Policy requires development plans to designate sites that meet the diverse needs of different types and sizes of business in a way that is flexible enough to accommodate changing circumstances. The top priority of the Community Planning Partnerships 10 year plan, Moray 2026 is “a growing, diverse and sustainable economy.”

Sufficient land and buildings for industrial and business uses is required, with demand for medium sized sites primarily coming from existing business looking to grow. Demand for large sites from inward investors is small but large in terms of land take (40 hectares+). Demand is seen to come from a mix of small start ups, renewables, digitally based businesses and decommissioning. Demand is greatest within the Elgin area , followed by Forres and then Buckie, Keith and Speyside.

## Housing targets

- **Annual housing completion target 2018-2035**  
304 units
- **Annual housing completion target 2018-2023**  
424 units
- **Additional housing land requirement 2018-2035**  
1700 units
- **Annual average housing land supply target 2018-2035**  
395 units
- **Annual average housing land supply target 2018-2023**  
470 units





### How is the employment land requirement calculated?

An annual requirement of 4-5 hectares per year has been identified through discussion with a working group with consideration given to build out rates and historic demand studies. This has been informed by the annual employment land audit which the Council prepares, summarised in Table 2 below.

Market Area	Effective Supply 2017 (general industrial)	Number of sites 2017	Predicted supply in years at 2020
Elgin	27.69ha/68.42acres	5	6.8 years
Forres	0.23ha/0.57acres	2	Less than a year
Buckie	16.03ha/39.6acres	3	16.8 years
Keith	3.81ha/9.41acres	3	6.4 years
Speyside	2.3ha/5.8acres	2	2.8 years

**Table 2-** Effective and predicted supply of employment land by Market Area

This annual requirement is applied to the existing supply of effective employment land for general industrial use to establish the number of years supply currently available. The effective land supply (land that is free of constraint and developable within 5 years) is monitored annually through an employment land audit, which allows the Council to calculate the amount of land that needs to be identified in the plan to support economic growth.

The requirement is split across Market Areas as set out below, with details of sites designated to meet the land requirements.

Market Area	Minimum additional land requirement	Sites designated in Plan to meet requirement
Elgin	23 hectares	Burnside of Birnie- 43 ha* (A96 dualling may impact) West Mosstdloch 9ha
Forres	12 hectares	I4 Waterford North-17ha Easter Newforres (LONG2)- 28.2ha
Buckie	3.5 hectares	R10 MU 3.5 hectares available for employment uses LONG2 - strategic reserve.
Keith	Sufficient effective land, identify strategic reserve	MU Banff Road South for mixed uses. I11 Westerton Road East Expansion LONG2 Westerton Road
Speyside	4.8 hectares	I5 Greens of Rothes 6.3ha Aberlour Speyview R2- 1 ha

An action has been included in the Action/ Delivery Programme to identify large rural inward investment sites.





### Infrastructure

Scottish Planning Policy requires planning authorities to use action programmes to drive the delivery of planned developments to align stakeholders, phasing, financing and infrastructure investment over the long term. Modern, fit for purpose infrastructure is essential to support Moray 2026 to provide the transportation, education, health and other infrastructure to support Moray's growing and ageing population.

Planning and Development officers have worked closely with other services, statutory consultees and Community Planning partners to plan the infrastructure requirements to support the growth proposed in this Plan.

A summary of proposed new infrastructure is detailed in Table 4. This will be updated through the Action/ Delivery Programme and through the Developer Obligations Supplementary Guidance as the infrastructure evidence base is reviewed over time.



### Education

A School Estate Strategy is being prepared by the Council setting out longer term primary and secondary school requirements, aligned with the Local Development Plan Spatial Strategy. The following new/ extended schools are proposed;

Area School Group	1x Primary School (450-650 pupil capacity)- Findrassie Masterplan area. Potential for community hub/shared facilities to be explored. Extension to Elgin Academy.
Elgin High	2x primary School- Linkwood and Glassgreen within Elgin South Masterplan area- (450-650 pupil capacity). Glassgreen to explore potential for community hub/ shared facilities. Extension to Elgin High.
Forres Academy	1x Primary School (450-650 pupil capacity)- Lochyhill. Potential for community hub/ shared facilities to be explored. Extension to Forres Academy.
Buckie High	3-18 Education Campus or new primary school in south west growth area. Either option to explore potential community hub/ shared facilities.

**Table 4:** Indicative new/ extended school requirements to accommodate growth proposed in MLDP2020.



## Healthcare

Table 5 below identifies the new facilities and improvements to existing facilities which are required to support growth proposed in this Plan.

**Table 5** New/ extended healthcare requirements to accommodate growth proposed in MLDP2020.

	Health Centre	Dental Chairs	Community Pharmacy
<b>Elgin</b>	1 new health centre for 7 GP's and support staff located within the Elgin South masterplan area Maryhill Health Centre: Extension to accommodate 4 additional GP's and support staff Elgin Community Surgery: Extension to accommodate 1 additional GP and support staff	5 additional dental chairs	
<b>Forres</b>	Forres Health Centre: extension to accommodate 4 additional GP's and support staff	2 additional dental chairs	Reconfiguration of existing pharmacy outlets (location tbc)
<b>Buckie</b>	Ardach Health Centre: Future extension to accommodate 1 additional GP and support staff		
<b>Keith</b>	Seafield & Cullen Medical Practice: Reconfiguration of existing practice to accommodate 1 additional GP and support staff		
<b>Lossiemouth</b>	Replacement health centre		
<b>Fochabers</b>	Moray Coast Medical Practice: extension to accommodate 1 additional GP and support staff  Replacement health centre		
<b>Rothies</b>	Rothies Medical Centre: reconfiguration to create additional consulting space.		
<b>Dufftown</b>	Rinnes Medical Practice: extension to accommodate 1 additional GP and support staff		
<b>Aberlour</b>	Aberlour Health Centre: reconfiguration to accommodate 1 additional GP and support staff.	1 additional dental chair	







### Transportation

Transportation infrastructure includes pedestrian and cycle, road (local and trunk), rail, air and sea routes. Well planned transportation infrastructure supports economic growth by connecting Moray to markets and services, promotes use of public transport and encourages active travel in preference to the private car, bringing health and environmental benefits.

#### National Infrastructure- A96 dualling

In June 2017 Transport Scotland published route options for the western section from Hardmuir to Fochabers and the preferred route option is anticipated to be announced in late 2018. Dualling the A96 will bring significant economic benefits to Moray, reducing travel times, helping to sustain, grow and attract new businesses and should reduce the rate and severity of accidents.

#### National Infrastructure- rail improvements

A £170 million Aberdeen to Inverness Rail Enhancement Programme is currently being undertaken by the Scottish Government introducing more frequent services, which is supported by the installation of new/ upgraded rail infrastructure including the new station at Forres, extension of platforms at Elgin and upgrading of signaling systems along the route.

#### Local Transportation Network

Moray's rural location means there will be a continuing reliance on road transport, however this needs to be balanced by providing a network of opportunities for public transport and active travel. The Moray Local Transport Strategy 2 (MLTS2) sets out planned improvements to transport infrastructure and services in the area. More specific transport interventions for Elgin are set out in the Elgin Transport Strategy (ETS) which identifies improvements to the network to address the cumulative impact of allocated development within Elgin up to 2030.

Transport proposals (TSP) are shown in the settlement statements. Policies have an emphasis upon promoting alternatives to the car, to encourage active travel and exercise as part of healthy living.



### Harbours

Buckie harbour is the main commercial harbour with manufacturing, boat repair, cargo handling and fishing businesses in operation. Buckie harbour has significant potential for freight and operations and maintenance (O&M) for offshore renewables, having the capacity, supply chain links and geographic location to embrace further expansion.

Further details on other infrastructure including sports and recreation, digital connectivity and Waste Water can be obtained from [localdevelopmentplan@moray.gov.uk](mailto:localdevelopmentplan@moray.gov.uk).









## Policies

### PRIMARY POLICIES

The primary policies reflect key planning objectives and aspirations of the Council. These policies will be used alongside other policies to determine planning applications as relevant and cover the following topics;

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure & Services

### DEVELOPMENT POLICIES - cover the following topics;

- DP1** Development Principles
- DP2** Housing  
Policy Guidance note on Affordable and Accessible Housing
- DP3** LONG Term Land Reserves
- DP4** Rural Housing  
Policy Guidance note on Rural Housing
- DP5** Business and Industry
- DP6** Mixed Use (MU) and Opportunity Sites (OPP)
- DP7** Retail/ Town Centres
- DP8** Tourism Facilities & Accommodation
- DP9** Renewable Energy
- DP10** Minerals
- DP11** Gypsy/ Travellers/ Travelling Showpeople

### ENVIRONMENT POLICIES - cover the following topics

- EP1** Natural Heritage Designations
- EP2** Biodiversity
- EP3** Special Landscape Areas and Landscape Character
- EP4** Countryside Around Towns
- EP5** Open Space
- EP6** Settlement Boundaries
- EP7** Forestry, Woodlands and Trees  
Policy Guidance note on Trees and Development
- EP8** Historic Environment
- EP9** Conservation Areas
- EP10** Listed Buildings
- EP11** Battlefields, Gardens and Designed Landscapes
- EP12** Management and Enhancement of the Water Environment
- EP13** Foul Drainage
- EP14** Pollution, Contamination & Hazards
- EP15** MOD Safeguarding
- EP16** Geodiversity and Soil Resources

### DELIVERY POLICIES - cover the following topics

- DEL1** Delivery of Effective sites and Action/ Delivery Programme
- DEL2** Maintaining an effective supply of land for housing and employment uses





**PP1 PLACEMAKING**

- a) Development must be designed to create successful, healthy places that support good physical and mental health, help reduce health inequalities, improve people's wellbeing, safeguard the environment and support economic development.
- b) A Placemaking Statement is required for residential developments of 10 units and above to be submitted with the planning application to articulate how the development proposal addresses the requirements of policy PP1 Placemaking and other relevant LDP policies and guidance. The Placemaking Statement must include sufficient information for the Council to carry out a Quality Audit including a Landscaping Plan, a topographical survey, slope analysis, site sections, 3D visualisations, a Street Engineering Review and a Biodiversity Plan as these will not be covered by suspensive conditions on a planning consent. The Placemaking Statement must demonstrate how the development promotes opportunities for healthy living and working. The landscape plan must set out details of species type, size, timescales for planting and maintenance.
- c) To create successful, healthy places residential developments of 10 units and above must comply with Scottish Government policy Creating Places and Designing Streets and must incorporate the following fundamental principles:

**(i) Character and Identity**

- Create places that are distinctive to prevent homogenous 'anywhere' development;
- For developments of 20 units and above, provide a number of character areas that have their own distinctive identity and are clearly distinguishable. Developments of less than 20 units will be considered to be one character area, unless they are part of a larger phase of development or masterplan area.
- Provide distinctiveness between and in each character area through a combination of measures including variation in urban form, street structure/network, architecture and masonry, accent features (such as porches), surrounds and detailing, materials (buildings and surfaces), colour, boundary treatments, hard/soft landscaping and a variety of approaches to tree species and planting that emphasises the hierarchy of open spaces and streets within a cohesive design strategy for the whole development;
- Distinctiveness must be reinforced along main thoroughfares, open spaces and places where people may congregate such as shopping/service centres;
- Retain, incorporate and/or respond to relevant elements of the landscape such as topography and planted features, natural and historic environment, and propose street naming (in residential developments of 20 units and above, where proposed names are to be submitted with the planning application) to retain and enhance local associations;





**Boundary  
Treatments**



**Variation of  
Design**



**Spaces/  
Connections**





(ii) **Healthier, Safer Environments**

- Designed to prevent crime, fear of crime and anti-social behaviour with good levels of natural surveillance and security using treatments such as low boundary walls, dual frontages (principal rooms) and well-lit routes to encourage social interaction. Unbroken high boundary treatments such as wooden fencing and blank gables onto routes, open spaces and communal areas will not be acceptable.
- Designed to encourage physical exercise for people of all abilities.
- Create a distinctive urban form with landmarks, key buildings, vistas, gateways and public art to provide good orientation and navigation through the development.
- Provide a mix of compatible uses, where indicated within settlement statements, integrated into the fabric of buildings within the street.
- Prioritise pedestrians and cyclists by providing a permeable movement framework that incorporates desire lines (including connecting to and upgrading existing desire lines) and is fully integrated with the surrounding network to create walkable neighbourhoods and encourage physical activity.
- Integrate multi- functional active travel routes, green and open space into layout and design, to create well connected places that encourage physical activity, provide attractive spaces for people to interact and to connect with nature.
- Create safe streets that influence driver behaviour to reduce vehicle speeds that are appropriate to the local context such as through shorter streets, reduced visibility and varying the building line.



- Provide seating opportunities within streets, paths and open spaces for all generations and mobility's to interact, participate in activity, and rest and reflect.
- Provide for people with mobility problems or a disability to access buildings, places and open spaces.
- Create development with public fronts and private backs.
- Maximise environmental benefits through the orientation of buildings, streets and open space to maximise the health benefits associated with solar gain and wind shelter.











### (iii) Housing Mix

- Provide a wide range of well integrated tenures, including a range of house types and plot sizes for different household sizes, incomes and generations and meet the affordable and accessible requirements of policy DP2 Housing.
- All tenures of housing should have equal access to amenities, greenspace and active travel routes.

### (iv) Open Spaces/Landscaping

- Provide accessible, multi-functional open space within a clearly defined hierarchy integrated into the development and connected via an active travel network of green/blue corridors that are fully incorporated into the development and to the surrounding area, and meet the requirements of policy EP5 Open Space and the Open Space Strategy Supplementary Guidance and Policy EP12 Managing the Water Environment and Drainage Impact Assessment for New Developments Supplementary Guidance.
- Landscaped areas must provide seasonal variation, (mix of planting and colour) including native planting for pollination and food production.
- Landscaped areas must not be 'left-over' spaces that provide no function. 'Left-over' spaces will not contribute to the open space requirements of policy EP4 Open Space.
- Semi-mature tree planting and shrubs must be provided along all routes with the variety of approaches reflecting and accentuating the street hierarchy.
- Public and private space must be clearly defined.
- Play areas (where identified) must be inclusive, providing equipment so the facility is for every child/young person regardless of ability and provided upon completion of 50% of the character area.
- Proposals must provide advance landscaping identified in site designations and meet the quality requirements of policy EP5 Open Space.
- Structural landscaping must incorporate countryside style paths (such as bound or compacted gravel) with waymarkers.
- Maintenance arrangements for all paths, trees, hedging, shrubs, play/sports areas, roundabouts and other open/ green spaces and blue/green corridors must be provided.







**(v) Biodiversity**

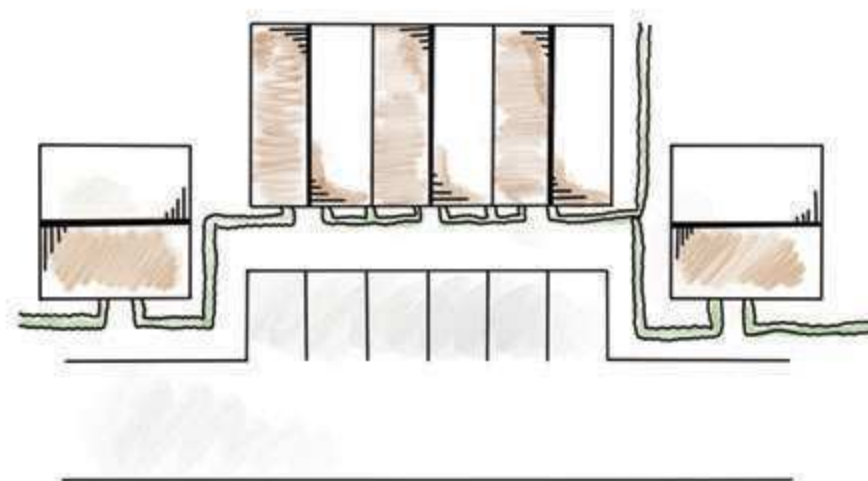
- Create a variety of high quality multi- functional green/blue spaces and networks that connect people and nature, that include trees, hedges and planting to enhance biodiversity and support habitats/wildlife and comply with policy EP2 Biodiversity and Geodiversity and EP5 Open Space.
- A plan detailing how different elements of the development will contribute to supporting biodiversity must be included in the design statement submitted with the planning application.
- Integrate green and blue infrastructure such as swales, permeable paving, SUDS ponds, green roofs and walls and grass/wildflower verges into streets, parking areas and plots to sustainably address drainage and flooding issues and enhance biodiversity from the outset of the development.
- Developments must safeguard and connect into wildlife corridors/ green networks and prevent fragmentation of existing habitats.



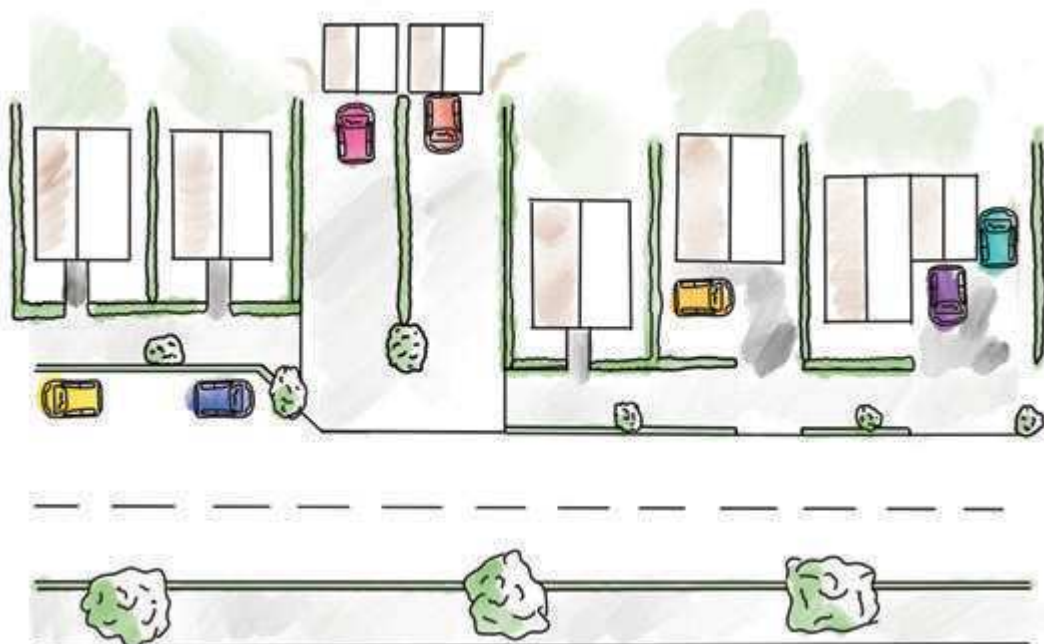
Example of unacceptable “book ending” layout which contributes to car parking dominating the street scene.

**(vi) Parking**

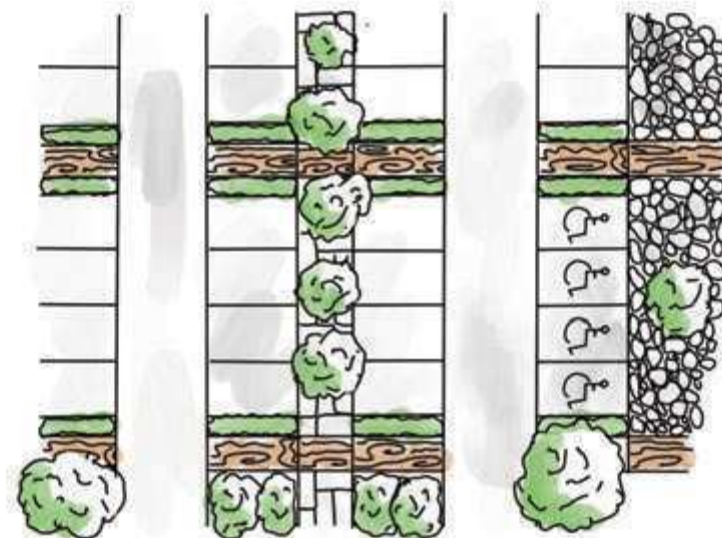
- Car parking must not dominate the streetscape to the front or rear of properties. On all streets a minimum of 75% of car parking must be provided to the side or rear and behind the building line with a maximum of 25% car parking within the front curtilage or on street, subject to the visual impact being mitigated by hedging, low stone boundary walls or other acceptable treatments that enhance the streetscape.
- Provide semi-mature trees and planting within communal private and public/visitor parking areas and on-street parking at a maximum interval of 4 car parking spaces.
- Secure and covered cycle parking and storage, car sharing spaces and electric car charging points must be provided in accordance with policy DP1 Development Principles.
- Parking areas must use a variation in materials to reduce the visual impact on the streetscene.







Drawing illustrates varying design approaches to ensure parked cars do not dominate the street scene and provide a minimum of 75% parking to the side and behind the building line.



Drawing illustrates communal parking areas broken up with semi mature trees and planting.





**(vii) Street Layout and Detail**

- Provide a clear hierarchy of streets reinforced through street width, building density and street and building design, materials, hard/soft landscaping and a variety of approaches to tree planting and shrubs.
  - Streets and connecting routes should encourage walking and cycling over use of the private car by providing well connected, safe and appealing routes.
  - Design junctions to prioritise pedestrians, accommodate active travel and public transport and service/emergency vehicles to reflect the context and urban form and ensure that the street pattern is not standardised.
  - Dead-end streets/cul-de-sacs will only be selectively permitted on rural edges or where topography dictates. These must be short, serving no more than 10 units and provide walking and cycling through routes to maximise connectivity to the surrounding area.
  - Roundabouts must be designed to create gateways and contribute to the character of the overall development.
  - Design principles for street layouts must be informed by a Street Engineering Review (SER) and align with Roads Construction Consent (RCC) to provide certainty that the development will be delivered as per the planning consent.
- (d) Masterplans have been prepared for Findrassie (Elgin), Elgin South, Bilbohall (Elgin), and Dallas Dhu (Forres) and are Supplementary Guidance to the Plan. Further Masterplans will be prepared in partnership for Lochyhill (Forres), Barhill Road (Buckie), Elgin Town Centre/ Cooper Park, Elgin North East, Clarkly Hill, Burghead and West Mosstodloch. A peer review organised by the Council will be undertaken at the draft and final stages in the masterplan's preparation. Following approval, the Masterplans will be Supplementary Guidance to the Plan.
- (e) Proposals for sites must reflect the key design principles and safeguard or enhance the green networks set out in the Proposals Maps and Settlement Statements. Alternative design solutions may be proposed where justification is provided to the planning authority's satisfaction to merit this.







### Justification/ Notes

Healthy placemaking means tackling preventable disease by shaping the built environment so that healthy activities are integral to people's everyday lives. Places that are designed to a high quality support good physical and mental health, reduce health inequalities and improve people's well-being, which in turn supports economic growth. They enable physical activity through increasing walkability in buildings and neighbourhoods, support mental health through distinctive places, create well-connected neighbourhoods that provide access to facilities and amenities to reduce social isolation and loneliness, support social interaction and community cohesion, improve access to healthier foods by supporting local food production (e.g. allotments, community orchards), provide access to nature and the natural environment that allow people to connect with nature, and reduce exposure to pollution. Conversely, car orientated environments, hostile public spaces and 'anywhere' development can contribute to sedentary lifestyles, social isolation and poor mental health, increasing people's risk of disease.

High quality design is a key aim of the Scottish Government as embodied in Scottish Planning Policy (SPP), Designing Streets, Creating Places and the Public Health Priorities for Scotland. The 6 key characteristics of a successful place are defined as: distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient. Further research through the Mood, Mobility and Place project identifies the benefits of co-design to support outdoor activity, health, well-being and community engagement as people age and informs healthy placemaking. PP1 Placemaking supports the Scottish Government's aims to create healthy places through high quality design and ensure that Moray remains an attractive place to live and work, and encouraging inward investment and economic development opportunities.

ParentAble Moray and Moray Disability Forum will be consulted on all Masterplans.





## PP2 SUSTAINABLE ECONOMIC GROWTH

Development proposals for employment land which support the Moray Economic Strategy to deliver sustainable economic growth will be supported where the quality of the natural and built environment is safeguarded, there is a clear locational need and all potential impacts can be satisfactorily mitigated.

### Justification/ Notes

The Moray Economic Strategy provides a long term strategy to influence decision makers in addressing the challenges in diversifying the economy of Moray. This includes the objectives for growth and inward investment in higher paid employment, to reduce the outmigration of young people and to reduce any dependency on public sector employment including the defence sector.

The Spatial Strategy reinforces Elgin's role as a regional centre supported by the secondary and tertiary growth towns of Forres, Buckie, Lossiemouth, Keith, Fochabers and Aberlour.

The aims of this policy must be balanced with the need to safeguard Moray's natural and built environment.



## PP3 INFRASTRUCTURE & SERVICES

Development must be planned and co-ordinated with infrastructure to ensure that places function properly and proposals are adequately served by infrastructure and services. A Utilities Plan must be submitted with planning applications setting out how existing and new utility (including gas, water, electricity, pipelines and pylons) provision have been incorporated into the layout and design of the proposal.

- a) Development proposals will need to provide for the following infrastructure and services:
  - i) Education, Health, Transport, Sports and Recreation and Access facilities in accord with Supplementary Guidance on Developer Obligations and Open Space.
  - ii) Green infrastructure and network requirements specified in policy EP5 Open Space, Town and Village Maps and, contained within Supplementary Guidance on the Open Space Strategy, Masterplans and Development Briefs.
  - iii) Mitigation/modification to the existing transport network to address the impact of the proposed development in terms of safety and efficiency. This may include but not be limited to passing places, road widening, junction enhancement, bus stop infrastructure, and drainage infrastructure. A number of potential road and transport improvements are identified and shown on the Town and Village Maps as Transport Proposals (TSP's) including the interventions in the Elgin Transport Strategy. These requirements are not exhaustive and do not pre-empt any measures which may result from the Transport Assessment process.
  - iv) Electric car charging points must be provided at all commercial, community and communal parking facilities. Access to charging points must also be provided for residential on plot parking provision. Car share parking spaces must be provided within communal parking areas where a need is identified by the Transportation Manager.





- v) Active Travel and Core Path requirements specified in the Council's Active Travel Strategy and Core Path Plan.
- vi) Safe transport and access routes linking to existing networks and mitigating the impacts of development off-site.
- vii) Information Communication Technology (ICT) and fibre optic broadband connections for all premises unless justification is provided to substantiate it is technically unfeasible.
- viii) Foul and surface water drainage, including Sustainable Urban Drainage Systems (SUDS), including construction phase SUDS.
- ix) Measures that implement the waste management hierarchy as defined in the Zero Waste Plan for Scotland including the provision of local waste storage and recycling facilities designed into the development in accord with policy PP1 Placemaking. For major applications a site waste management plan may be required to ensure that waste minimisation is achieved during the construction phase.
- x) Infrastructure required to improve or increase capacity at Water Treatment Works and Waste Water Treatment Works will be supported subject to compliance with policy DP1.

**b) Development proposals will not be supported where they:**

- i) Create new accesses onto trunk roads and other main/key routes (A941 & A98) unless significant economic benefits are demonstrated.
- ii) Adversely impact on active travel routes, core paths, rights of way, long distance and other access routes and cannot be adequately mitigated by an equivalent or better alternative provision in a location convenient for users.

- iii) Adversely impact on blue/green infrastructure, including green networks important for wildlife unless an equivalent or better alternative provision will be provided.
- iv) Are incompatible with key waste sites at Dallachy, Gollanfield, Moycroft and Waterford and would prejudice their operation.
- v) Adversely impact on community and recreational sites, buildings or infrastructure including CF designations and cannot be adequately mitigated.
- vi) Adversely impact on flood alleviation and mitigation infrastructure.
- vii) Compromise the economic viability of bus or rail facilities.

**c) Harbours**

Development within and diversification of harbours to support their sustainable operation will be supported subject to compliance with other policies and settlement statements.

**d) Developer Obligations**

Developer obligations will be sought to mitigate any measurable adverse impact of a development proposal on local infrastructure, including education, healthcare, transport, sports and recreational facilities and access routes. Obligations will be sought to reduce, eliminate or compensate for this impact.

Where necessary obligations that can be secured satisfactorily by means of a planning condition attached to planning permission will be done this way. Where this cannot be achieved, the required obligation will be secured through a planning agreement in accordance with Circular 3/2012 on Planning Obligations.





Developer obligations will be sought in accordance with the Council's Supplementary Guidance on Developer Obligations. This sets out the anticipated infrastructure requirements, including methodology and rates.

Where a developer considers that the application of developer obligations renders a development commercially unviable a viability assessment and 'open-book accounting' must be provided by the developer which Moray Council, via the District Valuer, will verify, at the developer's expense. Should this be deemed accurate then the Council will enter into negotiation with the developer to determine a viable level of developer obligations.

The Council's Developer Obligations Supplementary Guidance provides further detail to support this policy.

#### Justification/ Notes

The Council wishes to ensure an infrastructure first approach is taken to development and that any adverse impact upon infrastructure is mitigated. Development should be adequately serviced in terms of transport, water, drainage and local education, recreation and health facilities able to accommodate the resultant growth. There is a particular emphasis on providing pedestrian and cycle access and any necessary public transport.

Further information on infrastructure requirements is set out in the Strategic Context section on page 20, in the settlement statements in Volume 2 and in the Action/ Delivery Programme in Volume 4. Transport Proposals (TSP's) are identified in the settlement statements covering proposed network improvements, safeguarding and areas where capacity testing is required.

The Council will secure Developer Obligations to mitigate impacts on infrastructure and full details are set out in the Developer Obligations Supplementary Guidance.





## DP1 DEVELOPMENT PRINCIPLES

This policy applies to all developments, including extensions and conversions and will be applied proportionately.

The Council will require applicants to provide impact assessments in order to determine the impact of a proposal. Applicants may be asked to determine the impacts upon the environment, transport network, town centres, noise, air quality, landscape, trees, flood risk, protected habitats and species, contaminated land, built heritage and archaeology and provide mitigation to address these impacts.

Development proposals will be supported if they conform to the relevant Local Development Plan policies, proposals and additional guidance, meet the following criteria and address their individual and cumulative impacts:

### (i) Design

- a) The scale, density and character must be appropriate to the surrounding area and create a sense of place (see Policy PP1) and support the principles of a walkable neighbourhood.
- b) The development must be integrated into the surrounding landscape which will include safeguarding existing trees and undertaking replacement planting to include native trees for any existing trees that are felled, and safeguarding any notable topographical features (e.g. distinctive knolls), stone walls and existing water features by avoiding channel modifications and culverting. A tree survey and tree protection plan must be provided with planning applications for all proposals where mature trees are present on site or that may impact on trees outwith the site. The strategy for new tree provision should follow the principles of the "Right Tree in the Right Place".

- c) Make provision for new open space and connect to existing open space under the requirements of Policy EP5 and provide details of the future maintenance of these spaces. A detailed landscape plan must be submitted with planning applications and include information about green/blue infrastructure, tree species, planting, ground/soil conditions, and natural and man-made features (e.g. grass areas, wildflower verges, fencing, walls, paths, etc.).
- d) Demonstrate how the development will conserve and enhance the natural and built environment and cultural heritage resources, retain original land contours and integrate into the landscape.
- e) Proposals must not adversely impact upon neighbouring properties in terms of privacy, daylight or overbearing loss of amenity.
- f) Proposals do not result in backland development or plots that are subdivided by more than 50% of the original plot. Sub-divided plots must be a minimum of 400m<sup>2</sup>, excluding access and the built-up area of the application site will not exceed one-third of the total area of the plot and the resultant plot density and layout reflects the character of the surrounding area.
- g) Pitched roofs will be preferred to flat roofs and box dormers are not acceptable.
- h) Existing stone walls on buildings and boundaries must be retained.  
  
Alterations and extensions must be compatible with the character of the existing building in terms of design, form, choice of materials and positioning and meet all other relevant criteria of this policy.
- i) Proposals must orientate and design buildings to maximise opportunities for solar gain.





**(ii) Transportation**

- a) Proposals must provide safe entry and exit from the development, including the appropriate number and type of junctions, maximise connections and routes for pedestrians and cyclists, including links to active travel and core path routes, reduce travel demands and ensure appropriate visibility for all road users at junctions and bends. Road, cycling, footpath and public transport connections and infrastructure must be provided at a level appropriate to the development and connect people to education, employment, recreation, health, community and retail facilities.
- b) Car parking must not dominate the street scene and must be provided to the side or rear and behind the building line. Minimal (25%) parking to the front of buildings and on street may be permitted provided that the visual impact of the parked cars is mitigated by hedging or low stone boundary walls. Roadways with a single carriageway must provide sufficient off road parking to avoid access routes being blocked to larger service vehicles and prevent parking on pavements.
- c) Provide safe access to and from the road network, address any impacts on road safety and the local road and public transport network. Any impacts identified through Transport Assessments/ Statements must be identified and mitigated. This may include but would not be limited to, passing places, road widening, junction improvements, bus stop infrastructure and drainage infrastructure. A number of potential mitigation measures have been identified in association with the development of sites and the most significant are shown on the Proposals Map as TSP's.
- d) Provide covered and secure facilities for cycle parking at all flats/apartments, retail, community, education, health and employment centres.
- e) Garages and parking provision must be designed to comply with Moray Council parking specifications see Appendix 2.
- f) The road layout must be designed to allow for the efficient mechanical sweeping of all roadways and channels, paviers, turning areas and junctions. The road layout must also be designed to enable safe working practices, minimising reversing of service vehicles with hammerheads minimised in preference to turning areas and to provide adequate space for the collection of waste and movement of waste collection vehicles..
- g) The road and house layout in urban development should allow for communal refuse collection points where the design does not allow for individual storage within the curtilage and / or collections at kerbside. Communal collection points may either be for the temporary storage of containers taken by the individual householder or for the permanent storage of larger containers. The requirements for a communal storage area are stated within the Council's Kerbside Collection Policy, which will be a material consideration.
- h) Road signs should be minimised designed and placed at the back of footpaths to reduce street clutter, avoid obstructing pedestrian movements and safeguarding sightlines;
- i) Within communal parking areas there will be a requirement for electric car charging points. Parking spaces for car sharing must be provided where a need is identified by the Transportation Manager.





**(iii) Water environment, pollution, contamination**

- a) Acceptable water and drainage provision must be made, including the use of sustainable urban drainage systems (SUDS) for dealing with surface water including temporary/ construction phase SUDS (see Policy EP12).
- b) New development should not be located in areas at flood risk or increase vulnerability to flooding (see Policy EP12). Exceptions to this would only be considered in specific circumstances, e.g. extension to an existing building or change of use to an equal or less vulnerable use. Where this exception is applied the proposed development must include resilience measures such as raised floor levels and electrical sockets.
- c) Proposals must avoid major hazard sites and address any potential risk of pollution including ground water contamination in accordance with recognised pollution prevention and control measures.
- d) Proposals must protect and wherever practicable enhance water features through for example naturalisation of watercourses by introducing a more natural planform and removing redundant or unnecessary structures.
- e) Proposals must address and sufficiently mitigate any contaminated land issues.
- f) Make acceptable arrangements for waste collection and management and encourage recycling.
- g) Avoid sterilising significant workable reserves of minerals, prime agricultural land or productive forestry.
- h) Proposals must avoid areas at risk of coastal erosion and coastal change.

**Justification/ Notes**

The policy sets out detailed criteria to ensure that proposals meet siting, design and servicing requirements, provide sustainable drainage arrangements and avoid any adverse effects on environmental interests.





## DP2 HOUSING

- a) Proposals for development on all designated and windfall housing sites must include a design statement and supporting information regarding the comprehensive layout and development of the whole site, addressing infrastructure, access for pedestrians, cyclists, public transport and service vehicles, landscaping, drainage, affordable and accessible housing and other matters identified by the planning authority, unless otherwise indicated in the site designation.

Proposals must comply with Policy PP1, DP1, the site development requirements within the settlement plans, all other relevant policies within the Plan and must comply with the following requirements;

**b) Piecemeal/ individual plot development proposals**

Piecemeal and individual/ plot development proposals will only be acceptable where details for the comprehensive redevelopment of the site are provided to the satisfaction of the planning authority and proposals comply with the terms of Policy DP1, other relevant policies including access, affordable and accessible housing, landscaping and open space and where appropriate key design principles and site designation requirements are met.

Proposals for piecemeal/ plot development must be accompanied by a Delivery Plan setting out how the comprehensive development of the site will be achieved.

**c) Housing density**

Capacity figures indicated within site designations are indicative only. Proposed capacities will be considered through the Quality Auditing process against the characteristics of the site, character of the surrounding area, conformity with all policies and the requirements of good Placemaking as set out in Policies PP1 and DP1.

**d) Affordable Housing**

Proposals for all housing developments (including conversions) must provide a contribution towards the provision of affordable housing.

Proposals for new housing developments of 4 or more units (including conversions) must provide 25% of the total units as affordable housing in affordable tenures to be agreed by the Housing Strategy and Development Manager. For proposals of less than 4 market housing units a commuted payment will be required towards meeting housing needs in the local housing market area.

A higher percentage contribution will be considered subject to funding availability, as informed by the Local Housing Strategy. A lesser contribution or alternative in the form of off-site provision or a commuted payment will only be considered where exceptional site development costs or other project viability issues are demonstrated and agreed by the Housing Strategy and Development Manager and the Economic Development and Planning Manager. Intermediate tenures will be considered in accordance with the HNDA and Local Housing Strategy, and agreed with the Housing Strategy and Development Manager.

Further detail on the implementation of this policy is provided in the Policy Guidance note on page 42.

**e) Housing Mix and Tenure Integration**

Proposals for 4 or more housing units must provide a mix of house types, tenures and sizes to meet local needs as identified in the Housing Need and Demand Assessment and Local Housing Strategy.





Proposals must demonstrate tenure integration and meet the following criteria;

- Architectural style and external finishes must ensure that homes are tenure blind
- The spatial mix must ensure communities are integrated to share school catchment areas, open spaces, play areas, sports areas, bus stops and other community facilities.

**f) Accessible Housing**

Housing proposals of 10 or more units will be required to provide 10% of the private sector units to wheelchair accessible standard, with all of the accessible units to be in single storey form. Flexibility may be applied on sites where topography would be particularly challenging for wheelchair users.

Further detail on the implementation of this policy is provided in the Policy Guidance note on page 42.

**Justification/ Notes:**

The Strategic Context section of the Plan sets out the housing land requirement. Proposed capacities for each site are used to ensure housing land requirements can be met. Piecemeal development can constrain development of the rest of a site and must be treated carefully.

The HNDA identifies a substantial requirement for affordable housing of 56% of total need. Developers should contact the Council's Housing Service early in the design process to discuss the affordable housing requirement. Affordable housing and private sector housing should be well integrated, with houses architecturally tenure blind. The requirement for affordable housing will be determined on an application by application basis.

The projected significant change in demographics means that there will be a significantly higher demand for smaller houses and for houses to meet the needs of Moray's ageing population. There is a direct positive correlation between ageing and wheelchair use. Changing healthcare arrangements will result in people living longer in their own homes and an increase in downsizing to smaller properties, with living accommodation on the ground floor.

The requirement for provision of accessible housing is additional to the requirements for affordable housing and is intended to provide disabled persons with increased tenure choice.

Further details on affordable and accessible housing requirements are set out in the Policy Guidance below.





## POLICY GUIDANCE NOTE- AFFORDABLE AND ACCESSIBLE HOUSING

**Affordable Housing**

Providing affordable housing is a key priority for Moray Council and this is reflected in the Local Outcomes Improvement Plan (LOIP) and the Local Housing Strategy (LHS). The Council's Housing Need and Demand Assessment 2017 highlights the significant requirement for affordable housing in Moray, which is a national issue, resulting from a number of factors including affordability issues, downturn in the economy and the shortage of public and private sector rented houses.

Planning policies assist with the provision of affordable housing, which is defined in Scottish Planning Policy (SPP) as;

"housing of a reasonable quality that is affordable to people on modest incomes. Affordable housing may be provided in the form of social rented accommodation, mid- market rented accommodation, shared ownership housing, shared equity housing, housing sold at a discount (including plots for self-build and low cost housing without subsidy." This local development plan regards lower quartile earnings as "modest incomes".

The 2017 HNDA identified a requirement for 56% of all need and demand to be affordable units in Moray between 2017 and 2035. This Local Development Plan has lowered the threshold so that individual house proposals are required to make a contribution towards affordable housing provision, which is intended to ensure proposals do not circumnavigate the policy and provide a fair and transparent process.

A number of variables influence affordability of housing, including mortgage deposit requirements, mortgage interest rates, lower quartile house prices, lower quartile private rents, lower quartile full time gross earnings. Changes in these variables will affect the affordability of housing in Moray. The maximum affordable rent and maximum affordable house purchase prices is published on the Council's website at [http://www.moray.gov.uk/moray\\_standard/page\\_90100.html](http://www.moray.gov.uk/moray_standard/page_90100.html). The current Local Housing Allowance will be used as a proxy for average private sector rents.

Affordable housing should be provided on site and as part of a mixed development of private and affordable units. To meet the need for affordable housing there may be proposals for 100% provision of affordable housing and these will be acceptable as part of a wider mixed community, provided all other Local Development Plan policies are met.

The policy requires single house proposals to make a commuted sum payment as a developer obligation towards affordable housing, with the cost figure published annually on the Council website at [http://www.moray.gov.uk/moray\\_standard/page\\_94665.html](http://www.moray.gov.uk/moray_standard/page_94665.html) and determined by the District Valuer's assessment of the value of serviced land for affordable housing in Moray. This allows developers to be clear at the outset of a project about the potential cost of commuted payments and should be reflected in land values.

The type of affordable housing to be provided will be determined by the Housing and Property service. Developers should contact Housing and Property as early as possible. Housing and Property will decide whether a commuted payment or affordable units will be required on a site by site basis. Housing and Property will provide developers with an affordable housing mix, detailing the size and type of housing required based on HNDA/LHS requirements.

The Council will consider the following categories of affordable housing within the context of the needs identified in the HNDA/ LHS;

- Social rented accommodation- housing provided by an affordable rent managed by a Registered Social Landlord such as a housing association or another body regulated by the Scottish Housing Regulator, including Moray Council.
- Mid-market rent accommodation- housing with rents set at a level higher than purely social rent, but lower than market rent levels and affordable by households in housing need. Mid-market rent housing can be provided by the private and social housing sectors.
- Shared equity housing- sales to low income households, administered through a Scottish Government scheme e.g. Low-cost initiative for First Time Buyers (LIFT).





Any proposals to provide affordable housing in a form other than those listed above, must demonstrate that the cost to the householder is “affordable” in the Moray context and that the property will remain “affordable” in perpetuity.

Affordable housing requirement figures will be rounded up.

The Strategic Housing Investment Plan (SHIP) is produced annually by the Council and identifies details of the proposed delivery of affordable housing.

### Accessible housing

Scottish Planning Policy states (para 28) that “the aim is to achieve the right development in the right place; it is not to allow development at any cost” and “that policies and decisions should be.....supporting delivery of accessible housing.”

Policy DP2 aims to;

- Assist the Council, the NHS and the Health and Social Care Moray to meet the challenges presented by our ageing population and the shared aim of helping people to live well at home or in a homely setting. The HNDA 2017 demonstrates that Moray’s population is ageing and there is a trend towards older and smaller households.
- Provide increased choice of tenure to people with physical disabilities or mobility impairments, by increasing the supply of accessible housing in the private sector. There is currently a mismatch between the size and type of housing required and the size and type of housing available across all tenures. This mismatch, along with increasing housing needs associated with physical disability, are the likely drivers of owner occupiers seeking public sector accessible housing to meet medical needs.

Accessible/ adapted housing can promote independence and wellbeing for older or disabled people, can facilitate self- care, informal care and unpaid care, potentially prevent falls and hospital admissions and can delay entry into residential care.

Policy DP2 requires that housing proposals of 10 or more units must provide 10% of the private sector units to wheelchair accessible standard, with all of the accessible units to be in single storey form, where all the rooms are accessible to a wheelchair user.

This applies to new build and conversion/ redevelopment projects. Flexibility may apply where there is extremely challenging topography or where the site is in a remote location. For the purposes of Policy DP2, “remote” locations are defined as being rural areas outside settlement and Rural Grouping boundaries as defined in the Local Development Plan.

Accessible units should be in a location which provides convenient access, in terms of distance, gradient and available public transport, to reach the facilities needed for independent living. Small, low maintenance gardens are generally regarded as a positive feature by this customer group.

New wheelchair accessible housing in any tenure must comply with Housing for Varying Needs Standards (HfVNs), including the standards specific to dwellings for wheelchair users. HfVNs is available at

[http://webarchive.nationalarchives.gov.uk/20131205115152uo\\_/http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/start.htm](http://webarchive.nationalarchives.gov.uk/20131205115152uo_/http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/start.htm)

The specific design specification required to meet the terms of this policy are;  
External requirements

- location(s) convenient for amenities and facilities e.g. public transport, local shops etc
- car parking space as close as possible to the entrance door and at a maximum distance of 15m (HfVNs para 7.13.4 refers).
- Step free paths within curtilage, ramp gradients preferably of 1:20 but no steeper than 1:12 (HfVNs para 7.7.1 refers)





## DEVELOPMENT POLICIES

## Internal requirements

- Hallways- minimum 1200mm wide (HfVNs para 10.2.3 refers)
- Door frames- minimum 926mm wide door leaf, giving a clear width of 870mm (HfVNs para 10.5.7 refers)
- Bathrooms/ wet rooms- 1500mm wheelchair turning circle required (HfVNs para 14.9.2 refers)

Accessible housing requirement figures will be rounded down.

All proposals for new build or converted housing should set out details of how they will comply with this policy in their planning application.





### DP3 LONG TERM LAND RESERVES

LONG term designations are identified to set out the direction of growth and to assist in the forward planning of infrastructure and landscape enhancement/mitigation. These sites are embargoed from development during the period of the Local Development Plan, The need for release of these designations will be reviewed through the next local development plan and annually through the housing and employment land audits. Early release of these areas, or sites within them, will only be considered where:

A shortfall in the 5 year effective housing and/ or employment land supply or shortfall in projected delivery of housing/employment units/land is identified in the annual housing and employment land audits, which cannot be met by:

1. Windfall provision assuming previous trends.
  2. Constrained sites which are likely to become available for development to meet the shortfall in the relevant timeframe.
- Or
3. Where the release of LONG term land is required to deliver key objectives of the Council and its Community Planning partners set out in the Local Outcome Improvement Plan, or to meet significant increased demand for housing arising from personnel deployed at RAF Lossiemouth or Kinloss Barracks.
- Or
4. Where the release of LONG term land is required to provide land for an inward investment opportunity and no alternative sites identified in the employment land audit meet the requirement.

In these circumstances an appropriate release of LONG term land may be recommended where:

- This can be achieved without compromising delivery of a master-planned approach and where appropriate access, infrastructure and landscaping setting can be secured.
- The site is demonstrated to be effective within the next 5 years.
- Any site specific triggers are fully complied with.

#### Justification/ Notes

LONG term sites have been identified to provide a strategic view of the future direction of some settlements and allow for infrastructure and landscaping enhancement/ mitigation measures to be progressed. These sites are embargoed from development during the period of the Local Development Plan, unless the Council is convinced that their early release is justified.





**DP4 RURAL HOUSING**

- a) A rural development hierarchy is identified, whereby new rural housing is directed to rural groupings that will accommodate the majority of rural housing development, followed by the re-use and replacement of traditional stone and slate buildings in the countryside and lastly to the open countryside.

Proposals must meet siting and design criteria to ensure development is low impact, integrates sensitively into the landscape, reflects the rural character of the area and is of a high design quality.

**b) Rural Groupings**

Identified rural groupings create a sustainable network of groupings across Moray, some have identified development opportunities, whilst others restrict development to safeguard the character and appearance of a particular grouping. All proposals for new houses in Rural Groupings must be of a traditional design or a contemporary interpretation incorporating traditional form, proportion and symmetry. Proposals must meet the design criteria of this policy. Specific requirements for each grouping and accompanying mapping have been prepared (see volume 3). Proposals must also meet the terms of DP1 – Development Principles and other relevant policies.

**c) Re-use and Replacement**

The conversion of traditional stone and slate buildings in the countryside to houses will be acceptable if:

- The proposed conversion respects the character of the existing building.
- Any extensions are in keeping with the character and scale of the existing building and surrounding landscape.
- Material finishes are in keeping with the traditional building i.e. slate/corrugated roofing, natural stone/wet harl/ timber lined walls.
- Proposals for new build housing to enable conversion/rehabilitation will be supported provided they reflect traditional design and layout and are in keeping with the scale and proportion of the original building/s. A maximum threshold of 1 new house per converted unit will be applied.

Existing traditional stone and slate buildings must be retained and incorporated into proposals for conversion. Re-use and replacement of existing traditional stone and slate buildings in the countryside with houses will only be acceptable if evidence is provided to demonstrate the building is structurally unsound and incapable of being incorporated into proposals for conversion and proposals meet the criteria below.

Re-use and replacement of existing buildings in the countryside will only be acceptable if;

- There is clear physical evidence of a previous traditional building, equivalent of level 2 (see diagram on page 47), where the full extent of the building is clearly established, and
- The replacement house(s) must overlap the footprint of the original building, unless micro siting elsewhere within the site is sufficiently justified (i.e. flooding) and
- The redevelopment must be proportionate to the scale and visual impact of the original building/s and the form and positioning of the building/s must reflect the rural character. Suburban layouts will not be acceptable. Where site conditions dictate, 15% of the plot must be landscaped to assist the development to integrate sensitively and
- The design and micro siting of the house(s) is compliant with the design and siting criteria for new houses in the countryside.





## RE-USE AND REPLACEMENT

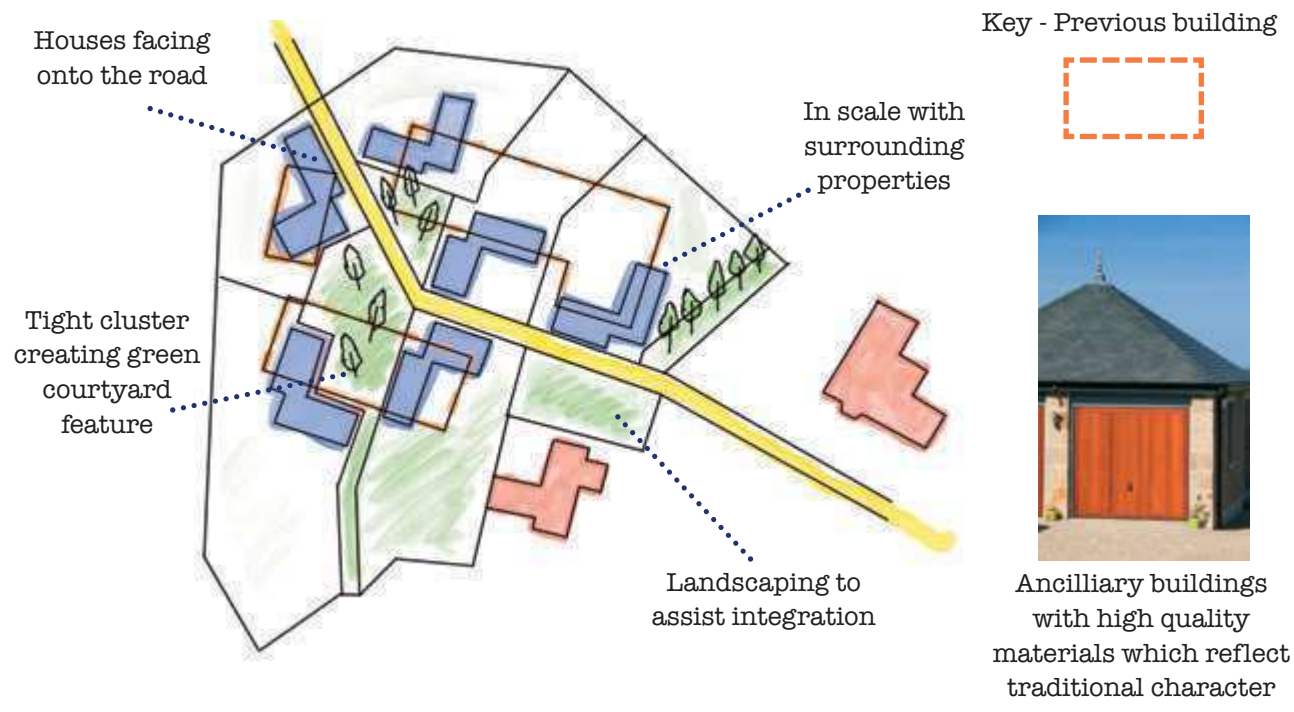


Use of material finishes in keeping with traditional building



Designs are a modern interpretation of farm buildings using contemporary materials

## Siting and Layout of Replacement Buildings



## Evidence of Previous Building

**Level 1**  
Rubble Pile



**Level 2**  
Plan form complete



**Level 3**  
Gable only



**Level 4**  
Windowsill height



**Level 5**  
Complete shell



**Level 6**  
Ruinous state





**d) New Houses in the Open Countryside**

- (i) In the open countryside, a spatial strategy has been developed to direct new housing to the least sensitive locations by identifying pressurised and sensitive areas and areas of intermediate pressure.

Opportunities for housing in the open countryside are limited to single houses and proposals for more than one house will not be supported.

**ii) Pressurised and Sensitive Areas**

Due to the landscape and visual impacts associated with build-up and landscape and environmentally sensitive areas, no new housing will be permitted within the identified pressurised and sensitive areas.

**iii) Areas of Intermediate Pressure****a) Siting Criteria**

Proposals for single houses will be assessed against the following criteria;

1. There must be existing landform, mature trees, established woodland or buildings of a sufficient scale to provide 75% enclosure, containment and backdrop for the proposed new house. These features must be immediately adjoining the site (i.e. on the boundary). Fields drains, ditches, burns, post and wire fencing, roads and tracks do not provide adequate enclosure or containment.
2. The new house must not create ribbon development, contribute to an unacceptable build-up of housing or detrimentally alter the rural character of an area due to its prominent or roadside location.
3. Artificial mounding, cut and fill and/or clear felling woodland to create plots will not be permitted.
4. 15% of the plot must be landscaped with native tree species (whips and feathered trees at least 1.5 metres in height, planted at a density of 1 per 4 sqm) to assist the development to integrate sensitively. Landscaping must be set back from the public road to ensure sightlines are safeguarded, a safe distance from buildings and positioned to maximise solar gain.

**b) Design Criteria**

The design criteria seek to promote traditional rural design and avoid insensitive suburban development that negatively impacts upon Moray's landscape. Contemporary, innovative design will be supported where it can be demonstrated that a building is of contemporary, innovative, high quality design, responds to its setting and uses appropriate high quality materials and sustainable construction techniques. Proposals of this nature must be supported by a design statement setting out how the building meets the identified requirements.

1. The maximum height of any new house must be 6.75m (measured from the corresponding ground level of the building).
2. The main form of the house must be of an appropriate scale and massing and composed from simple well-proportioned symmetrical elements. Excessive detailing involving gable features, balconies etc. that have a suburban appearance must be avoided.
3. Artificial decorative stone must not be used and no more than two primary external wall finishes (such as timber cladding and wet dash harl) must be used.
4. Houses must have a pitched roof of 35° to 50° and meet the requirements of the gable/pitch formula. All roofing shall be finished in natural slate or an alternative profiled cladding. Concrete tiles must not be used.
5. Windows with a horizontal emphasis must be avoided, with the exception of the very limited use of long narrow rectangular windows to frame views.
6. Boundary treatments must be post and wire fencing, low natural stone walls or native hedgerow. Boundary enclosures such as decorative blockwork and panel style timber fencing will not be permitted.
7. Access arrangements must be sympathetic to the rural setting by avoiding over engineered solutions and where possible following field boundaries.
8. To protect rural character, permitted development rights may be removed to ensure appropriate boundaries are safeguarded and to limit the curtilage associated with the house.

All rural housing proposals must make provision for communal waste collection set out in DP1 – Development Principles.





## SITING



Drawing illustrates acceptable siting, with existing mature trees and landform providing containment, enclosure and backdrop.



Drawing illustrates unacceptable siting, the proposal lacks immediately adjoining landform, mature trees, established woodland or buildings of a sufficient scale to provide 75% enclosure, containment and backdrop.



Clear felling woodland to create plots will not be permitted.





DESIGN

Examples of good traditional and contemporary design

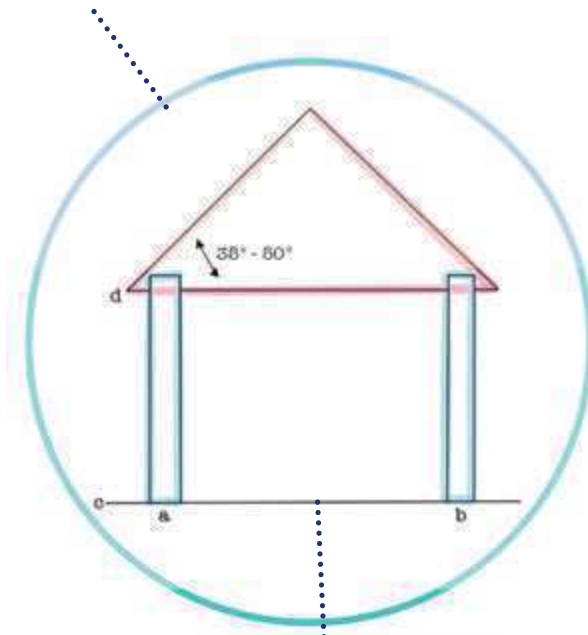


The very limited use of long thin rectangular windows is acceptable



The width of the gable as measured from A to B must not be greater than 2.5 times the height to eaves measurement C to D

Eaves: The point where the front face of the external wall intersects with the uppermost point of the roof line

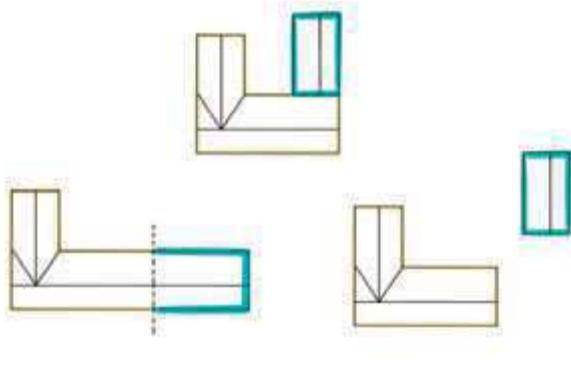


Ground level is a fixed point measured 100mm below the finished floor level of a house with a solid ground floor; or 300mm below finished floor level of a suspended ground floor





### APPROPRIATE SCALE AND MASSING



The scale and massing of a house can be reduced by detaching the garage or by creating a L, H, T or U shaped footprint where building elements are not visible on the principal elevation



A fully glazed gable will be acceptable where it is not the dominant feature of an elevation and does not negatively impact upon the proportion and symmetry of the house.

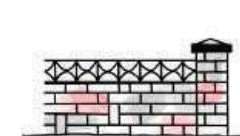
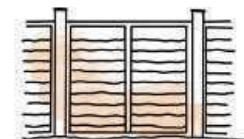
### BOUNDARY TREATMENT

#### Acceptable



Boundary treatments must reflect the rural character of an area such as natural stone walls, native hedgerows and post and wire fencing.

#### Unacceptable



Decorative blockwork and panel fencing will not be permitted





LANDSCAPING

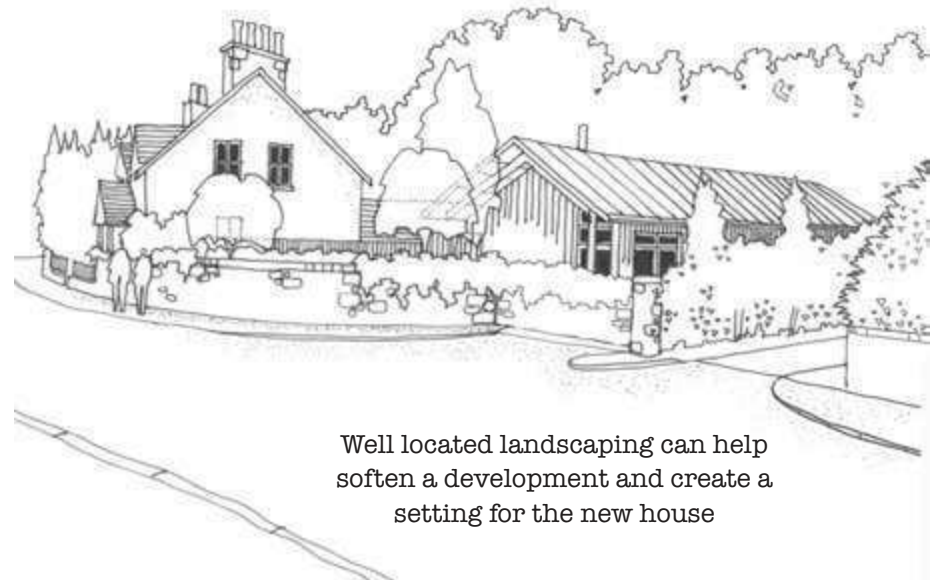


Unacceptable



Acceptable

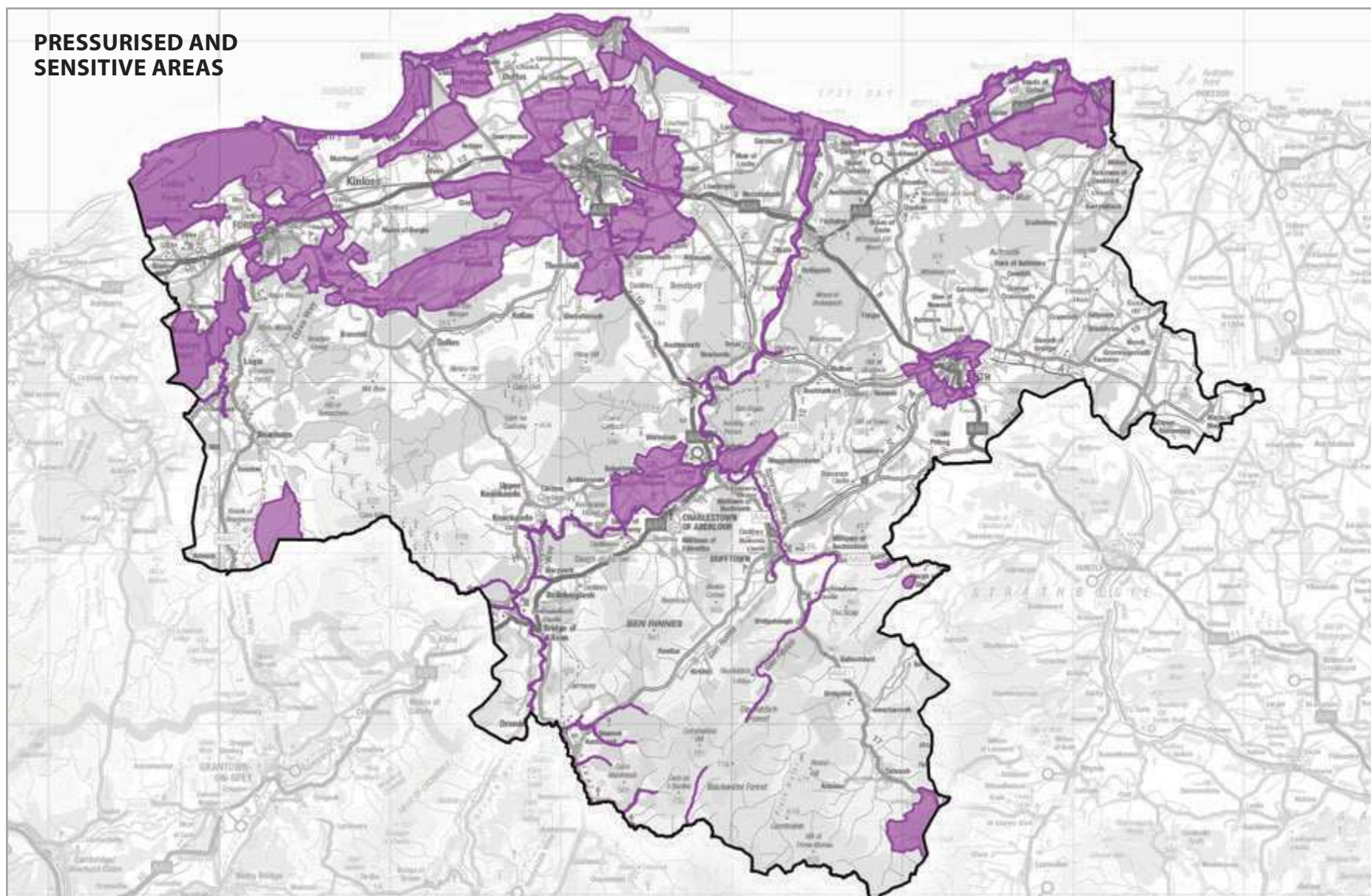
15% Native tree planting must be provided to help integrate a new house into the landscape setting



Well located landscaping can help soften a development and create a setting for the new house









**Justification/ Notes**

This policy seeks to direct new housing to appropriate locations within the countryside, firstly by promoting a development hierarchy whereby the majority of development is accommodated within identified rural groupings, secondly, the reuse of sites where development has previously taken place and finally to sites in the open countryside.

In Moray there are identified locations where the cumulative build-up of houses in the countryside has negatively impacted on the landscape character of an area. To assist in addressing this, pressurised areas have been identified that restrict further housing in the open countryside. Siting criteria have been devised to direct development to appropriate sites that have adequate enclosure, containment and backdrop to allow them to integrate sensitively into the landscape. Design requirements have been developed to deliver traditionally sympathetic houses of a high design quality.



## Policy Guidance Note on Cumulative Build Up

Cumulative build up of rural housing is occurring across Moray, this can take the form of sequential build up when travelling through the area, the concentration of new houses in an area that overwhelms traditional buildings and identifiable clusters of suburban development.

To help identify where build up is becoming an issue and having unacceptable landscape and visual impacts a number of build up indicators have been developed.



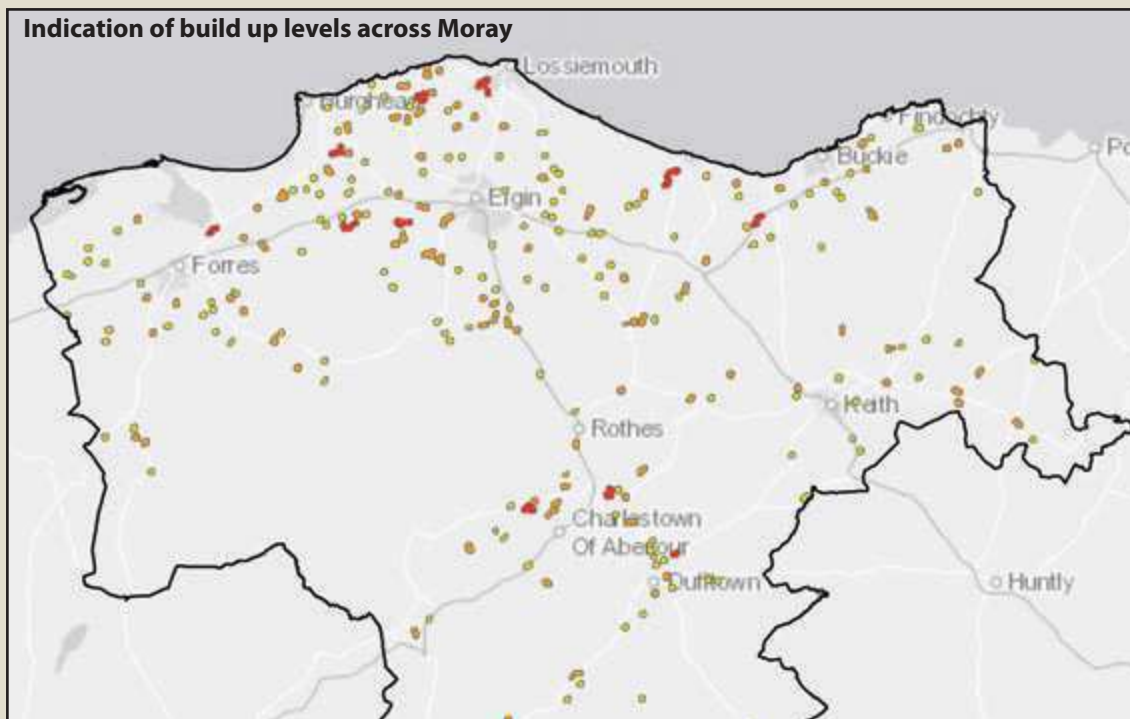


**Siting Indicators**

- The number of new houses overwhelms the presence of older buildings, such that new houses are the predominant components of the landscape and the traditional settlement pattern is not easy to perceive.
- The incidence and inter-visibility of new houses whereby these are a major characteristic of the landscape.
- There is a prominence of new houses from key viewpoints such as roads, adopted core paths or long distance paths and existing settlements.
- There are sequential visual effects of cumulative build of new housing experienced when travelling along roads in the vicinity of the site.
- New housing would result in ribbon development by effectively joining up concentrated clusters of development contrary to the traditional dispersed settlement pattern.

**Design Indicators**

- The rural character is eroded by suburban features such as accesses built to an adoptable standard (rather than gravel tracks) and large bin storage areas at the end of tracks required to serve the numerous houses.
- The scale and proportion of new houses contrasts to the generally smaller size of older buildings, cottages and farms and results in the development being out of keeping and incongruous in its setting.
- There are numerous incidences of open prominent elevations that are visible in the landscape and are orientated for views, in contrast to the traditional settlement pattern.
- A new architectural design is prevalent which has overwhelmed the older vernacular style.





## DP5 BUSINESS & INDUSTRY

- a) Development of employment land is supported to deliver the aims of the Moray Economic Strategy. A hierarchical approach will be taken when assessing proposals for business and industrial uses. New and existing employment designations are set out in Settlement Statements and their description identifies where these fall within the policy hierarchy.

Proposals must comply with Policy DP1, site development requirements within town and village statements, and all other relevant policies within the Plan. Office development that will attract significant numbers of people must comply with Policy DP7 Retail/Town Centres.

b) **Business Parks**

Business parks will be kept predominantly for 'high-end' businesses such as those related to life sciences and high technology uses. These are defined as Class 4 (business) of the Town and Country Planning (Use Classes) (Scotland) Order 1997. This applies to new proposals as well as redevelopment within established Business Parks.

Proposals for the development of new business parks must adhere to the key design principles set out in town statements or Development Frameworks adopted by the Council.

c) **Industrial Estates**

Industrial Estates will be primarily reserved for uses defined by Classes 4 (business), 5 (general) and 6 (storage and distribution) of the Town and Country Planning (Use Classes) (Scotland) Order 1997. This applies to new proposals as well as redevelopment within established Industrial Estates. Industrial Estates could be suitable sites for waste management facilities.

d) **Existing Business Areas**

Long established business uses will be protected from non-conforming uses (e.g. housing). The introduction or expansion of non-business uses (e.g. retail) will not be permitted, except where the total redevelopment of the site is proposed.

e) **Other Uses**

Class 2 (business and financial), 3 (food and drink), 11 (assembly and leisure) and activities which do not fall within a specific use class (sui generis), including waste management facilities will be considered in relation to their suitability to the business or industrial area concerned, their compatibility with neighbouring uses and the supply of serviced employment land. Retail uses will not be permitted unless they are considered ancillary to the principal use (e.g. manufacture, wholesale). For this purpose, 'ancillary' is taken as being linked directly to the existing use of the unit and comprising no more than 10% of the total floor area up to a total of 1,000 sq metres (gross) or where a sequential approach in accordance with town centre first principles has identified no other suitable sites and the proposal is in accordance with all other relevant policies and site requirements are met.

f) **Areas of Mixed Use**

Proposals for a mix of uses where site specific opportunities are identified within Industrial Estate designations in the Settlement Statement, will be considered favourably where evidence is provided to the authority's satisfaction that the proposed mix will enable the servicing of employment land and will not compromise the supply of effective employment land. A Development Framework that shows the layout of the whole site, range of uses, landscaping, open space and site specific design requirements must be provided. The minimum levels of industrial use specified within designations must be achieved on the rest of the site.





g) **Rural Businesses and Farm Diversification**

Proposals for new business development and extensions to existing businesses in rural locations including tourism and distillery operations will be supported where there is a locational need for the site and the proposal is in accordance with all other relevant policies.

A high standard of design appropriate to the rural environment will be required and proposals involving the rehabilitation of existing properties (e.g. farm steadings) to provide business premises will be encouraged.

Outright retail activities will be considered against policy DP7, and impacts on established shopping areas, but ancillary retailing (e.g. farm shop) will generally be acceptable.

Farm diversification proposals and business proposals that will support the economic viability of the farm business are supported where they meet the requirements of all other relevant Local Development Plan policies.

h) **Inward Investment Sites**

The proposals map identifies a proposed inward investment site at Dallachy which is safeguarded for a single user business proposal seeking a large (up to 40ha), rural site. Additional inward investment sites may be identified during the lifetime of the Plan.

Proposals must comply with Policy DP1 and other relevant policies.

**Justification/Notes**

Developing business is essential to the sustainable economic growth of Moray. The Local Development Plan looks to cater for the diverse needs of different sectors and sizes of businesses. Policy seeks to provide a range of locations for new and expanding businesses. It also seeks to ensure that sites are used primarily for the role that was intended and that non-conforming uses are restricted. Policy seeks to direct employment uses to the most appropriate type of designation/location and separate uses that may not be compatible e.g. ensuring business parks are primarily for “clean” employment uses reflecting the higher quality environment. The policy also seeks to ensure the retention of long established business areas and non-business uses will not be supported in these areas. The use of previously used land that is now vacant or derelict is encouraged.

For the purposes of the policy large scale inward investment sites are sites of up to 40ha that will be in rural areas and suitable for large scale proposals that cannot reasonably be accommodated within a settlement due to issues such as noise, odour, dust, operating hours, site scale etc. These sites will be reserved for single user proposals that require significant areas of land and piecemeal erosion by smaller proposals will not be acceptable.

In rural areas the Council would wish to support economic development and sustain employment in rural areas. The policy seeks to support rural business proposals that fit into the environment and can be adequately serviced. Locational need is where it is necessary for a proposed development to be located at or in close vicinity of the development site; necessary in this context means more than convenience. For example long established traditional business operations in rural areas (e.g. distilleries) which may have expansion requirements and relocation is not a realistic option.





**DP6 MIXED USE (MU) AND OPPORTUNITY SITES (OPP)****a) Mixed Use (MU) sites**

Proposals for Mixed Use sites will be considered favourably where evidence is provided to the authority's satisfaction that the proposed mix will support delivery of the whole development and will support the suitable uses and site specific requirements set out in the settlement statements and comply with all other policy requirements.

A Development Framework that shows the layout of the whole site, range of uses, landscaping, open space and site specific design requirements must be provided. Where a minimum level of industrial use is specified within designations, this must be achieved on the site and not compromised through the mix of other uses.

**b) Opportunity sites (OPP)**

Proposals to redevelop these often vacant or derelict sites will be considered favourably where they are compatible with surrounding uses and meet all other policy requirements. A Development Framework that shows the layout of the whole site, range of uses, landscaping, open space and site specific design requirements must be provided.

**Justification/ Notes**

A number of mixed use sites have been identified in the Plan where viability issues may dictate that a range of uses are required to enable the site to come forward for development. Opportunity sites are often vacant, derelict or buildings which may become surplus to requirements and the Council wish to encourage their reuse for appropriate uses.

**DP7 RETAIL/ TOWN CENTRES****a) Town Centres**

Developments likely to attract significant footfall including retail, offices, leisure, entertainment/cultural and community facilities must be located in town centres.

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.

Proposals must be appropriate to the scale, character and role of the town centre (Table 6) and support a mix of uses within the town centre. Proposals that would lead to a concentration of a particular use to the detriment of the town's vitality and viability will not be supported.

**b) Outwith Town Centres**

Outwith town centres, development (including extensions and sub-divisions) likely to attract significant footfall including retail, offices, leisure, entertainment/cultural and community facilities must;

- a) Demonstrate that no sequentially preferable sites are available. Locations will be considered in the following order of preference;
  - Town centres (as shown on settlement maps).
  - Edge of centre.
  - Commercial Centres (as shown on settlement maps, CC).
  - Brownfield or OPP sites that are or can be made easily accessible by pedestrians and a choice of modes of transport.
  - Out of centre sites that are or can be made easily accessible by pedestrians and a choice of modes of transport.
- b) Demonstrate that there is no unacceptable individual or cumulative impact on the vitality and viability of the network of town centres (Table 6), where appropriate by a Retail Impact Assessment.





Flexibility will be allowed to ensure that community, education and health care uses are located where they are easily accessible to the communities they serve.

c) **Neighbourhood Retail**

Small shops that are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary will be supported. Depending on scale, proposals may be required to demonstrate that they will not have an unacceptable adverse impact on the vitality and viability of the network of town centres (Table 6), by a Retail Impact Assessment or Retail Statement. Within a neighbourhood one unit of up to 400m<sup>2</sup> designed to meet the day to day convenience needs of the neighbourhood will be supported. Other small units of up to 150m<sup>2</sup> that contribute to creating a mix of uses in a neighbourhood centre/hub will be supported. This could include small retail uses (Class 1 non-food), financial and professional services (Class2) and cafes and small restaurants (Class 3). Neighbourhood hubs/centres should aim to contribute to the sense of community and place, the sustainability of an area, reduce the need to travel for day to day requirements and provide adequate parking and servicing areas.

Change of use of established or consented neighbourhood retail units will only be supported where it can be demonstrated that active marketing has failed to find a retail use for the premise. For a change of use to be considered, the premises must have been vacant and actively marketed for a minimum of three years at an appropriate market rent/value. Where the unit is part of a consent for wider development, the three year marketing period will be counted from the completion of the development as a whole i.e. change of use of a retail unit will not be considered half way through completion of a development or in the three years after the completion of the whole development.

d) **Ancillary Retailing**

See policy DP5 Business and Industry in respect of ancillary retailing to an industrial or commercial business.

e) **Outwith Settlement Boundaries**

Outwith settlement boundaries, proposals for small scale retail development will only be supported if these are ancillary to a tourism or agricultural use. Small scale extensions to existing retail activity will only be supported where this does not undermine the vitality and viability of the network of town centres (Table 6).

**Table 6 Moray Town Centres**

Centre Type/Role	Centre	Role of centre
Principal Town Centre	Elgin	To support a diverse mix of uses and be largest regional retail offer. A focus for leisure, entertainment, recreation, and cultural and community activities, particularly with a regional market/catchment
Other Town Centres	Buckie, Forres, Keith	Focus for local retail provision. To support a wide range of uses, including specialist independent convenience, and comparison retailer and other local services.
Local Centres	Aberlour, Dufftown, Fochabers, Lossiemouth, Rothes	To provide small scale retail and ancillary service to meet the needs of local residents and passing trade.
Commercial Centres (CC on settlement map)	Edgar Road, Elgin	To meet the demand for bulky good and comparison retailing where these cannot be accommodated within the town centre or edge of centre. Help stem leakage outside the region. Bulky goods, comparison and convenience.





**Justification/ Notes**

Retail and commercial development contributes significantly to the Moray economy. Town centres are at the heart of communities and can be hubs for a range of activities. The policy intends to promote the continued use of town centres for a diverse mix of uses including retail, commercial and leisure uses and as centres for social, community and tourism activity. The town centre first principle, which stemmed from the Town Centre Action Plan, aims to support town centres. To support the town centre, opportunities out with town centres will only be considered if a sequential assessment demonstrates that no suitable and viable sites are available within the town centre (or in a sequentially preferable location). Applicants must demonstrate rigour in their search of alternative sites with an early and systematic assessment of sites. It is recognised that the application of the sequential approach requires flexibility and realism by all parties. Developers must also demonstrate that their proposals have no more than a minor adverse impact on the vitality and viability of the existing centres through consideration of a wide range of indicators, including expenditure flows.

Retail uses are not principally employment uses, and allocation of land for employment/business does not imply it will be acceptable as a retail development site.

Provision for a local or neighbourhood shop contributes to the overall sustainability of an area and reduces the need to travel for day to day requirements. For the purposes of this policy "neighbourhood" will apply to new areas of significant housing growth at Elgin South, Findrassie, Buckie south west and Lochyhill, Forres.

Retail development proposals outwith settlement boundaries are considered to have a detrimental impact on town centres and are not supported. Outwith settlement boundaries the policy seeks to only support retail uses where there is a locational requirement and the proposal is ancillary to a tourism or agricultural use.





## DP8 TOURISM FACILITIES & ACCOMMODATION

Proposals which contribute to Moray's tourism industry will be supported where they comply with relevant policies. All proposals must demonstrate a locational need for a specific site.



Development built as tourism/holiday accommodation shall be retained for this purpose and will not become permanent residences. Conditions will be applied to planning consents to control this aspect.

To integrate caravan, chalet and glamping developments into their rural setting, stances/pitches will be required to have an informal layout and be satisfactorily landscaped to ensure development is screened and discrete. Provision within sites for touring caravans/campers and tents must be included.

Proposals for hutting will be supported where it is low impact, does not adversely affect trees or woodland interests, or the habitats and species that rely upon them, the design and ancillary development (e.g. car parking and trails) reflects the wooded environment and the proposal complies with other relevant policies. Proposals must comply with 'New Hutting Developments – Good Practice Guidance on the Planning, Development and Management of Huts and Hut Sites' published by Reforesting Scotland.

Proposals for tourism facilities and accommodation within woodlands must support the proposals and strategy set out in the Moray Woodlands and Forestry Strategy.



### Justification/ Notes

Tourism is an important part of the Moray economy and is identified as a target sector in the Moray Economic Strategy, providing jobs and supporting rural areas. In particular, the need for additional hotel accommodation is recognised and forms part of the action plan for investments. Much of Moray's attraction is in its environment, with heritage, scenery and outdoor activities being key features.

The Council wishes to build on this asset and maximise economic and employment opportunities. However, whilst wishing to encourage and support development within this sector, care must be taken to ensure that the assets which create this attraction are not damaged by inappropriate or unsympathetic development.

Locational need is where it is necessary for a proposed development to be located at or in close vicinity of the development site. Necessary in this context means more than convenience. For example, the need to be near a specific tourist attraction or point of interest, or an expansion of an existing, successful tourist facility/accommodation.





## DP9 RENEWABLE ENERGY

### a) All Renewable Energy Proposals

All renewable energy proposals will be considered favourably where they meet the following criteria:

- i) They are compliant with policies to safeguard and enhance the built and natural environment
- ii) They do not result in the permanent loss or damage of agricultural land
- iii) They avoid or address any unacceptable significant adverse impacts including:
  - Landscape and visual impacts.
  - Noise impacts.
  - Air quality impacts.
  - Electromagnetic disturbance.
  - Impact on water environment.
  - Impact on carbon rich soils and peat land hydrology.
  - Impact on woodland and forestry interests.
  - Traffic impact -mitigation during both construction and operation.
  - Ecological Impact.
  - Impact on tourism and recreational interests.

### b) Onshore wind turbines

In addition to the assessment of the impact outlined above the following considerations will apply:

#### i) The Spatial Framework

Areas of Significant Protection (Map 2): where the Council will apply significant protection and proposals will only be appropriate in circumstances where any significant effects on the qualities of these areas can be substantially overcome by siting, design and other mitigation.

Areas with Potential (Map 1): where wind farms are likely to be acceptable subject to detailed consideration against policy criteria, the Moray Onshore Wind Energy Supplementary Guidance and the Moray Wind Energy Landscape Capacity Study.



#### ii) Detailed Consideration

The proposal will be determined through assessment of the details of the proposal, including its contribution to renewable energy generation targets and effect on greenhouse gas emissions, net economic impact, including socio-economic benefits such as employment, associated business and supply chain opportunities and the extent to which it avoids or mitigates any unacceptable significant adverse impact. Detailed assessment of impact will include consideration of the extent to which:

#### iii) Landscape and visual impact:

- The proposal addresses the Guidance set out in the Moray Windfarm Landscape Capacity Study and Moray Onshore Wind Energy Supplementary Guidance (See Maps 3-5)
- The proposal is capable of accommodating the development without significant detrimental impact on landscape character or visual amenity.
- The proposal is appropriate to the scale and character of its setting, respects the main features of the site and the wider environment and addresses the potential for mitigation.





**iv) Cumulative impact**

- Any detrimental impact from two or more wind energy developments and the potential for mitigation is addressed.

**v) Impact on local communities**

- The proposal addresses any detrimental impact on communities and local amenity including the impacts of noise, shadow flicker, visual dominance and the potential for associated mitigation.

**vi) Other**

- The proposal addresses any impacts arising from the location within an area subject to potential aviation and defence constraints including flight paths and aircraft radar.
- The proposal avoids or adequately resolves other impacts including on the natural and historic environment, cultural heritage, biodiversity, forest and woodlands and tourism and recreational interests- core paths, visitor centres, tourist trails and key scenic routes.
- The proposal addresses any physical site constraints and appropriate provision for decommissioning and restoration.

**c) Biomass**

Proposals for the development of commercial biomass will be supported if the following criteria are met.

- Applicants must confirm which form of biomass will fuel the plant and if a mixture of biomass is proposed then what percentage split will be attributed to each fuel source.
- Proposals must demonstrate that they have taken account of the amount of supply fuel over the life of the project.
- When considering wood biomass proposals, the scale and location of new development is appropriate to the volume of local woodfuel available. Sources of fuel must be identified and must be sustainable.
- The location must have suitable safe access arrangements and be capable of accommodating the potential transport impacts within the surrounding roads network.

- A design statement must be submitted, which should include photomontages from viewpoints agreed by the Council.
- There must be a locational justification for proposals outwith general employment land designations. The proposed energy use, local heat users and connectivity of both heat users and electricity networks must be detailed. Proposals which involve potential or future heat users will not be supported unless these users can be brought online in conjunction with the operation of the plant.
- Details of the predicted energy input and output from the plant demonstrating the plant efficiency and utilisation of heat must be provided.
- Where necessary appropriate structural landscaping must be provided to assist the development to integrate sensitively.

The criteria set out in relation to other renewables must also be met.

The Council will consult with the Forestry Commission Scotland (FCS) to help predict potential woodfuel supply projections in the area.

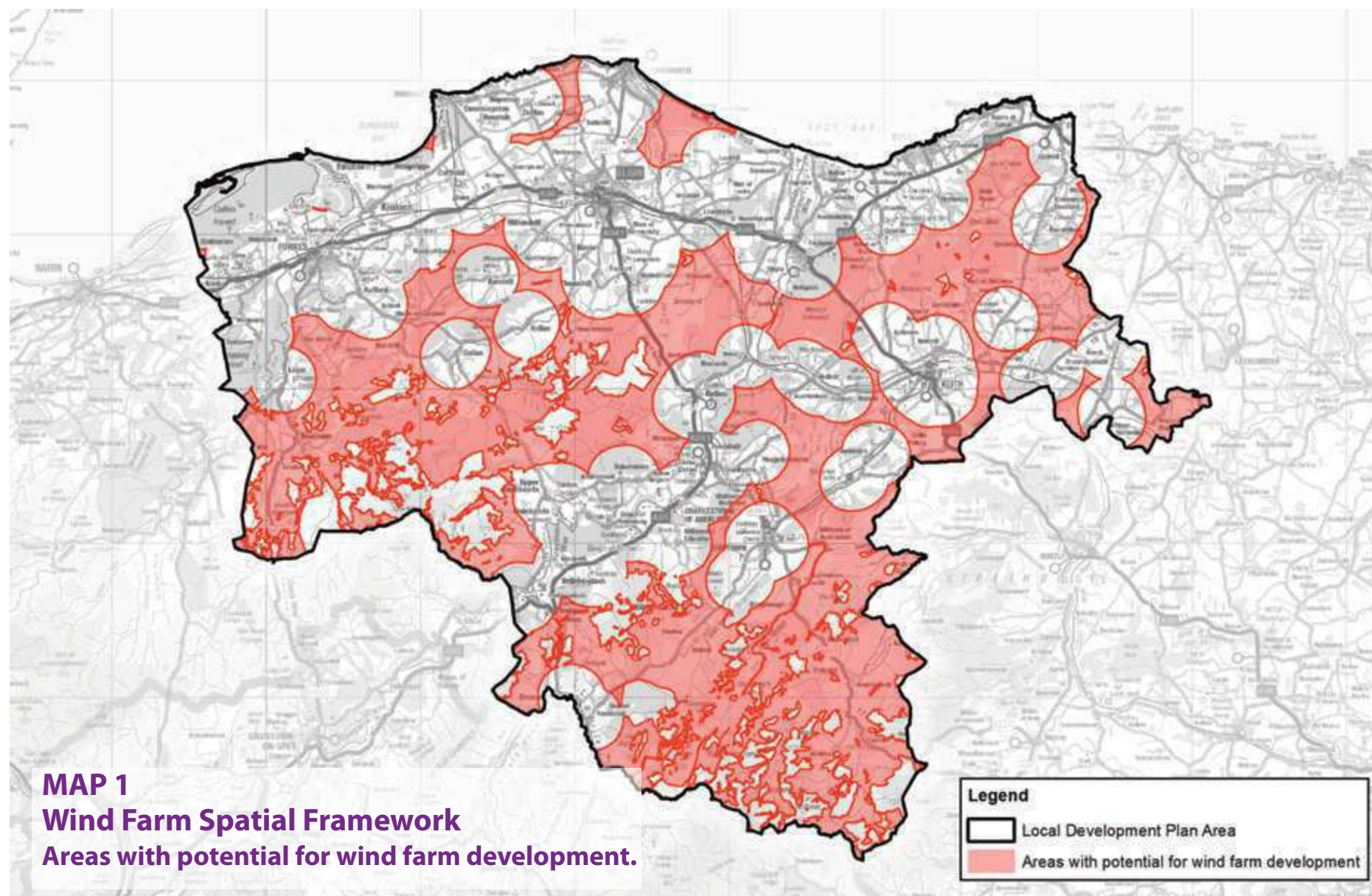
**Justification/ Notes**

Renewable energy proposals can be in a variety of forms, including wind, hydro, solar, geothermal and biomass and bring a new technology approach to provision. Moray offers the potential for renewable energy proposals and this policy provides a range of criteria to consider applications against. Proposals for heat and power generation need to be carefully considered to avoid adverse impacts upon the environment.

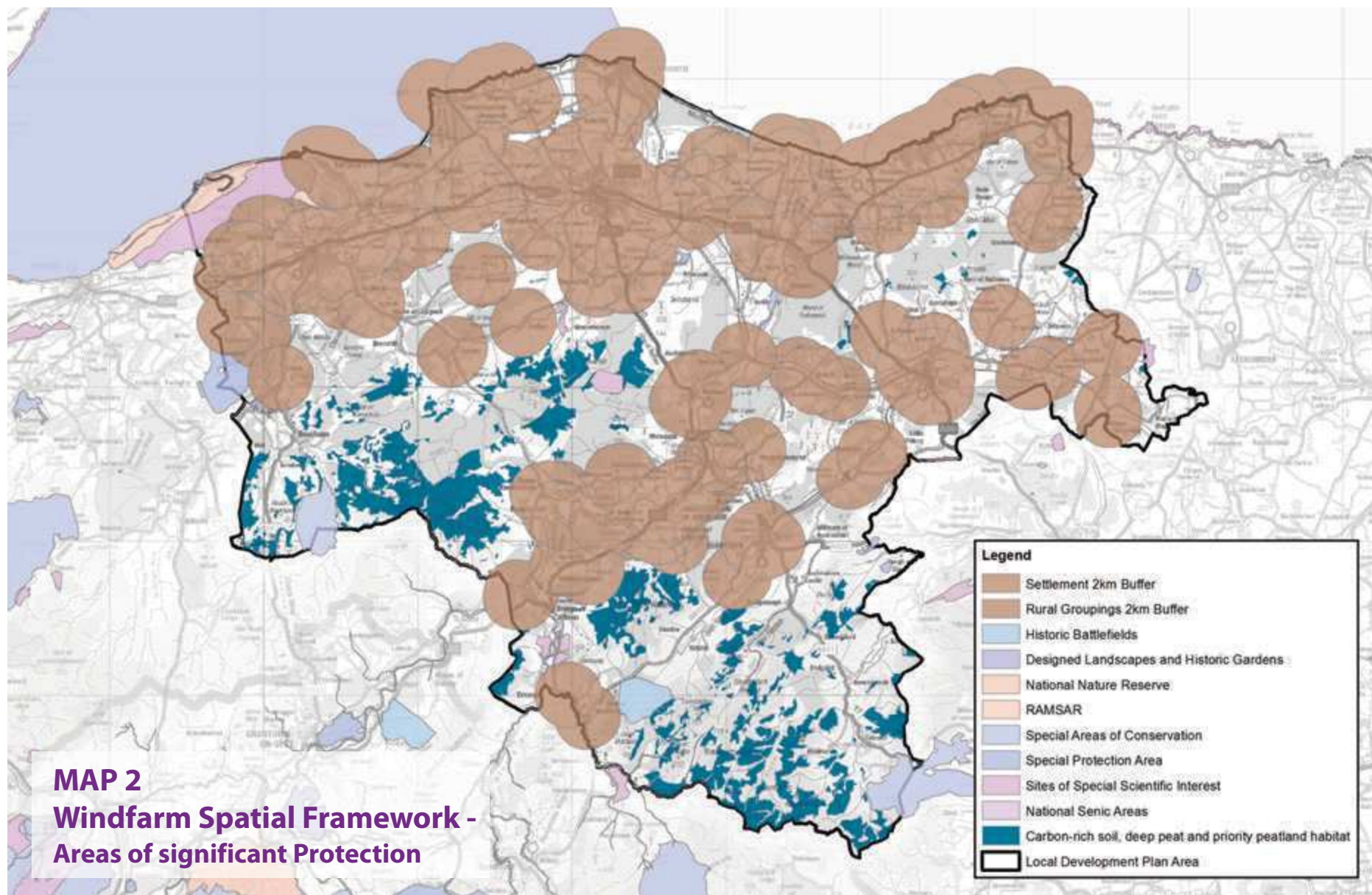
The Council's Wind Energy Landscape Capacity Study and Moray Onshore Wind Energy Supplementary Guidance provide further information.



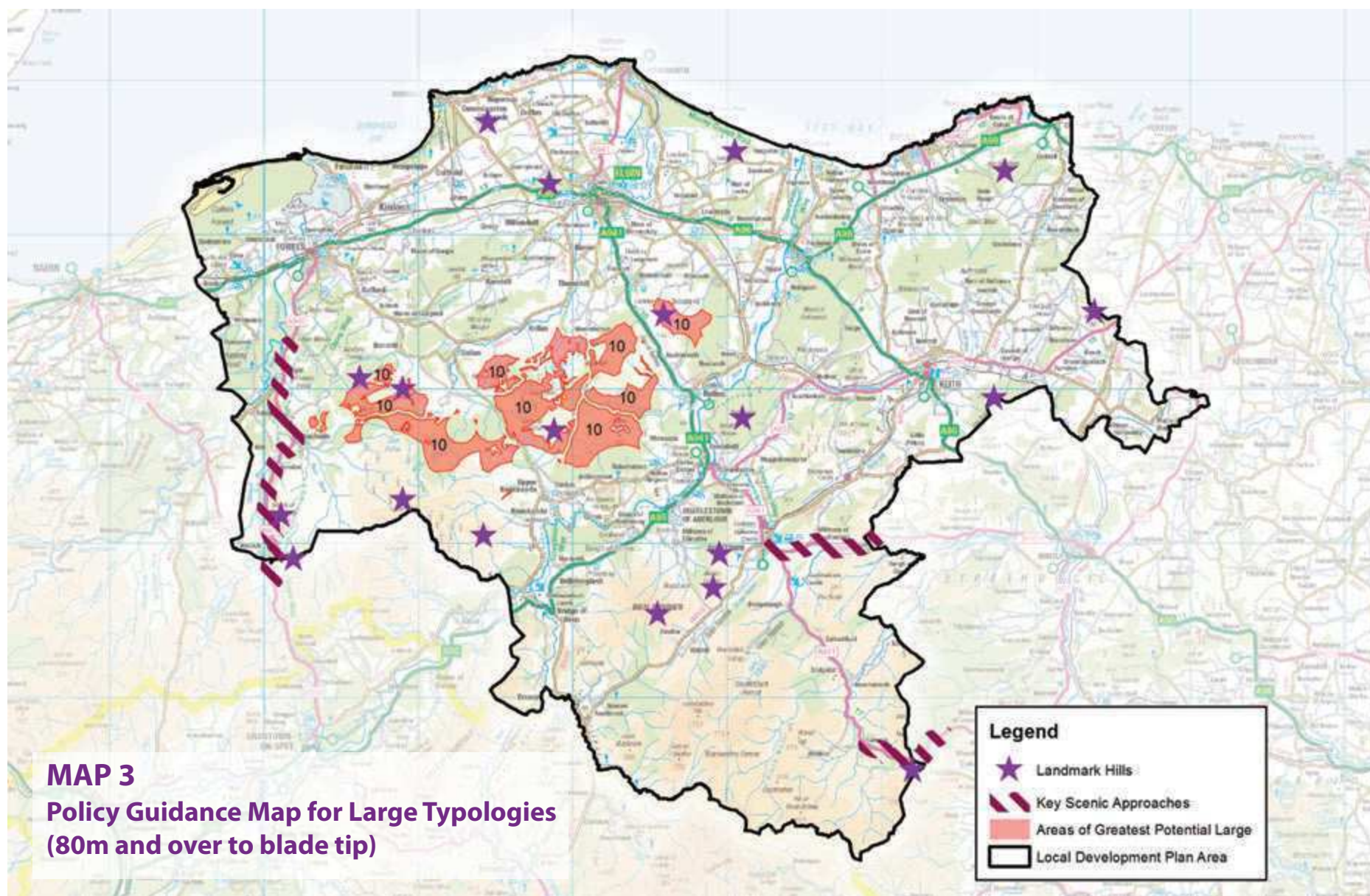














## MAP 3

### Policy Guidance Map for Large Typologies (80m and over to blade tip)

#### Areas of Greatest Potential

Scottish Planning Policy states that planning authorities “should identify where there is strategic capacity for wind farms, and areas with the greatest potential for wind development”. Areas of Greatest Potential are areas with the greatest scope for further investigating the feasibility of developing wind farms. These areas have been identified on Policy Guidance Maps by removing additional constraints from the spatial framework map of the areas likely to be most appropriate for wind farm development. The remaining areas which have been mapped for each development typology are the areas with fewest constraints and therefore the greatest potential for wind farm developments.

#### *Summary from Landscape Capacity Study* **Large Typologies to 130m**

##### **LCT 10.**

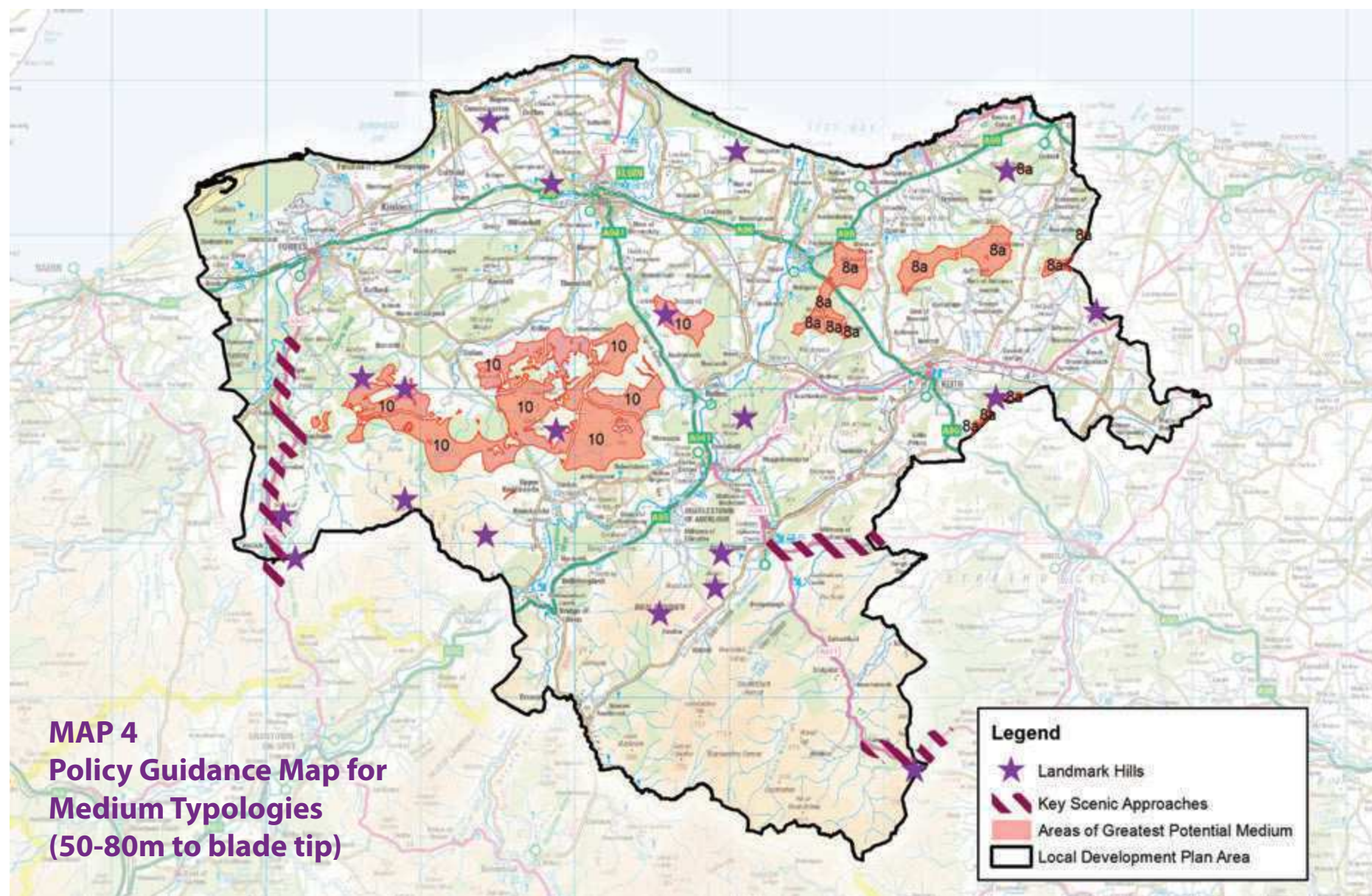
Turbines should be set well back into the core of the upland areas, avoiding ridges and hills which form immediate skylines to the adjacent smaller scale settled Rolling Farmland and Forest with Valleys (5a), Narrow Farmed Valleys (13), and the Broad Farmed Valley (7). The small scale and richly diverse upper Lossie Valley to the south-west of Dallas would be particularly sensitive to large turbines sited on the hills which contain this valley. Turbines should not be sited on, or close to, the landmark hills of Mill Buie, Carn na Cailliche and Brown Muir. Adverse effects on views from the minor road between Dallas and Knockando should be minimised by siting turbines well back from the diverse moorland and regenerating native woodland which provides an attractive feature particularly seen to the west of this route. Significant cumulative effects on the Dava Way and on the A95, which is well-used by tourists, should be avoided. Turbines of this size should be sited to minimise cumulative effects with smaller turbines within nearby operational and consented wind farms in key views.

#### **Very Large Typologies to 150m**

Some limited scope has been identified for very large turbines up to 150m high to be accommodated in this more extensive upland landscape.









## MAP 4

### Policy Guidance Map for Medium Typologies (50-80m to blade tip)

#### Areas of Greatest Potential

Scottish Planning Policy states that planning authorities “should identify where there is strategic capacity for wind farms, and areas with the greatest potential for wind development”. Areas of Greatest Potential are areas with the greatest scope for further investigating the feasibility of developing wind farms. These areas have been identified on Policy Guidance Maps by removing additional constraints from the spatial framework map of the areas likely to be most appropriate for wind farm development. The remaining areas which have been mapped for each development typology are the areas with fewest constraints and therefore the greatest potential for wind farm developments.

#### Summary from *Landscape Capacity Study* Medium Typologies

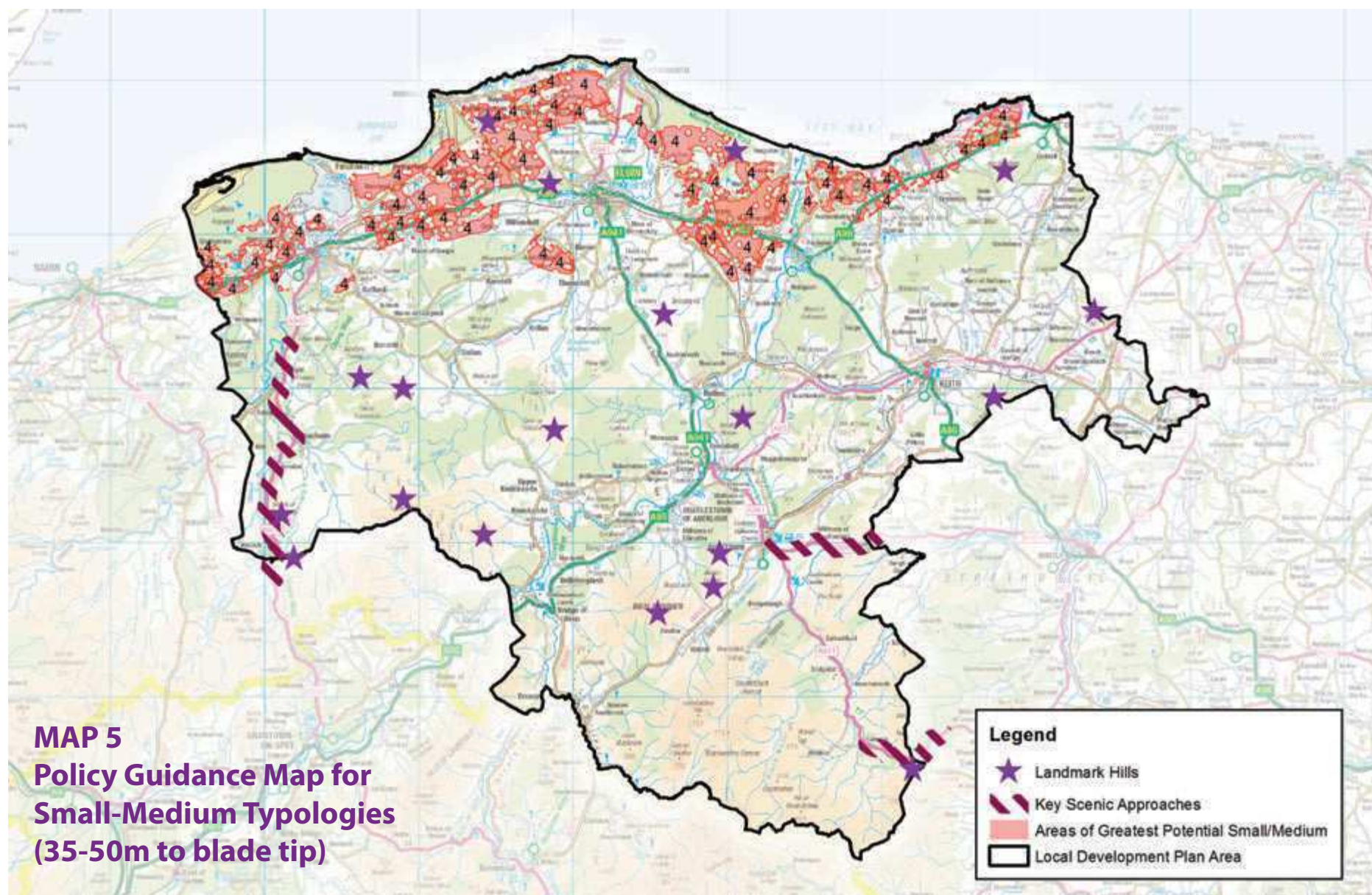
**8a.** The medium typology (turbines 50-80m) could be more readily accommodated in this landscape in terms of minimising effects on adjoining more sensitive landscapes. Turbines of this size should be set back into the core of the more extensive areas of upland plateau. Turbines of this size would need to be carefully sited to avoid cumulative effects with consented larger turbines sited both in this landscape and the adjoining Rolling Forested Hills (9) and the Upland Farmland (8).

Medium typologies should not be sited on or close-by the landmark hills of Bin of Cullen and Meikle Balloch. The summits of more pronounced hills which are locally distinctive should also be avoided. Turbines should also avoid significant intrusion on the designed landscape of Gordon Castle, on the Spey Valley and on the setting of Fochabers. Potential cumulative effects with the consented Aultmore wind farm and wind turbines in the Upland Farmland (8) will additionally be a major constraint to additional development in this character type.

**10.** Some limited scope has been identified for very large turbines up to 150m high to be accommodated in this more extensive upland landscape. Turbines should be set well back into the core of the upland areas, avoiding ridges and hills which form immediate skylines to the adjacent smaller scale settled Rolling Farmland and Forest with Valleys (5a), Narrow Farmed Valleys (13), and the Broad Farmed Valley (7). The small scale and richly diverse upper Lossie Valley to the south-west of Dallas would be particularly sensitive to large turbines sited on the hills which contain this valley. Turbines should not be sited on, or close to, the landmark hills of Mill Buie, Carn na Cailliche and Brown Muir. Adverse effects on views from the minor road between Dallas and Knockando should be minimised by siting turbines well back from the diverse moorland and regenerating native woodland which provides an attractive feature particularly seen to the west of this route. Significant cumulative effects on the Dava Way and on the A95, which is well-used by tourists, should be avoided. Turbines of this size should be sited to minimise cumulative effects with smaller turbines within nearby operational and consented wind farms in key views.









## MAP 5

### Policy Guidance Map for Small-Medium Typologies (35-50m to blade tip)

#### Areas of Greatest Potential

Scottish Planning Policy states that planning authorities “should identify where there is strategic capacity for wind farms, and areas with the greatest potential for wind development”. Areas of Greatest Potential are areas with the greatest scope for further investigating the feasibility of developing wind farms. These areas have been identified on Policy Guidance Maps by removing additional constraints from the spatial framework map of the areas likely to be most appropriate for wind farm development. The remaining areas which have been mapped for each development typology are the areas with fewest constraints and therefore the greatest potential for wind farm developments.

#### Summary from *Landscape Capacity Study* Small/Medium typologies

4. Scope to accommodate the small-medium typology (turbines 35-50m high). Turbines this size would be less likely to overwhelm the scale and setting of individual buildings and settlements and would be less prominent particularly in relation to multiple developments. They could be sited to be visually associated with larger farm and industrial buildings or within less densely settled areas, set below ridge lines to benefit from some back-cloth of rising ground which would reduce prominence to some degree. Turbines of this size should not be sited on, or nearby, the landmark hills of Tappoch and Binn Hill in this landscape and Bin of Cullen and Quarry Wood in adjacent character types. Areas of more complex landform and the setting of settlements, key historic/archaeological features and designed landscapes should be avoided.

Capacity could be quickly reached in this open landscape as inter-visibility between developments (together with the well-settled nature of this character type) increases potential for cumulative effects to arise. The use of wind turbines of different sizes and designs in close proximity should be avoided as this can lead to a discordant appearance.





## DP10 MINERALS

### a) Safeguarding Mineral Reserves

The Council will safeguard all existing workable mineral reserves/ operations from incompatible development which is likely to prejudice it unless;

- There are no alternative sites for development, and
- The extraction of mineral resources will be completed before development commences.

### b) Mineral Operations

Proposals for mineral extraction will be acceptable in the following circumstances, subject to compliance with other relevant LDP policies;

- Extension to existing operation/sites.
- Re-opening of a dormant quarry.
- A reserve underlying a proposed development where it would be beneficial to extract prior to development.

Proposals for new and extensions to existing mineral sites, which contribute to the maintenance of at least a 10 years supply of permitted reserves of construction aggregates in Moray will be supported, subject to meeting the terms of Policy DP1 and other relevant policies.

Proposals for borrow pits will be supported, subject to compliance with other relevant policies, to allow the extraction of minerals near to or on the site of associated development (e.g. wind farm and roads construction, forestry and agriculture) provided it can be demonstrated that the operational, community and environmental benefits of the proposal can be evidenced. These consents will be time limited, tied to the proposal and must be accompanied by full restoration proposals and aftercare.

All mineral development proposals must avoid or satisfactorily mitigate impacts. In determining proposals, the Council will give consideration to the requirements of Policy DP1. Additional mitigation may be required for renewables at existing quarries.

Proposals must be accompanied by an extractive Waste Management Plan.

### c) Restoration and aftercare

Operators must provide details of their proposed programme of restoration (including the necessary financing, phasing and aftercare of the sites). In some circumstances, the Council may require a financial guarantee/ bond.

Restoration programmes must reinstate the site at the earliest opportunity when excavation has ceased. Restoration must be designed and implemented to the highest standard. After uses must result in environmental improvement and add to the cultural, recreational or environmental assets of the area.

#### Justification/ Notes

This policy aims to ensure that mineral reserves are safeguarded from development that may sterilise them. The availability of construction materials provides jobs and supports the local economy. The demand for and scarcity of consented reserves for building stone means that reserves should be safeguarded as they are important for the repair of existing buildings and as a new building material.

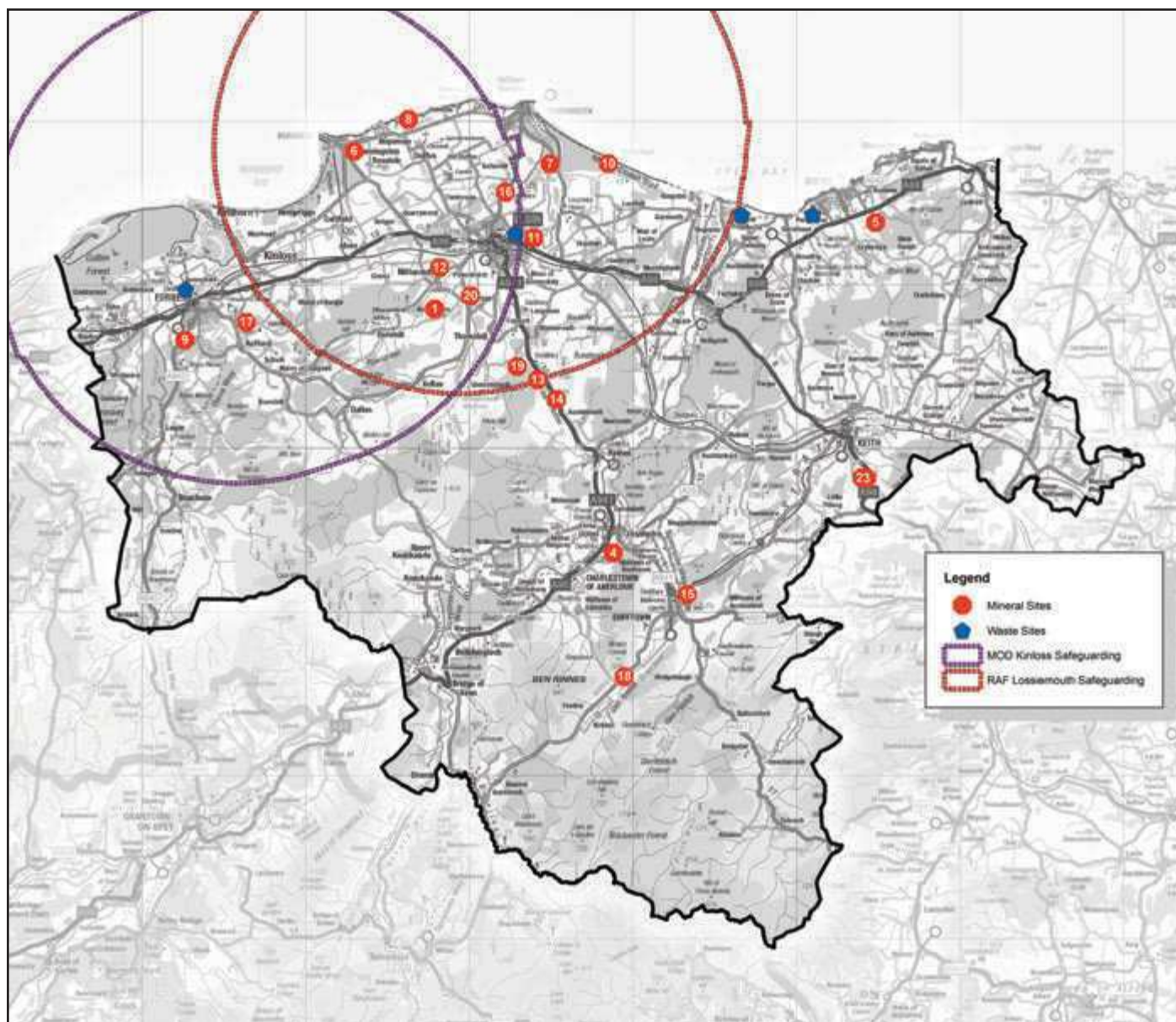
The policy aims to ensure that there is an effective supply of permitted reserves for construction aggregates. The Council prepared a Minerals Audit in 2017, in consultation with local quarry operators and is satisfied that there is in excess of a 10 year supply available, as required by Scottish Planning Policy.

The policy seeks to ensure that there are no adverse significant effects on the amenity of local communities, natural or cultural heritage interests. Extraction will only be permitted where impacts can be adequately controlled or mitigated.

Proper restoration and aftercare provision is essential to ensure land is restored to acceptable levels and protected against any adverse effects of extraction.







## SAFEGUARDED MINERAL RESOURCES

- 1 **Auchtertyre Quarry**  
Sand and Gravel
- 2 **Blackhillock Quarry**  
Limestone
- 3 **Cairdshill Quarry**  
Igneous & Metamorphic Rock
- 4 **Bluehill Quarry**  
Igneous & Metamorphic Rock
- 5 **Bogend Quarry**  
Igneous & Metamorphic Rock
- 6 **Clarkyhill Quarry**  
Sandstone
- 7 **Caysbriggs Quarry**  
Sand and Gravel
- 8 **Clashach Quarry**  
Sandstone
- 9 **Fairywoods Quarry**  
Sand and Gravel
- 10 **Innes Links Quarry**  
Sand and Gravel
- 11 **Kirkhill Quarry**  
Sand
- 12 **Lochinver Quarry**  
Sand and Gravel
- 13 **Netherglen Quarry**  
Igneous & Metamorphic Rock
- 14 **Rothes Glen Quarry**  
Sand and Gravel
- 15 **Parkmore Quarry**  
Limestone
- 16 **Spynie Quarry**  
Sandstone
- 17 **New Forres Quarry**  
Igneous & Metamorphic Rock
- 18 **Lynemore Sand pit**  
Sand and Gravel
- 19 **Gedloch Quarry**  
Hard Rock
- 20 **Cloddoch Quarry**  
Sand and Gravel





### DP11 GYPSY/TRAVELLERS/TRAVELLING SHOWPEOPLE

- a) Proposals for Gypsy/Traveller sites, whether halting or permanent, from both public and private sectors will be favourably considered where;
  - i) The proposal is in accordance with Policy DP1.
  - ii) There is an identified need and an accepted shortfall in provision.

Locations within Countryside Around Towns, Coastal Protection Zones, Special Landscape Areas and immediately outside settlement boundaries are likely to give the greatest conflict with existing policies and established planning principles.

- b) Sites used by Travelling Showpeople should be safeguarded for that use, unless alternative provision is made available and all other relevant policies are complied with.

#### Justification/ Notes

The Council's Housing Need and Demand Assessment identifies the need for Gypsy/ Traveller sites and Scottish Planning Policy requires local development plans to identify suitable sites for these communities. To meet this requirement an action will be included in the Action Programme to identify suitable site(s).

Travelling Showpeople bring economic benefits to the area and have historically used the same sites for long periods of time. These sites should not be used for an alternative use unless alternative sites are secured for Travelling Showpeople to use.





## EP1 NATURAL HERITAGE DESIGNATIONS

### a) Natura 2000 designations

Development likely to have a significant effect on a Natura 2000 site and which is not directly connected with or necessary to the conservation management of that site must be subject to an appropriate assessment of the implications for its conservation objectives. Proposals will only be approved where the appropriate assessment has ascertained that there will be no adverse effect on the integrity of the site.

In exceptional circumstances, proposals that could affect the integrity of a Natura 2000 site may be approved where:

- i) There are no alternative solutions, and
- ii) There are imperative reasons of over-riding public interest including those of a social or economic nature, and
- iii) Compensatory measures are provided to ensure that the overall coherence of the Natura network is protected.

For Natura 2000 sites hosting a priority habitat or species (as defined in Article 1 of the Habitats Directive), prior consultation with the European Commission via Scottish Ministers is required unless the imperative reasons of overriding public interest relate to human health, public safety or beneficial consequences of primary importance to the environment.

### b) National designations

Development proposals which will affect a National Park, National Scenic Area (NSA), Site of Special Scientific Interest (SSSI) or National Nature Reserve will only be permitted where:

- i) The objectives of designation and the overall integrity of the area will not be compromised; or
- ii) Any significant adverse effects on the qualities for which the site has been designated are clearly outweighed by social, environmental or economic benefits of national importance.



**c) Local Designations**

Development proposals likely to have a significant adverse effect on Local Nature Reserves, wildlife sites or other valuable local habitats will be refused unless it can be demonstrated that;

- i) Public benefits clearly outweigh the nature conservation value of the site, and
- ii) There is a specific locational requirement for the development, and
- iii) Any potential impacts can be satisfactorily mitigated to conserve and enhance the site's residual conservation interest.

**d) European Protected Species**

European Protected Species are identified in the Habitats Regulations 1994 (as amended in Scotland). Where a European Protected Species may be present or affected by development or activity arising from development, a species survey and where necessary a Species Protection Plan should be prepared to accompany the planning application, to demonstrate how the Regulations will be complied with. The survey should be carried out by a suitably experienced and licensed ecological surveyor.

Proposals that would have an adverse effect on European Protected Species will not be approved unless;

- The need for development is one that is possible for SNH to grant a license for under the Regulations (e.g. to preserve public health or public safety).
- There is no satisfactory alternative to the development.
- The development will not be detrimental to the maintenance of the favourable conservation status of the species.

**e) Other protected species**

Wild birds and a variety of other animals are protected under domestic legislation, such as the Wildlife and Countryside Act 1981 (as amended in Scotland by the Nature Conservation (Scotland) Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2011), Protection of Badgers Act 1992 and Marine (Scotland) Act 2010. Where a protected species may be present or affected by development or activity arising from development, a species survey and where necessary a Species Protection Plan should be prepared to accompany the planning application to demonstrate how legislation will be complied with. The survey should be carried out by a suitably experienced ecological surveyor, who may also need to be licensed depending on the species being surveyed for.

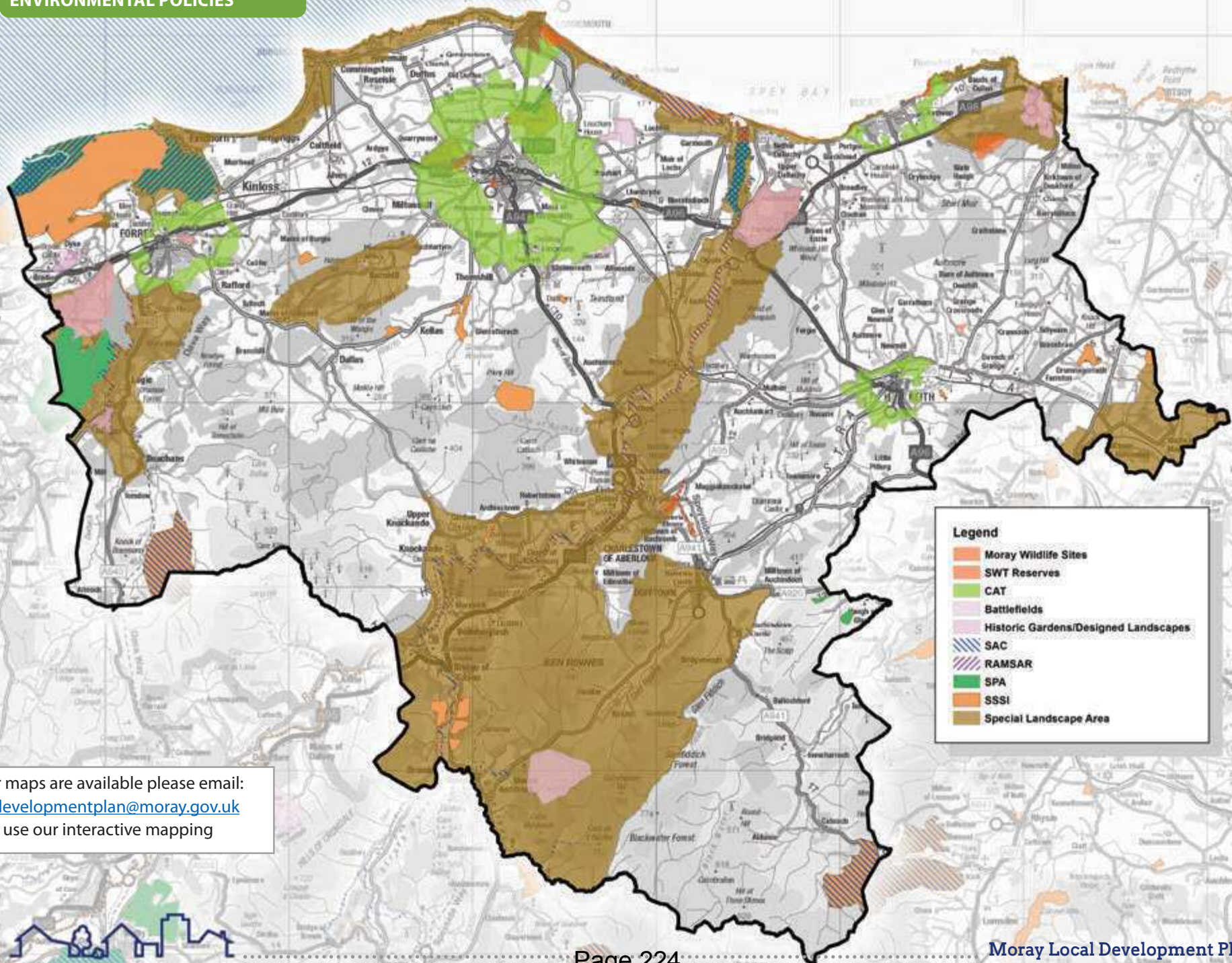
Proposals which would have an adverse effect on badgers or their setts must be accompanied by a Badger Protection Plan demonstrating how impacts will be avoided, mitigated, minimised or compensated for.

**Justification/ Notes**

The diversity of habitats and species in Moray contributes towards the overall high quality environment. The international, national and local designations and protected species are a valuable part of the area's nature conservation and need to be protected from inappropriate development. Natura 2000 sites include designated and candidate Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). There are a number of identified wildlife sites in Moray including a Scottish Wildlife Trust Reserve at Spey Bay, Local Nature Reserve at Findhorn Bay and non-statutory wildlife sites at the Wards in Elgin and the Lossie Estuary.







Larger maps are available please email:  
[localdevelopmentplan@moray.gov.uk](mailto:localdevelopmentplan@moray.gov.uk)  
 or use our interactive mapping



## EP2 BIODIVERSITY

All development proposals must retain, protect and enhance features of biological interest and provide for their appropriate management. Developments must safeguard and connect into wildlife corridors, green/blue networks and prevent fragmentation of existing habitats.



Development should integrate measures to enhance biodiversity as part of multi-functional spaces/ routes.

Proposals for 4 or more housing units or 1000 m<sup>2</sup> or more of commercial floorspace must create new or, where appropriate, enhance natural habitats of ecological and amenity value.

Developers must demonstrate through a Placemaking Statement which incorporates a Biodiversity Plan, that they have included habitat creation in the design of the development. This can be achieved by providing links into existing green and blue networks, wildlife friendly features such as wildflower verges and meadows, bird and bat boxes, amphibian friendly kerbing, wildlife crossing points such as hedgehog highways and planting to encourage pollination, wildlife friendly climbing plants, use of hedges rather than fences, incorporating biodiversity measures into SUDS and retaining some standing or lying dead wood, allotments, orchards and woodlands.



Where development results in the loss of natural habitats of ecological and amenity value, compensatory habitat creation will be required on an alternative site in Moray.

### Justification/ Notes

Biodiversity encompasses a variety of biological life at more than one scale. It is not only the variety of species (both plant and animal) but the variety of genes within those species and variety of ecosystems in which the species reside. Scotland's biodiversity is under pressure from various sources including pollution, invasive species, and a lack of recognition of the value of nature and climate change.

This policy aims to deliver biodiversity enhancement by creating networks of high quality green spaces, including wildflower meadows, allotments, orchards and woodlands through towns and villages, connecting them to the wider Moray countryside. This will help promote new habitat creation and expansion and help avoid habitat fragmentation.

Incorporating biodiversity into design and layout of a development from the outset helps to create attractive places for people and nature. All development proposals must retain, protect and enhance features of biological interest and provide for their appropriate management.







### EP3 SPECIAL LANDSCAPE AREAS AND LANDSCAPE CHARACTER

#### i) Special Landscape Areas (SLA's)

Development proposals within SLA's will only be permitted where they do not prejudice the special qualities of the designated area set out in the Moray Local Landscape Designation Review, adopt the highest standards of design in accordance with Policy DP1 and other relevant policies, avoid adverse effects on the landscape and visual qualities the area is important for, and are for one of the following uses;

- a) In rural areas (outwith defined settlement and rural grouping boundaries);
  - i) Where the proposal involves an appropriate extension or change of use to existing buildings, or
  - ii) For uses directly related to distilling, agriculture, forestry and fishing which have a clear locational need and demonstrate that there is no alternative location, or
  - iii) For nationally significant infrastructure developments identified in the National Planning Framework,
- b) In urban areas (within defined settlement, rural grouping boundaries and LONG designations);
  - i) Where proposals conform with the requirements of the settlement statements, Policies PP1, DP1 and DP3 as appropriate and all other policy requirements, and
  - ii) Proposals reflect the traditional settlement character in terms of siting and design.
- c) The Coastal (Culbin to Burghead, Burghead to Lossiemouth, Lossiemouth to Portgordon, Portgordon to Cullen Coast), Cluny Hill, Spynie, Quarrywood and Pluscarden SLA's are classed as "sensitive" in terms of Policy DP4 and no new housing in the open countryside will be permitted within these SLA's.





Proposals for new housing within other SLA's not specified in the preceding para will be considered against the criteria set out above and the criteria of Policy DP4.

- d) Where a proposal is covered by both a SLA and CAT or ENV policy/designation, the SLA policy will take precedence.

#### ii) **Landscape Character**

New developments must be designed to reflect the landscape characteristics identified in the Landscape Character Assessment of the area in which they are proposed.

Proposals for new roads and hill tracks associated with rural development must ensure that their alignment and use minimises visual impact, avoids sensitive natural heritage and historic environment features, including areas protected for nature conservation, carbon rich soils and protected species, avoids adverse impacts upon the local hydrology and takes account of recreational use of the track and links to the wider network.

#### **Justification/ Notes**

The aim of this policy is to protect landscapes from inappropriate development. The SLA's are identified on the Proposals Map and supported by special qualities set out in the Moray Local Landscape Designation Review 2018 . Moray enjoys a very high quality and diversity of landscapes and proposals which are likely to result in a significant adverse impact on the landscape will not be supported.

The policy also aims to ensure that all new development reflects the landscape quality of Moray and developments should be designed in accordance with the Landscape Character Assessment for Moray and Nairn 2019 which will be a material consideration. Hill tracks formed in association with rural development can have a significant adverse impact upon the landscape and need to be sensitively designed.

### EP4 COUNTRYSIDE AROUND TOWNS

Development proposals within the Countryside Around Towns (CAT's) areas identified around Elgin, Forres, Buckie, Keith and Lossiemouth will be refused unless they;

- Involve the rehabilitation, conversion, limited extension, replacement or change of use of existing buildings, or
- Are necessary for the purposes of agriculture, forestry, low intensity recreational or tourism use or specifically allowed under the terms of other Local Development Plan policies or settlement statements within these areas (excluding houses in all these cases), or
- Are a designated "LONG" term housing allocation released for development under the terms of Policy DP3.

Countryside Around Town areas are classed as "sensitive" areas in terms of Policy DP4 Rural Housing and no new rural housing will be permitted within them unless the above criteria is met.

#### **Justification/Notes**

The five main towns of Elgin, Forres, Buckie, Keith and Lossiemouth are subject to the highest development pressures and CAT's have been designated to prevent development sprawl into the countryside. Only certain types of development are appropriate within CAT's to protect their special character. New housing development (other than under criteria a) and any LONG designations released through Policy DP3) is specifically excluded from the types of acceptable development, to maintain and preserve the distinction with the built up area.





## EP5 OPEN SPACE

**a) Existing Open Space (ENV's and Amenity Land)**

Development which would result in a change of use of a site identified under the ENV designation in settlement statements or amenity land designation in rural groupings to anything other than an open space use will be refused.

Proposals that would result in a change of use of an ENV4 Sports Area to any other use (including other ENV categories) will be refused. The only exceptions are where the proposal is for essential community infrastructure required to deliver the key objectives of the Council and its Community Planning Partners, excluding housing, or for a site specific opportunity identified within the settlement statement. Where one of these exceptions applies, proposals must:

- Be sited and designed to minimise adverse impacts on the principal function of the space and the key qualities and features identified in the Moray Open Space Strategy Supplementary Guidance.
- Demonstrate that there is a clear excess of the type of ENV and the loss of the open space will not negatively impact upon the quality, accessibility and quantity of open space provision and does not fragment green

networks (with reference to the Moray Open Space Strategy Supplementary Guidance, green network mapping and for ENV4 Sports Area in consultation with SportScotland) or replacement open space provision of equivalent function, quality and accessibility is made.

Proposals for allotments or community growing on existing open space will be supported where they do not adversely affect the primary function of the space or the key qualities and features identified in the Moray Open Space Strategy

Supplementary Guidance and a locational requirement has been identified in the Council's Food Growing Strategy. Consideration will include related aspects such as access, layout, design and car parking requirements.



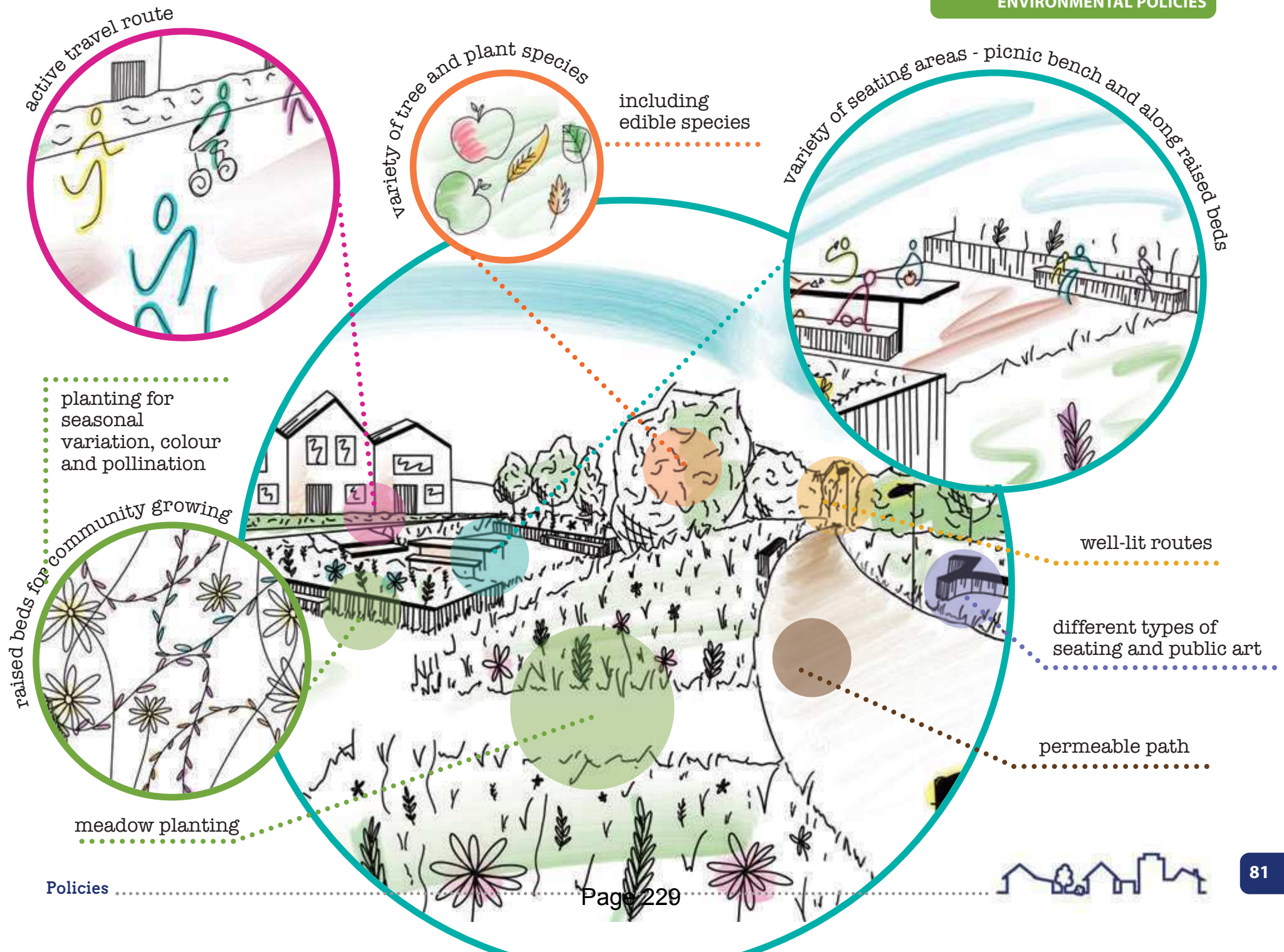
Any new/proposed extension to existing cemetery sites requiring an intrusive ground investigation must be undertaken in accordance with SEPA's guidance on assessing the impacts of cemeteries on groundwater before any development occurs at the site.

Areas identified in Settlement Statements as ENV are categorised based on their primary function as set out below. These are defined in the Open Space Strategy Supplementary Guidance.

<b>ENV 1</b>	Public Parks and Gardens
<b>ENV 2</b>	Amenity Greenspace
<b>ENV 3</b>	Playspace for children and teenagers
<b>ENV 4</b>	Sports Areas
<b>ENV 5</b>	Green Corridors
<b>ENV 6</b>	Natural/Semi-Natural Greenspace
<b>ENV 7</b>	Civic Space
<b>ENV 8</b>	Allotments
<b>ENV 9</b>	Cemeteries and proposed extensions
<b>ENV 10</b>	Private Gardens and Grounds
<b>ENV 11</b>	Other Functional Greenspace









**b) Green Infrastructure and Open Space in New Development**

New development must incorporate accessible multifunctional open space of appropriate quantity and quality to meet the needs of development and must provide green infrastructure to connect to wider green/blue networks. In Elgin, Buckie and Forres green infrastructure must be provided as required in the green network mapping. Blue drainage infrastructure will require to be incorporated within green open space. The blue-green context of the site will require to be considered from the very outset of the design phase to reduce fragmentation and maximize the multi-benefits arising from this infrastructure.



Open space provision in new developments must meet the accessibility, quality and quantity standards set out below and meet the requirements of policy PP1 Placemaking, EP2 Biodiversity, other relevant policies and any site specific requirements within the Settlement Statements. Developers must demonstrate through a Placemaking Statement that they have considered these standards in the design of the open space, this must include submission of a wider analysis plan that details existing open space outwith the site, key community facilities in the area and wider path networks.

**i) Accessibility Standard**

Everyone will live within a five minute walk of a publicly usable space of at least 0.2ha.

**ii) Quality Standard**

Across a development open space must achieve a very good quality score of 75%. Quality will be assessed by planning officers against the five criteria below using the bullet point prompts. Each criterion will be scored on a scale of 0 (poor) to 5 (very good) with an overall score for the whole development expressed as a percentage.

**Accessible and well connected**

- Allows movement in and between places, consideration to be given to reflecting desire lines, permeable boundaries, and multiple access points
- Accessible entrances in the right places.
- Accessible for all generations and mobility's, including consideration of gradient and path surfaces.
- Provide appropriately surfaced, inclusive, high quality paths.
- Connects with paths, active travel routes and other transport modes including bus routes.
- Offers connecting path network with legible waymarking and signage.

**Attractive and Appealing Places**

- Attractive with positive image created through character and quality elements.
- Attractive setting for urban areas.
- Quality materials, equipment and furniture.
- Attractive plants and landscape elements that support character, including providing seasonal and sensory variation and food production.
- Welcoming boundaries and entrance areas.
- Adequate bin provision.
- Long term maintenance measures in place.

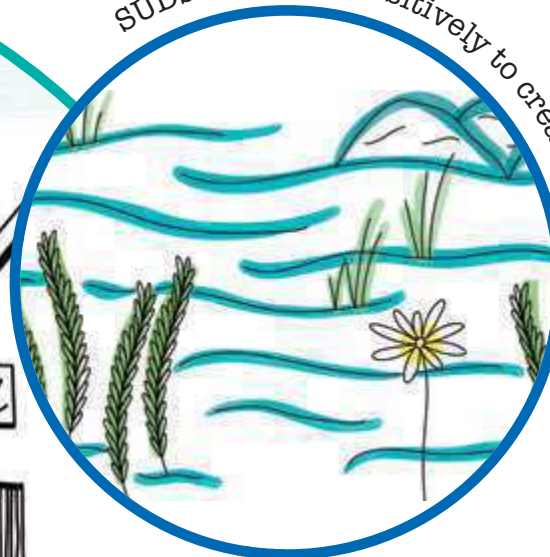




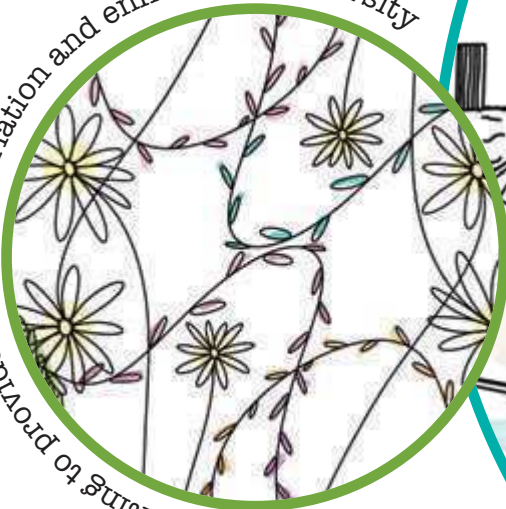
Well overlooked playspace easily accessible to housing



SUDs managed positively to create a feature



Planting to provide seasonal variation and enhance biodiversity







#### **Biodiverse supporting ecological networks (see Policy EP2 Biodiversity)**

- Contribute positively to biodiversity through the creation of new natural habitats for ecological and amenity value.
- Large enough to sustain wildlife populations, including green/blue networks and landscaping.
- Offers a diversity of habitats.
- Landscaping and open space form part of wider landscape structure and setting.
- Connects with wider blue/green networks Provide connections to existing green/blue networks and avoids fragmentation of existing habitats.
- Ensure a balance between areas managed positively for biodiversity and areas managed primarily for other activities e.g. play, sport.
- Resource efficient, including ensuring open space has a clear function and is not “left over”.

#### **Promotes activity, health and well being**

- Provides multifunctional open space for a range of outdoor physical activities reflecting user needs and location.
- Provides diverse play, sport, and recreational facilities for a range of ages and user groups.
- Providing places for social interaction, including supporting furniture to provide seating and resting opportunities.
- Appropriate high quality facilities meeting needs and reflecting the site location and site.
- Carefully sited facilities for a range of ages with consideration to be given to existing facilities, overlooking, and ease of access for users.
- Open space is flexible to accommodate changing needs.









**Safe, Welcoming and contributing to Character and Identity**

- Safe and welcoming.
- Good levels of natural surveillance.
- Discourage anti-social behaviour.
- Appropriate lighting levels.
- Sense of local identity and place.
- Good routes to wider community facilities e.g connecting to schools, shops, or transport nodes.
- Distinctive and memorable places that support local culture and identity.
- Catering for a range of functions and activities providing a multi-functional space meeting needs.
- Community involvement in management.

**iii) Quantity Standard**

Unless otherwise stated in site designations, the following quantity standards will apply.

- Residential sites less than 10 units - landscaping to be determined under the terms of Policy DP1 Development Principles to integrate the new development.
- Residential sites 10-50 units and new industrial sites- minimum 15% open space
- Residential sites 51-200 units- minimum 20% open space
- Residential sites 201 units and above and Business Parks- minimum 30% open space which must include allotments, formal parks and playspaces within residential sites.

In meeting the quantity requirements, only spaces which have a clear multi benefit function will be counted. Structure and boundary landscaping areas must make provision for public access and link into adjacent green corridors. The quantity standard must be met within the designation boundaries. For windfall sites the quantity standard must be new open space provision within the application boundaries.

Open Spaces approved in new developments will be classed as ENV spaces upon granting of consent.

Proposals must also comply with the Council's Open Space Strategy Supplementary Guidance.

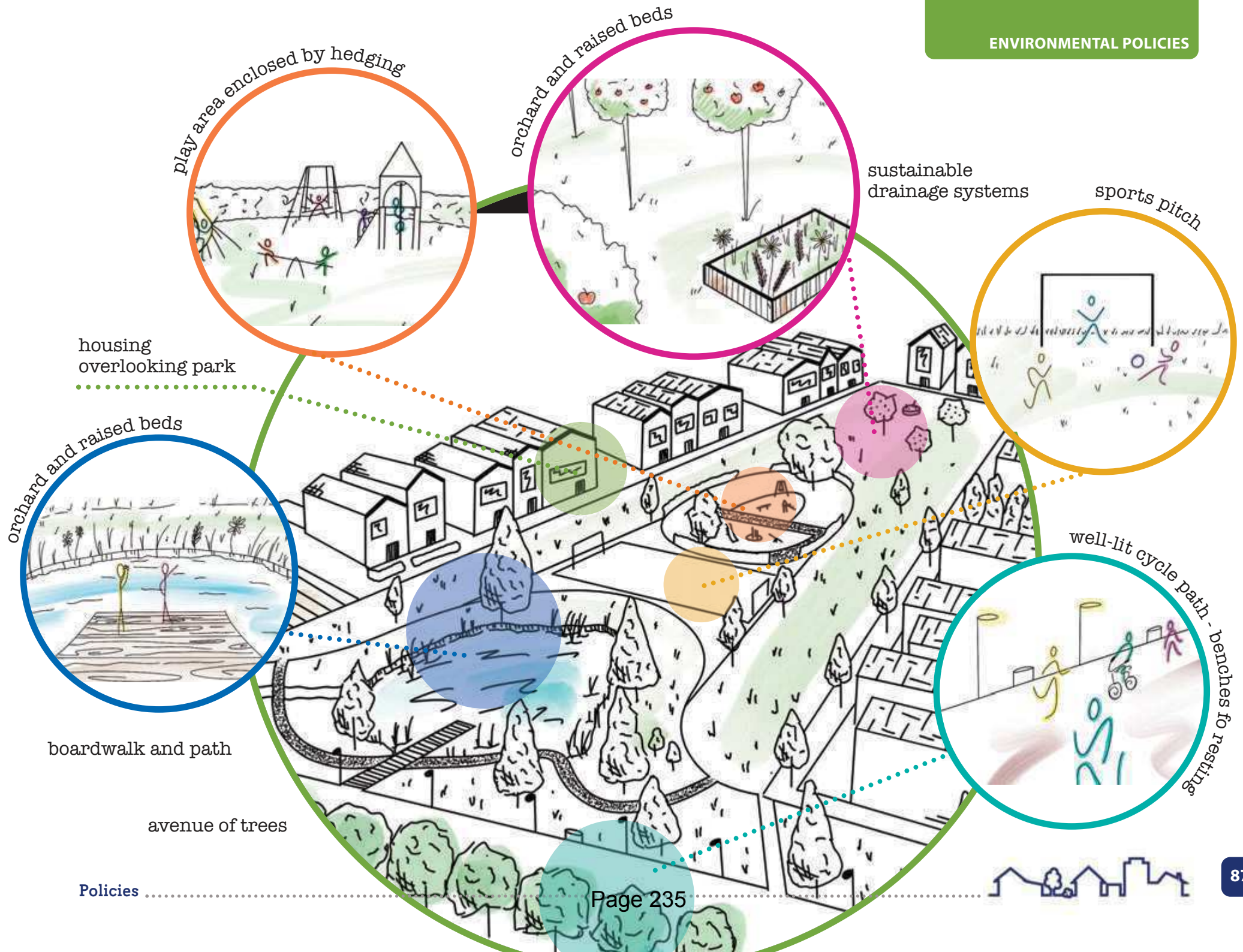
**Justification/Notes**

Open space and green/blue infrastructure provision is important for many reasons. It supports healthy and active lifestyles, as well as providing spaces to relax and unwind supporting mental health. It can have climate change related benefits including reducing flood impacts, providing space for sustainable drainage, and pollution mitigation. It can create habitat networks and connections and support biodiversity. Open space and green infrastructure play an important role in placemaking helping to create places with character, identity and a sense of place contributing to quality of life. Green infrastructure can help new development fit into the natural environment and landscape.

Policy seeks to protect our existing open spaces that are identified in the settlement statements and rural groupings. The policy sets out the requirements for the provision of open space within new developments and the standards for the quantity, quality and accessibility of new open space. This is to ensure the multiple benefits of open space outlined above can be realised.









**EP6 SETTLEMENT BOUNDARIES**

Settlement boundaries are drawn around each of the towns, villages and rural groupings representing the limit to which these settlements can expand during the Local Development Plan period.

Development proposals immediately outwith the boundaries of these settlements will not be acceptable, unless the proposal is a designated "LONG" term development site which is being released under the terms of Policy DP3.

**Justification/Notes**

Settlement boundaries are defined on the Proposals, Settlement Statement and Rural Groupings maps for the purpose of guiding development to the towns, villages and rural groupings, preventing ribbon development and maintaining a clear distinction between the built up area and the countryside.

**EP7 FORESTRY, WOODLANDS AND TREES****a) Forestry**

Proposals which support the economic, social and environmental objectives and projects identified in the Moray Forestry and Woodlands Strategy will be supported where they meet the requirements of all other relevant Local Development Plan policies. The Council will consult Forestry Commission Scotland on proposals which are considered to adversely affect commercial forests.

**b) Woodlands**

In support of the Scottish Government's Control of Woodland Removal Policy, development which involves permanent woodland removal will only be permitted where it would achieve significant and clearly defined additional public benefits and where removal will not result in unacceptable adverse effects on the amenity, landscape, biodiversity, economic or recreational value of the woodland or prejudice the management of the woodland.

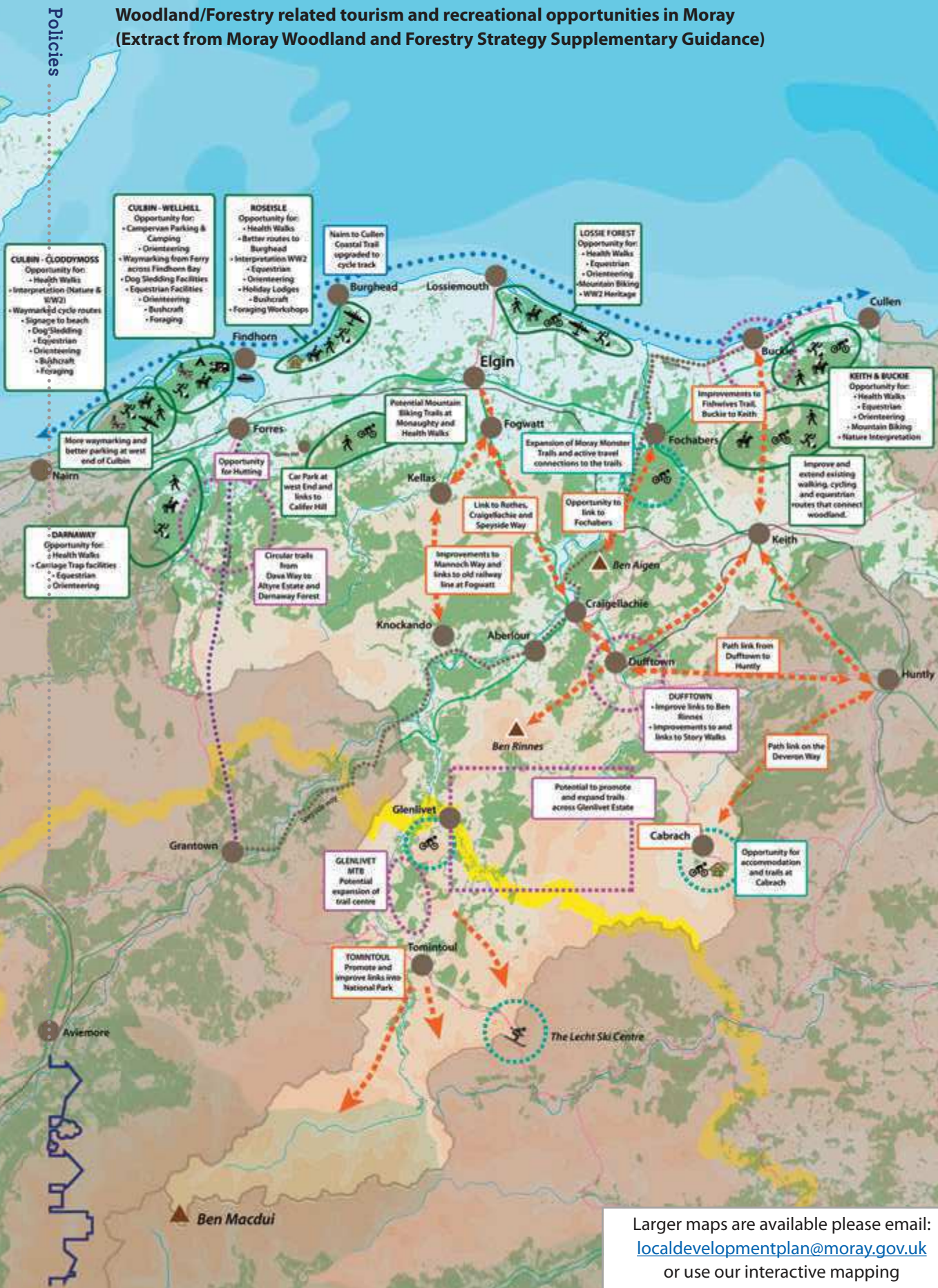
Where woodland is removed in association with development, developers must provide compensatory planting to be agreed with the planning authority either on site, or an alternative site in Moray which is in the applicant's control or through a commuted payment to the planning authority to deliver compensatory planting and recreational greenspace within Moray.

Woodlands identified in the Ancient Woodland Inventory are important not just for the trees, but for the soil structure, flora and fauna that rely on such woodlands. Ancient woodland ecosystems have been created over hundreds of years and are irreplaceable. Woodland removal within native woodlands identified as a feature of sites protected under Policy EP1 or woodland identified in the Ancient Woodland Inventory will not be supported.





## Woodland/Forestry related tourism and recreational opportunities in Moray (Extract from Moray Woodland and Forestry Strategy Supplementary Guidance)



Larger maps are available please email:  
[localdevelopmentplan@moray.gov.uk](mailto:localdevelopmentplan@moray.gov.uk)  
or use our interactive mapping



### c) Trees and Tree Preservation Orders

Development proposals must retain existing healthy mature trees and incorporate them within the proposal. Where mature trees exist on or bordering a development site, a tree survey and tree protection and mitigation plan must be provided with planning applications if the trees (or their roots) have the potential to be affected by development and construction activity. Proposals must identify a safeguarding distance to ensure construction works, including access and drainage arrangements, will not damage or interfere with the root systems in the short or longer term.



The Council will serve Tree Preservation Orders (TPO's) on potentially vulnerable trees which are of significant amenity value to the community as a whole, trees that contribute to the distinctiveness of a place or trees of significant biodiversity value.

Within Conservation Areas, the Council will only agree to the felling of dead, dying, or dangerous trees. Trees felled within Conservation Areas or subject to TPO must be replaced, unless otherwise agreed by the Council.



#### Justification/ Notes

Moray is recognised for the quality of its scenery and natural heritage for which forests and woodlands play an integral part of. They are an important renewable and beneficial resource in terms of climate change, landscape, recreational, biodiversity and tourism opportunities. In line with the Forestry Commission Scotland's guidance document "The Right Tree in the Right Place", the Council supports the good management of this resource to balance the potential economic benefits with protecting and enhancing forests and woodland from inappropriate development and uses.

For the purposes of this policy, "woodland removal" is defined as the permanent removal of woodland for the purposes of conversion to another type of land use. The Council encourages new woodland planting within development proposals and the connection of woodlands to form a wider green network. Development proposals must not sever or impair links to important existing woodland habitats.

Development proposals which result in the permanent loss of woodland will be required to provide compensatory planting which will be of a native species and will include the cost of management and establishment of the woodland/ greenspace. Further details of mechanisms to deliver compensatory planting are available from Moray Council.

The Forestry Commission Scotland, the Moray Access Manager and Scottish Natural Heritage will be consulted on issues relating to the recreational and biodiversity value of woodland.

Proposals for works to trees in Conservation Areas and trees covered by a TPO must be made in writing and be supported by a tree surgeons report to provide justification for its removal.





### Trees and Development

Trees are an important part of Moray's towns and villages and surrounding countryside, adding colour and interest to the townscape and a sense of nature in our built environment. They contribute to the diversity of the countryside, in terms of landscape, wildlife habitat and shelterbelts. Trees also have a key role to play in terms of climate change by helping to absorb carbon dioxide which is one of the main greenhouse gases that cause global warming.



The cumulative loss of woodlands to development can result in significant loss of woodland cover. In compliance with the Scottish Government Control of Woodland Removal policy, woodland removal should only be allowed where it would achieve significant and clearly defined additional public benefits. In appropriate cases a proposal for compensatory planting may form part of this balance. Where woodland is to be removed then the Council will require

compensatory planting to be provided on site, on another site in Moray within the applicant's control or through a commuted payment to the Council towards woodland and greenspace creation and enhancement.



The Council requires a Tree Survey and Tree Protection Plan to be submitted by the applicant with any planning application for detailed permission on designated or windfall sites which have trees on them. The survey should include a schedule of trees and/or groups of trees and a plan showing their location, along with the following details;

- Reference number for each tree or group of trees.
- Scientific and common names.
- Height and canopy spread in metres.
- Root protection area.
- Crown clearance in metres.
- Trunk diameters in metres (measures at 1.5m above adjacent ground level for single stem trees or immediately above the root flare for multi stemmed trees).
- Age and life expectancy.
- Condition (physiological and structural).
- Management works required.
- Category rating for all trees within the site (R, A, B or C \*). This arboricultural assessment will be used to identify which trees are suitable for retention within the proposed development.

\*BS5837 provides a cascading quality assessment process for categorisation of trees which tree surveys must follow. An appropriately scaled tree survey plan needs to accompany the schedule. The plan should be annotated with the details of the tree survey, showing the location, both within and adjacent to the site, of existing trees, shrubs and hedgerows. Each numbered tree or groups of trees should show the root protection area and its category R, A, B, C.

Based on the guidance in BS5837, only category R trees are discounted from the development assessment process. Trees in category A and B must be retained, with category C trees retained as far as practicable and appropriate. Trees proposed for removal should be replaced with appropriate planting in a landscape plan which should accompany the application. Trees to be retained will likely be set out in planning conditions, if not already covered by a Tree Preservation Order. If a tree with habitat value is removed, then measures for habitat reinstatement must be included in the landscape plan.





A Tree Protection Plan (TPP) must also be submitted with planning applications, comprising a plan and schedule showing;

- Proposed design/ layout of final development, including accesses and services.
- Trees to be retained- with those requiring remedial work indicated.
- Trees to be removed.
- Location (and specification) of protective fencing around those trees to be retained based on the Root Protection Area.

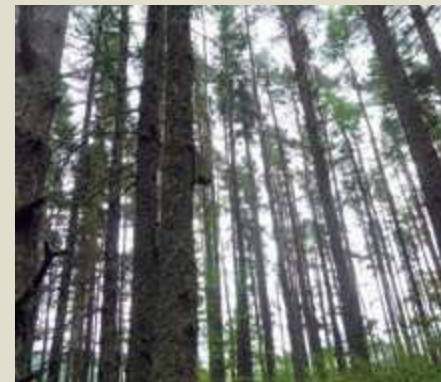
The TPP should show how the tree survey information has informed the design/ layout explaining the reasoning for any removal of trees.

### Landscape Scheme

Where appropriate a landscape scheme must be submitted with planning applications, clearly setting out details of what species of trees, shrubs and grass are proposed, where, what standard and when planting will take place. Landscape schemes must aim to deliver multiple benefits in terms of biodiversity, amenity, drainage and recreation as set out in policy.

The scheme should also set out the maintenance plan. Applicants/ developers will be required to replace any trees, shrubs or hedges on the site which die, or are dying, severely damaged or diseased which will be specified in planning conditions.

Tree species native to Scotland are recommended for planting in new development- Common Ash, Alder, Aspen, Birch, Bird Cherry, Blackthorn, Crab Apple, Elm, Gean, Hawthorn, Hazel, Holly, Juniper, Sessile Oak, Rowan, Scots Pine, Whitebeam, Willow.





## EP8 HISTORIC ENVIRONMENT

### a) Scheduled Monuments and National Designations

Where a proposed development potentially has a direct impact on a scheduled monument, the written consent of Historic Environment Scotland is required, in addition to any other necessary consents.

Development proposals will be refused where they will adversely affect Scheduled Monuments and nationally important archaeological sites or their settings unless the developer proves that any significant adverse effect on the qualities for which the site has been designated are clearly outweighed by social or economic benefits of national importance.



### b) Local Designations

Development proposals which adversely affect sites of local archaeological importance or the integrity of their settings will be refused unless;

- Local public benefits clearly outweigh the archaeological value of the site, and
- There is no suitable alternative site for development, and
- Any adverse effects can be satisfactorily mitigated at the developer's expense.

The Council will consult Historic Environment Scotland and the Regional Archaeologist on development proposals which may affect Scheduled Monuments, nationally important archaeological sites and locally important archaeological sites.



### Justification/ Notes

The aim of this policy is to protect archaeological sites and Scheduled Monuments from development that would have an adverse impact on their integrity and setting.

Moray's archaeological heritage helps to define Moray's identity and sense of place. The Council recognises Moray's archaeological heritage for its tourism, leisure and educational value and wishes to conserve and enhance all archaeological sites of interest and their setting for future generations to enjoy.





## EP9 CONSERVATION AREAS

All development within a conservation area must preserve and enhance the established traditional character or appearance of the area. New development as well as alterations or other redevelopment will be refused if it adversely affects the character and appearance of the conservation area in terms of scale, height, massing, colour, materials and siting. This will typically require the use of traditional materials and styles to be used. Contemporary designs and materials can be acceptable and have a positive effect on the conservation area if the material finishes and design respect the architectural authenticity of the building and character of the conservation area.



Development proposals involving the demolition of buildings within a Conservation Area will be refused unless the building is of limited townscape value, its structural condition rules out retention at a reasonable cost, or its form or location makes it's re-use extremely difficult. The demolition of a building for redevelopment will only be considered where there are acceptable proposals and it can be demonstrated that a new building will preserve and enhance the character of the conservation area.



The Council has approved Conservation Area Character Appraisals which are material considerations and can be viewed at [www.moray.gov.uk/moray\\_standard/page\\_1861.html](http://www.moray.gov.uk/moray_standard/page_1861.html)



### Replacement Windows and Doors

For listed buildings there is always a presumption in favour of retention and repair over replacement. UPVC windows on a listed building are not acceptable.

For unlisted buildings within conservation areas, replacement windows must match the original windows in proportions and appearance and shall open in a traditional sash manner or be in the form of casements, whichever is appropriate. The installation of uPVC or metal framed windows may be deemed acceptable if it is of an appropriate traditional style and is not located on a principal elevation or on an elevation on a public view. However, the fundamental test will be if the replacement will have a detrimental effect on the character of the building and/or conservation area.

Advice on the type of windows and doors that are acceptable for listed buildings and buildings within conservation areas is set out in the Council's Replacement Windows and Door Guidance.



### Justification/ Notes

Conservation Areas are areas of special architectural or historic interest where it is desirable to preserve and enhance the character or appearance of the area. The designation does not mean that new development cannot take place but simply that new proposals display the highest standards of design and use materials and styles that are sympathetic to character of the conservation area.

The designation aims to protect and enhance all aspects of the area. This includes both listed and unlisted buildings, street layout, trees, open spaces, shopfronts and signage, and views both within and into/out of the conservation area. Minor inappropriate works to features such as boundary walls, fences, doors, external fixtures and advertisements can adversely affect its character.

Given the importance of assessing design matters, proposals for new buildings or significant alterations to existing buildings must be accompanied by a Design Statement. Applications for assessing planning permission in principle will not be accepted unless sufficient detailed information is provided to assess the potential impact of the proposal on the Conservation Area.

Unlisted buildings within a Conservation Area can have significant townscape value and make a valuable contribution to the overall character of the area. If a building in a Conservation Area has fallen into a state of disrepair then a positive attempt should be made to retain, restore or convert the building before proposals to demolish are seriously investigated.





## EP10 LISTED BUILDINGS

Development proposals will be refused where they would have a detrimental effect on the character, integrity or setting of a listed building. Alterations and extensions to listed buildings or new developments within their curtilage must be of the highest quality, and respect the original structure in terms of setting, scale materials and design.

No listed building should be demolished unless it can be clearly demonstrated that every effort has been made to retain it. Where the demolition of a listed building is proposed it must be shown that;

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



New development must be of a comparable quality and design to retain and enhance special interest, character and setting of the listed building (s).

Enabling development may be acceptable where it can be shown to be the only means of retaining a listed building (s). The resulting development should be of a high design quality protecting the listed building (s) and their setting and be the minimum necessary to enable its conversion and re-use.

### Justification/ Notes

Listed buildings are an important part of Moray's heritage and contribute to its sense of place. The aim of this policy is to protect listed buildings from inappropriate development so that it is safeguarded for future generations.

Proposals to extend or convert listed buildings must retain their existing character as must proposals within the curtilage of listed buildings and demolition will only be considered as a last resort. Applications for the demolition of listed buildings must be supported by sufficient information to evidence that every effort has been made to safeguard it.

Enabling development to assist the retention of listed buildings is supported in principle. It should be noted however that the new development is to address the conservation deficit as opposed to funding the restoration and the preservation of the setting of the listed building will remain a key consideration.





## EP11 BATTLEFIELDS, GARDENS AND DESIGNED LANDSCAPES

Development proposals which adversely affect nationally designated Battlefields or Gardens and Designed Landscapes or their setting will be refused unless;

- a) The overall character and reasons for the designation will not be compromised, or
- b) Any significant adverse effects can be satisfactorily mitigated and are clearly outweighed by social, environmental, economic or strategic benefits.

The Council will consult Historic Environment Scotland and the Regional Archaeologist on any proposals which may affect Inventory Sites.

### Justification/ Notes

The aim of this policy is to protect Battlefields and Gardens and Designed Landscapes from inappropriate developments as their designation recognises the important contribution that they make to Moray's culture and heritage. Historic battlefields make a distinctive contribution to Moray's sense of place and the Battle of Glenlivet is a nationally important site.

An Inventory of Gardens and Designed Landscapes is compiled and maintained by Historic Environment Scotland.

An Inventory of Battlefields is compiled and maintained by Historic Environment Scotland.

## EP12 MANAGEMENT AND ENHANCEMENT OF THE WATER ENVIRONMENT

### a) Flooding

New development will not be supported if it would be at significant risk of flooding from any source or would materially increase the possibility of flooding elsewhere. For development at or near coastal locations, this includes consideration of future flooding that may be caused by sea level rise and/or coastal change eroding existing natural defences in the medium and long term.

Proposals for development in areas considered to be at risk from flooding will only be permitted where a flood risk assessment to comply with the recommendations of Scottish Planning Policy and to the satisfaction of Scottish Environment Protection Agency and the Council is provided by the applicant.

There are different levels of flood risk assessment dependent on the nature of the flood risk. The level of assessment should be discussed with the Council prior to submitting a planning application.

**Level 1** – a flood statement with basic information with regard to flood risk.

**Level 2** – full flood risk assessment providing details of flood risk from all sources, results of hydrological and hydraulic studies and any appropriate proposed mitigation.

Assessments must demonstrate that the development is not at risk of flooding and would not increase the probability of flooding elsewhere. Level 2 flood risk assessments must be signed off by a competent professional. The Flood Risk Assessment and Drainage Impact Assessment for New Development Supplementary Guidance provides further detail on the information required.





Due to continuing changes in climatic patterns, the precautionary principle will apply when reviewing any application for an area at risk from inundation by floodwater. Proposed development in coastal areas must consider the impact of tidal events and wave action when assessing potential flood risk.

The following limitations on development will also be applied to take account of the degree of flooding as defined in Scottish Planning Policy;

- a) In areas of little to no risk (less than 0.1%), there will be no general constraint to development.
- b) Areas of low to medium risk (0.1% to 0.5%) will be considered suitable for most development. A flood risk assessment may be required at the upper end of the probability range i.e. (close to 0.5%) and for essential civil infrastructure and the most vulnerable uses. Water resistant materials and construction may be required. Areas within this risk category will generally not be suitable for civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during flooding events.
- c) Areas of medium to high risk (0.5% or above) may be suitable for:
  - Residential, institutional, commercial and industrial development within built up areas provided that flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood management plan.
  - Essential infrastructure within built up areas, designed and constructed to remain operational during floods and not impede water flow.
  - Some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place, and
  - Employment related accommodation e.g. caretakers or operational staff.



Areas within these risk categories will generally not be suitable for the following uses and where an alternative/lower risk location is not available;

- Civil infrastructure and most vulnerable uses.
- Additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons e.g. for navigation and water based recreation, agriculture, transport or utilities infrastructure (which should be designed to be operational during floods and not impede water flows).
- New caravan and camping sites

Where development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome. Water resistant materials and construction must be used where appropriate. Land raising and elevated buildings on structures such as stilts are unlikely to be acceptable as they are unsustainable in the long term due to sea level rise and coastal change.

#### b) **Surface Water Drainage: Sustainable Urban Drainage Systems (SUDS)**

Surface water from development must be dealt with in a sustainable manner that has a neutral effect on flooding or which reduces the risk of flooding. The method of dealing with surface water must also avoid pollution and promote habitat enhancement and amenity.

All sites must (except single houses) be drained by a sustainable drainage system (SUDS) designed in line with current CIRIA guidance. Drainage systems must contribute to enhancing existing “blue” and “green” networks while contributing to place-making, biodiversity, recreational, flood risk and climate change objectives.





When considering the appropriate SUDS design for the development the most sustainable methods, such as rainwater harvesting, green roofs, bio retention systems, soakaways, and permeable pavements must be considered first. If it is necessary to include surface water attenuation as part of the drainage system, only above ground attenuation solutions will be considered, unless this is not possible due to site constraints.

If below ground attenuation is proposed the developer must provide a robust justification for this proposal. Over development of a site or a justification on economic grounds will not be acceptable. When investigating appropriate SUDS solutions developers must integrate the SUDS with allocated green space, green networks and active travel routes to maximise amenity and biodiversity benefits.

Specific arrangements must be made to avoid the issue of permanent SUDS features becoming silted-up with run-off. Care must be taken to avoid the spreading and/or introduction of invasive non-native species during the construction of all SUDS features. On completion of SUDS construction the developer must submit a comprehensive Operation and Maintenance Manual. The ongoing maintenance of SUDS for all new development will be undertaken through a factoring agreement, the details of which must be supplied to the Planning Authority.

All developments of less than 3 houses or a non-householder extension under 100 square metres must provide a Drainage Statement. A Drainage Assessment will be required for all developments other than those identified above.

#### c) **Water Environment**

Proposals, including associated construction works, must be designed to avoid adverse impacts upon the water environment including Ground Water Dependent Terrestrial Ecosystems and should seek opportunities for restoration and/or enhancement, if appropriate. The Council will only approve proposals impacting on water features where the applicant provides a report to the satisfaction of the Council that demonstrates that any impact (including cumulative) on water quality, water quantity, physical form (morphology), river hydrology, sediment transport and erosion, coastal

processes (where relevant) nature conservation (including protected species), fisheries, recreational, landscape, amenity and economic and social impact can be adequately mitigated.



The report must consider existing and potential impacts up and downstream of the development

particularly in respect of potential flooding. The Council operates a presumption against the culverting of watercourses and any unnecessary engineering works in the water environment.

A buffer strip of at least 6 metres between any new development and all water features is required and should be proportional to the bank width and functional river corridor (see table on page 104). This must achieve the minimum width within the specified range as a standard, however, the actual required width within the range should be calculated on a case by case basis by an appropriately qualified individual. These must be designed to link with blue and green networks, including appropriate native riparian vegetation and can contribute to open space requirements.





Developers may be required to make improvements to the water environment as part of the development. Where a Water Framework Directive (WFD) water body specific objective is within the development boundary, or in proximity, developers will need to address this within the planning submission through assessment of potential measures to address the objective and implementation, unless adequate justification is provided. Where there is no WFD objective the applicant should still investigate the potential for watercourse restoration along straightened sections or removal of redundant structures and implement these measures where viable.

Width to watercourse (top of bank)	Width of buffer strip (either side)
Less than 1m	6m
1-5m	6-12m
5-15m	12-20m
15m+	20m+

The Flood Risk Assessment and Drainage Impact Assessment for New Development Supplementary Guidance provides further detail on the information required to support proposals.

#### Justification/ Notes

This policy seeks to direct development away from areas at risk from flooding and to ensure that potential risk from flooding is adequately considered. Where impacts are identified these must be satisfactorily mitigated and not materially increase the possibility of flooding elsewhere.

SUDS are a statutory requirement for almost all new development and need to be considered early in the design process to ensure adequate space is available within a development site. Well designed and managed SUDS that integrate with other land uses (such as active travel routes and open space) can reduce diffuse pollution and contribute to green and blue networks, enhance biodiversity and create attractive places for people to live and work.

This policy supports the protection and enhancement of the water environment in accordance with the WFD. The water environment is defined within the directive to include all wetlands, rivers, lochs, transitional waters (estuaries), coastal waters and ground water. New development must be set back from and planned around water features to create/extend green and blue networks that help to enhance biodiversity. Water features include all watercourses, waterbodies, drainage ditches, ponds, existing SUDS both natural and man-made.

Coastal changes caused by flooding, climate change driven increases in storm frequency and severity and/or development are not limited to coastal erosion. Sediment deposition (accretion) in coastal locations can also be an issue. Further information for developers is available on the National Coastal Change Assessment website [www.dynamiccoast.com](http://www.dynamiccoast.com)





**EP13 FOUL DRAINAGE**

All development within or close to settlements (as defined in the Local Development Plan) of more than 2,000 population must connect to the public sewerage system unless connection is not permitted due to lack of capacity. In such circumstances, temporary provision of private sewerage systems may be allowed provided Scottish Water has confirmed investment to address this constraint has been allocated within its investment Programme and the following requirements have been met;

- Systems must not have an adverse effect on the water environment
- Systems must be designed and built to a standard which will allow adoption by Scottish Water
- Systems must be designed such that they can be easily connected to a public sewer in the future. Typically this will mean providing a drainage line up to a likely point of connection.

All development within or close to settlements (as above) of less than 2,000 population will require to connect to public sewerage except where a compelling case is made otherwise. Factors to be considered in such a case will include size of the proposed development, whether the development would jeopardise delivery of public sewerage infrastructure and existing drainage problems within the area. Where a compelling case is made, a private system may be acceptable provided it does not pose or add a risk of detrimental effects, including cumulative, to the natural and built environment, surrounding uses or amenity of the general area.

Where a private system is deemed to be acceptable, within settlements as above or small scale development in the countryside, a discharge to land, either full soakaway or raised mound soakaway, compatible with Technical Handbooks (which sets out guidance on how proposals may meet the Building Regulations) must be explored prior to considering a discharge to surface waters.

**Justification/ Notes**

New development must connect to the main system whenever possible, however there may be some cases where this may not prove possible.

**EP14 POLLUTION, CONTAMINATION & HAZARDS****a) Pollution**

Development proposals which may cause significant air, water, soil, light or noise pollution or exacerbate existing issues must be accompanied by a detailed assessment report on the levels, character and transmission of the potential pollution with measures to mitigate impacts. Where significant or unacceptable impacts cannot be mitigated, proposals will be refused.

**b) Contamination**

Development proposals on potentially contaminated land will be approved where they comply with other relevant policies and;

- i) The applicant can demonstrate through site investigations and risk assessment, that the site is in a condition suitable for the proposed development and is not causing significant pollution of the environment; and
- ii) Where necessary, effective remediation measures are agreed to ensure the site is made suitable for the new use and to ensure appropriate disposal and/ or treatment of any hazardous material.

**c) Hazardous sites**

Development proposals must avoid and not impact upon hazardous sites or result in public safety concerns due to proximity or use in the vicinity of hazardous sites.





**Justification/ Notes**

The aim of this policy is to ensure that new developments do not create pollution which could adversely affect the environment or local amenity. Pollution can take various forms including run off into watercourses, noise pollution, air pollution and light pollution.

The policy aims to encourage proposals on previously used land while ensuring public health and environmental quality are not compromised. The Council will seek to ensure that appropriate mitigation or remediation measures are implemented prior to, or as part of, the development but the level of remediation can be limited to that required for the purpose of the specific intended use.

The Council will consider the proximity of major hazard sites to development proposals and apply the Health and Safety Executive Land Use Planning Web App for planning applications within the consultation distances around these sites. Formal consultations with the Health and Safety Executive and also the Scottish Environment Protection Agency (SEPA) will take place as appropriate.

There is a considerable presence of former MOD sites in Moray which may show signs of radioactive contamination. Radium 226 was used in WWII aircraft dials and may still be present at such sites. Development on such sites must include an assessment of radioactive contaminants, details of appropriate mitigation and monitoring to be agreed. SEPA should be consulted on any former MOD sites.

The decision as to whether a proposed development is likely to create “significant” pollution and require a detailed assessment report will be made in consultation with the Council’s Environmental Health Section, the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and any other relevant statutory regulatory body. Development proposals in proximity to hazardous installations (ie pipelines, gas storage compounds and distilleries) may be subject to an element of risk. Consultation with the Health and Safety Executive will confirm this.

**EP15 MOD SAFEGUARDING**

Development proposals must not adversely impact upon Ministry of Defence safeguarding operations. Details of consultation zones for Kinloss Barracks and RAF Lossiemouth and development types which will be subject to consultation with the Defence Infrastructure Organisation are available from Moray Council. The outer boundaries of the zones are shown on the Proposals Map.

**Justification/ Notes**

Development proposals within some use classes within safeguarding distances around Kinloss Barracks and RAF Lossiemouth require to be subject of consultation with Defence Infrastructure Organisation. This policy applies to a wide range of development proposals which could have implications for the operation of airfields and includes aspects such as height of buildings/ structures, use of reflective surfaces, refuse tips, nature reserves and other proposals which might attract birds.





## EP16 GEODIVERSITY AND SOIL RESOURCES

Where peat and other carbon rich soils are present disturbance to them may lead to the release of carbon dioxide contributing to the greenhouse gas emissions. Applications should minimise this release and must be accompanied by an assessment of the likely effects associated with any development work and aim to mitigate any adverse impacts arising.

Where areas of important geological interest are present, such as geological Sites of Special Scientific Interest (SSSI) or Geological Conservation Review (GCR) sites are present, excavations or built development can damage, destroy and/or prevent access to the irreplaceable geological features. Development should avoid sensitive geological areas or otherwise demonstrate how the geological interests will be safeguarded.

For major developments, minerals and large scale (over 20MW) renewable energy proposals, development will only be permitted where it has been demonstrated that unnecessary disturbance of soils, geological interests, peat and any associated vegetation is avoided. Evidence of the adoption of best practice in the movement, storage, management and reinstatement of soils must be submitted along with any relevant planning application, including, if necessary, measures to prevent the spread of invasive non-native species.

Major developments, minerals and large scale renewable energy proposals on areas of peat and/or land habitat will only be permitted for these uses where:

- a) The economic, social and/or environmental benefits of the proposal outweigh any potential detrimental effect on the environment (in particular with regard to the release of carbon dioxide into the atmosphere); and
- b) It has been clearly demonstrated that there is no viable alternative.

Where development on peat is deemed acceptable, a peat depth survey must be submitted which demonstrates that the areas of deepest peat have been avoided. Where required, a peat management plan must also be submitted which demonstrates that unnecessary disturbance, movement, degradation or erosion of peat is avoided and proposes suitable mitigation measures and appropriate reuse. Commercial peat extraction will not be permitted

### Justification/ Notes

The disturbance of some soils, particularly peat may lead to the release of stored carbon and contribute to greenhouse gas emissions. Where peat and other carbon rich soils are present the likely effects associated with the development must be assessed and appropriately mitigated. Geological interests are created slowly over millions of years, so are irreplaceable historical records of the earth. Excavations or built development can damage, destroy and/or prevent access to important geological features found in geological SSSI's and GCR sites.





**DEL1 DELIVERY OF EFFECTIVE SITES AND DELIVERY PROGRAMME**

Landowners, agents and developers of sites designated for development in the LDP must produce an annual Delivery Strategy/ update and bi-annual reports on completions/ progress, which will be used to inform the LDP Delivery Programme and future infrastructure requirements. The Strategy should set out the steps and timescales associated with progressing the site through to development on the ground. Guidance and a template will be produced by the Council to assist with this process.

If evidence of delivery is not consistently provided to the satisfaction of the Council, then the effectiveness of the site will be re-evaluated in the next Local Development Plan.

**Justification/ Notes**

There is a much greater focus on delivery and the Council wishes to ensure that sites are being brought forward for development. This information also helps inform future infrastructure planning.

**DEL2 MAINTAINING AN EFFECTIVE SUPPLY OF LAND FOR HOUSING AND EMPLOYMENT USES**

The Council is committed to maintaining at least a 5 year supply of effective land for housing and employment uses. If a shortfall of land is identified through the annual housing or employment land audit, which cannot be addressed through the release of LONG designations, then the Council will pursue compulsory purchase of sites to support continued economic growth.

**Justification**

In order to bring sites forward for development and ensure an effective supply of housing and employment land is available, the Council may have to use compulsory purchase powers to acquire designated sites which show no sign of progressing towards development, using the evidence from Policy DEL1.





## GLOSSARY OF TERMS

Term	Definition
<b>Active Travel</b>	Forms of travel involving physical activity, primarily walking and cycling.
<b>Affordable Housing</b>	Housing of a reasonable quality that is affordable to people on modest incomes.
<b>Accessible Housing</b>	Housing of a design that meets the existing and changing needs of most households, including those with temporary or permanent physical disabilities.
<b>Ancillary Retail Use</b>	A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<b>Brownfield Land</b>	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable.
<b>Commercial Centre</b>	Centres of strategic importance which have a more specific focus on shopping or shopping/leisure uses as distinct from the diverse mix of uses found in town centres.
<b>Comparison Retailing</b>	The retail of items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
<b>Constrained Housing Land</b>	Housing land which is not available for construction of housing due to development constraints.
<b>Contaminated Land</b>	Land that has been polluted or harmed in some way, making it unfit for safe development and usage unless cleaned.
<b>Convenience Retailing</b>	The retail of everyday essential items, such as food.
<b>Conservation Area</b>	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
<b>Designation</b>	Land identified as appropriate for a specific land use.
<b>Developer Obligations</b>	Obligations may be required from developers towards new infrastructure to mitigate any impacts arising as a consequence of the proposed development.
<b>Effective Housing Land</b>	Housing land which is free, or expected to be free, of development constraints in the period under consideration and therefore available for construction of housing.
<b>Environmental Designations (ENV)</b>	Natural environment identified for protection against inappropriate development.





<b>Flood Risk</b>	The combination of the probability of a flood and the potential adverse consequences associated with a flood, for human health, the environment, cultural heritage and economic activity.	<b>Housing Market Area (HMA)</b>	A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.
<b>Functional Flood Plain</b>	Areas of land where water flows in times of flood, which should be safeguarded from further development because of their function as flood storage areas. For planning purposes, the functional flood plain has a greater than 0.5% (1:200) probability of flooding in any year.	<b>Infill Development</b>	Development of a relatively small gap between existing buildings.
<b>Greenfield Site</b>	A site which has never been previously developed.	<b>Listed Building</b>	A building of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
<b>Green/Blue Infrastructure</b>	The 'green' and 'blue' (water environment) features of the natural and built environments that can provide benefits without being connected.	<b>Masterplan</b>	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications.
<b>Hierarchy of Developments</b>	<p>Hierarchy applied to all developments to enable applications to be dealt with in an appropriate way to their scale and complexity:-</p> <p>National Developments – Development designated in the National Planning Framework (NPF)</p> <p>Major Developments – All development as defined in Regulation 2(1) and Schedule 1 of the Hierarchy Regulations 2009</p> <p>Local Developments – All development which is neither national nor major.</p>	<b>Material Considerations</b>	A matter that should be taken into account in determining a planning application or an appeal against a planning decision.
		<b>Mitigation</b>	Measures to avoid, reduce or offset significant adverse effects on the environment.
		<b>Mixed Use</b>	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
		<b>Natura 2000</b>	A network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right.
		<b>Neighbourhood Park</b>	Parkland area with several functions accessible to a neighbourhood.





<b>Out-of-Centre</b>	A location which is not in or on the edge of a town centre but not necessarily outside the urban area.	<b>Special Protection Area (SPA)</b>	An area which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.
<b>Pocket Park</b>	Small parks easily accessible to immediate residential population.	<b>Special Landscape Area (SLA)</b>	A landscape area which is designated for its special character and quality.
<b>Prime Quality Agricultural Land</b>	Agricultural land identified as being of Class 1, 2 or 3.1 in the land capability classification for agriculture as developed by the James Hutton Institute.	<b>Supplementary Guidance</b>	Guidance which covers a range of issues, both thematic and site specific, and provides further detail of policies and proposals in the Local Development Plan.
<b>Ramsar</b>	Designated wetlands that are of international importance.	<b>Sustainable Urban Drainage Systems (SUDS)</b>	A range of techniques for managing the flow of surface water run-off from a site by attenuation, settlement or treatment on site, and so reducing the flow to receiving watercourses and conventional piped drainage systems.
<b>Retail Park</b>	An out-of-town centre group of three or more stores selling primarily non-food goods, with a shared car park.	<b>Town Centre</b>	An area defined in the Local Development Plan's proposal map which provides a broad range of facilities and services and which fulfil a function as a focus for both the community and public transport.
<b>Scheduled Monument</b>	Archaeological sites, buildings or structures of national or international importance, which it is desirable to preserve or enhance.	<b>Transport Assessment</b>	A comprehensive and consistent review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences.
<b>Site of Special Scientific Interest (SSSI)</b>	An area which is designated for the special interest of its flora, fauna, geology or geomorphological features.		
<b>Special Areas of Conservation (SAC)</b>	An area which is designated for its European species and/or habitats of particular importance.		





**Typology of a Wind Turbine** Single turbines or groups of turbines based on height:-

Small	20-35m
Small/Medium	35-50m
Medium	50-80m
Large	80-130m
Very Large	130-150m

**Use Classes** The categories in which uses of land and buildings are defined from the Town and Country (Use Classes) (Scotland) Order 1997.

**Walkable Neighbourhood** Street layouts should be configured to allow walkable access to local amenities for all street users

**Windfall Site** Sites which are not specifically identified as available in a Local Development Plan and become available for development unexpectedly during the life of the Plan.

### 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.





## APPENDIX 2

### Parking Standards

Proposals for development must conform to the Council's current policy on parking standards.

### Justification

The application of parking standards supports the principles of sustainable economic development. The standards inform the design of development and also the implementation of appropriate traffic management. The standards recognise the flexibility needed when dealing with both new build development and the reuse/redevelopment of sites within town centres to support development to revitalise the existing town centres across Moray.

On May 19, 2015, the Planning and Regulatory Services Committee approved the use of the National Roads Development Guide as a material consideration in the determination of development proposals in Moray, subject to local variations. The following pages detail the Parking Standards for Moray. These standards must be read in conjunction with the National Road Development Guidelines (NRDG) as they form part of the regional variations to the National Road Development Guidelines.

For details of the design and layout of parking provision please refer to NRDG sections 3.5 to 3.6 and the variations noted in Table 2.

Where an exact match for the type of development is not available it is recommended that Moray Council Transportation are contacted at an early stage to agree use of an alternative standard or to agree a methodology for establishing appropriate parking rates. Assessments of comparative sites may be considered, where appropriate, to determine parking requirements.

The minimum requirement for disabled parking spaces shall be based on the maximum standard rate and the total required are in addition to the proposed number of standard parking spaces.

### Town Centre Zero Parking

Limited categories of redevelopment will not be required to provide off-street parking on development sites in the main town centres of Moray (Elgin, Forres, Buckie, Lossiemouth, Keith). Where development can provide some or all of its parking requirement within the town centre then it should do so. The guidance on town centre zero parking will be subject to the requirements of any future parking strategy for the relevant location.

**Table 1** Town Centre ZERO PARKING provision

Development Type		Scale (GFA)	Note
Class 1	Retail	Food up to 500m <sup>2</sup> Non-food up to 1000m <sup>2</sup>	
Class 2	Financial, Professional and Other	Up to 500m <sup>2</sup>	
Class 3	Food and Drink	Up to 500m <sup>2</sup>	
Class 4	Business	Offices up to 500m <sup>2</sup>	
Class 9	Houses	Renovation/change of use of existing building (no limit)	No allowance for new build
Class 10	Non Residential Institutions	Up to 1000m <sup>2</sup>	
Class 11	Assembly and Leisure	Up to 500m <sup>2</sup> or 160 seats	





### Electric Vehicle Charging Points

With the recent announcement by Westminster to halt the production of new petrol and diesel cars and vans by 2040 to cut pollution and the Scottish government pledge to phase out new petrol and diesel cars and vans across Scotland by 2032, the current policy aims and long term goal is a move towards the use of alternative fuels and electric or hybrid vehicles.

In order to support the policy direction of central government and to accommodate the increasing number of electric vehicles in Moray, this guidance seeks the provision of new electric vehicle charging infrastructure as part of development within Moray.

This guidance is not prescriptive but aims to encourage the provision of new infrastructure and also the potential for such infrastructure to be accommodated in the future.

Where developments provide communal or public parking they should demonstrate that they are providing for electric vehicle charging at a rate of one vehicle charging point for every 10 parking spaces. For on-plot parking at residential properties, one parking space must have access to a charging point (This can be external or within a garage if the garage has minimum internal clear dimensions of not less than 3 metres by 7 metres).

Where developments will attract significant numbers of vehicles and in particular those which require to undertake Transport Assessments, the provision of electric vehicle charging points is required. Consideration of the demand and type of facilities, taking into account the existing local provision will determine the number of charging points required.

The provision of additional charging points and the potential for the addition of charging points in other locations in the future supports the current policy aims of the government and will support greater use of vehicles in Moray which contribute towards cleaner air and reductions in the carbon consequences of motoring.





**Table 2 - National Road Development Guidelines – Moray Council Variations 2017**

Parking References	Standards, Design or Policy	Moray Council Variation
<b>PART 1</b>		
n/a	n/a	No variation
<b>PART 2</b>		
Pages 41-43 2.26 (d) Integrated Parking	Design	Note: Parking allocation and proximity to base or destination need to be considered to ensure parking will be effective for its proposed use.
Page 52 2.3.2 Adoption of Parking Areas	Policy	Where parking spaces are parallel, contiguous, demarcated, in lieu of on-plot parking and constructed to Moray Council standard then they may be considered for adoption. Where parking perpendicular to the road or not contiguous adoption will be considered on merit.
<b>PART 3</b>		
Pages 95-98 3.1.5 Servicing	Design	Note: Shared use of loading bays will be considered on a case by case basis where factors such as road safety, frequency and land use will be taken into consideration
Page 138 3.5.4 Parking Standards in Urban Areas	Standards	Moray Council use of Town Centre Zero Parking applies. Where parking is required e.g. new build housing then the standards are to be applied unless otherwise agreed in writing with Transportation.
Page 142 3.6.2	Standards	Desirable bay size = Minimum space dimensions
Page 141 3.5.11 Provision for Disabled Parking - Table	Standards	Note: in accordance with SPP the disabled parking requirements are additional to the number of standard spaces.
Page 149 3.6.4 Residential Parking Design (e) In-Curtilage	Standards	On plot parking spaces to be a minimum of 3.0m wide by 5.5m in length. Parking bays to be a minimum of 6.0m in length where located in front of an 'up and over' type garage door.
Page 149 3.6.4 Residential Parking Design (f) Garage Provision and size	Standards	Double garages to have minimum clear internal dimensions of 6.0 metres width by 6.5 metres length to be counted as 2 spaces.





## Parking Standards for Use Classes (Moray Council Variation)

### CLASS 1: SHOPS

Retail sale of goods, hairdresser, undertaker, travel and ticket agency, post office. Dry cleaner, laundrette, cold food consumption on premises. Display of goods for sale, hiring out of domestic goods or articles, reception of goods to be washed.

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Retail (food) > 1000m <sup>2</sup> (With or without Petrol Filling Station)	7.14	2 spaces + 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	1 loading bay up to 2000m <sup>2</sup> >2000m <sup>2</sup> additional loading bay requirement to be assessed. Pick up/ Drop off Public Transport e-shopping delivery bay requirement to be assessed	Notes Any proposed reduction in operational parking requirements will require an assessment of to be submitted and approved by Moray Council Transportation
Retail (food) > 500m <sup>2</sup> < 1000m <sup>2</sup>	7.14	2 spaces + 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	1 loading bay up to 1000m <sup>2</sup> Public Transport to be assessed	





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Retail (food) < 500m <sup>2</sup>	6	3 spaces	1 space + 1 per 20 car spaces	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Impact of deliveries to site to be assessed	See town Centre Zero Parking
Retail (non food) > 1000m <sup>2</sup>	5	2 spaces + 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	1 loading bay up to 1000m <sup>2</sup> 1 loading bay per 2000m <sup>2</sup> additional area Pick up/Drop off Public Transport	Any proposed reduction in operational parking requirements will require an assessment of to be submitted and approved by The Moray Council'
Retail (non food) > 500m <sup>2</sup> < 1000m <sup>2</sup>	5	2 spaces + 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	1 loading bay	See Town Centre Zero Parking





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Retail (non food) < 500m <sup>2</sup>	4.5	2 spaces plus 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Loading bay requirement/ Impact of deliveries to site to be assessed	See Town Centre Zero Parking
Take away (food)	3.5	2 spaces plus 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces	Minimum of 1 bay + 1 bay per 20 spaces	Impact of deliveries to site to be assessed Home Delivery Parking requirements to be assessed	See Town Centre Zero Parking
Hairdressing	3 per Chair (>3 chairs then assess on merit)	Assessed on merit	Assessed on merit	Assessed on merit. Where parking provided = Minimum of 1 bay + 1 bay per 20 spaces		See Town Centre Zero Parking  Note: Single chair hairdressing businesses operated from a residential property will be assessed on merit.

**Note:** Large developments, multiple units, shopping centres, Retail developments etc will require specific assessment for individual elements and any shared parking provision. Impacts on and from adjacent development will also need to be considered.





**CLASS 2: FINANCIAL, PROFESSIONAL AND OTHER SERVICES**

Financial professional or any other service expected in shopping areas e.g. betting office, lawyers, accountants, estate agents, health centres, surgeries of dentists, doctors and vets (where the principal visitors are members of the public).

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Any	5	2 spaces plus 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces. (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Operational requirements to be assessed	See Town Centre Zero Parking

**CLASS 3: FOOD AND DRINK**

Restaurant, café, snack bar (use for sale of food or drink to be consumed on premises).

Pub	20 in rural areas 10 in urban areas	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	Where development is associated with a hotel the shared use of parking should be assessed. See Town Centre Zero Parking
Restaurant	20 in rural areas 10 in urban areas	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	Where development is associated with a hotel the shared use of parking should be assessed. See Town Centre Zero Parking





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 3: FOOD AND DRINK CONT.</b>						
Cafe	1 space per 3 seats in rural areas. 1 space per 5 seats in urban areas	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	Where development is associated with retail or hotel uses, the shared use of parking should be assessed. See Town Centre Zero Parking.
<b>CLASS 4: BUSINESS</b>						
Offices (Other than that specified under Class 2), research and development of products or processes, light industry						
Call Centre	8	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed	
Offices >2500m <sup>2</sup>	3.33	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed	





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 4: BUSINESS</b>						
Offices <2500m <sup>2</sup>	3.33	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces	200 spaces or less = 2 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed	See Town Centre Zero Parking.
Research & Development	5	2 spaces plus 1 space per 100m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed	
<b>CLASS 5: GENERAL INDUSTRIAL</b>						
General Industrial (use for the carrying out of an industrial process other than one falling within the Class 4 (Business) definition).						
Industrial Premises (Factory)	4	1 space per 500m <sup>2</sup> for visitors	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	See Town Centre Zero Parking.





**CLASS 6: STORAGE OR DISTRIBUTION**

General Industrial (use for the carrying out of an industrial process other than one falling within the Class 4 (Business) definition).

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Warehousing (Wholesale Trading)	3	2 spaces plus 1 space per 500m <sup>2</sup> for staff + 1 space per 1000m <sup>2</sup> for visitors	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	
Warehousing (Storage and Distribution)	2.5	2 spaces plus 1 space per 500m <sup>2</sup> for staff + 1 space per 1000m <sup>2</sup> for visitors	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 2 bays or 5% of total capacity, whichever is greater Over 200 spaces = 6 bays plus 2% of total capacity	Delivery requirements to be assessed	Where storage will have public access an assessment of visitor numbers and frequency will be required. Where development will have very low staff numbers e.g. bonded warehousing parking requirements should be assessed on merit.





**CLASS 7: HOTELS AND HOSTELS**

Hotel, boarding and guest house, hostel.

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Hotel (no conference or public gym facilities)	1.2 spaces per guest room	Min 2 spaces for <10 staff then 1 space per 10 staff + 1 space per 10 bedrooms	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed Coach parking requirements to be assessed.	Public facilities including Gym, swimming pools, conference or other facilities to be assessed on a case by case basis against individual class uses and as a shared facility.
Bed and Breakfast	1 space per non guest bedroom (up to 3 spaces) + 1 space per guest room	Min 2 spaces for <10 staff then 1 space per 10 staff + 1 space per 10 bedrooms	1 space + 1 per 20 car spaces	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Delivery requirements to be assessed	
Hostel (e.g. Tourist/ Backpacking)	1 space per 4 staff plus customer parking on merit	Min 2 spaces for <10 staff then 1 space per 10 staff + 1 space per 10 beds	1 space + 1 per 20 car spaces	Minimum 1 bay per 10 car spaces up 30 spaces then 4% of total	Delivery requirements to be assessed	Public facilities including Gym, swimming pools, conference or other facilities to be assessed on a case by case basis against individual class uses and as a shared facility.





## CLASS 8 RESIDENTIAL INSTITUTIONS

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Hospital	1 space per 3 beds + 1 space per Doctor/Surgeon + 2 spaces per 5 staff	1 space per 4 staff. Visitors to be considered on a case by case basis	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Rate to be assessed on individual merits (Higher rates than business or recreational development use anticipated)	Delivery requirements to be assessed, Drop-Off and Pick-Up requirements to be assessed. Public Transport access, Ambulance and Patient Transfer facilities to be assessed.	Transport Assessment and Travel Plan required. Public Transport access provision to be provided if possible.
Residential Care Home (Elderly/Nursing)	1 space per staff member + 1 space per 3 residents	1 space per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces))	Rate to be assessed on individual merits (Higher rates than business or recreational development use anticipated)	Delivery requirements to be assessed, Drop-Off and Pick-Up requirements to be assessed.	
Care Home (Children)	1 space per staff + 1 visitor space per 3 residents	1 space per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity whichever is greater	Servicing requirements to be assessed on merit	





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
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**CLASS 8 RESIDENTIAL INSTITUTIONS CONT.**

Residential Education (School or College)	1 space per staff + 1 space per 10 guest beds	1 space per 5 staff + 1 space per 3 students	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity whichever is greater	Delivery requirements to be assessed, Drop-Off and Pick-Up requirements to be assessed. Coach access for set down and pick up.	Where centres will provide training for adults as well as children parking requirements to be assessed on merit.
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**CLASS 9: HOUSES**

House occupied by a single person or a number living together as a family or household. Limited use as a bed and breakfast or guest house.

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
4 Bedroom	3 per dwelling	1 secure covered cycle space per dwelling. None if garage or secure area is provided within curtilage of dwelling	n/a	n/a if parking is in curtilage of dwelling otherwise as visitor/unallocated	n/a	Flatted developments and communal parking should be provided at the rate + 1 additional space per 4 dwellings for unallocated visitor parking. Town Centre Zero parking for redevelopment/ conversion of existing buildings.





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 9: HOUSES CONT.</b>						
2-3 Bedroom	2 per dwelling	1 secure covered cycle space per dwelling. None if garage or secure area is provided within curtilage of dwelling	n/a	n/a if parking is in curtilage of dwelling otherwise as visitor/unallocated	n/a	Flatted developments and communal parking should be provided at the rate + 1 additional space per 4 dwellings for unallocated visitor parking. Town Centre Zero parking for redevelopment/ conversion of existing buildings.
1 bedroom	1 per dwelling	1 secure covered cycle space per dwelling. None if garage or secure area is provided within curtilage of dwelling	n/a	n/a if parking is in curtilage of dwelling otherwise as visitor/unallocated	n/a	Flatted developments and communal parking should be provided at the rate + 1 additional space per 4 dwellings for unallocated visitor parking. Town Centre Zero parking for redevelopment/ conversion of existing buildings.





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 9: HOUSES CONT.</b>						
Sheltered Housing/ Retirement Developments	1 per dwelling	1 space per 8 units for visitors	n/a	Minimum of 1 bay per 20 car parking spaces up to 5 bays then 1 bay per 30 spaces thereafter	Requirements to be assessed	Provision for mobility scooter parking to be provided as part of the development
Extra Care Housing	1 space per warden + 0.5 spaces per unit + 1 space per 4 units for visitor parking	1 space per 8 units for visitors	n/a	Minimum of 1 bay per 20 car parking spaces up to 5 bays then 1 bay per 30 spaces thereafter	Requirements to be assessed	
Houses in Multiple Occupancy	1 per Bedroom	1 space per 2 Bedrooms	n/a	1 bay or 5% of total capacity whichever is greater	Assessed on merit	See Town Centre Zero Parking

**Note:** Rates for housing apply to Flats and Houses and both Private and Affordable

- All rates for housing are minimum requirements unless otherwise indicated.
- Rates for housing are for all tenure types e.g. affordable (local authority and housing association) and private.
- Single garages with internal clear dimensions of less than 7 metres by 3 metres will not be counted towards the parking provision.
- Double garages must have minimum clear internal dimensions of 6.0 metres width by 6.5 metres length to be counted as 2 spaces.
- Flatted development require a minimum of 1 secure and covered cycle parking space per flat either within the building or externally within a separate structure or locker.
- Provision of additional unallocated on-street parking should be considered, and may be requested by Transportation to ensure street design is functional, and to minimise risk of disruption due to indiscreet visitor parking.
- For large residential developments unallocated parking/visitor parking should be incorporated into the streetscape to discourage ad-hoc parking. The quantity and layout of parking spaces must be agreed with the Planning and Roads Authority and should be considered at the early stages of design to ensure it is integrated into the proposals. As a guide the provision of unallocated parking should be a maximum of 0.25 spaces per dwelling.
- For town centres, where parking is constrained, disabled parking requirements and secure cycle storage provision will take precedent.





**CLASS 10: NON-RESIDENTIAL INSTITUTIONS**

House occupied by a single person or a number living together as a family or household. Limited use as a bed and breakfast or guest house.

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Day Nursery/ Creche/ Child Care	1 space per full-time equivalent (FTE) staff	1 spacer per 4 FTE staff + 1 space per 10 children	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity (whichever is greater)	Drop-Off/ Pick—Up facilities to be assessed.	
Day Care Centre	1 space per full-time equivalent (FTE) staff	1 space per 4 staff	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity (whichever is greater)	Drop-Off/ Pick—Up facilities to be assessed.	
Primary School	1 space per full-time equivalent (FTE) staff + 3 visitor spaces per 100 pupils	1 space per 5 full-time equivalent (FTE) staff + 15 spaces per 100 pupils	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity (whichever is greater)	Drop-Off/ Pick—Up facilities to be assessed. School Transport, Bus/Coach drop-off to be assessed. ASN parking needs to be assessed. Deliveries e.g.catering, supplies etc to be assessed.	Requirements for any attached Nursery or other facilities to be assessed separately. Visitor numbers are based on school pupil capacity





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 10: NON-RESIDENTIAL INSTITUTIONS CONT.</b>						
Secondary School	1 space per full-time equivalent (FTE) staff + 3 visitor spaces per 100 pupils	1 space per 5 full-time equivalent (FTE) staff + 15 spaces per 100 pupils	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity (whichever is greater)	Drop-Off/ Pick—Up facilities to be assessed. School Transport, Bus/Coach drop-off to be assessed. ASN parking needs to be assessed. Deliveries e.g.catering, supplies etc to be assessed.	Requirements for any attached facilities to be assessed separately. Visitor numbers are based on school pupil capacity
Higher & Further Education >2500m <sup>2</sup>	1 space per 2 FTE Staff + *1 space per 15 students for student parking	1 space per 5 staff + 1 space per 3 students	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity (whichever is greater)	Drop-Off/ Pick—Up facilities to be assessed. Transport, Bus/Coach drop-off to be assessed. Deliveries e.g.catering, supplies etc to be assessed.	Parking Management Strategy. *Student parking figures should be assessed to take account of full-time/part-time attendance numbers.
Art Galleries, Museums, Public/Exhibition Hall	1 space per 30m <sup>2</sup> public display space + 1 space per 2 staff	10 spaces + 1 space per 10 vehicle space	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Operational Parking to be assessed on merit including Coach/Bus parking, Servicing, Deliveries.	See Town Centre Zero Parking





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 10: NON-RESIDENTIAL INSTITUTIONS CONT.</b>						
Places of Worship	1 space per 10 seats/ places	1 space per 4 staff + visitor parking (individual merits)	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Operational Parking to be assessed on merit e.g. funeral vehicles	See Town Centre Zero Parking
Health Centre	1 space per 2 staff + 3 spaces per consulting room	2 spaces + 1 space per 15 staff	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Minimum of 1 bay per 20 car parking spaces up to 5 bays then 1 bay per 30 spaces thereafter 1 bay or 5% of total capacity whichever is greater	Drop-Off/ Pick-Up and public transport parking requirements to be assessed on merit.	
Dentist	4 spaces per consulting room	2 spaces + 1 space per 15 staff	2 spaces + 1 space per 80 car parking spaces	Minimum of 1 bay per 20 car parking spaces up to 5 bays then 1 bay per 30 spaces thereafter 1 bay or 5% of total capacity whichever is greater	Assessed on merit	See Town Centre Zero Parking

**Note:** The relationship between a school and the residential area is important and falls within the operational requirements of the school. Schools should represent the heart of the community and community facilities should be considered within the school site.

Special Schools parking/drop-off arrangements must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car. Coach parking and facilities must be considered for all D1 uses.





**CLASS 11: ASSEMBLY AND LEISURE**

Cinema, concert hall, bingo hall, casino, dance hall, discotheque, skating rink, swimming bath, gymnasium or for indoor sports or recreation not involving motorised vehicles or firearms

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Cinema	1 space per 5 seats	10 spaces + 1 space per 10 seats	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Drop-Off/ Pick-up facilities to be assessed. Servicing requirements to be assessed	
Theatre/Concert Venue	1 space per 5 seats		1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Drop-Off/ Pick-up facilities to be assessed. Servicing requirements to be assessed	
Outdoor Sports Pitches	20 spaces per 5 pitch	>10 spaces	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Assessed on merit	This does not apply to stadium or venues with seating





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 11: ASSEMBLY AND LEISURE CONT.</b>						
Stadium (>1500 seats)	1 space per 15 seats	Assessed on merit	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Drop-Off/ Pick-up facilities to be assessed. Coach/Bus and Servicing requirements to be assessed	Restaurant, Conference and event facilities assessed separately.
Sports Centres	Assessed on merit based on proposed facilities			200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Drop-Off/ Pick-up facilities to be assessed. Coach/Bus and Servicing requirements to be assessed	Parking assessment of a comparison site may be required.
Swimming Pools	1 space per 10 staff + 10 spaces per 100m <sup>2</sup>	10 spaces + 1 space per 10 seats	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Assessed on merit	





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 11: ASSEMBLY AND LEISURE CONT.</b>						
Golf Clubs	10 spaces + 3 spaces per hole	Assessed on merit	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Drop-off/ Pick-Up, Provision for bus/ coaches	Restaurant, Conference and event facilities assessed separately.
Golf Driving Ranges	4.5 per 100m <sup>2</sup>	Assessed on merit	1 space + 1 per 20 car spaces (for first 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Assessed on merit	





**SUI GENERIS USES**

Uses which do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos

Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
Motor vehicle display	3	2 spaces plus 1 space per 500m <sup>2</sup>	1 space + 1 per 20 car spaces, then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Impact of delivery vehicles to be assessed	Delivery Management Plan to be submitted in support of proposed application
Vehicle Servicing	3 spaces per bay	1 space per bay	1 space + 1 per 20 car spaces, then 1 space per 30 car spaces (over 100 car spaces)	200 spaces or less = 3 bays or 6% of total capacity, whichever is greater Over 200 spaces = 4 bays plus 4% of total capacity	Assessed on merit	Servicing and sales to be assessed independently
Tyre/Exhaust Centre	2 spaces per bay		1 space + 1 per 20 car spaces, then 1 space per 30 car spaces (over 100 car spaces)	Min of 1 space for up to 4 bays	Assessed on merit	





Type of Development (Class 1: Shops)	Vehicle Maximum (spaces per 100m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW (Powered Two Wheeler) Minimum	Disabled Minimum	Operational	Notes
<b>CLASS 8 RESIDENTIAL INSTITUTIONS CONT.</b>						
Petrol Filling Station	Minimum of 2 spaces per pump (up to 4 pumps, 1 space per pump thereafter)	<200m <sup>2</sup> Retail = 1 space. >200m <sup>2</sup> Retail requirement to be assessed for Retail Use	1 space + 1 per 20 car spaces, then 1 space per 30 car spaces (over 100 car spaces)	Min of 1 space per 4 pumps	Fuel delivery arrangements to be assessed	Retail >200m <sup>2</sup> to be assessed separately. Car wash and Jet Wash facilities to be assessed separately.
Jet Wash	Minimum 2 waiting space per wash bay	n/a	n/a	n/a	n/a	
Car Wash	Minimum 2 waiting spaces per car wash	n/a	n/a	n/a	n/a	









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We would like to thank the following:  
Photos - Optimised Environments  
www.optimisedenvironments.com  
Illustrations - Jana May Design



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## **Moray Local Development Plan 2020**

# **VOLUME 2 Settlement Statements**









## 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

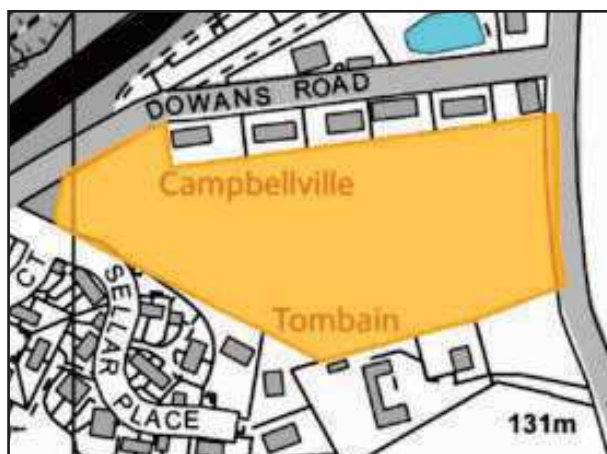
- New development to reflect the traditional built form and layout of Aberlour, including modern interpretations of local traditional buildings.
- To promote active travel connections from the south-west into the town and wider countryside.
- To identify an additional 4.8ha of land for employment within 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.

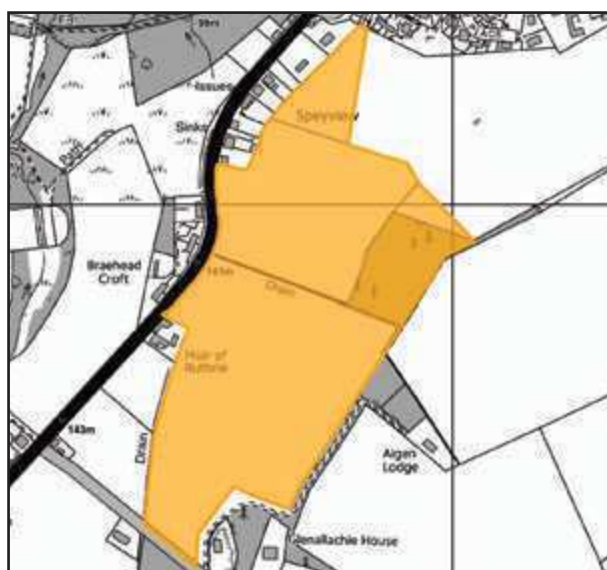
## HOUSING

### 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



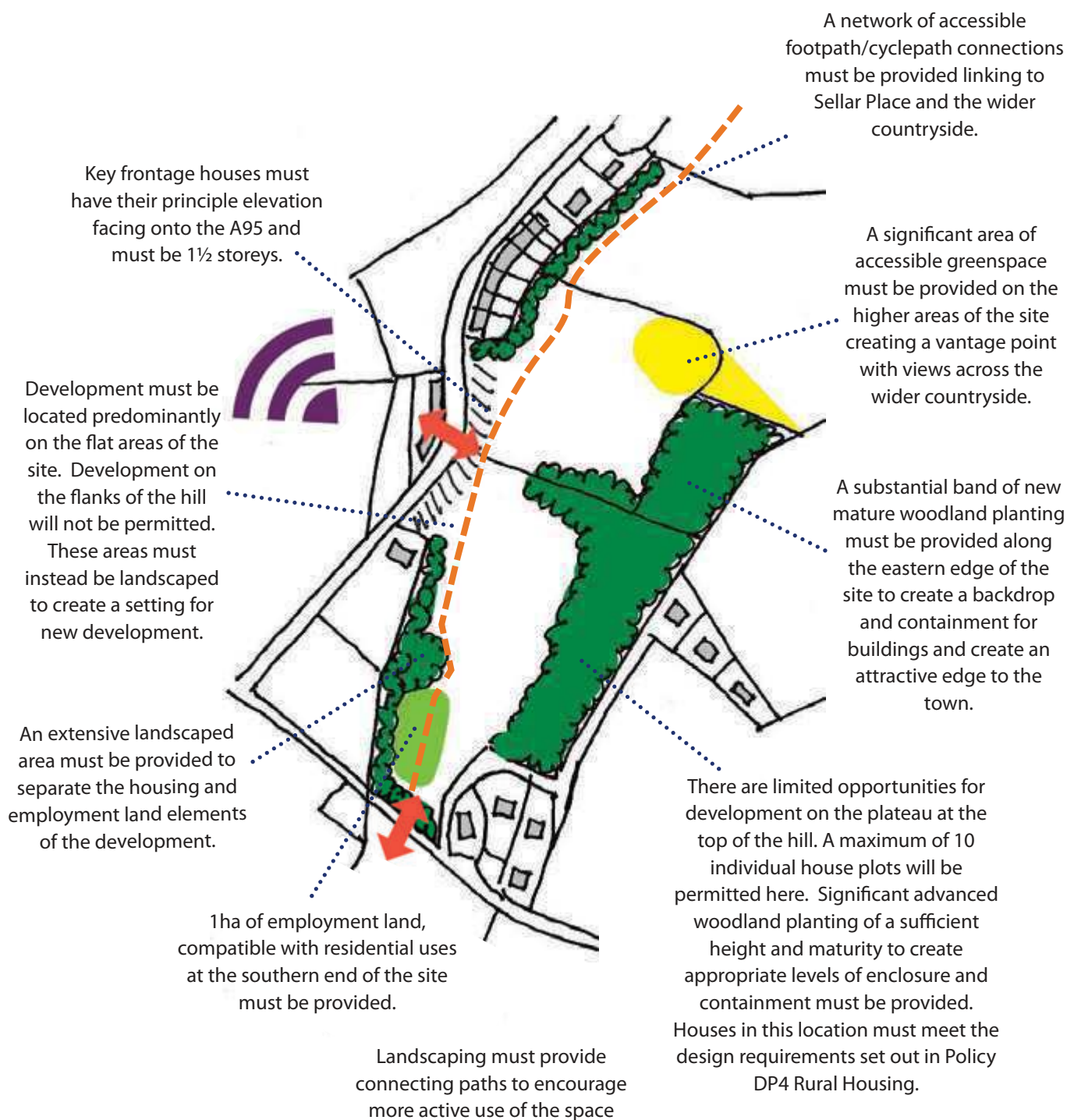
- Proposals must comply with key design principles set out in Figure 1.1.
- Masterplan required for the site including provision of 1ha of employment land to the south.
- The site will provide a gateway into the settlement. Proposals must be designed to reflect this.
- Development must reflect the woodland 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

### 11 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.

### 12 Aberlour Distillery

### Existing Business Area

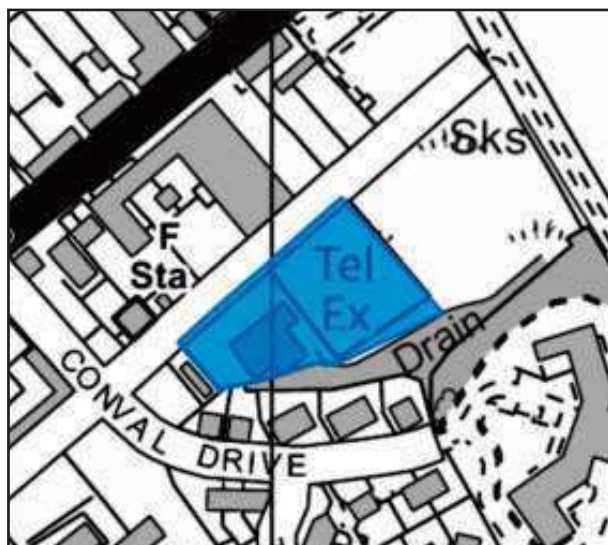


- Reserved for the use of the distillery and related business uses, including tourism.
- Transport Assessment required.
- Access paths to Linn Falls and Mary Avenue must be retained and enhanced.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate 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.



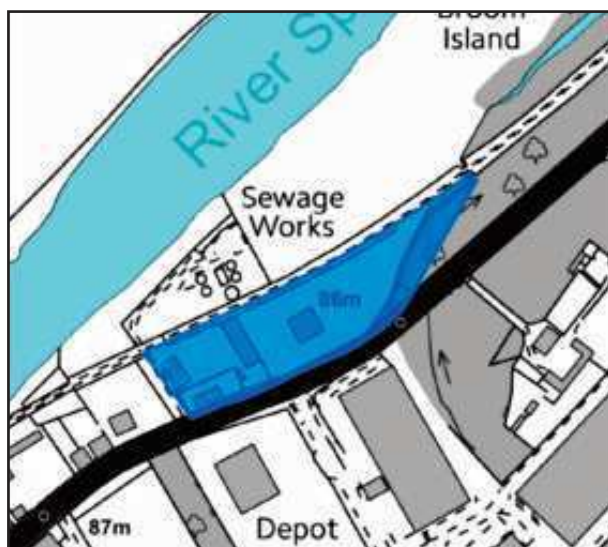


### 13 Mary Avenue Industrial Estate



- 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



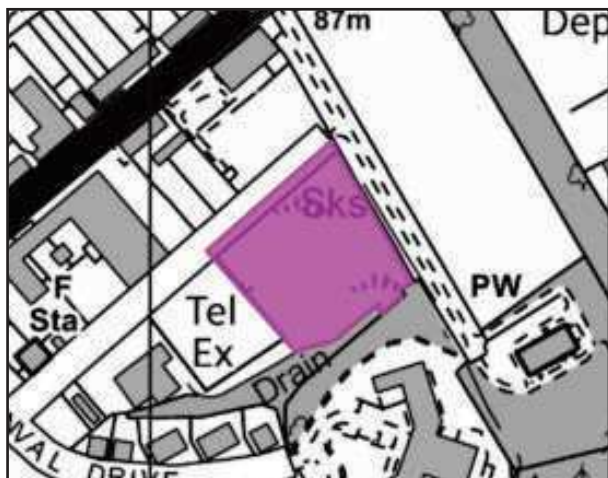
- Development must respect the site's sensitive location at the entrance to Aberlour and will be required to screen or landscape the frontage to the A95.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will be no adverse effect on the integrity 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.

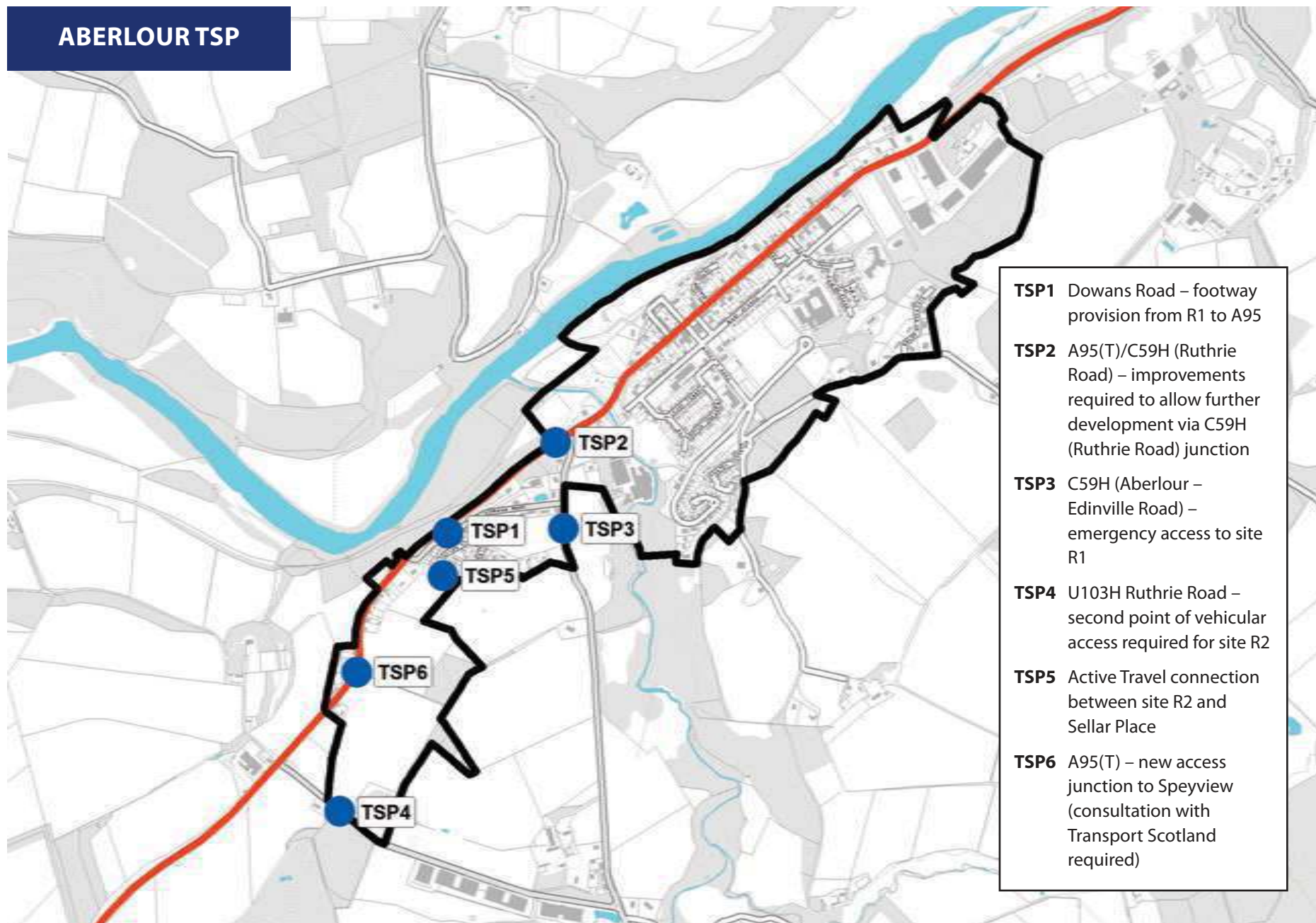
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Reconfiguration to Aberlour Health Centre	R1, R2, OPP1
Healthcare	1 x Additional Dental Chair	R1, R2, OPP1



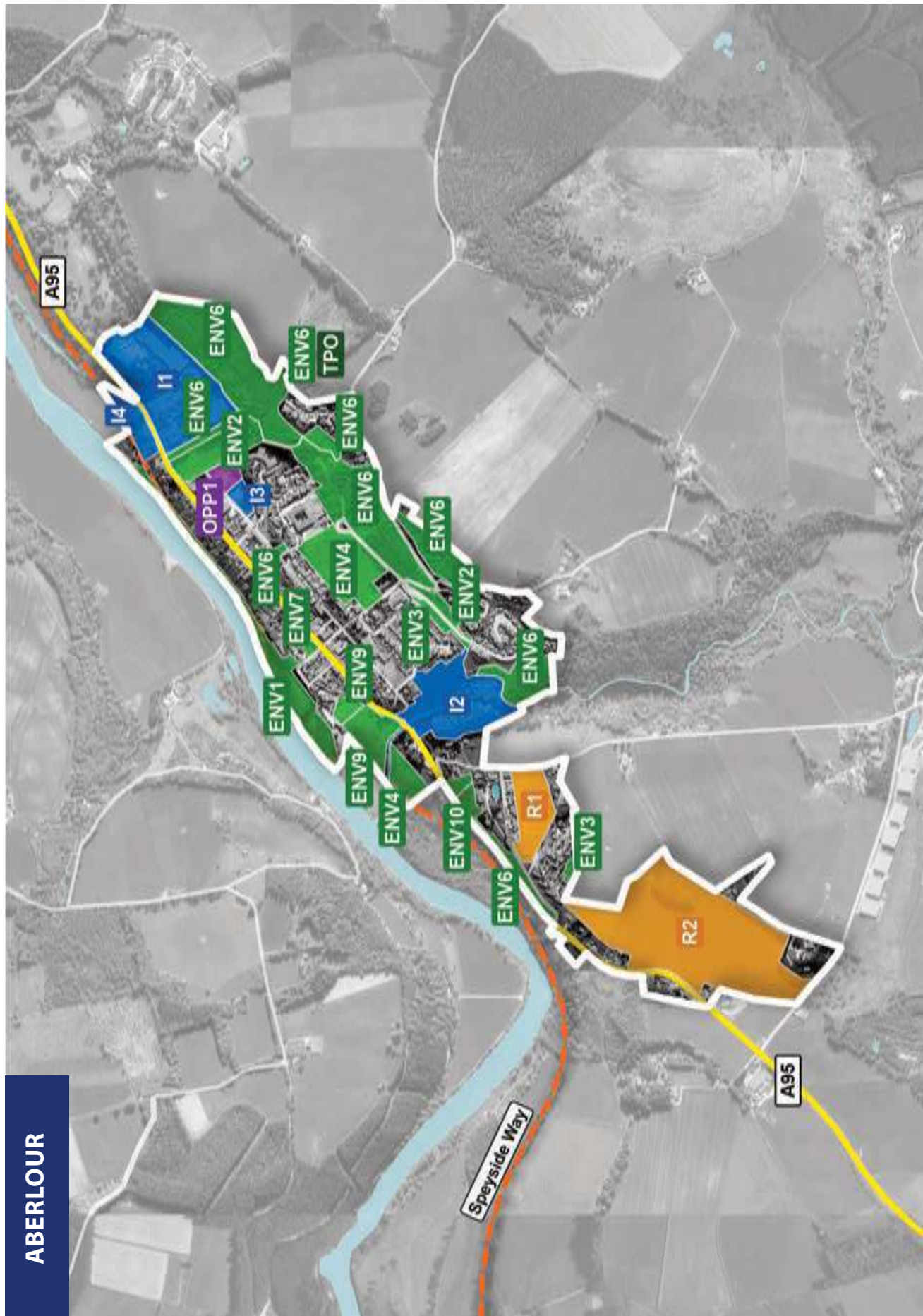




## ABERLOUR TSP







ABERLOUR











Population  
**165**



Households  
**78**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

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

- To identify a longer term housing area.

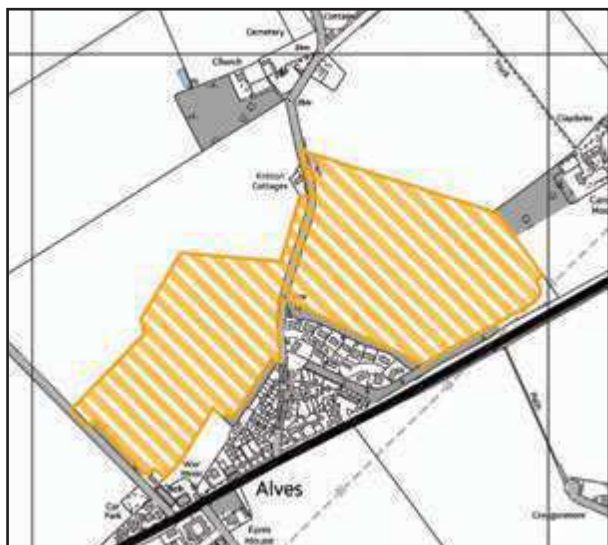




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## 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





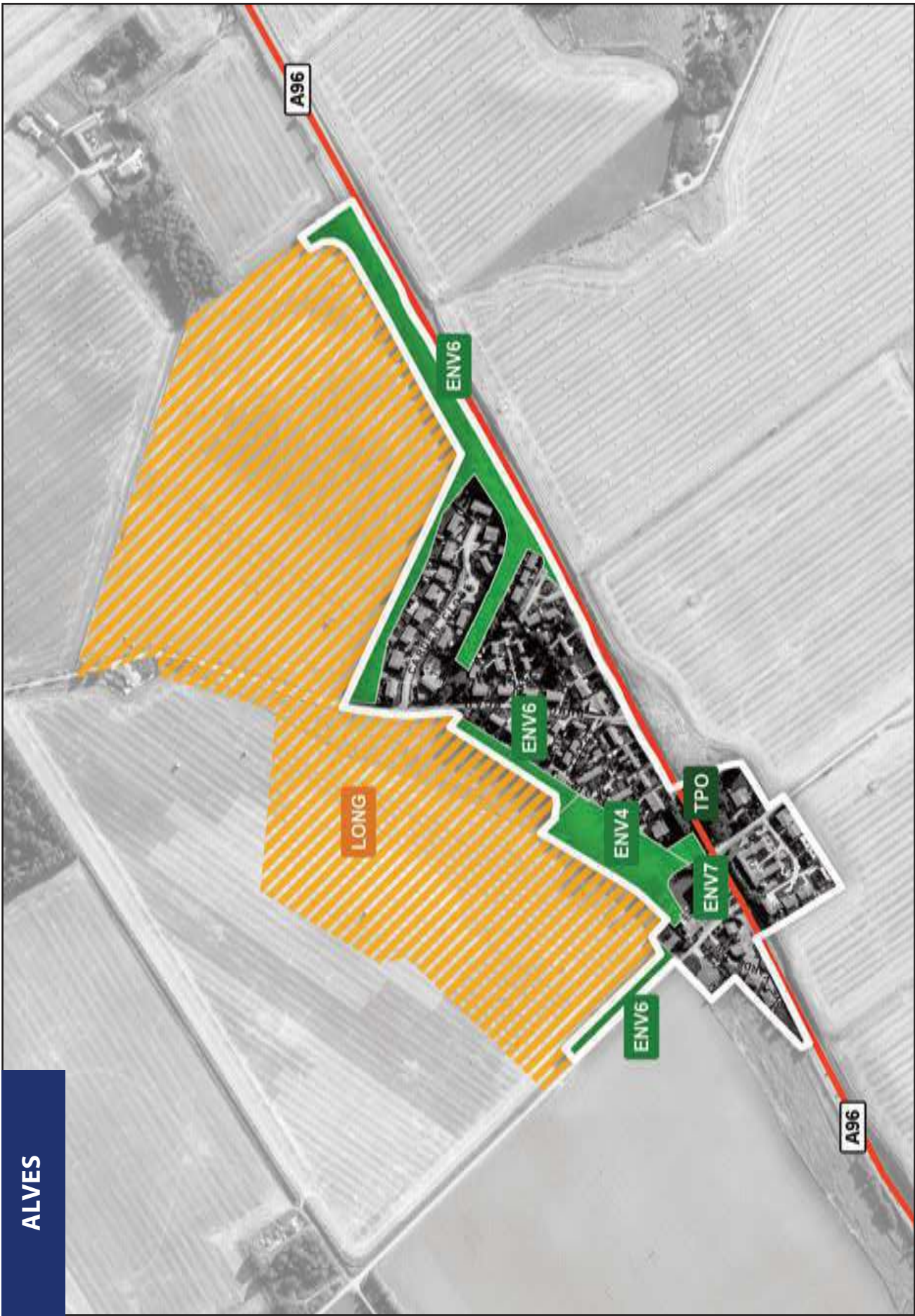
## INFRASTRUCTURE

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.

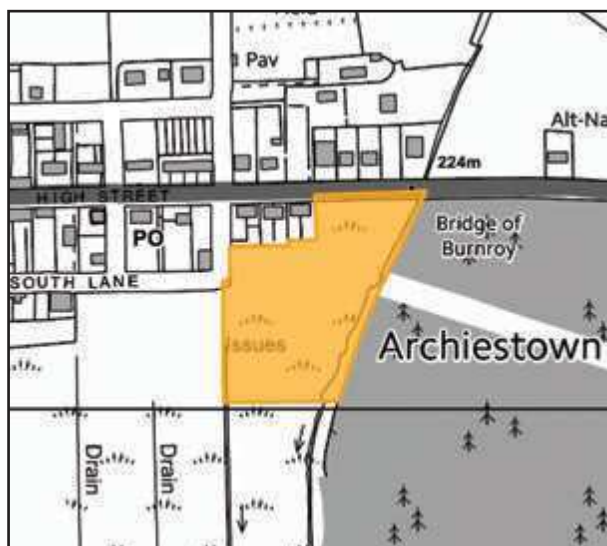




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

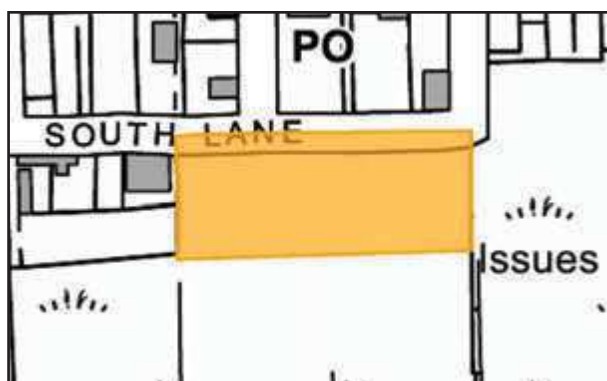
## HOUSING

### R1 East End 1.7ha 15 units



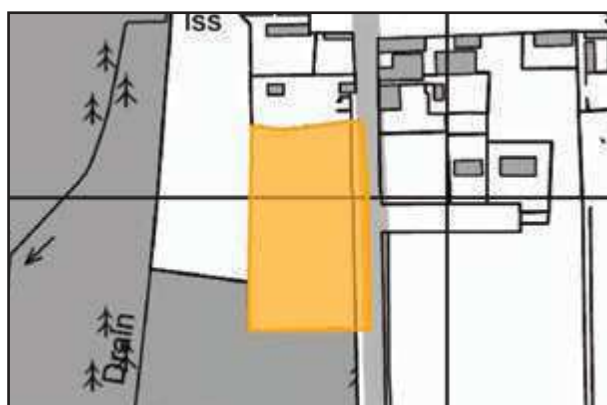
- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local traditional architecture.
- Lanes must be incorporated to reflect the traditional grid layout pattern.
- Extension of existing footway along the B9012 frontage of the site must be provided.
- 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



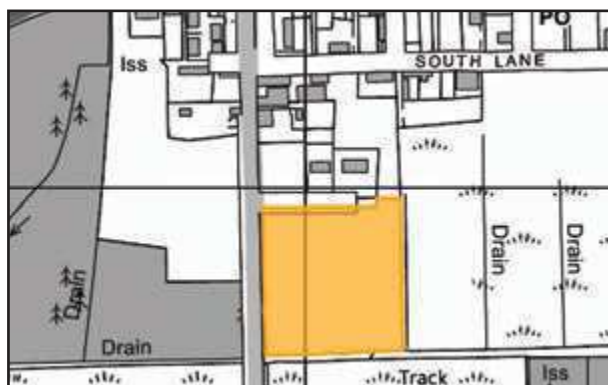
- Houses must be positioned and designed to reflect the character, appearance, detailing and finishing of the local architecture.
- Lanes must be incorporated between houses to link with the lanes between South Lane and High Street.
- Natural stone dykes on frontages of the site and frontage to new lanes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

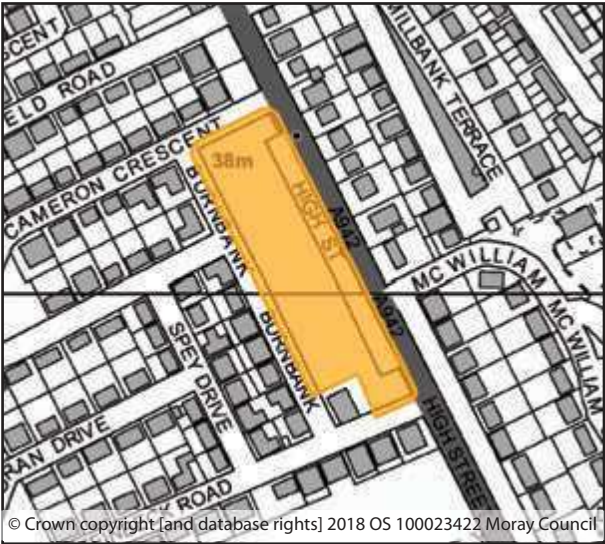
- To identify sites for an additional 250 new houses within the Buckie LHMA in addition to existing sites.
- Identification of a strategic reserve of employment land at March Road.
- Promote the diversification of Buckie Harbour.
- Identification of long term growth area to south west of Buckie to include 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.

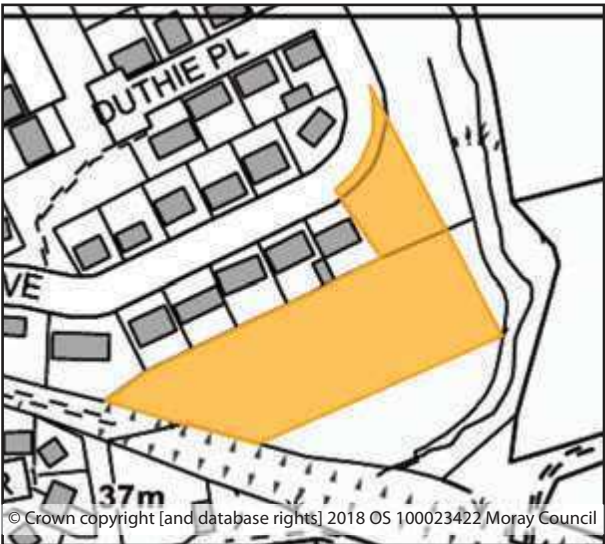
HOUSING

R1 Burnbank 3.04ha 20 units



- Development commenced.

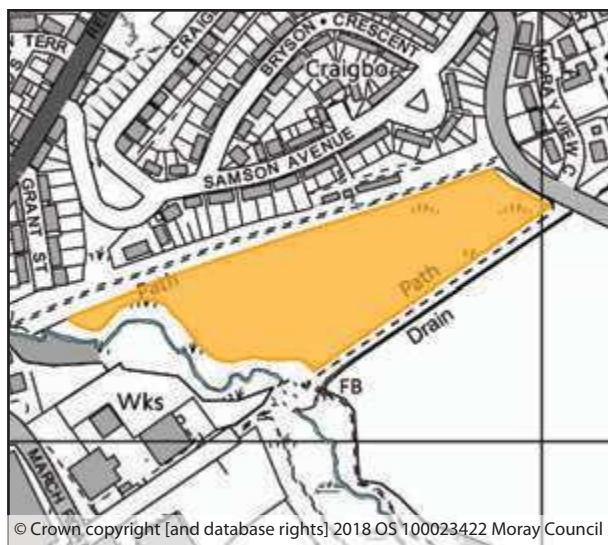
R2 Archibald Grove 0.76ha 10 units



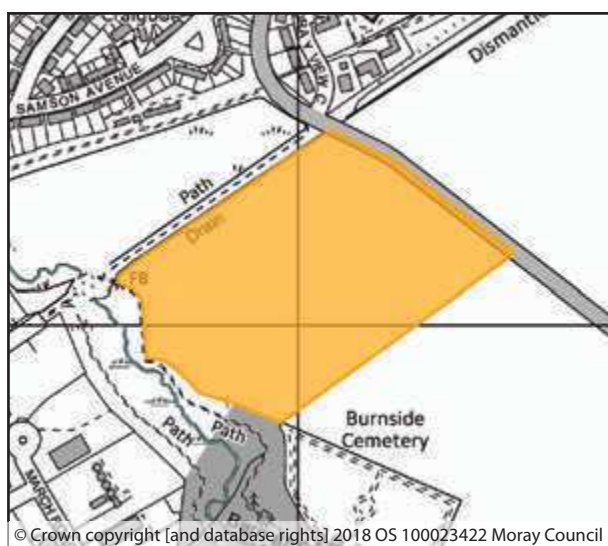
- Access to the neighbouring ENV must be provided.
- A Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- A Phase 1 Habitat Survey will be required.





**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.

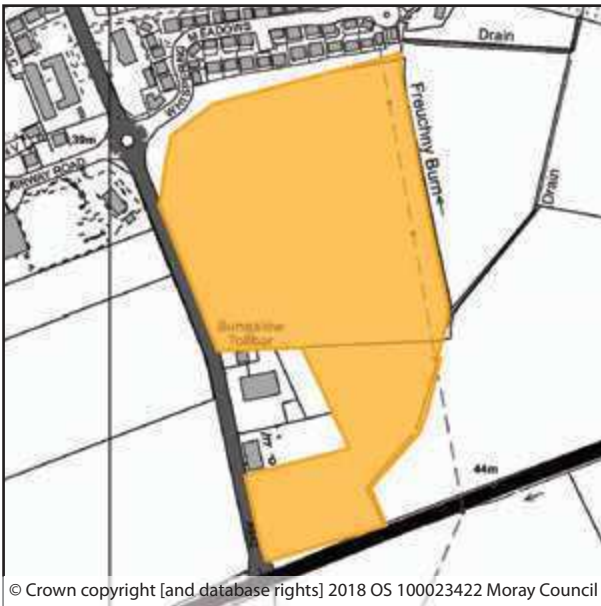
**R4 Rathburn (S) 5.88 ha 60 units**


- 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**



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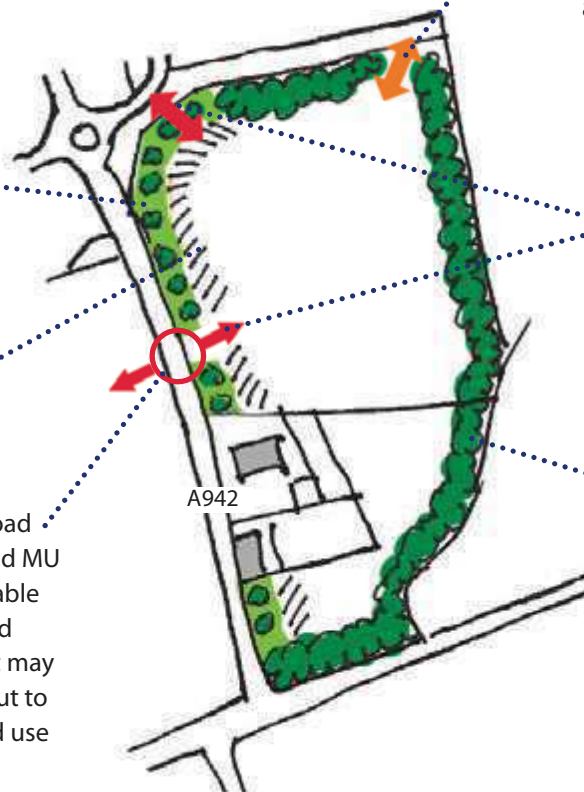
**Figure 1.1 Key Design Principles R5 High Street (E)**

- 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.

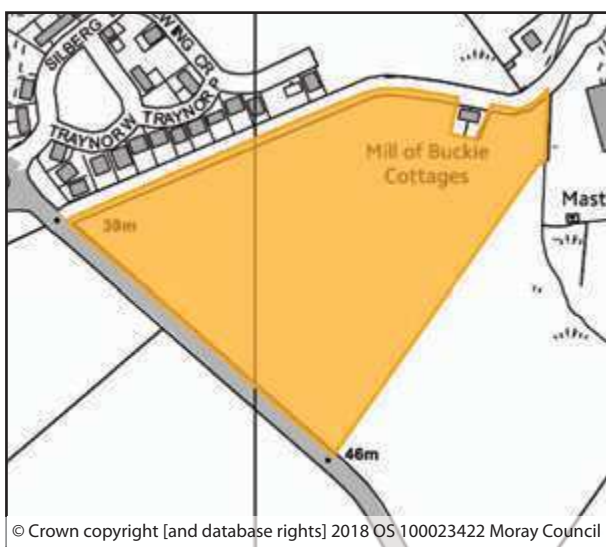
Substantial landscaping must be provided. This must include a 15m landscape strip to be provided along the eastern boundary, feature tree or hedge planting along the A942, and substantial advance planting to create a robust settlement edge. Landscaping must provide connecting paths to encourage more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

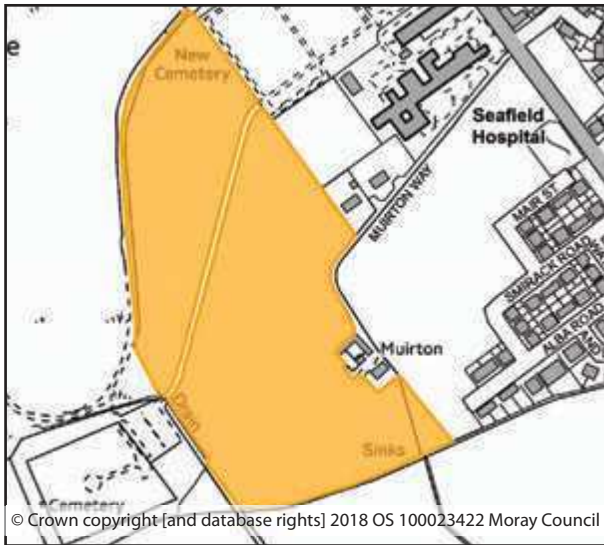




**R7 Land at Muirton**

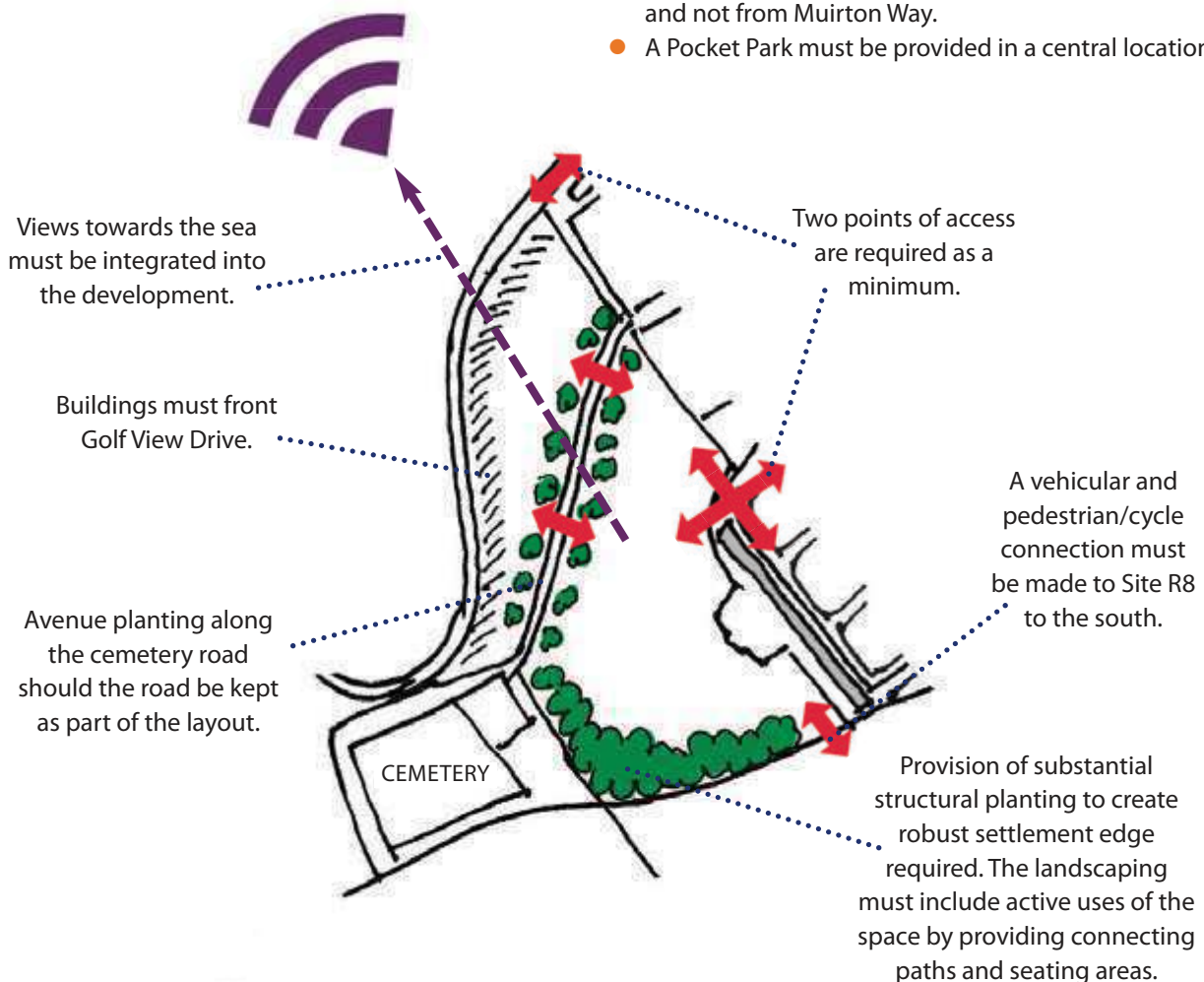
**5.19 ha**

**140 units**



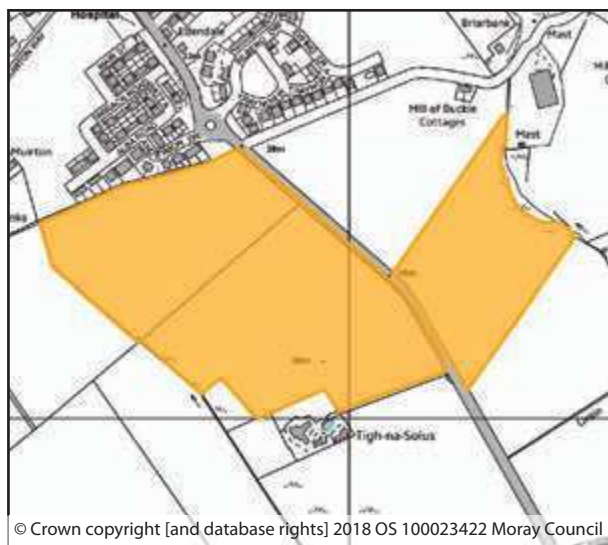
**Figure 1.2 Key Design Principles R7 Land at Muirton**

- 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.



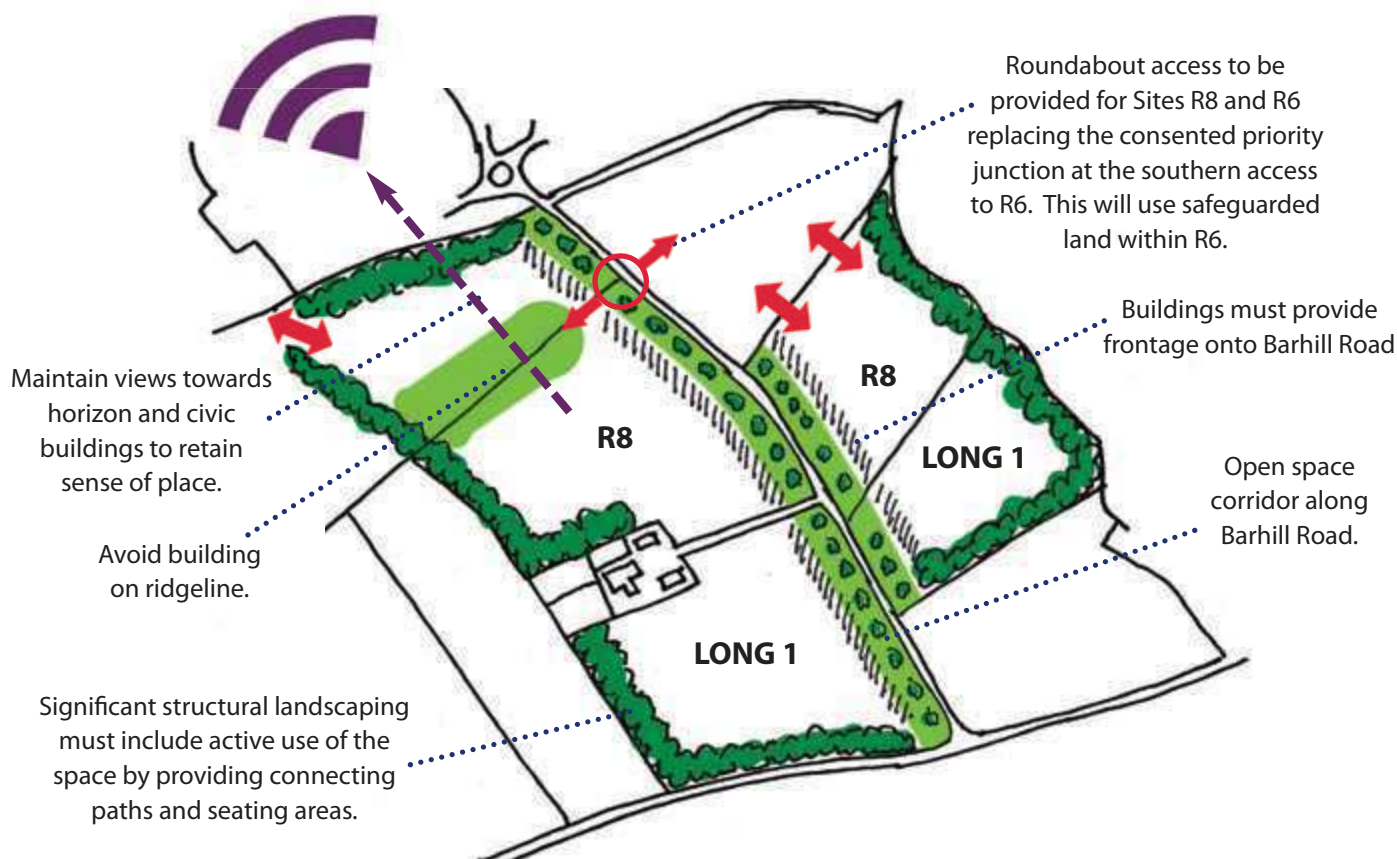


## R8 Land at Barhill Road 250 units



**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.

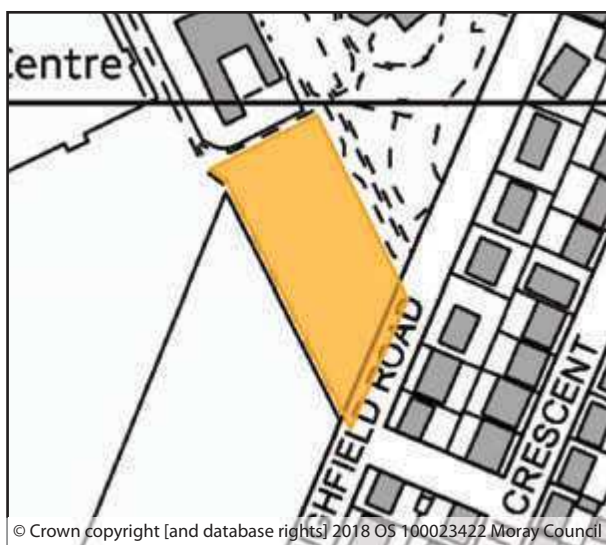




**R9 Site at Ardach Health Centre**

**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**

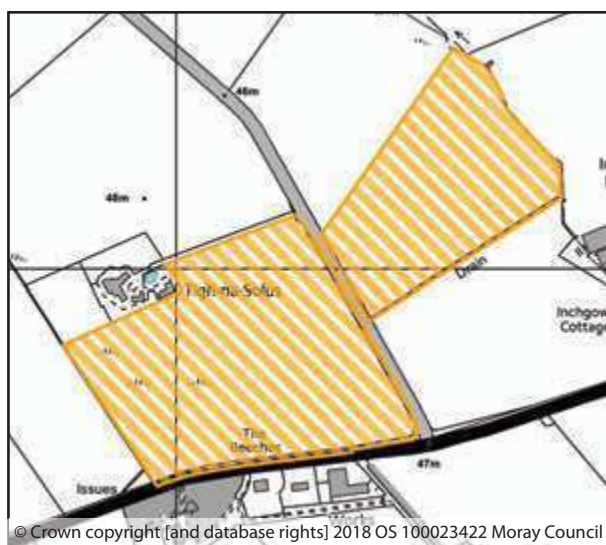
**0.59ha**

**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.

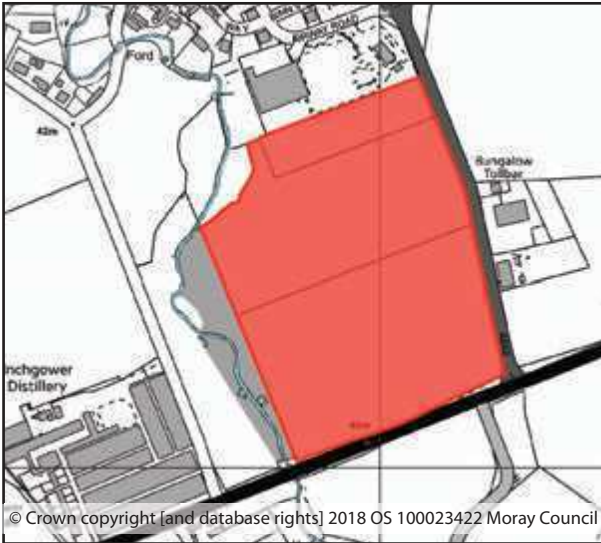


**LONG 1 Land to South West of Buckie****13.02ha**

- 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.

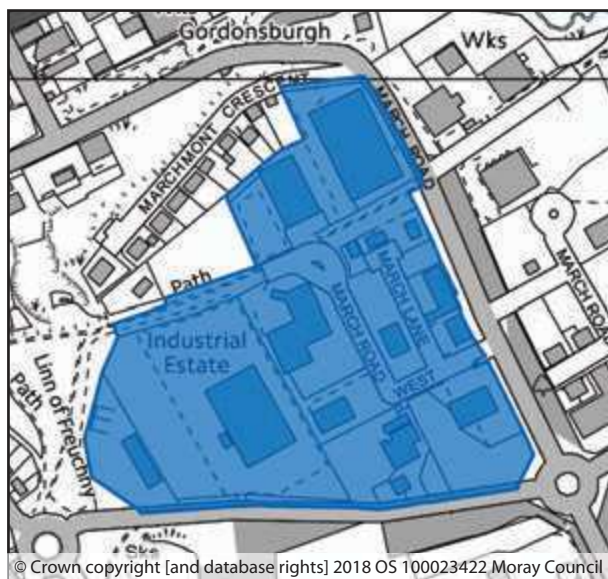




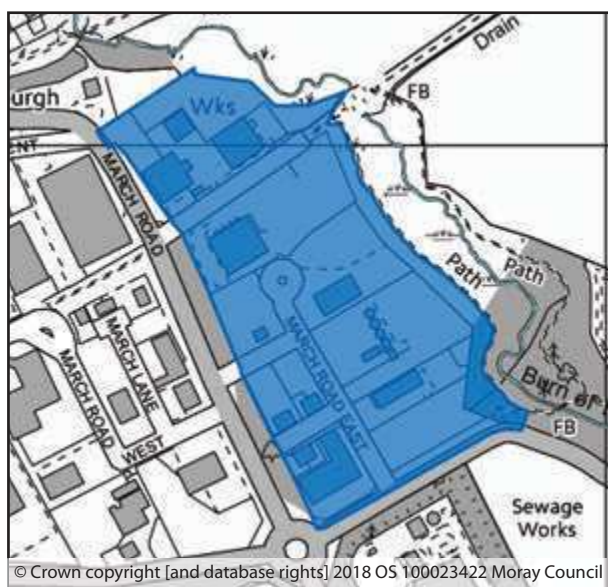
## EMPLOYMENT

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

## Industrial Estate

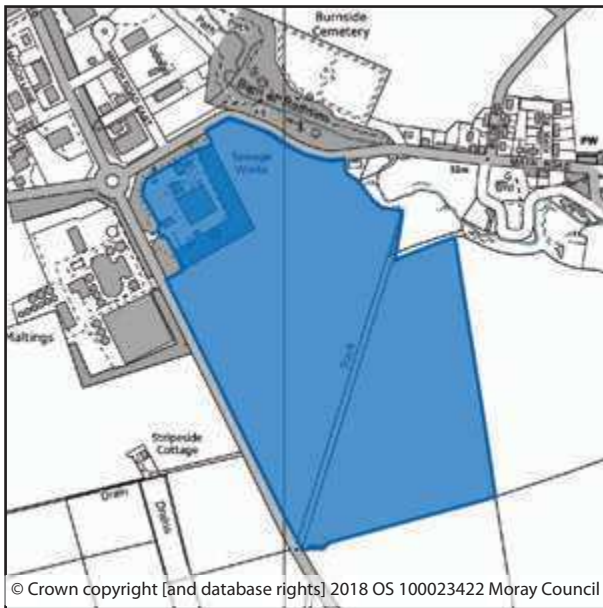


- Fully occupied. New development will comprise redevelopment, extension or change of use.



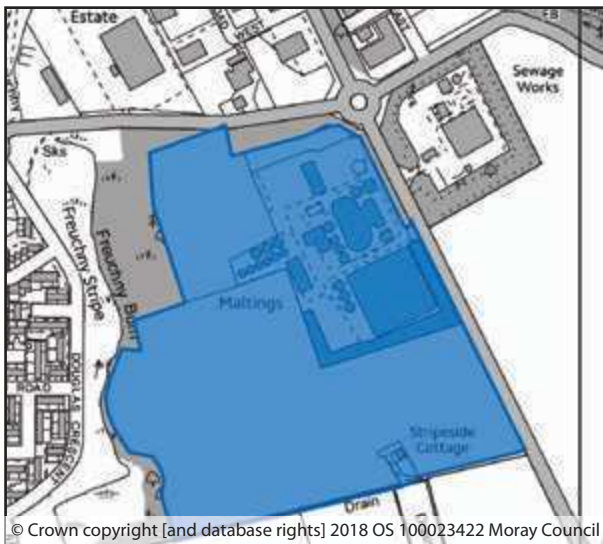


### 13 March Road (SE) Industrial Estate



- 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

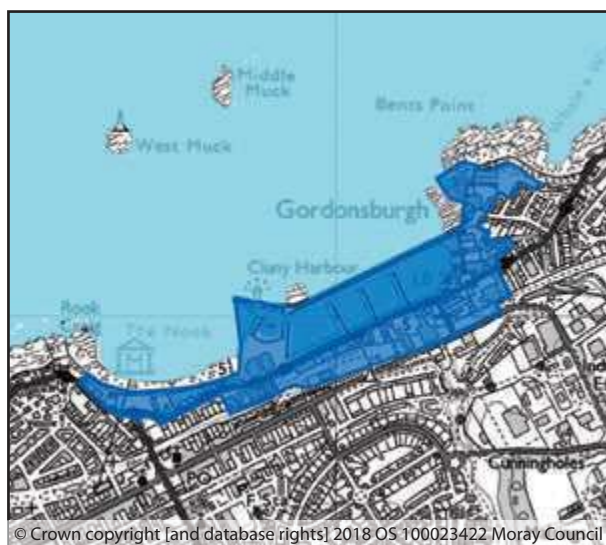


- The undeveloped area around the maltings has in the past been reserved for expansion purposes, and as such, there may be scope for alternative business activities to be introduced.
- Proposals must be compatible with the operations of the maltings.
- Impact of noise from the maltings must be considered.
- 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.



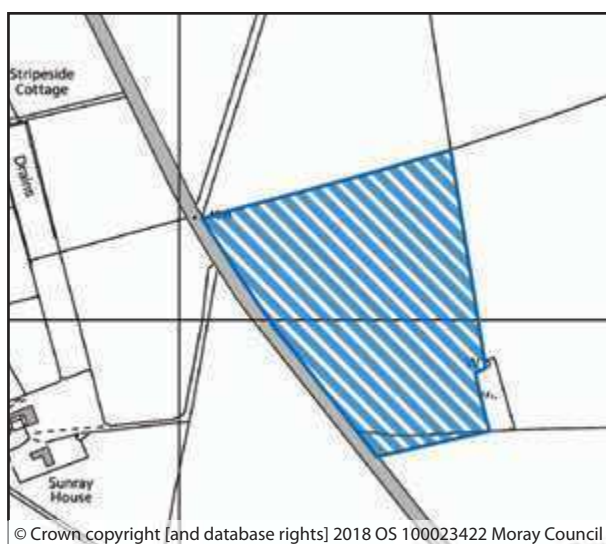


## 15 Harbour Area Existing Business Area



- 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



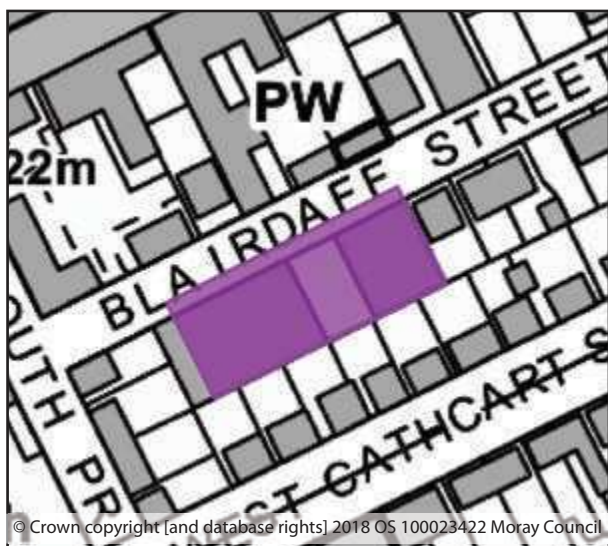
#### Suitable Uses

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



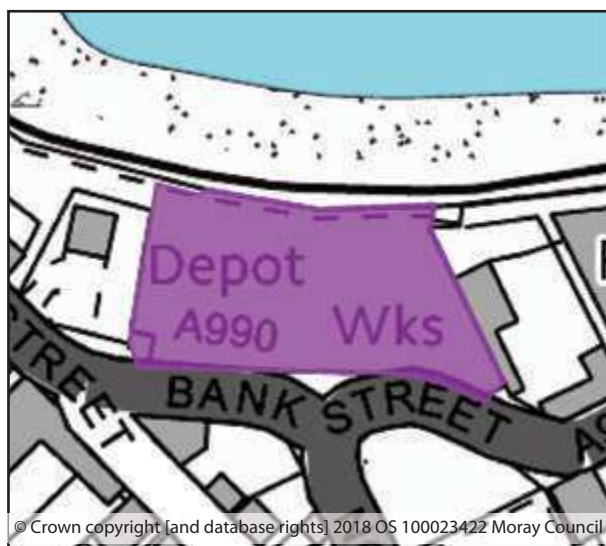
#### Suitable Uses

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



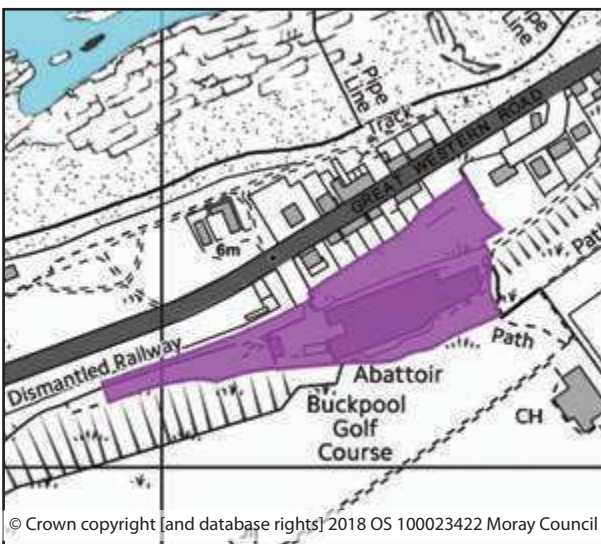
### Suitable Uses

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 Park



### Suitable Uses

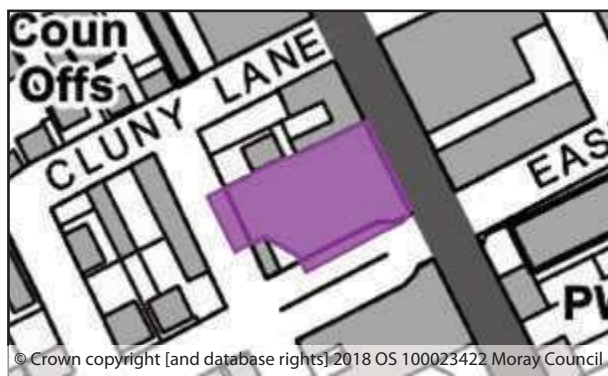
Residential (preferred) or low impact/low activity industrial/business use

### 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



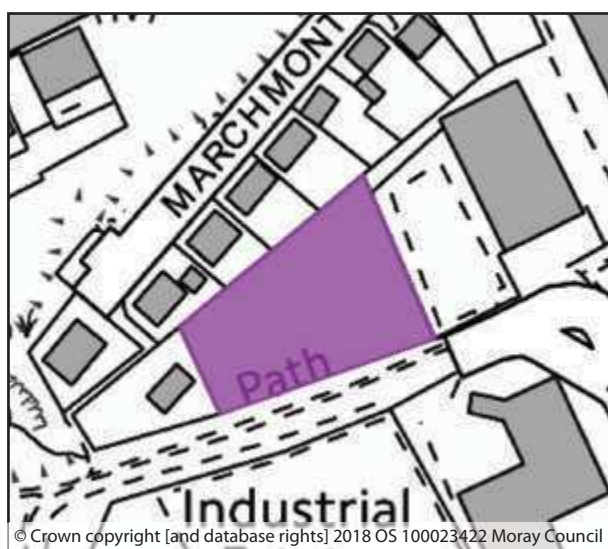
### Suitable Uses

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



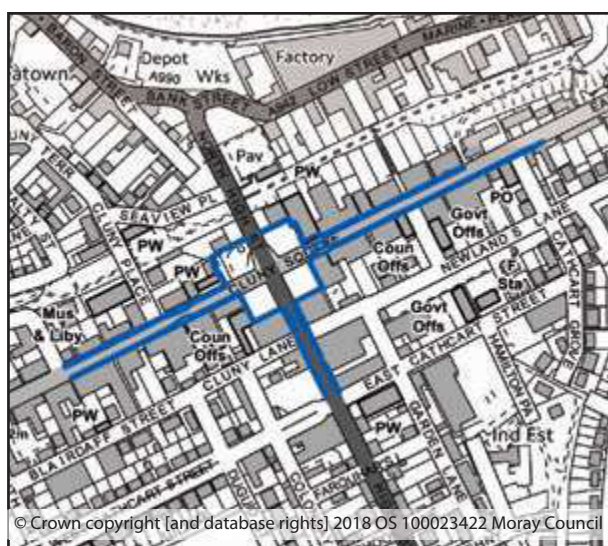
### Suitable Uses

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



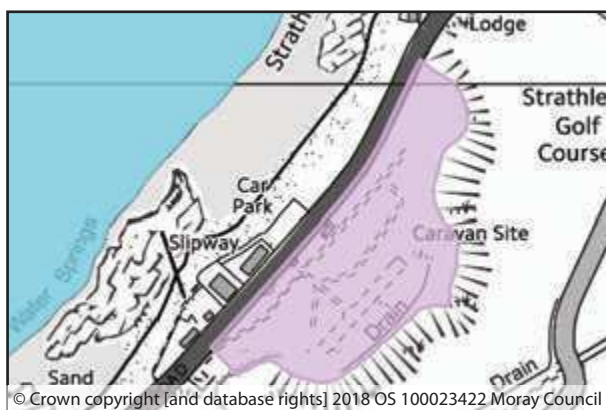
The retention of Buckie's shopping centre (referred to as Core Retail Area on the town map) is of primary importance to the town. Only development for Class 1 shops, Class 2 financial, professional and other services, or Class 3 food and drink at ground level will be supported. Proposals must comply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





# TOURISM

## T1 Strathlene Caravan Site



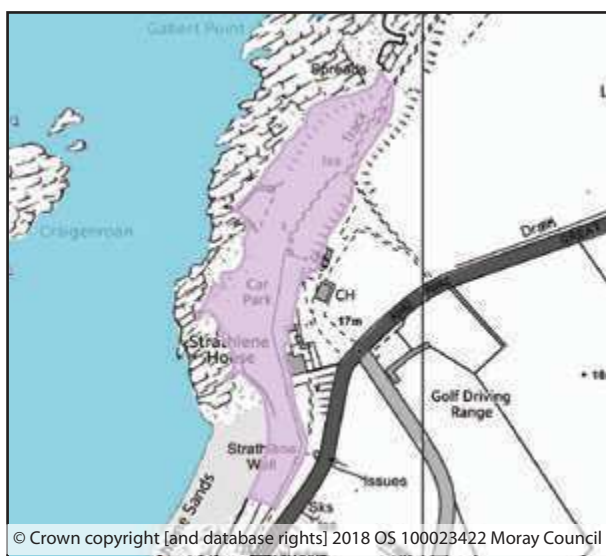
### Suitable Uses

- 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.

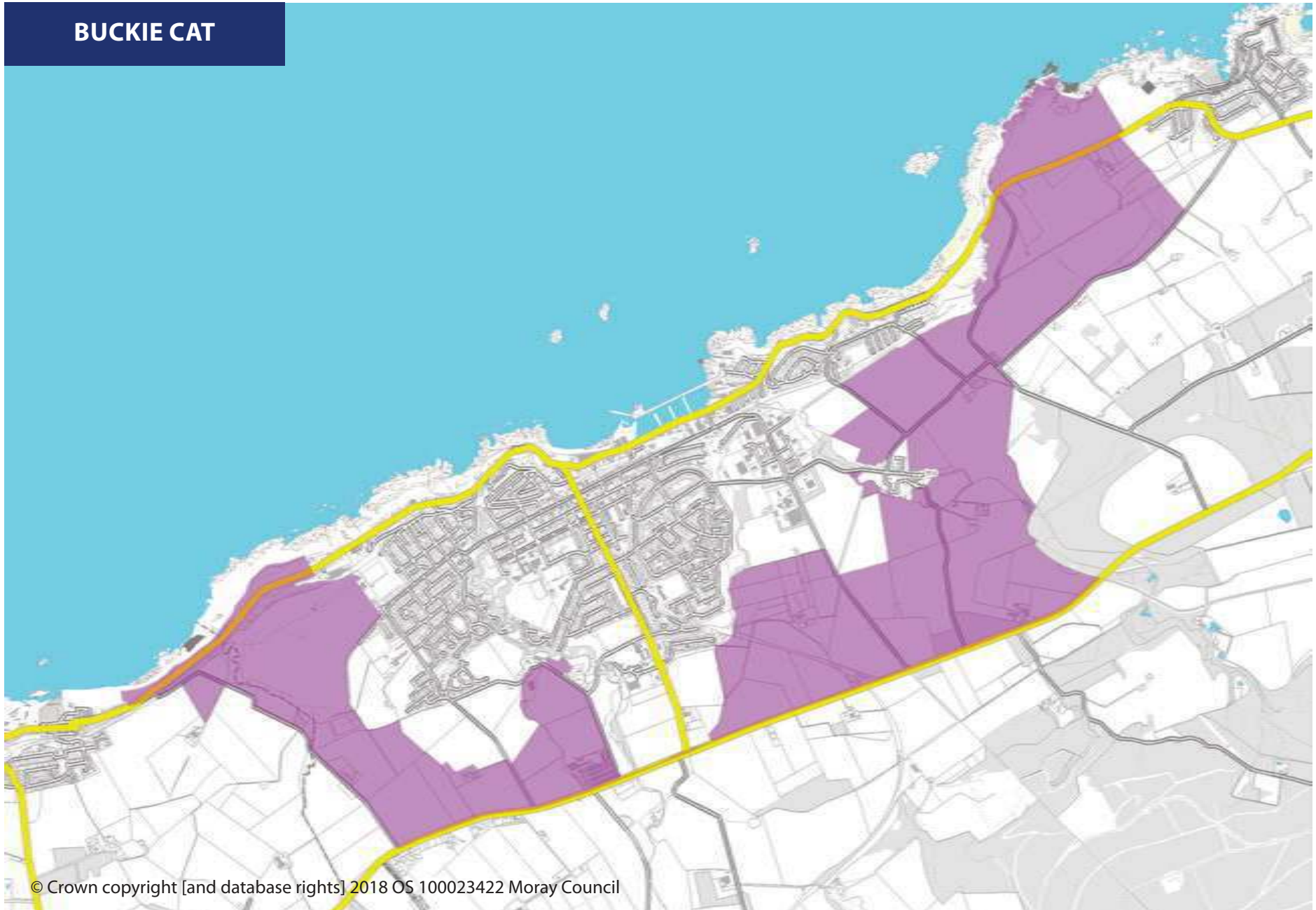
Type of Infrastructure	Mitigation Measure	Sites
Education	New Build or alternative provision	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, LONG1, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, OPP8, MU
Healthcare	Extension to Ardach Medical Practice	R1, R2, R3, R4, R5, R9, R10, OPP1, OPP2, OPP3, OPP4, OPP5, OPP7,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







## BUCKIE CAT

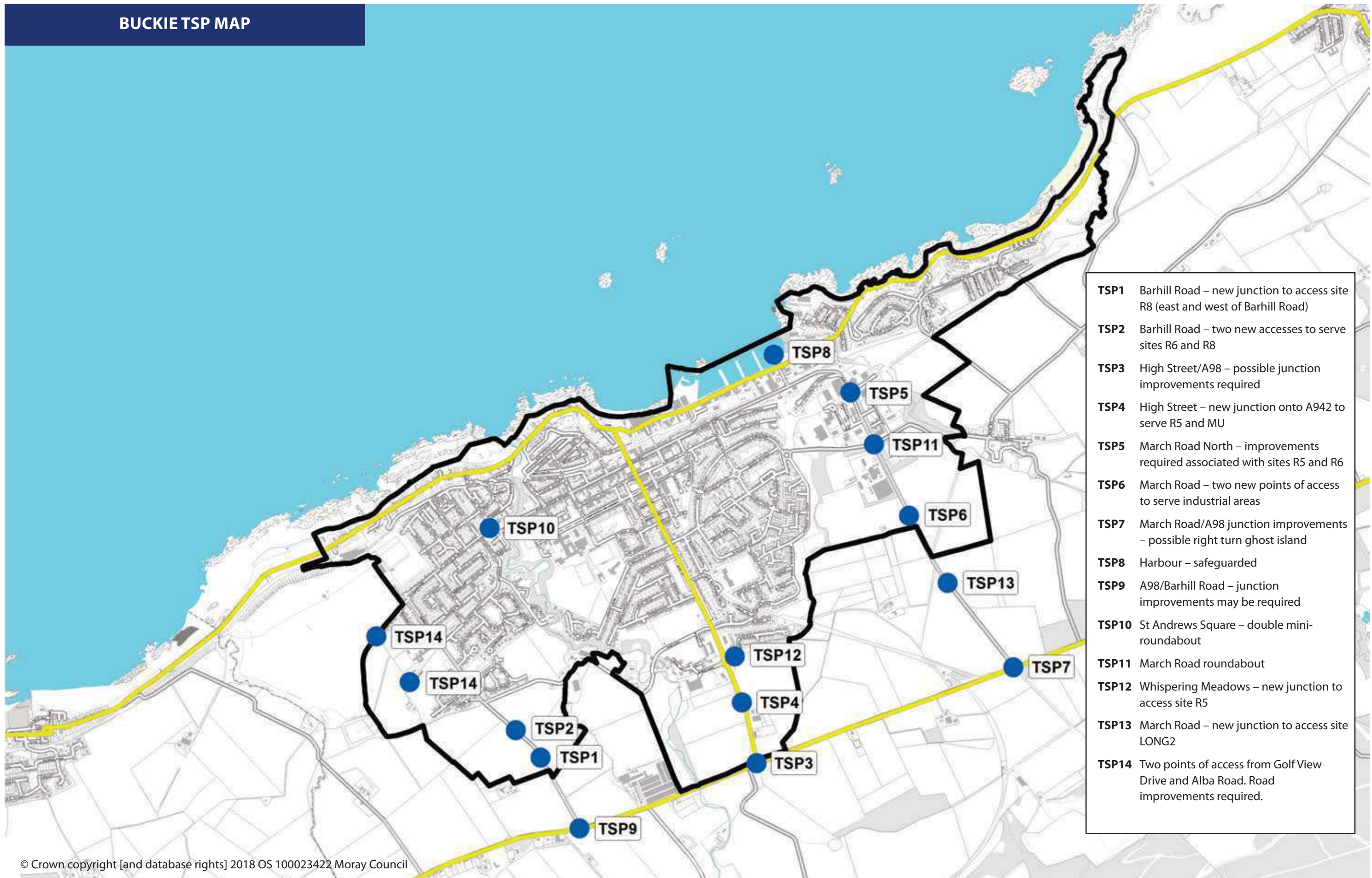








## BUCKIE TSP MAP



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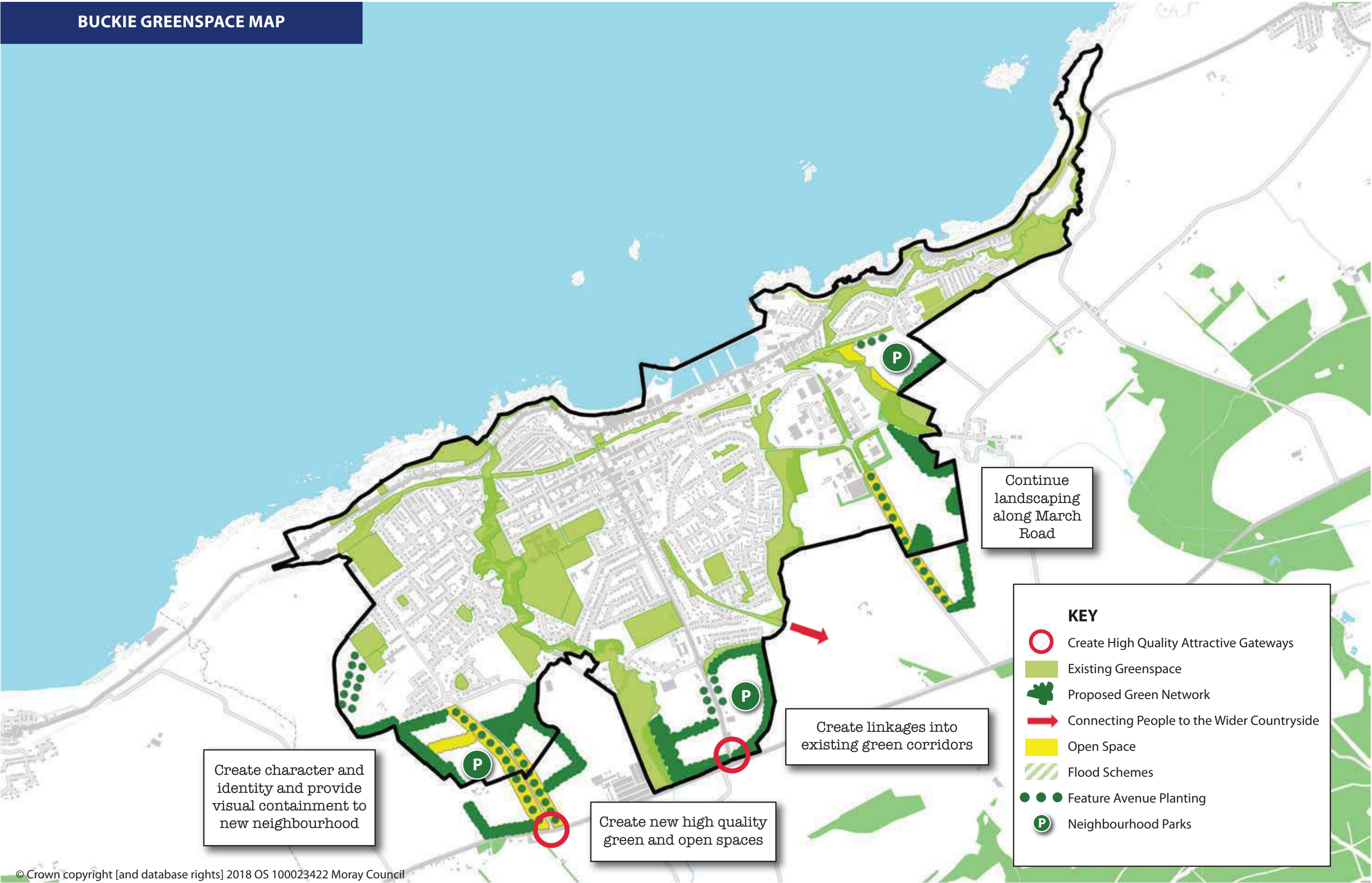


BUCKIE SETTLEMENT MAP





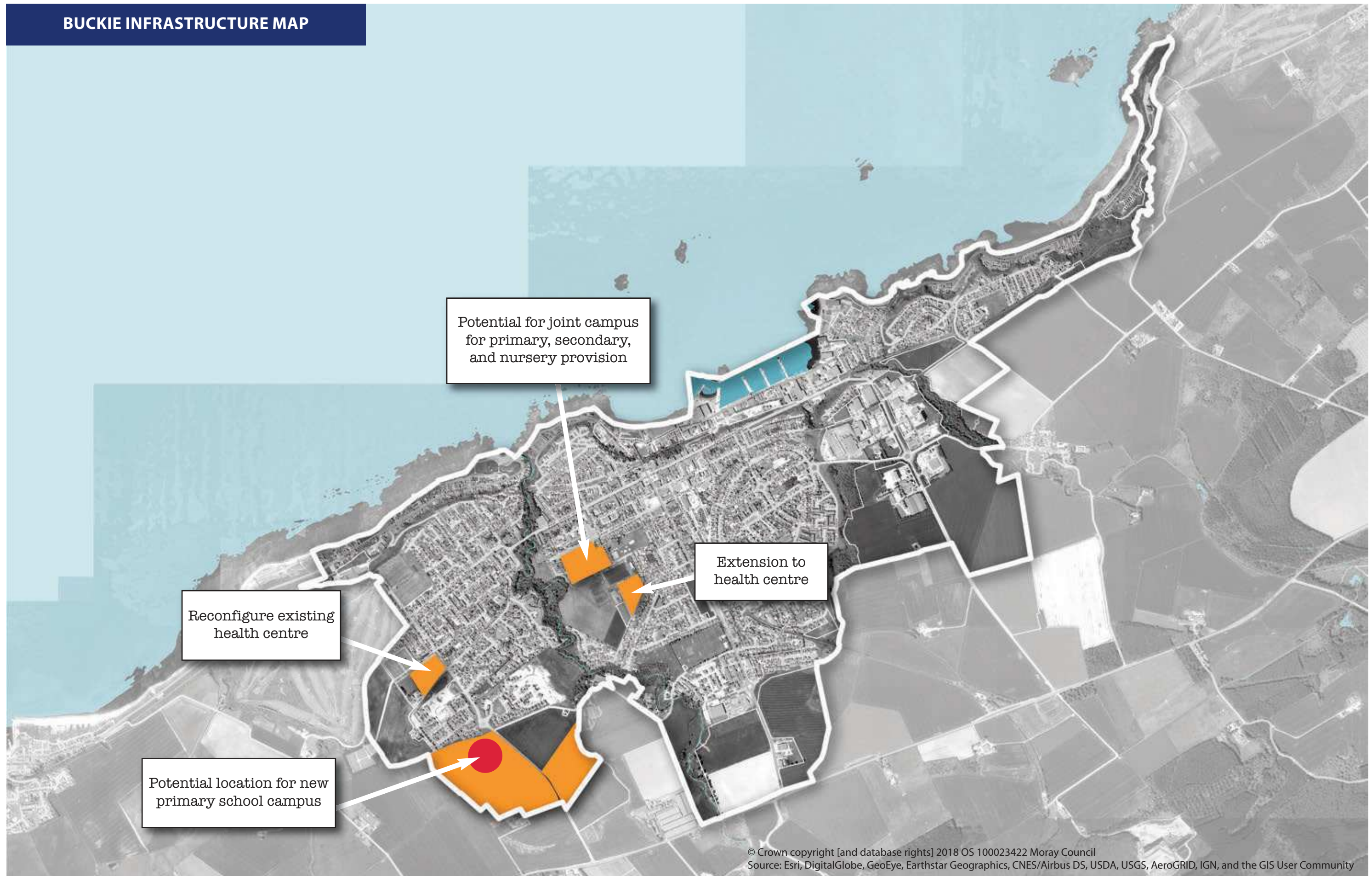
BUCKIE GREENSPACE MAP



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BUCKIE INFRASTRUCTURE MAP







Population  
**1,945**



Households  
**835**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

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

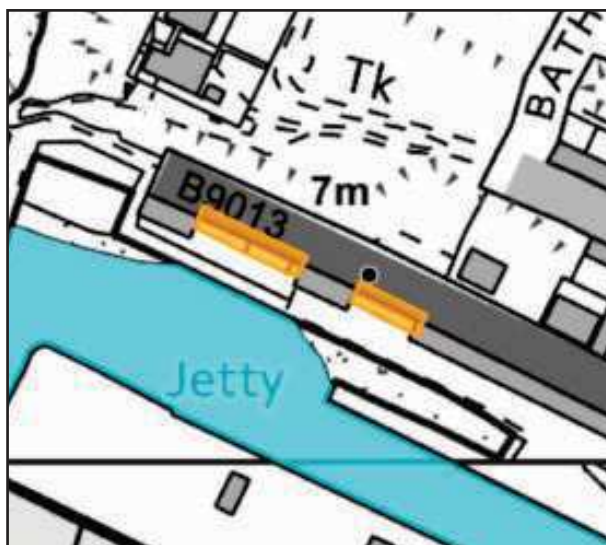
- To identify a longer term housing area at Clarkly Hill.
- New development to reflect the traditional grid pattern and key vista of the village.
- To encourage the continued viability of the harbour for both commercial and recreational activity.
- To continue to support Burghead as a tourist destination.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

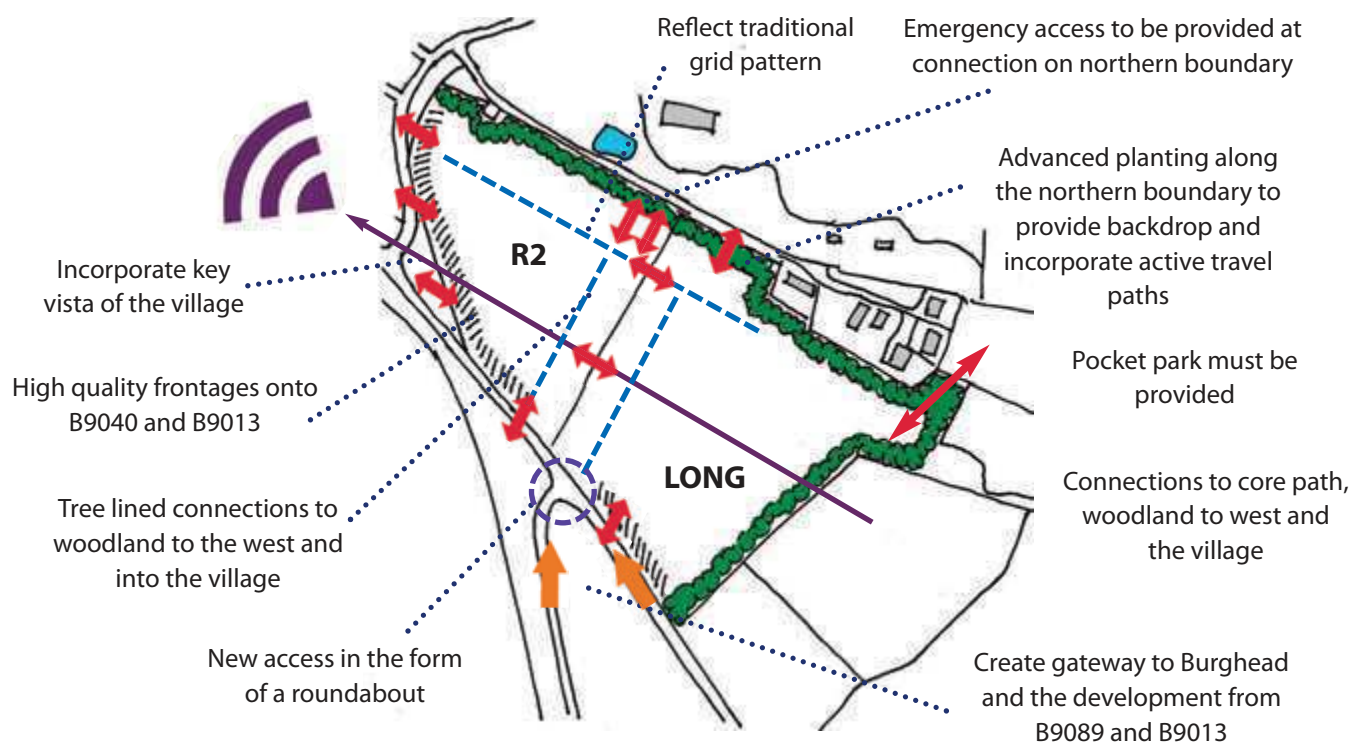
Clarkly Hill

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





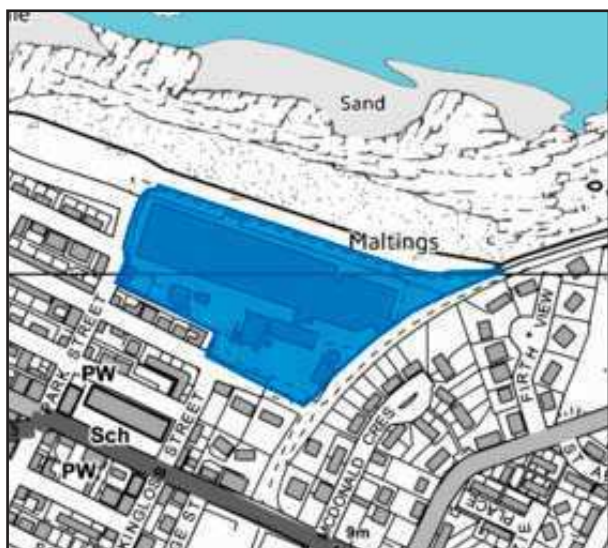
## EMPLOYMENT

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



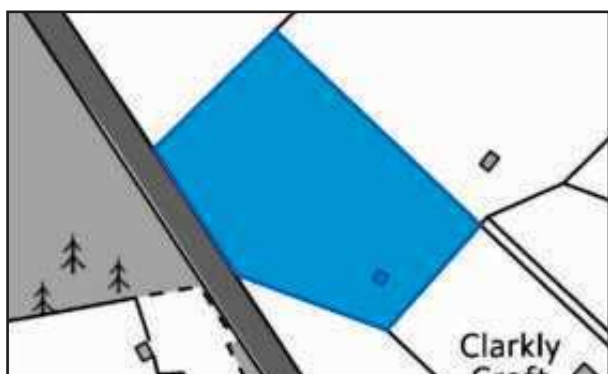
- Tourist and recreational uses will be encouraged.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the Moray Firth Special 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

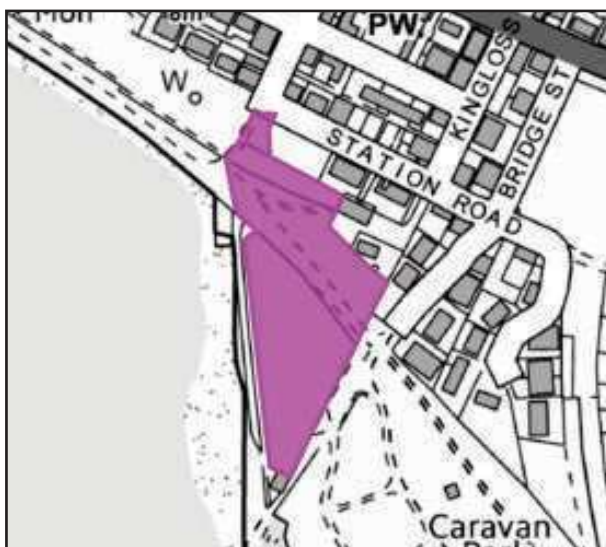


- Proposals must be related to the operation of the crematorium and adjacent burial ground.
- Landscape planting along southern boundary required.



## 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.





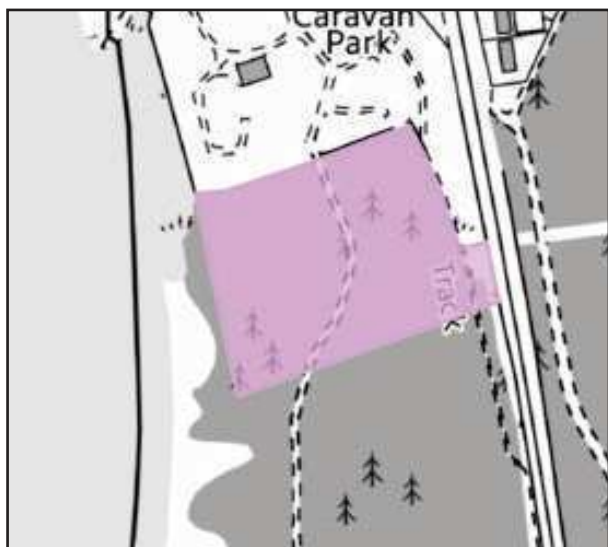
## TOURISM

**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.

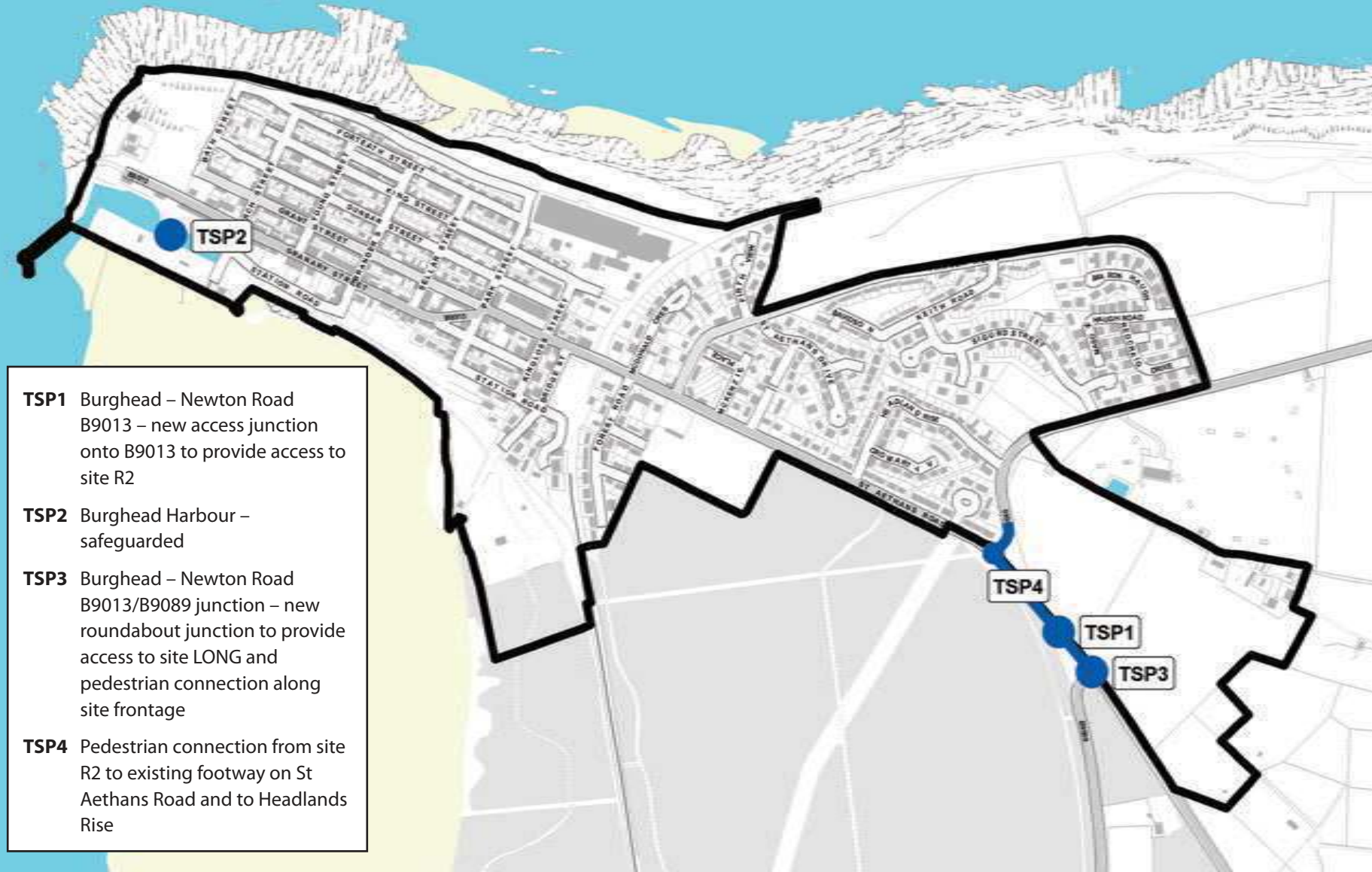
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, LONG, OPP1







## BURGHEAD TSP



- TSP1** Burghead – Newton Road B9013 – new access junction onto B9013 to provide access to site R2
- TSP2** Burghead Harbour – safeguarded
- TSP3** Burghead – Newton Road B9013/B9089 junction – new roundabout junction to provide access to site LONG and pedestrian connection along site frontage
- TSP4** Pedestrian connection from site R2 to existing footway on St Aethans Road and to Headlands Rise





## BURGHEAD











Population

447



Households

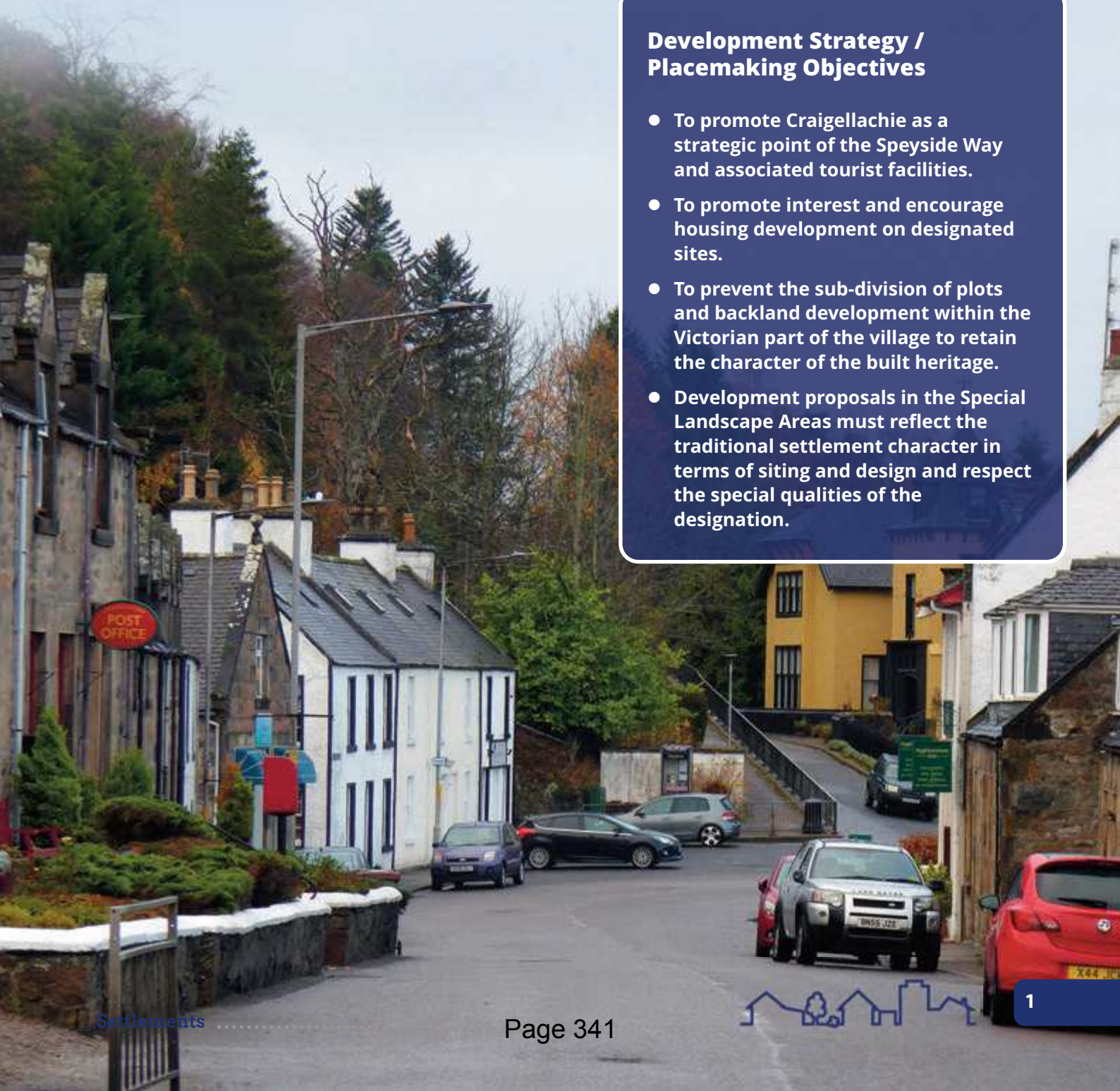
202



**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.

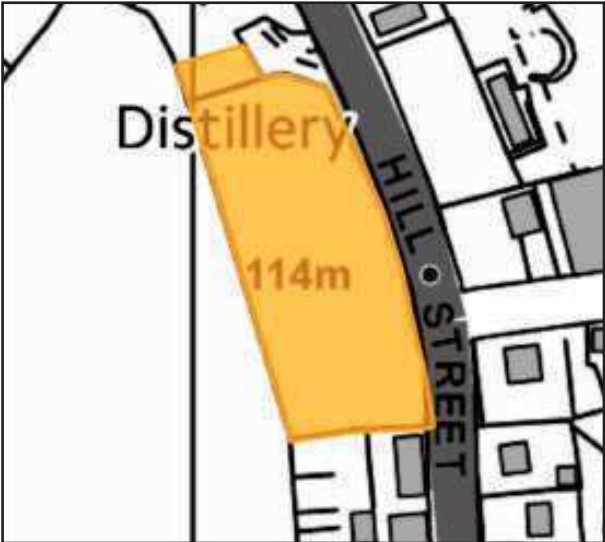




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

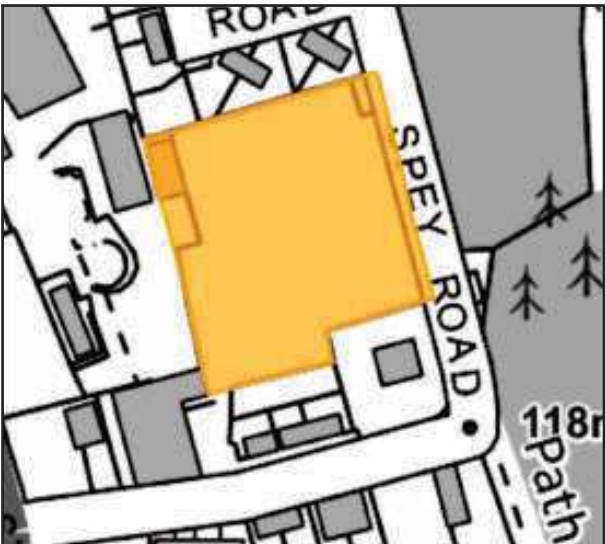
HOUSING

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



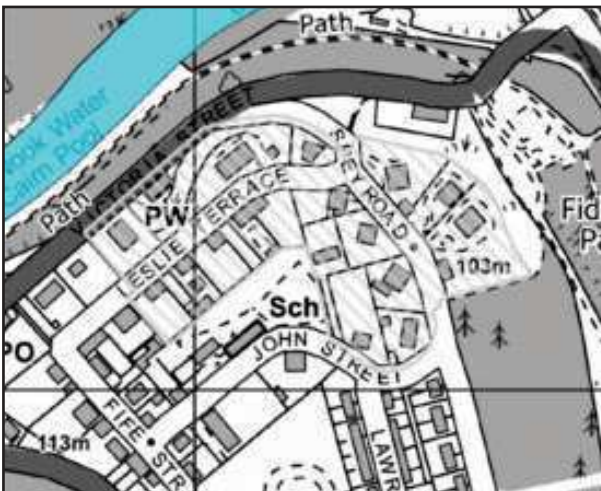
- Noise Impact Assessment (NIA) required.
- Contamination Assessment required.
- Drainage Impact Assessment (DIA) required.
- Appropriate landscaped buffer strip, distance to be determined by NIA, between development and distillery must be provided and retained as open space and managed/maintained by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

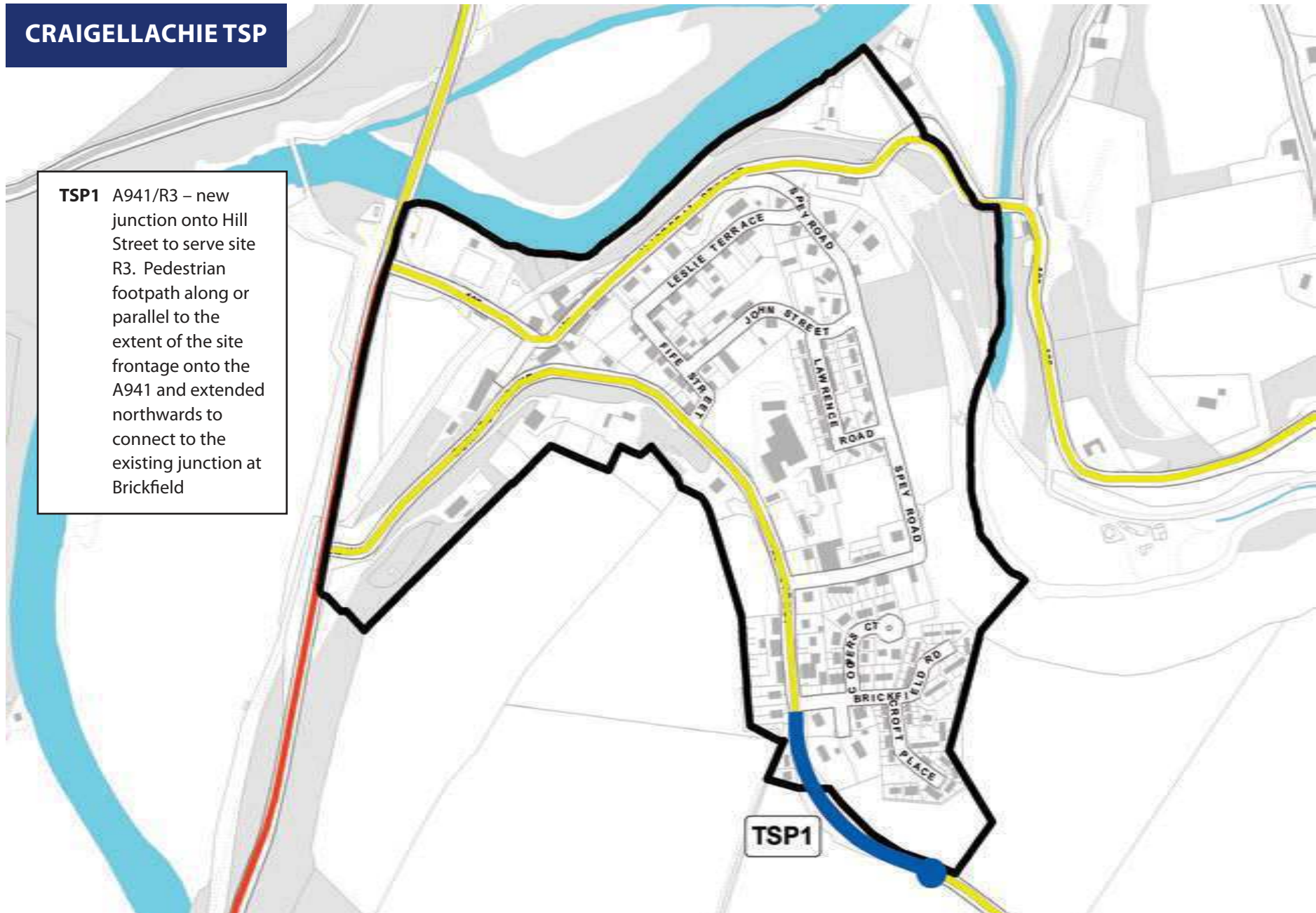






## CRAIGELLACHIE TSP

**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

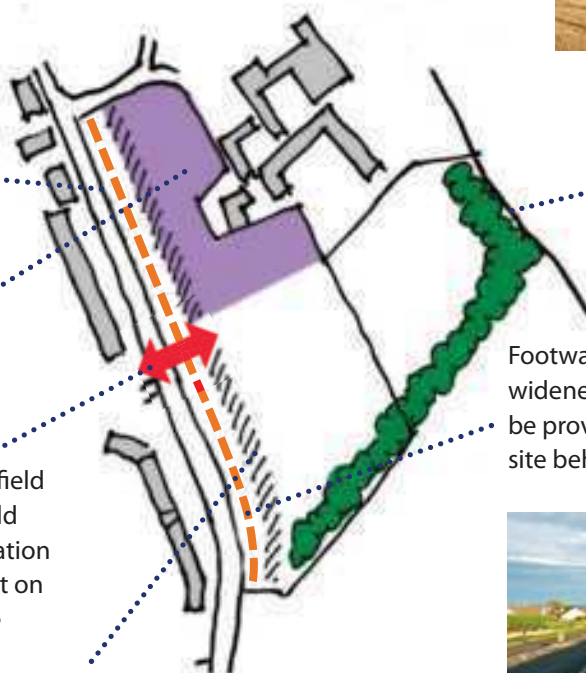


The stone wall must be retained.

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.

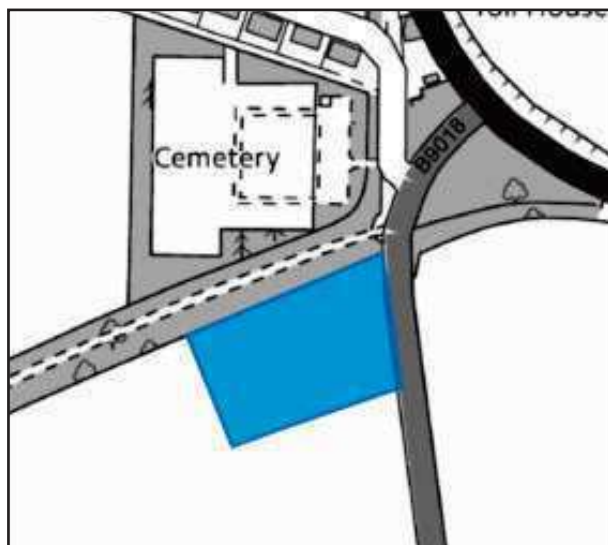
Footway along the frontage to be widened to 3m. Alternatively this can be provided as a 3m path within the site behind the stone wall.





## EMPLOYMENT

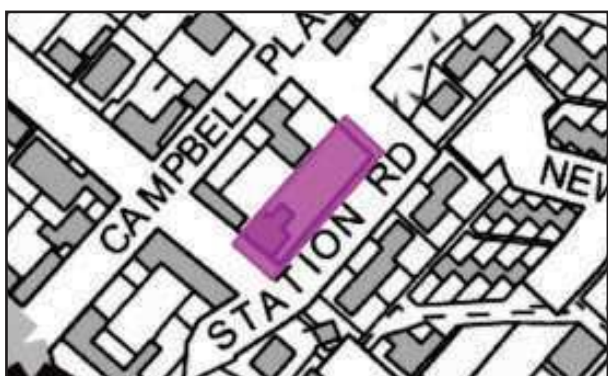
## I1 Site South of Cemetery Industrial Estate



- 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**

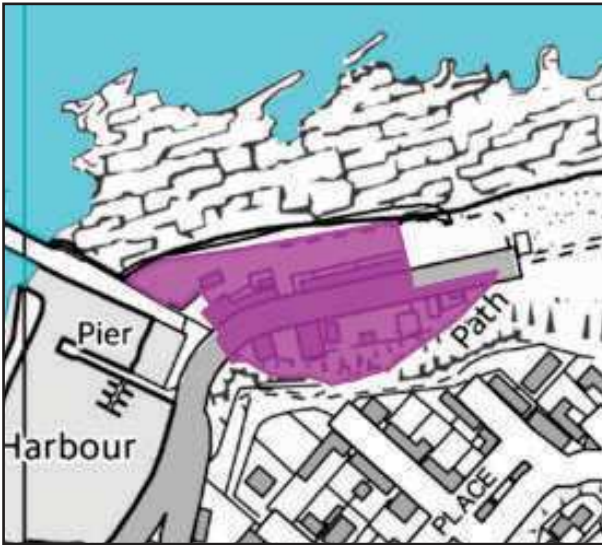
Business/Residential

**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

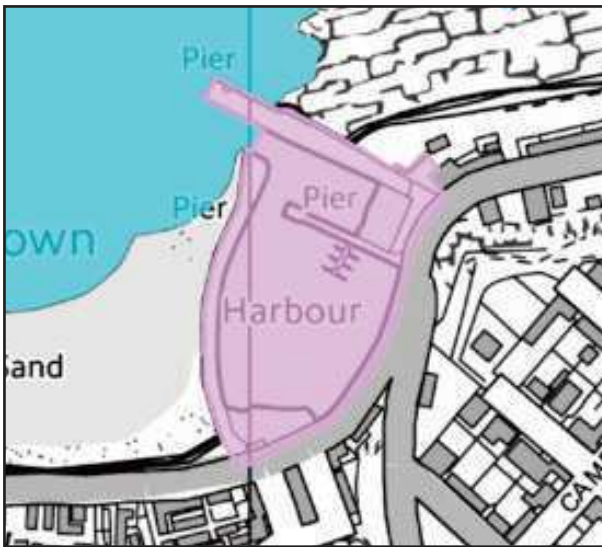
**Site specific requirements**

- 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

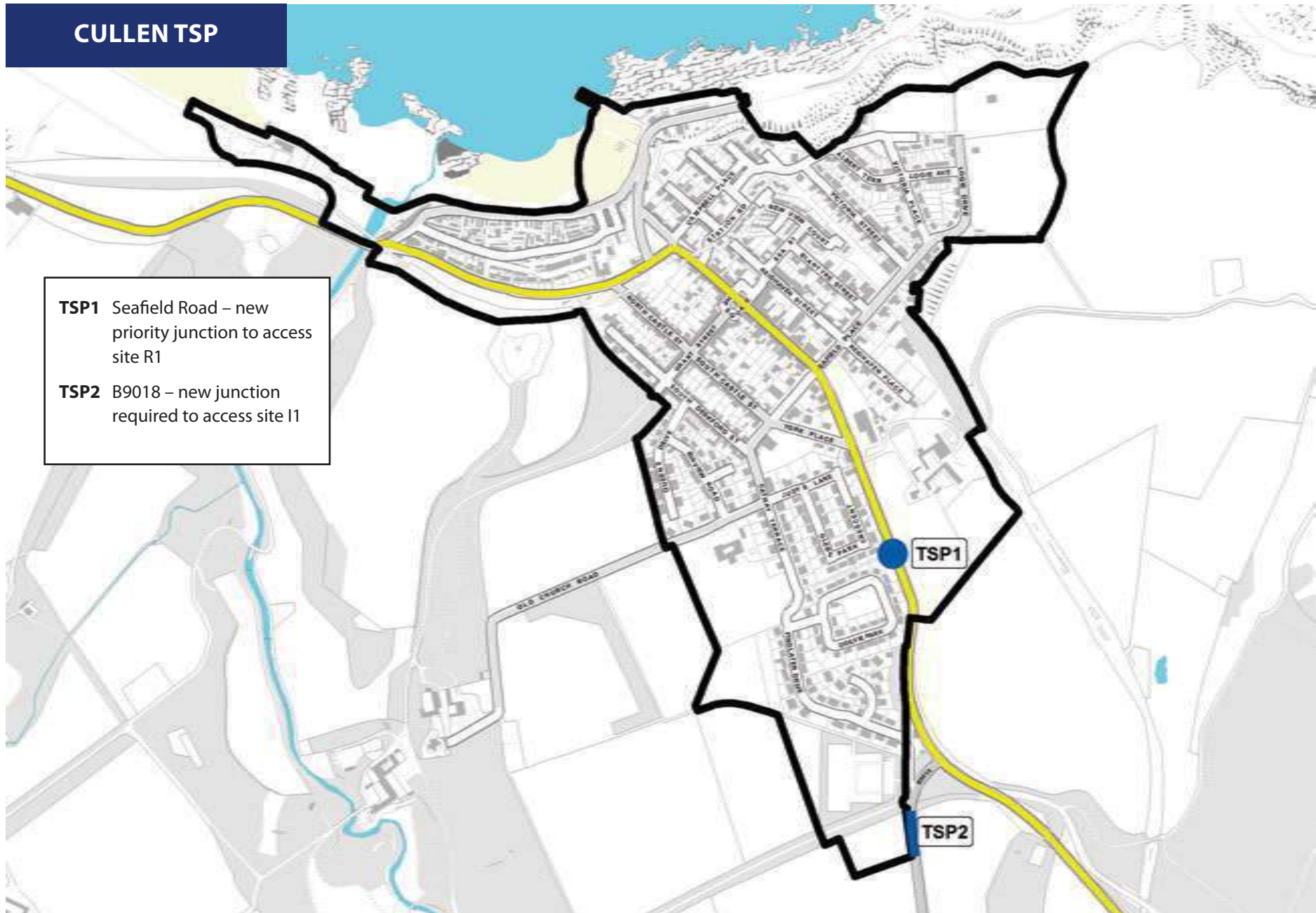




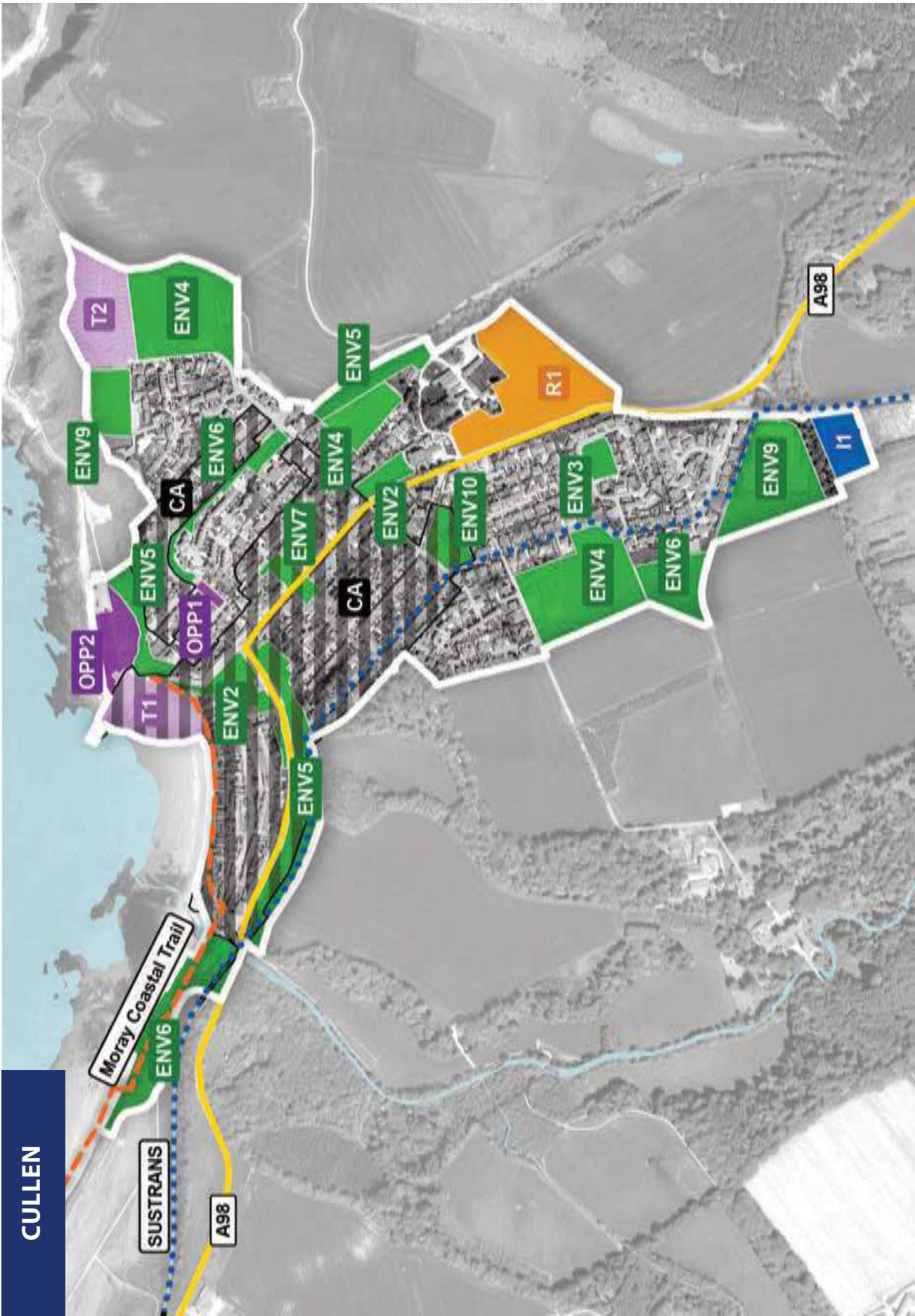


## CULLEN TSP

- 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

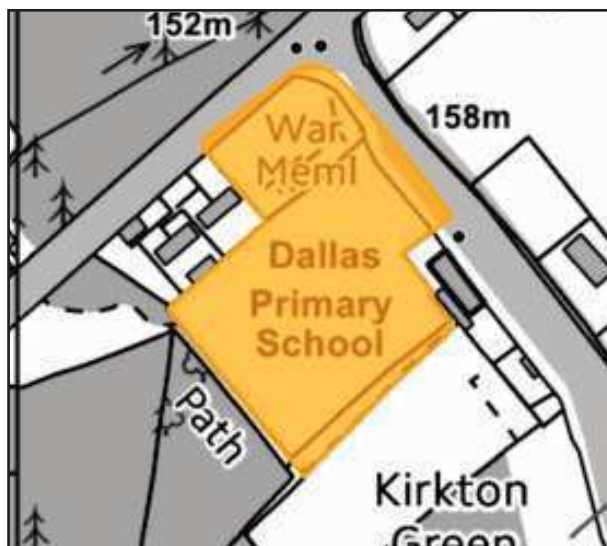




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

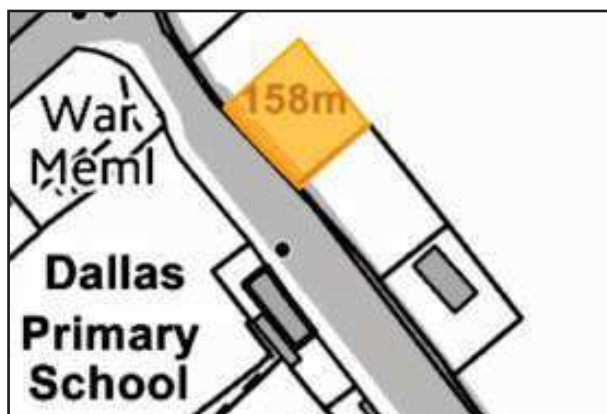
## HOUSING

### R1 Dallas School West 1.02 ha 6 units



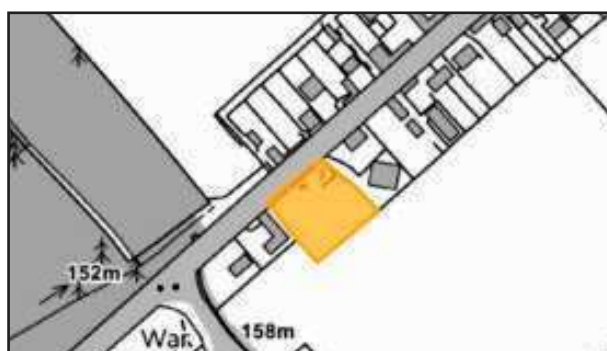
- Development must reflect the linear form of the village and front onto the public roads.
- Development must respect the character of the village in terms of house styles and materials.
- Existing trees and stone walling must be retained.
- Flood Risk Assessment (FRA) may be required.
- Drainage Impact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

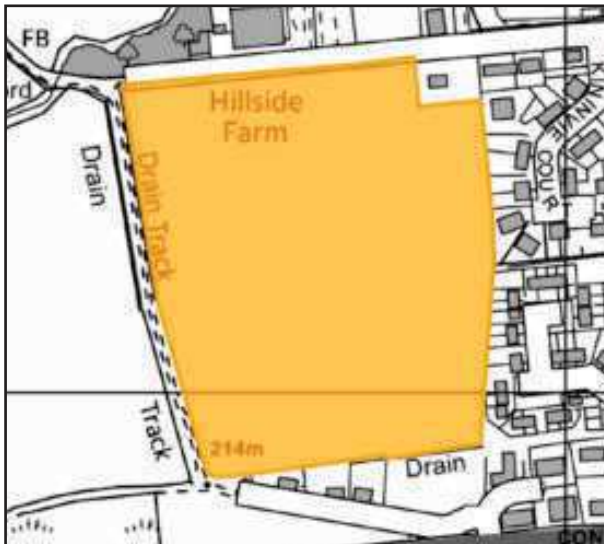
- To promote interest and encourage housing development on designated sites.
- To preserve the form of the original town and built heritage.
- To improve the overall environment of the town and increase the attractiveness for tourism purposes.
- Development proposals in the Special Landscape Areas must 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.

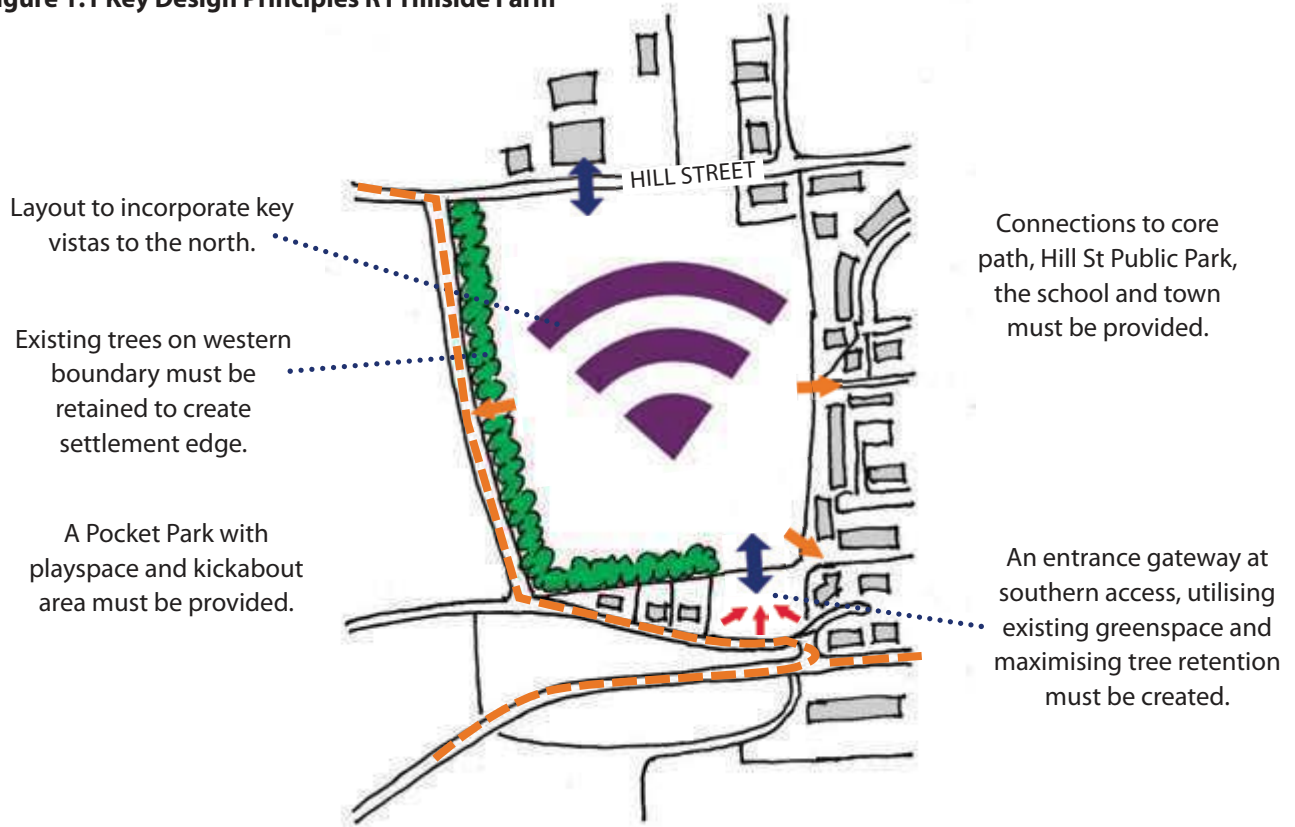
## HOUSING

### 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



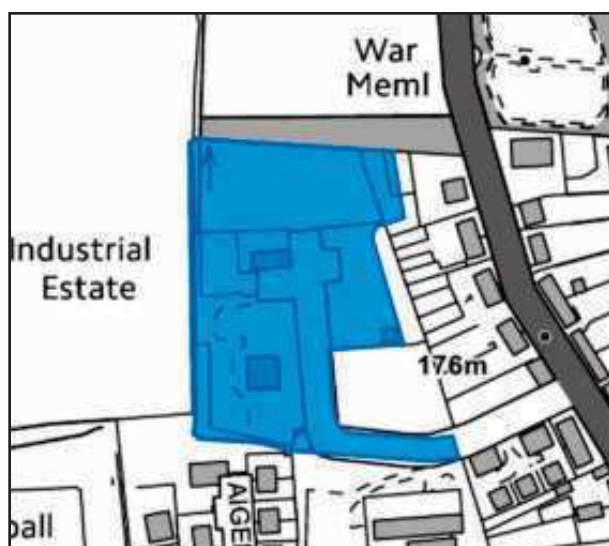


# R1 Hillside Farm 4.3ha 100 units



## EMPLOYMENT

### I1 Balvenie Street Industrial Estate

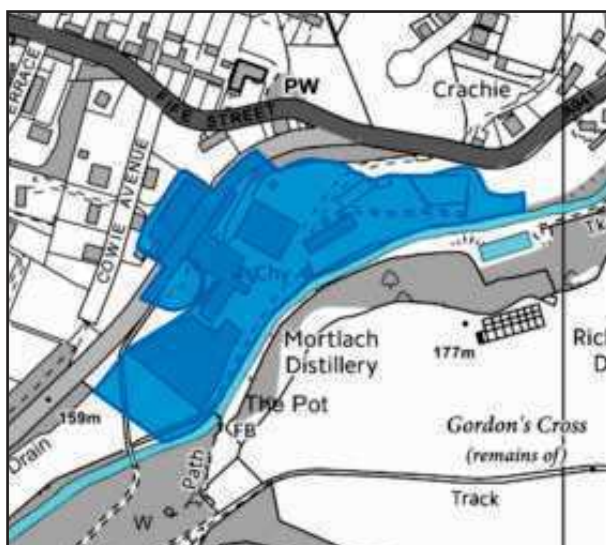


- Flood Risk Assessment (FRA) may be required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment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





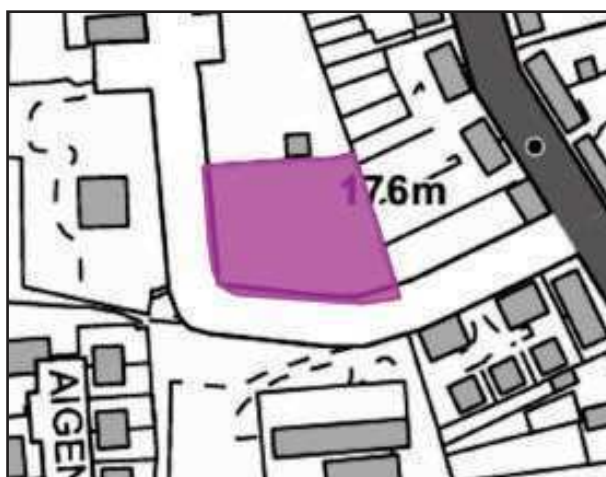
**12 Mortlach Distillery Existing Business Land**



- 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**



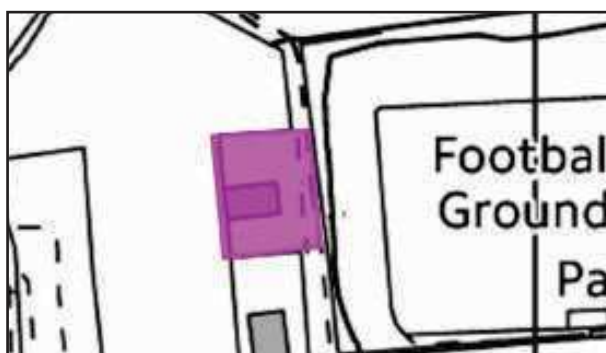
**Suitable Uses**

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**



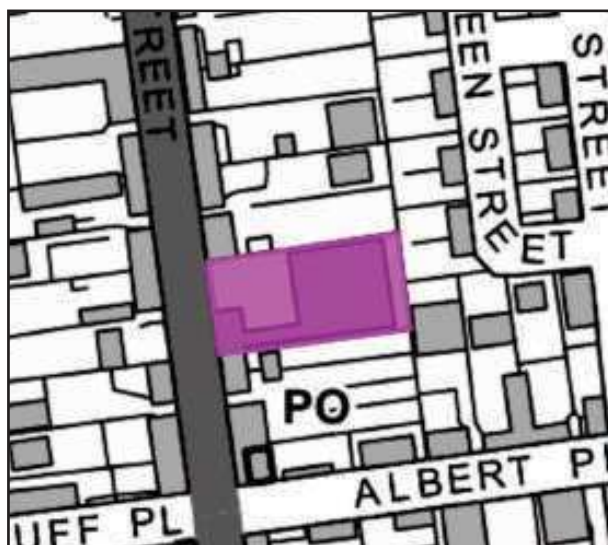
**Suitable Uses**

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.

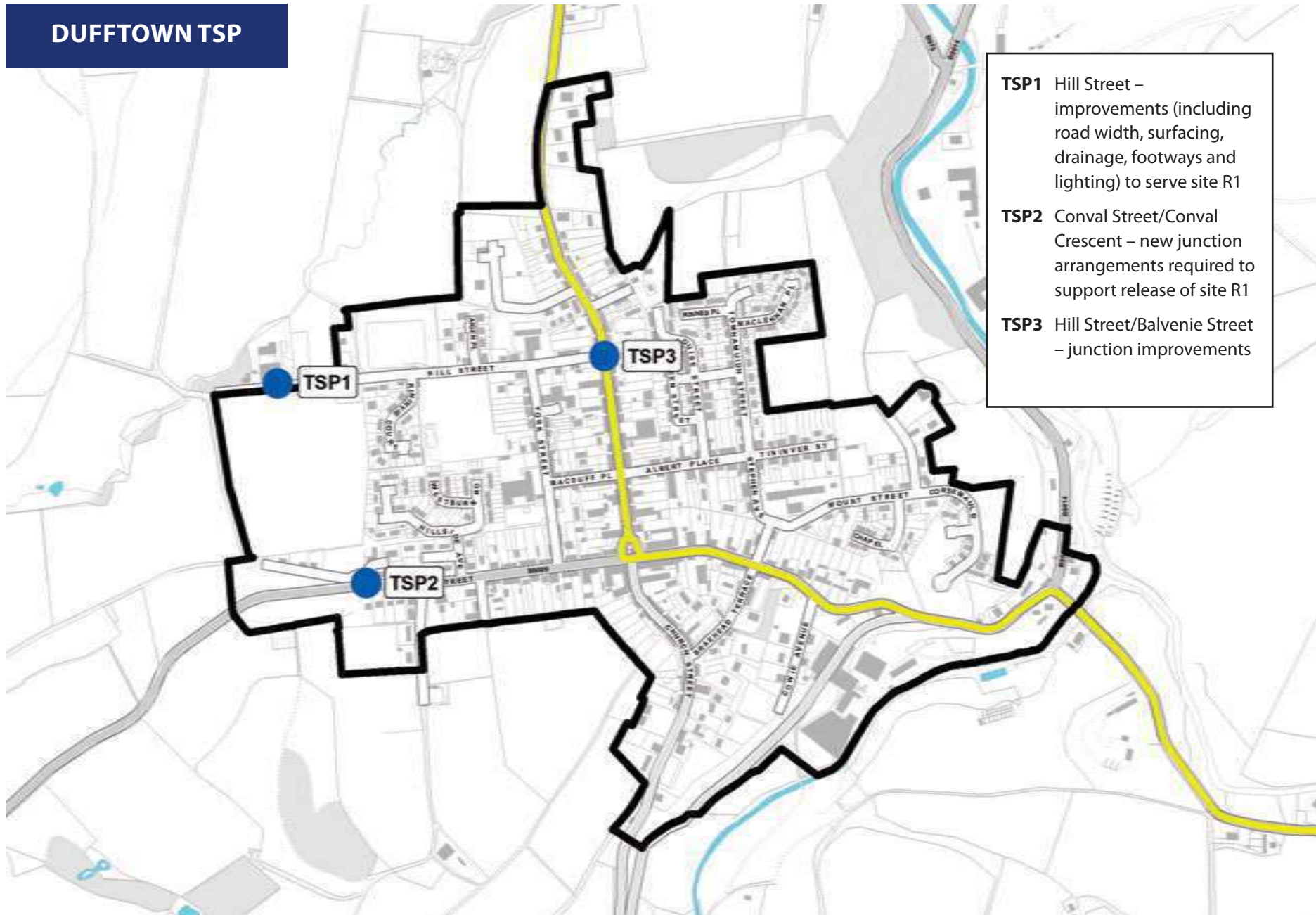
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Rinnes Medical Practice	R1, OPP1, OPP2, OPP3
Healthcare	1 x Additional Dental Chair	R1, OPP1, OPP2, OPP3







## DUFFTOWN TSP

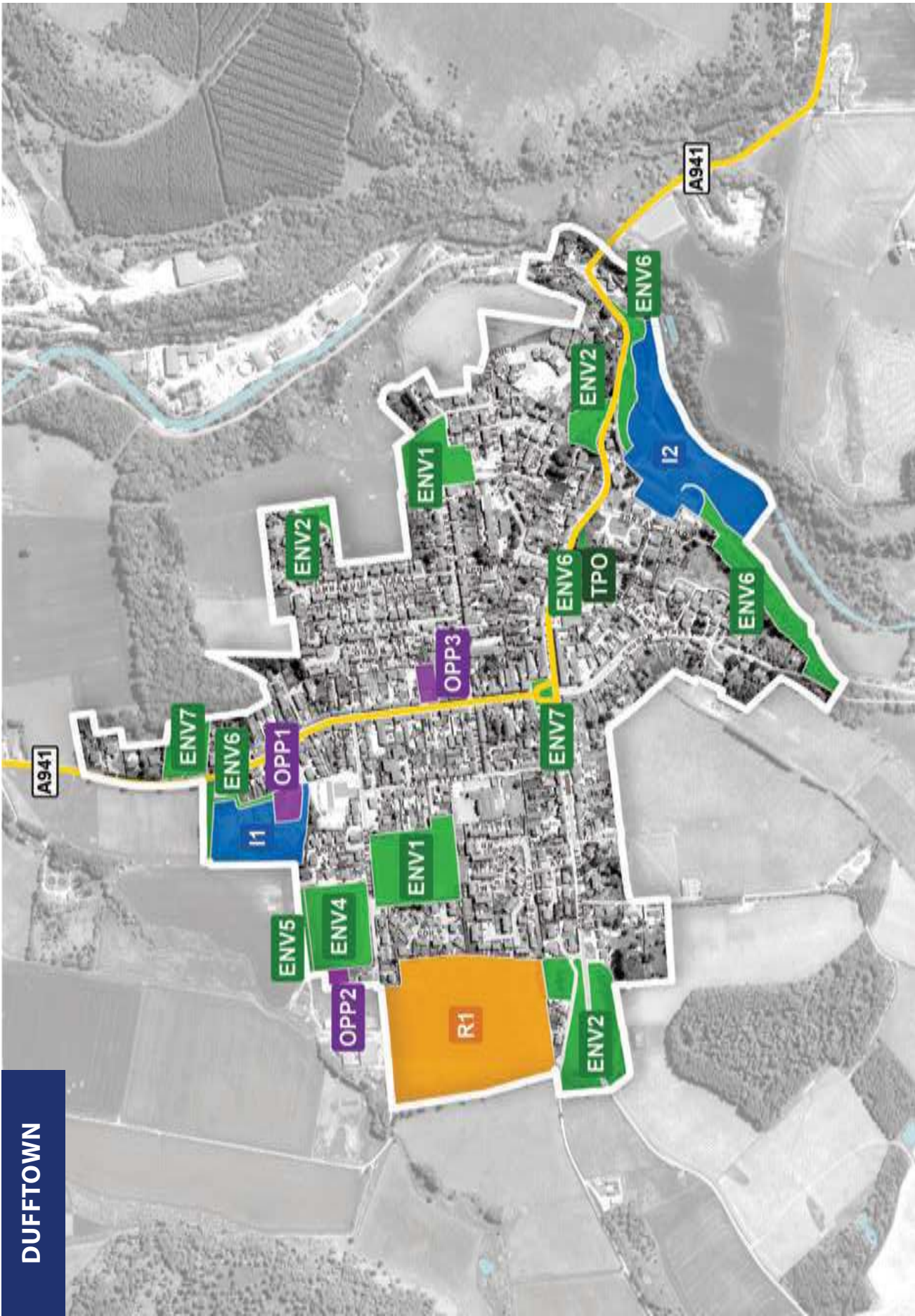


**TSP1** Hill Street – improvements (including road width, surfacing, drainage, footways and lighting) to serve site R1

**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











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.

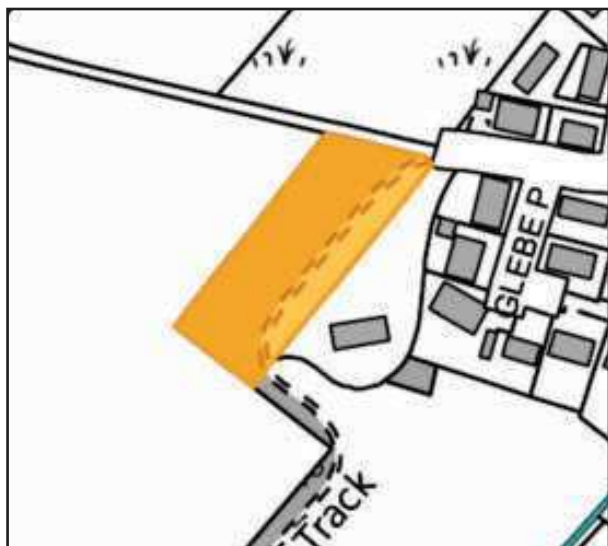
## HOUSING

### R1 North Darklass Road 1.29 ha 12 units



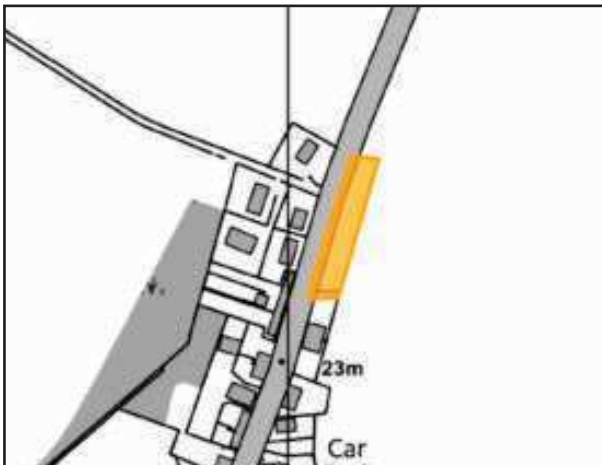
- A landscaped edge incorporating trees must be provided along the north-west edge of the site to continue the tree lined boundary of the village.
- Widening of C7E to a minimum of 5.5m between Dyke and the Barleymill Junction (C7E/U76E) required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact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

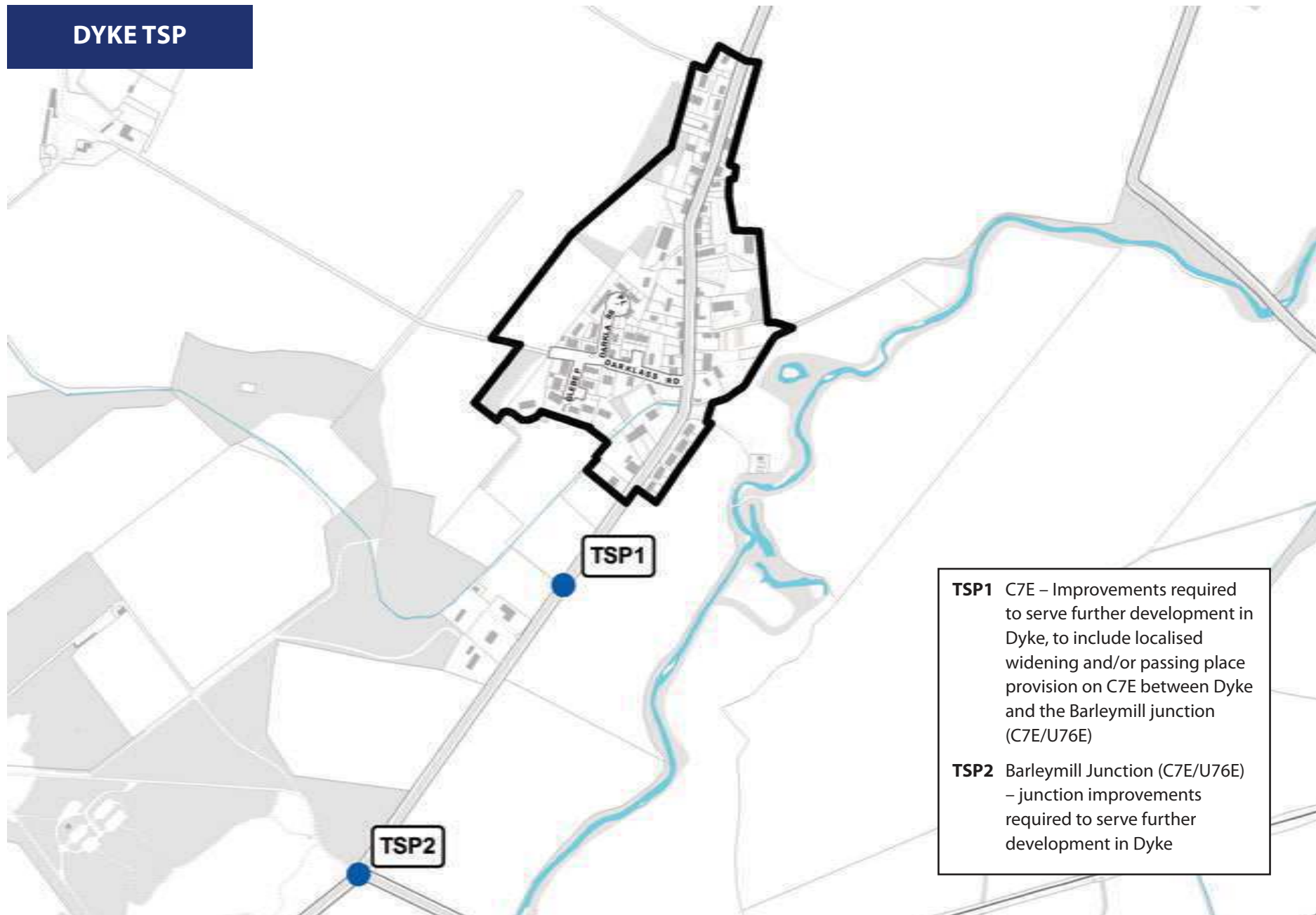
Type of Infrastructure	Mitigation Measure	Sites
Education	Extension to Forres Academy or alternative provision	R1, R2, R3
Healthcare	Extension to Forres Health and Care Centre or alternative provision	R1, R2, R3
Healthcare	2 x Additional Dental Chairs	R1, R2, R3
Healthcare	Reconfiguration of Pharmacy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





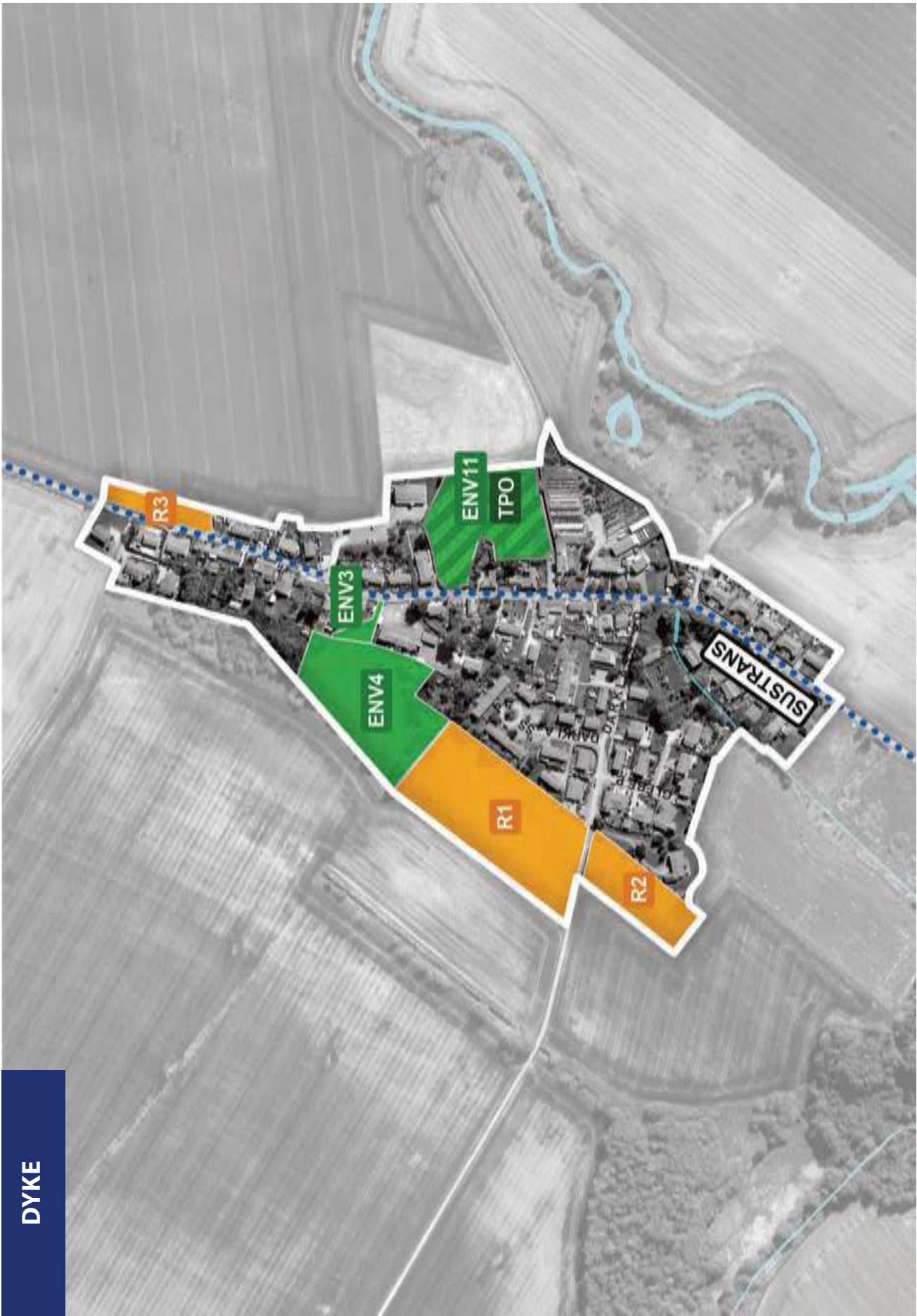


## DYKE TSP



**TSP1** C7E – Improvements required to serve further development in Dyke, to include localised widening and/or passing place provision on C7E between Dyke and the Barleymill junction (C7E/U76E)

**TSP2** Barleymill Junction (C7E/U76E) – junction improvements required to serve further development in Dyke







Population  
**23,128**



Households  
**10,045**



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

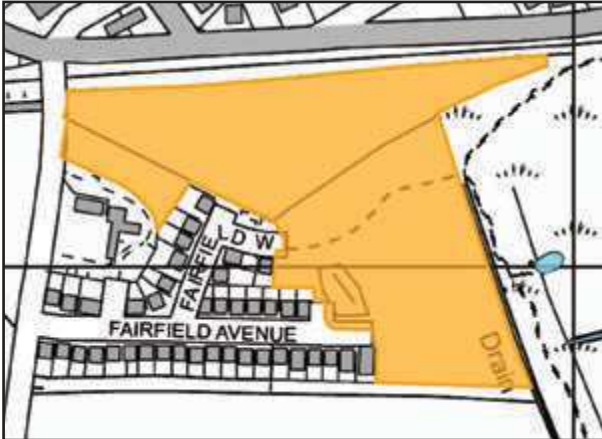
### Development Strategy / Placemaking Objectives

- 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.

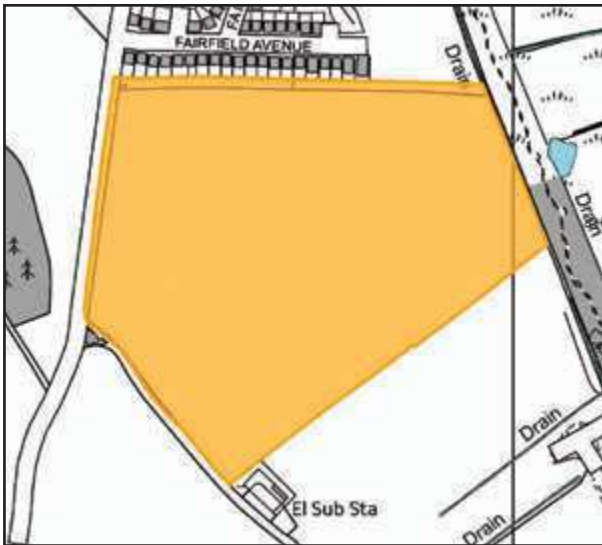
### R2 Edgar Road 5.4ha 75 units



- 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**

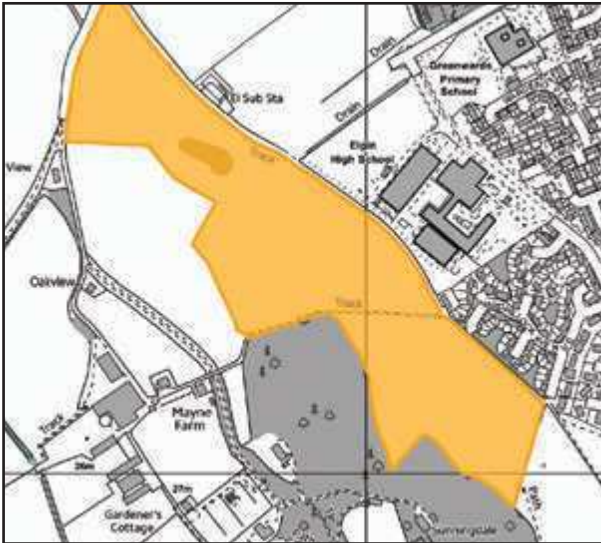
- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page ??.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of 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.



**R4 South West of Elgin High School**

**4ha**

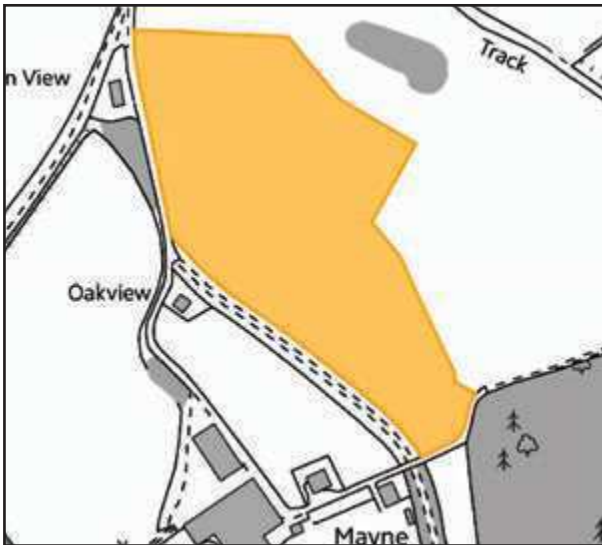
**107 units**



- 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. 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.

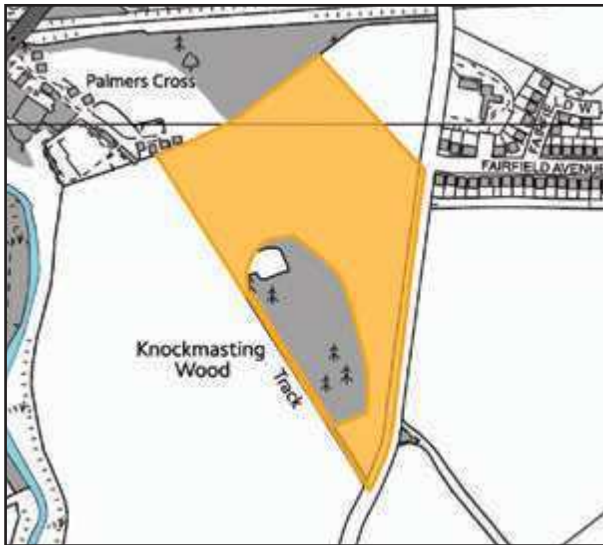




**R5 Bilbohall West 4.3ha 50 units**


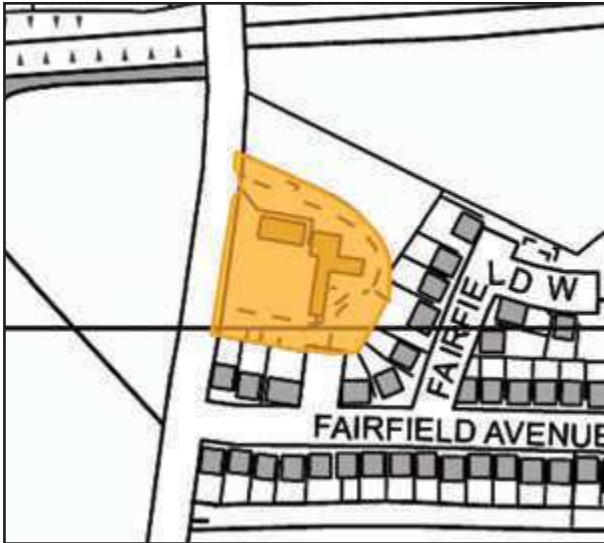
- Site layout and design must integrate with the Bilbohall Masterplan. This includes in terms of access, character and landscaping provision.
- Development can only commence on completion of development of the northern part of R4, shown within the Bilbohall Masterplan as development blocks N and O (see 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.

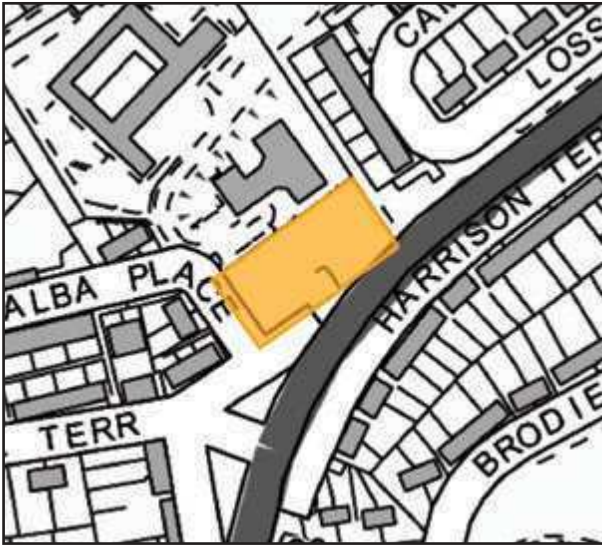


**R7    The Firs    0.4ha    10 units**


- 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**

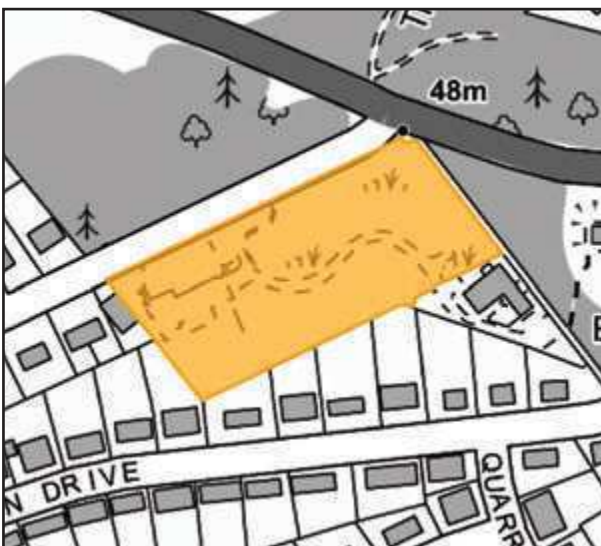


- Proposals must comply with the Key Design Principles in Figure 1.1.
- House design must reflect the architectural features found in Harrison Terrace (see photos in 1.1). Including arched doorways, vertical emphasis to windows, contrasting window dressing/surrounds and wet dash harling.
- Low roof pitches 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**

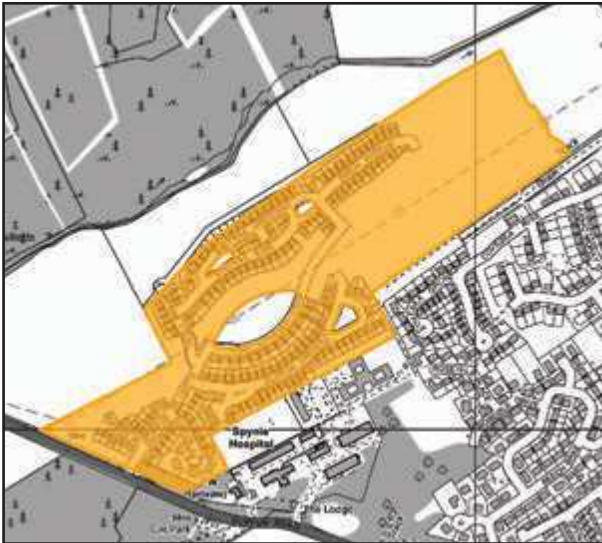




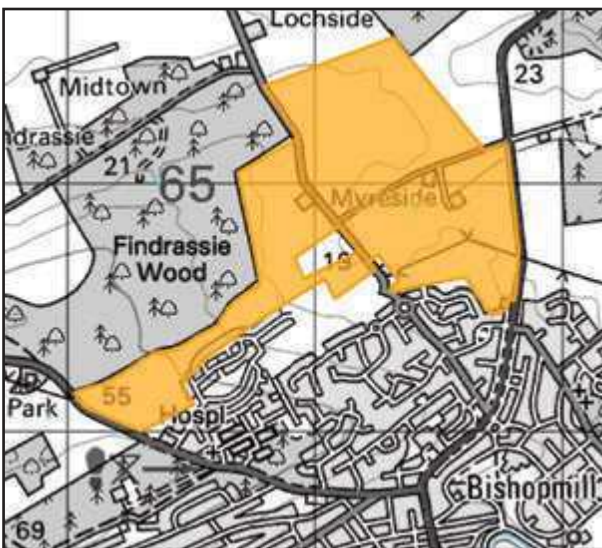
**R8 Alba Place 0.2ha 6 houses****R9 Hamilton Drive 1.18ha 20 units**

- 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**

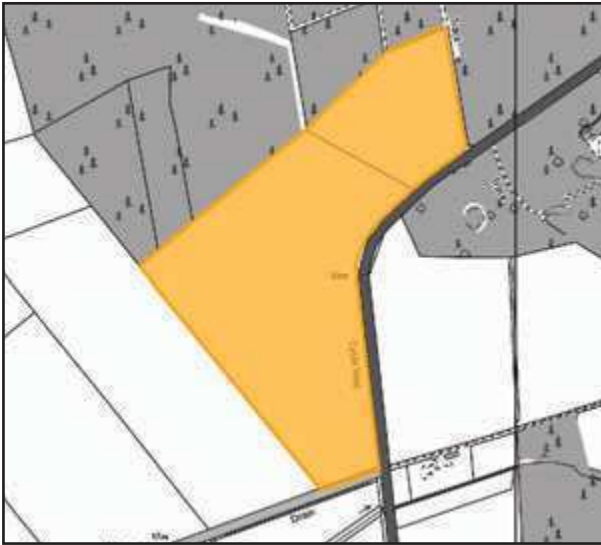
- Development commenced. 202 units remaining.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution 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.

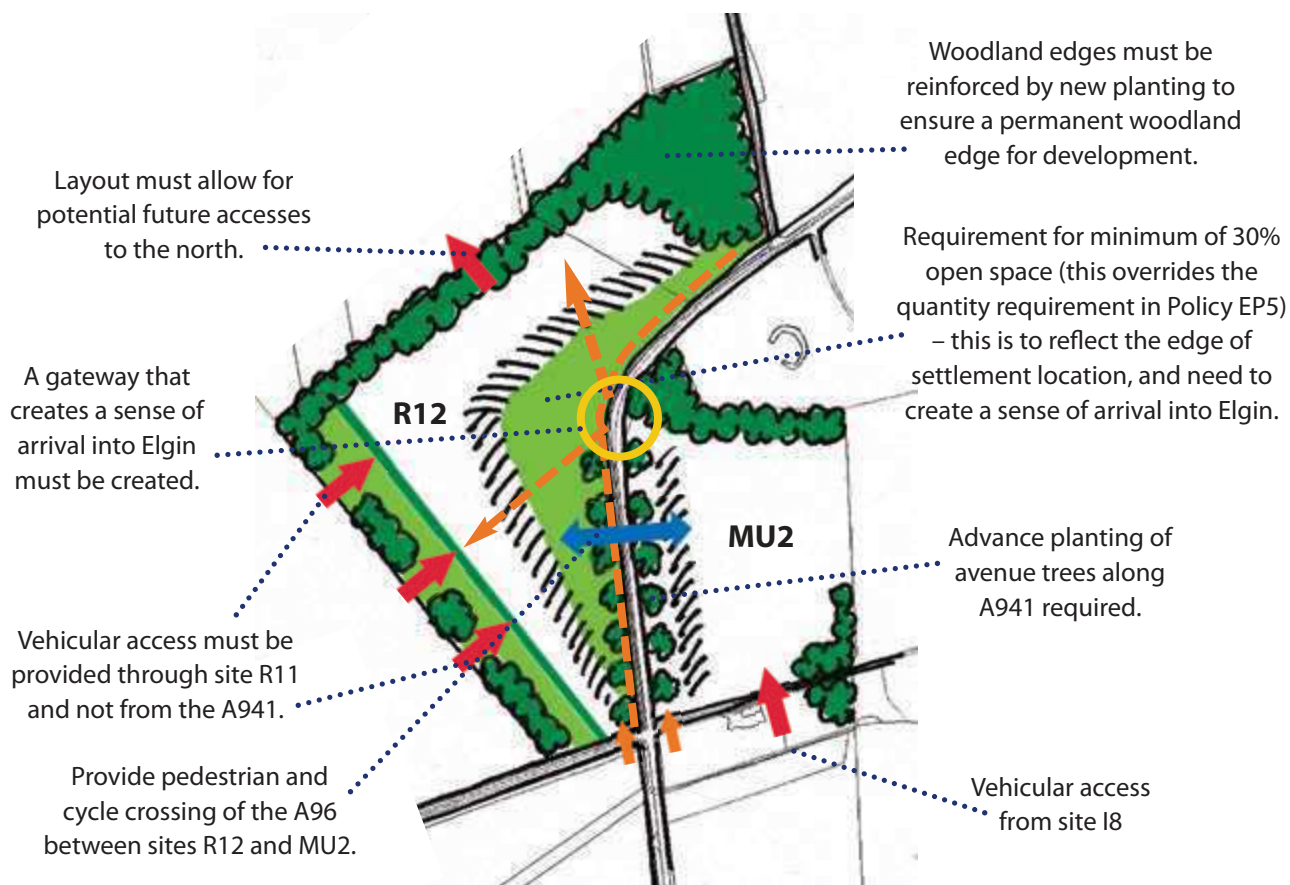


**R12 Lossiemouth Road North East**

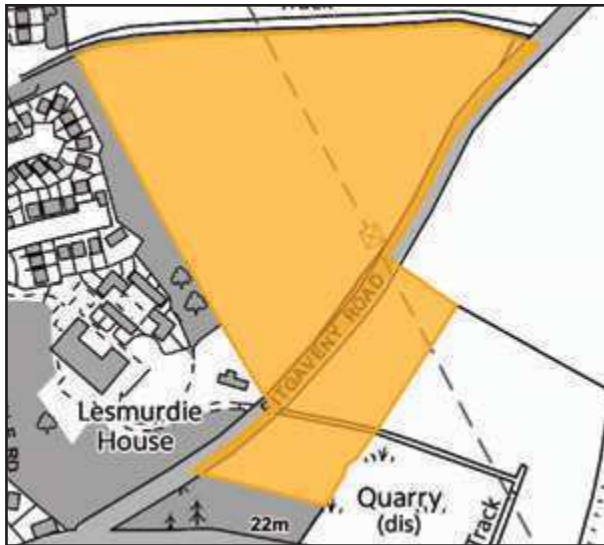
**16.5ha**

**150 units**

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

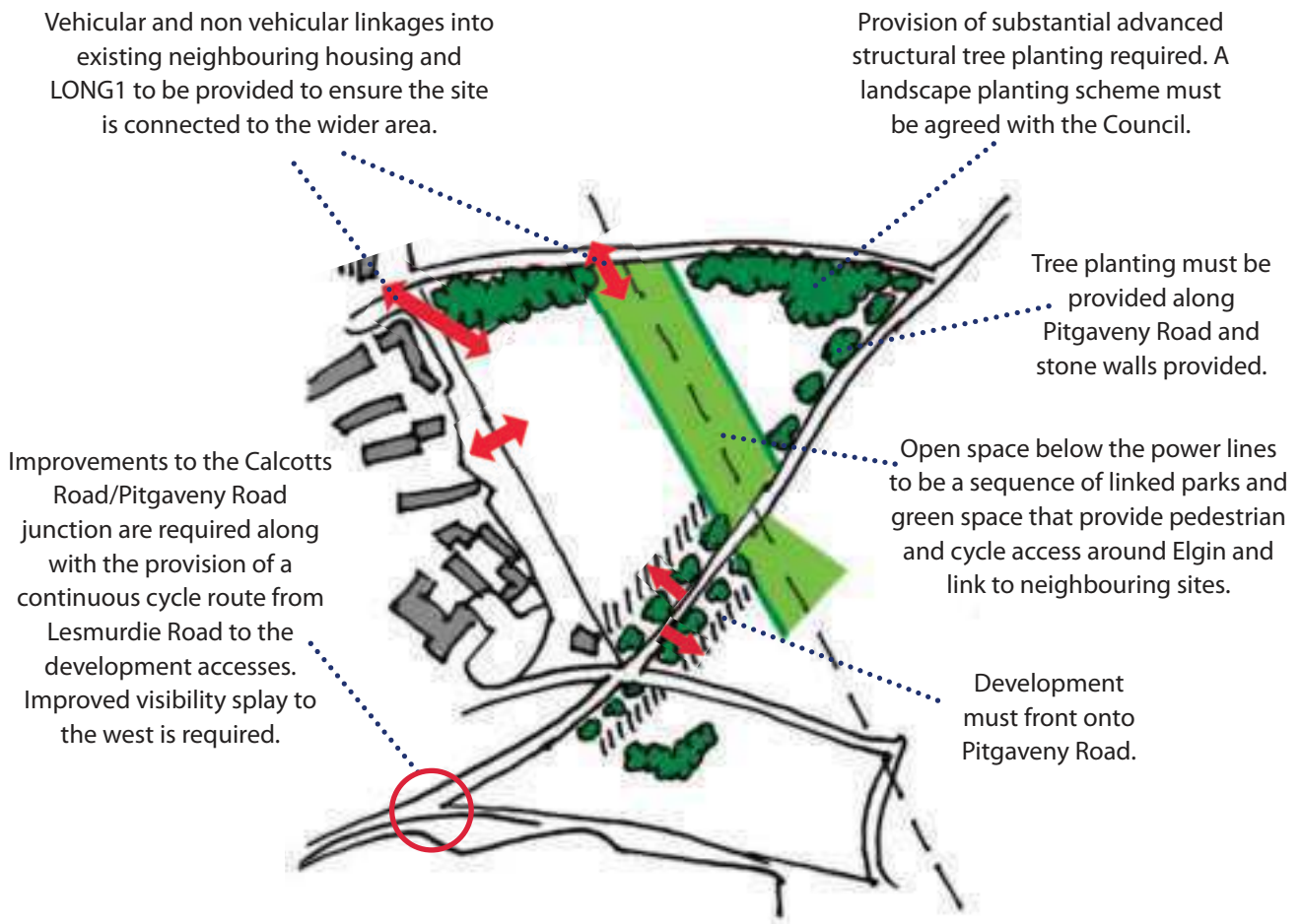




**R13 Lesmurdie Fields****6ha****70 units**

- 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**



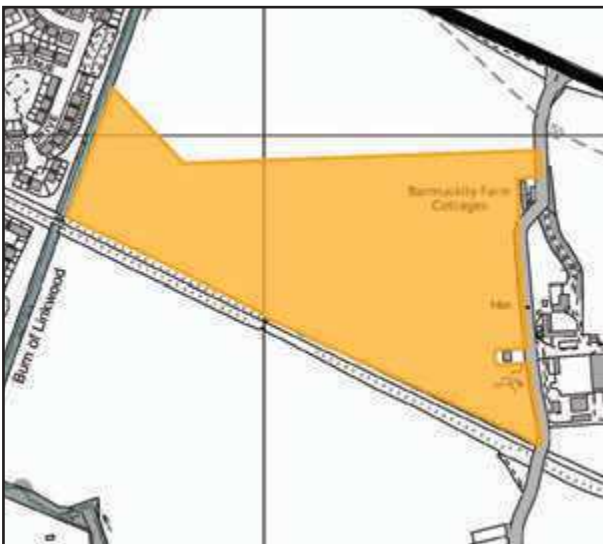
- A replacement play area must be provided. This must include enhanced play equipment and cater for a broader range of age groups to create a Pocket Park.
- Landscaping proposals must reflect existing planting along the riverside and tree planting on the edge of the settlement. Green corridors and path 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.

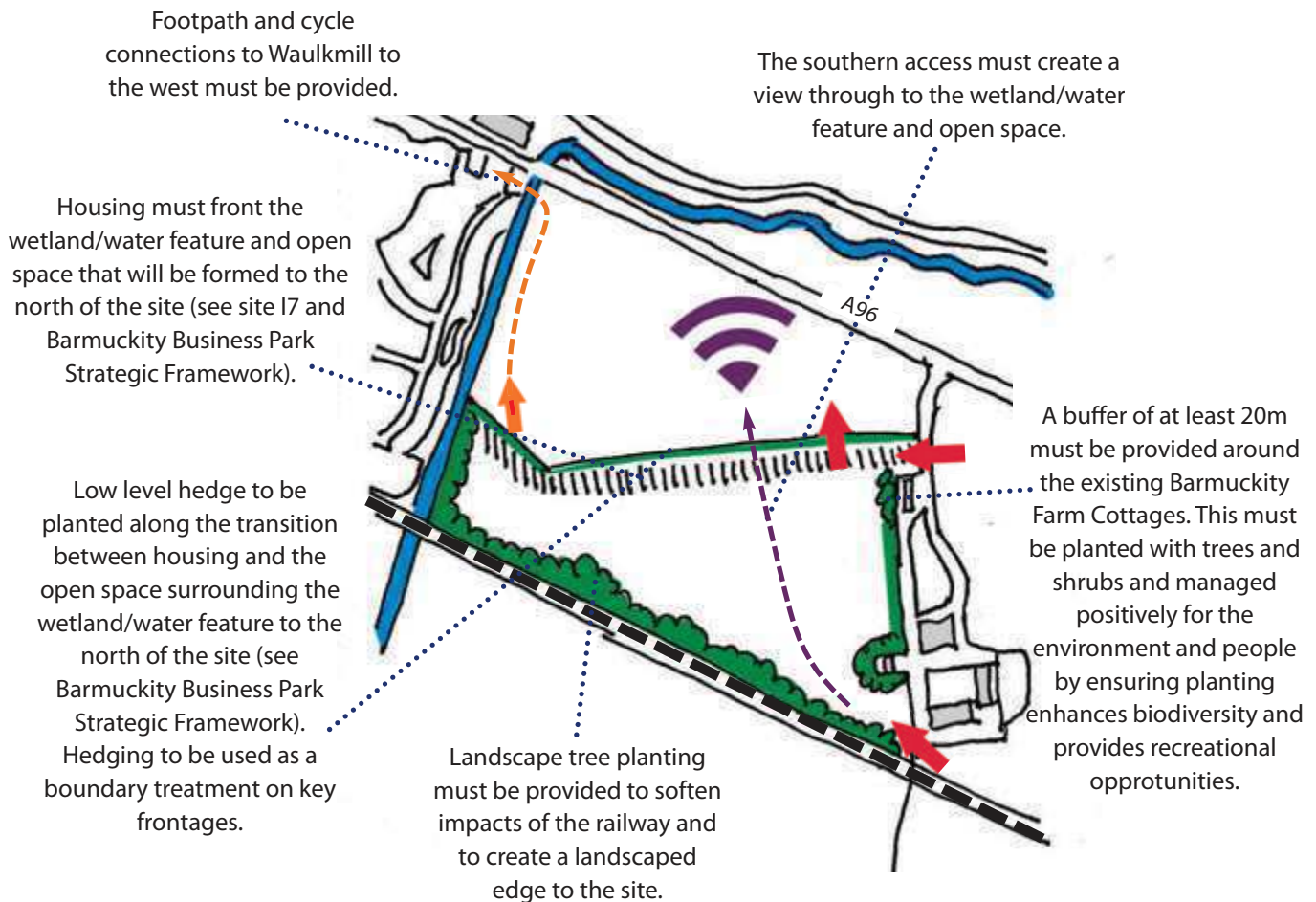
**R16 Barmuckity****12.5 ha****190 units**

- 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**

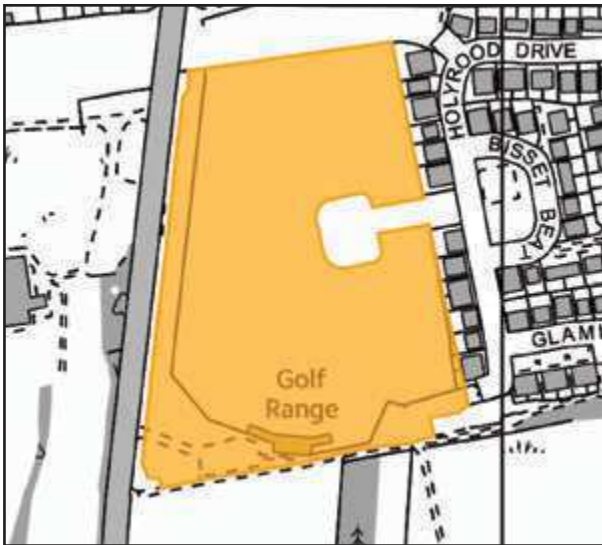




**R17 Driving Range Site**

**4.81 ha**

**132 units**



- Development commenced.

**R18 Linkwood Steading**

**3.49 ha**

**111 units**

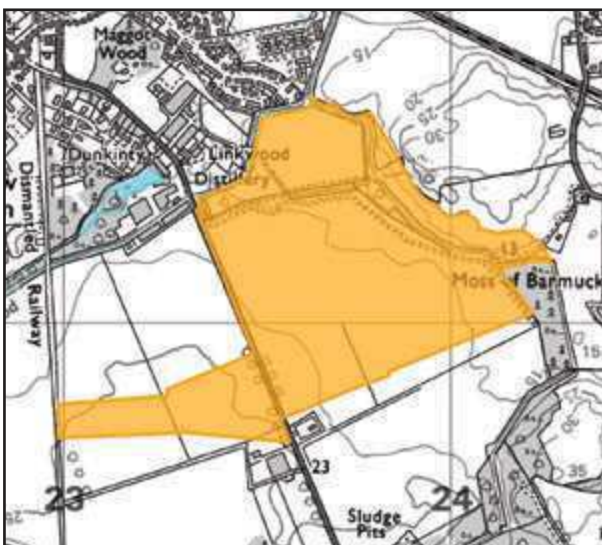


- Development commenced.
- Retention of the main façade of the 19th Century steading building required.

**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**

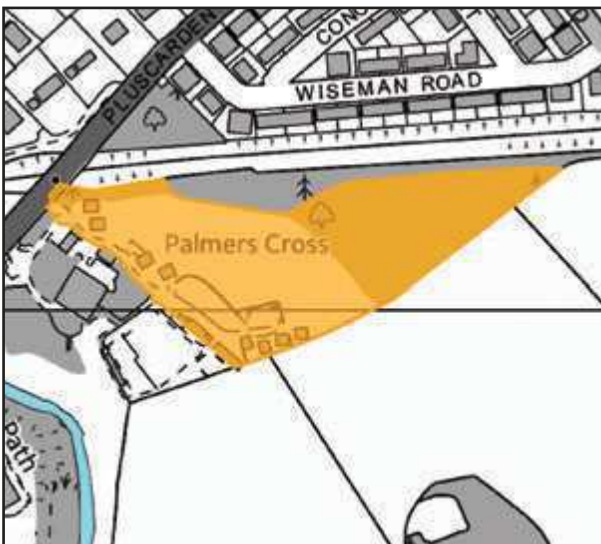


- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page \*\*.
- Site R20 includes South Glassgreen and Crescent (North) neighbourhoods within the Elgin South masterplan.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (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**



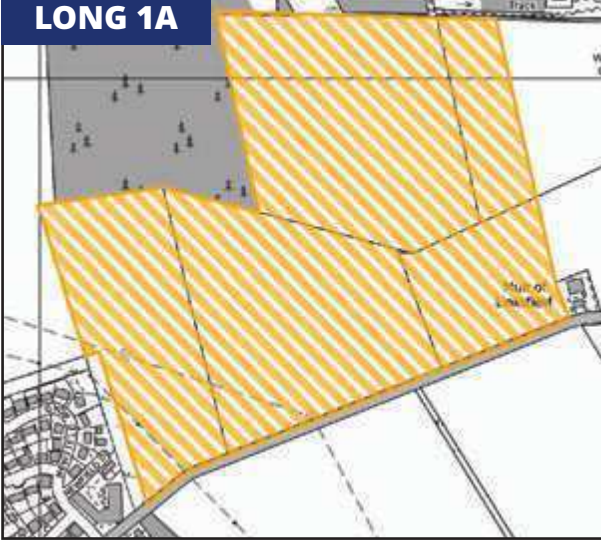
- Currently has permission for 100 residential caravans and could be redeveloped. The site will be considered favourably for either conversion to holiday use or redevelopment to permanent housing, at maximum of one for one replacement.
- Caravans are categorised as a "most vulnerable use". A Flood Risk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



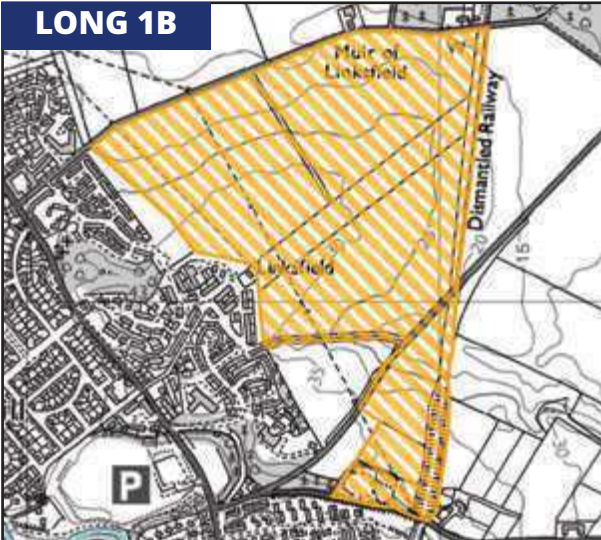
## LONG 1 A/B

## North East

## LONG 1A



## LONG 1B

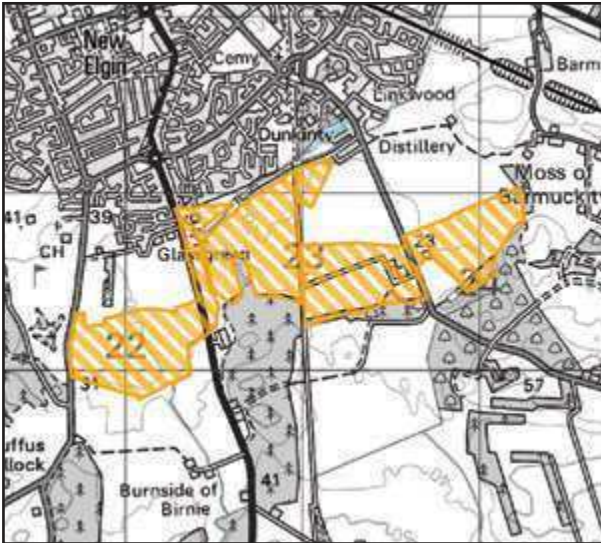


- A masterplan is required for the site.
- The area identified LONG1A would be a first phase.
- Flood Risk Assessment (FRA) required. Flood risk may constrain parts of the site.
- A drainage masterplan that covers the whole development area is required.
- A Drainage Impact Assessment (DIA) and full SUDS 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.





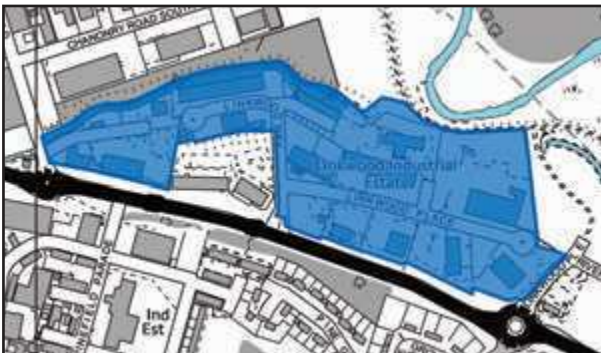
## LONG2 Elgin South



- 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.

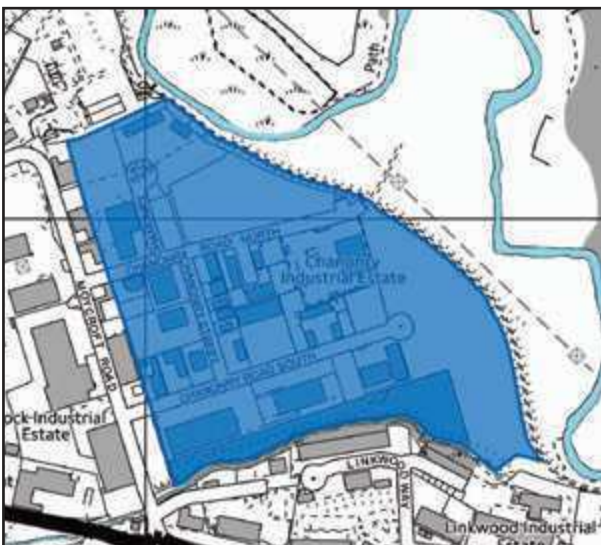
## EMPLOYMENT

### 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.

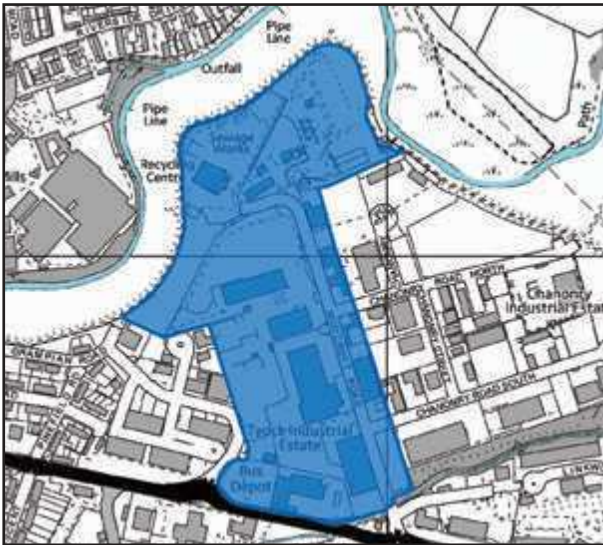
### I2 Chanonry Industrial Estate Industrial Estate



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

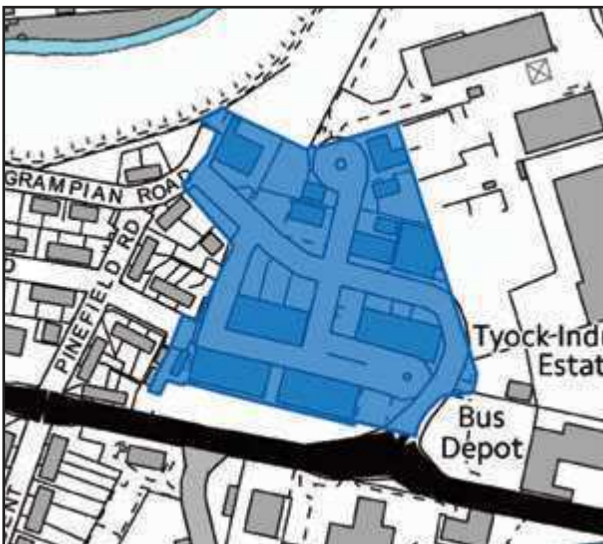


### 13 Moycroft Industrial Estate Industrial Estate



- 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.

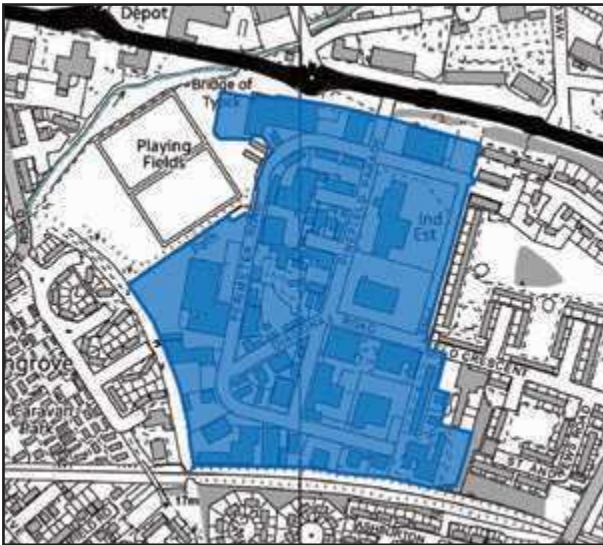
### 14 Tyock Industrial Estate Industrial Estate



- 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.

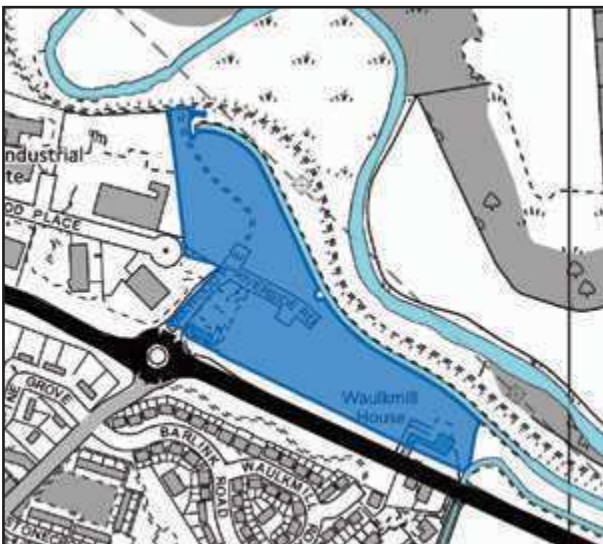


## 15 Pinefield Industrial Estate Industrial Estate



- 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.

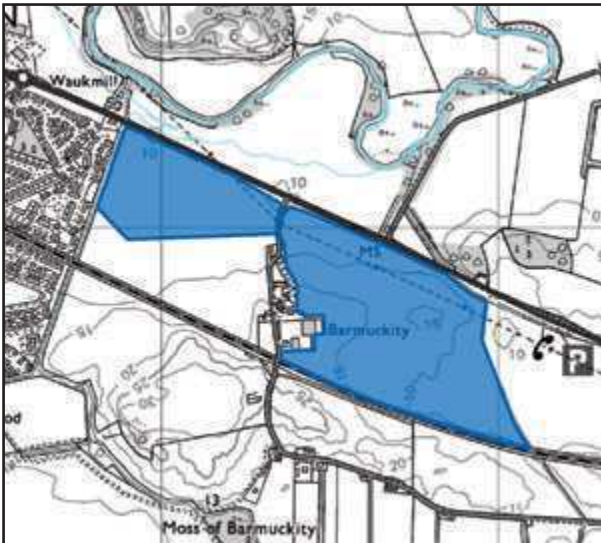
## 16 Linkwood East Industrial Estate



- 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



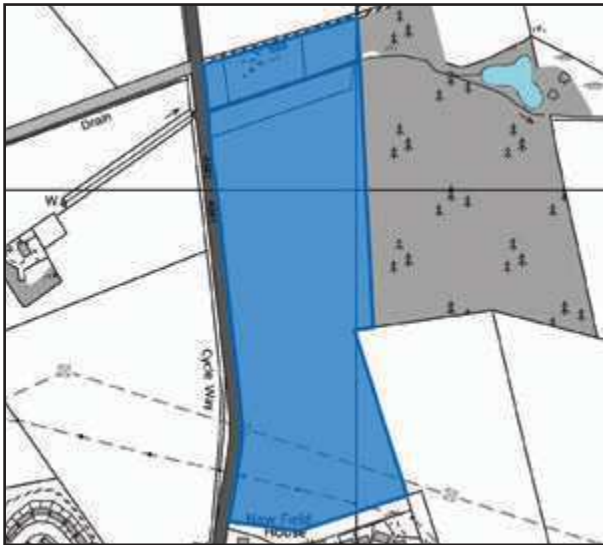
- Proposals must comply with the Barmuckity Business Park Strategic Framework shown on page ??.
- Barmuckity's primary function is for Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution. A minimum of 14.69 ha\* is reserved for these uses.
- A greater mix of uses is supported 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.

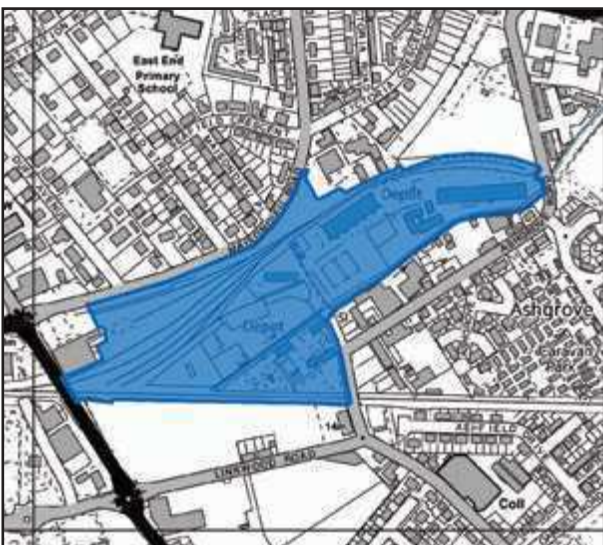
(\*This is a net area which excludes landscaping, areas at risk of flooding etc.)





**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.

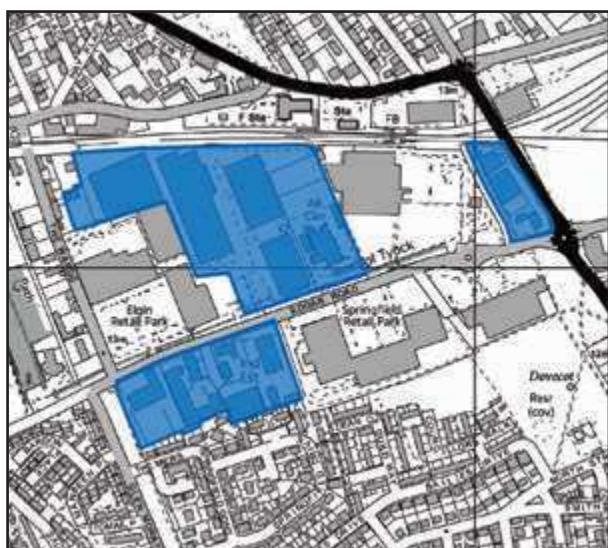
**19 Railway Sidings/Ashgrove Road****Existing Business Area**

- 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

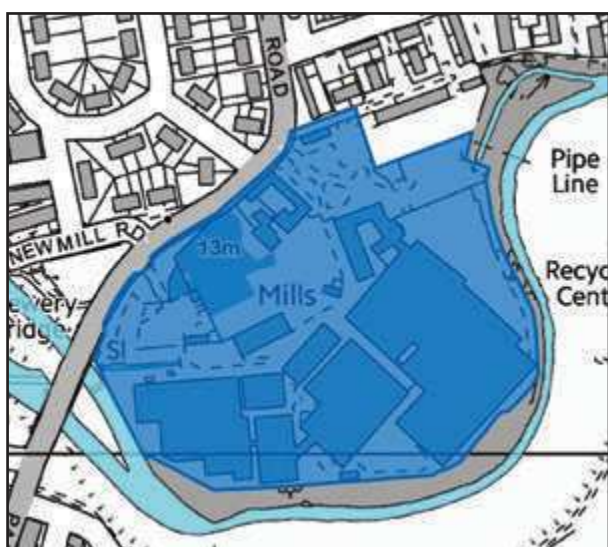
## Existing Business Area



- 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

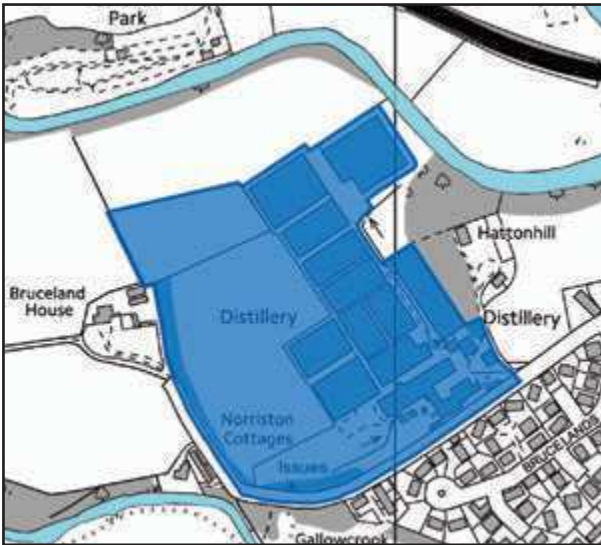


- Reserved specifically for the operation of the existing mill.
- Retail policy DP7 will apply to any retail proposals.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.



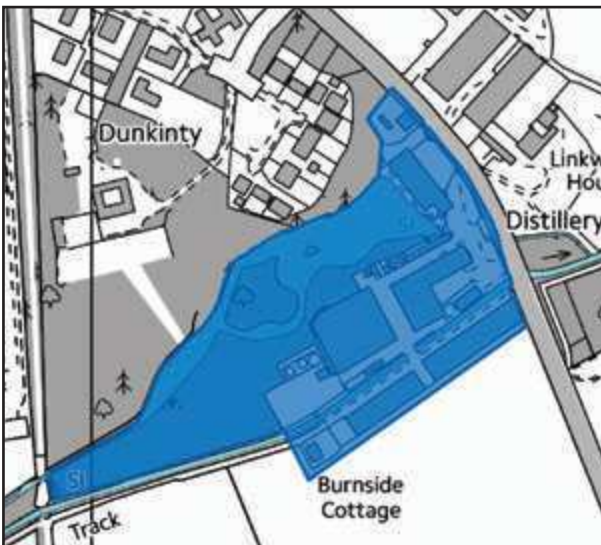


## I12 Glen Moray Distillery, Bruceland Road Existing Business Area



- 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

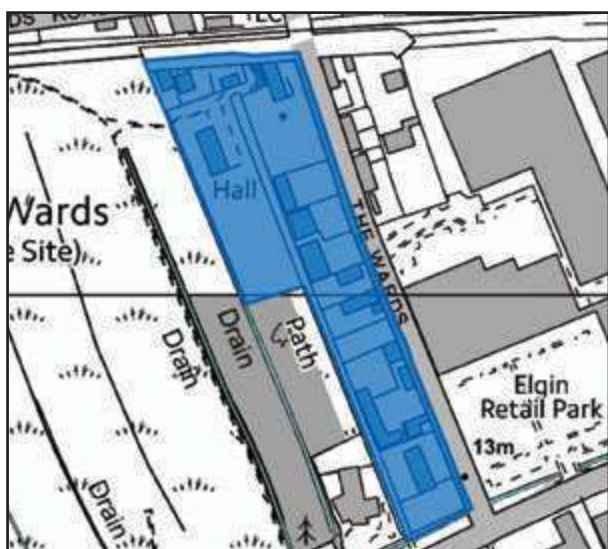
## Existing Business Area



- 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)

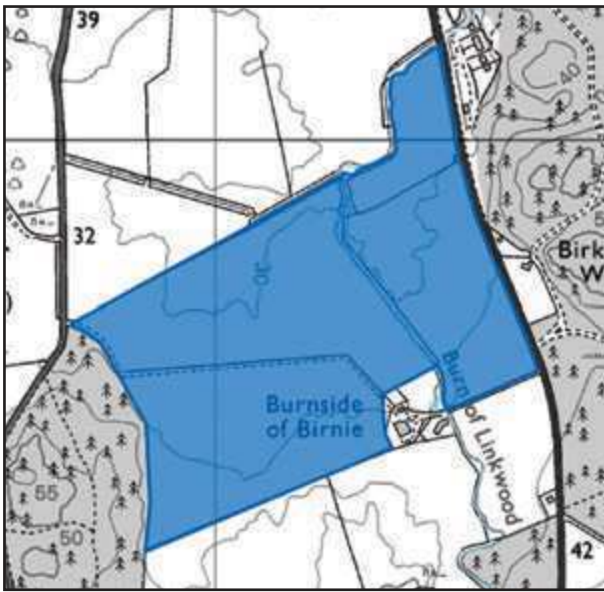
## Existing Business Area



- 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



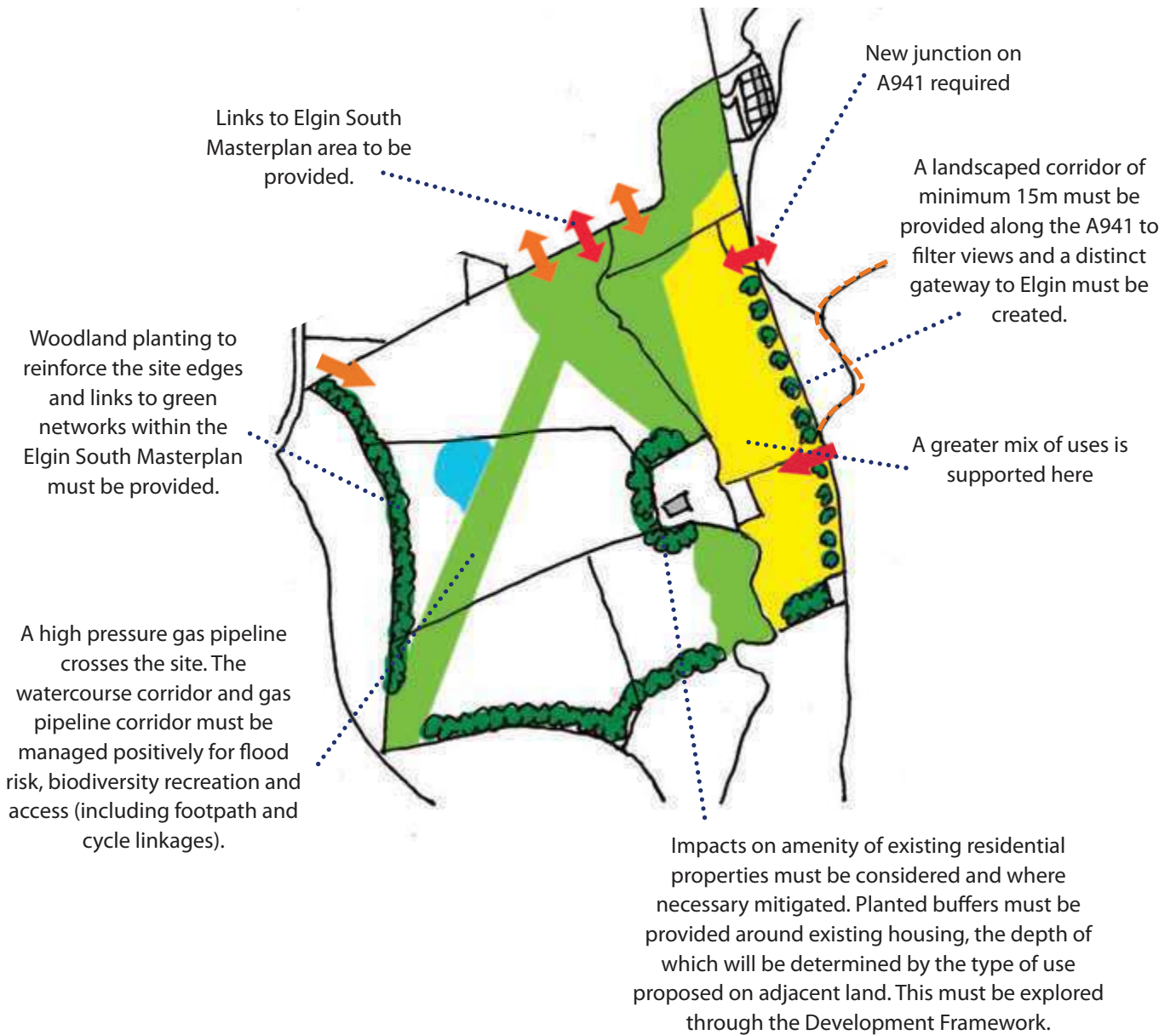
- A Development Framework, in conjunction with LONG3, is required. This must include the range of uses, landscaping and open space details and design requirements.
- Proposals must comply with the Key Design Principle's set out in Figure 1.5.
- Burnside of Birnie's primary function is for Class 4 Business, 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.)

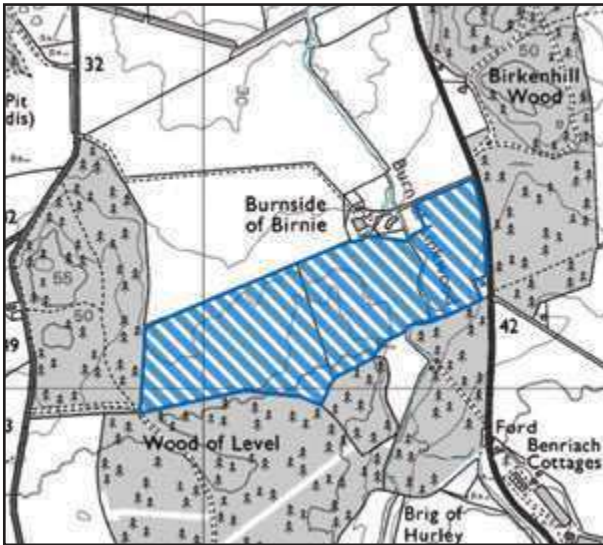




**Figure 1.5 Key Design Principles I16 and LONG3 Burnside of Birnie**

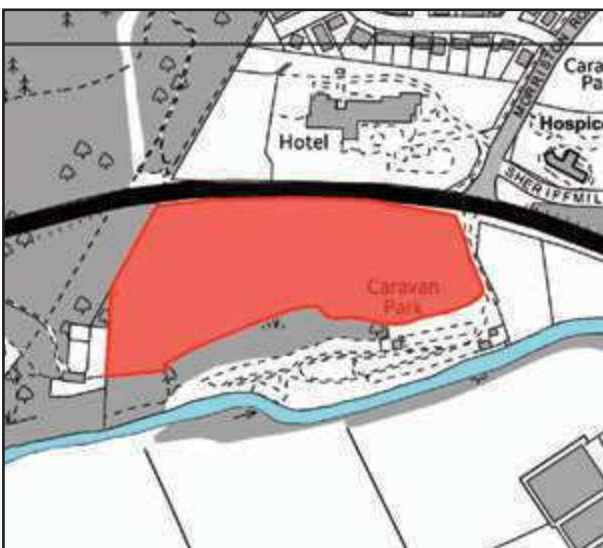




**LONG3****Burnside of Birnie****Industrial Estate**

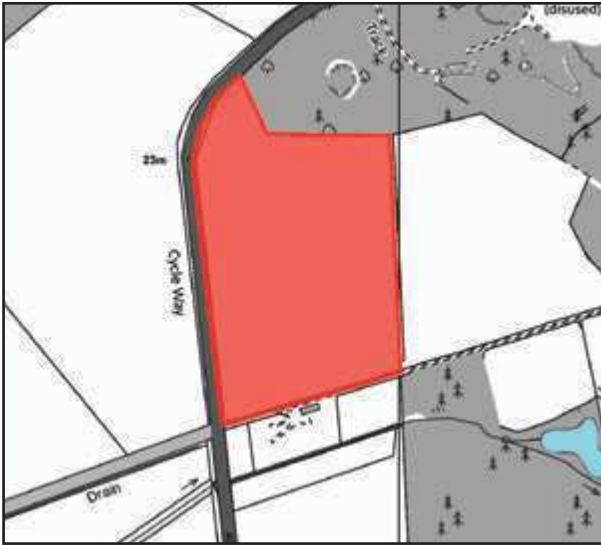
- A Development Framework, in conjunction with I16 is required. This must include the range of uses, landscaping and open space details and design requirements. Proposals must comply with the Key Design Principles set out in Figure 1.5.
- A landscaped corridor of 15m must be provided along the A941 to 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**

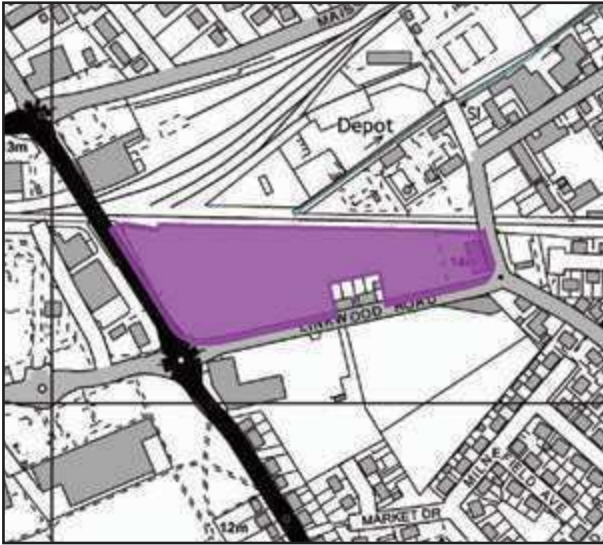
- Proposals must comply with the Key Design Principles set out in Figure 1.2 at site R12.
- Suitable for business uses within use Class 4 (Business) or light industrial uses that are compatible with surrounding uses. Up to 2ha of the site can be developed for live work units/workshops.
- The layout and 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



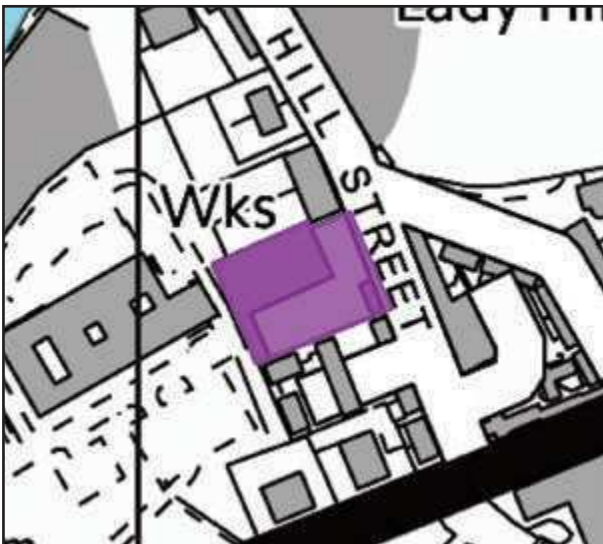
#### Suitable Uses

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

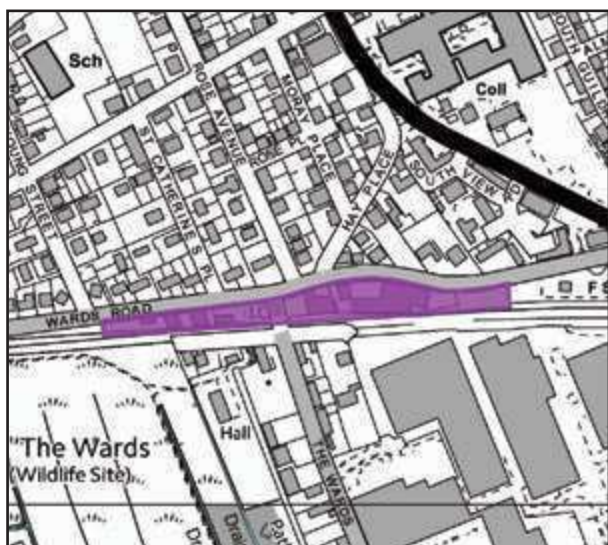
Residential

#### 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**



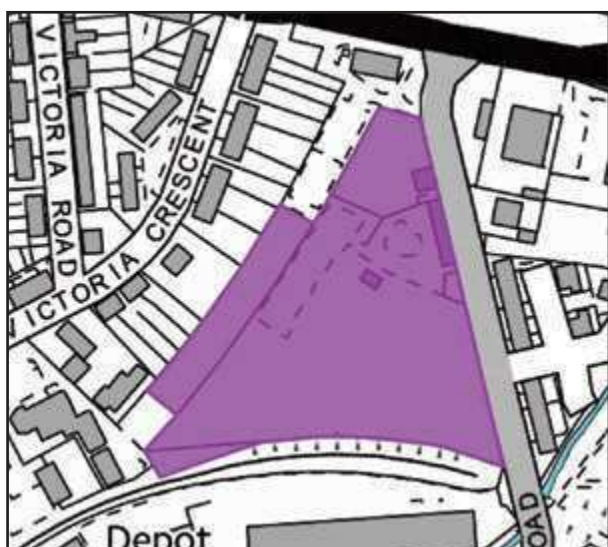
**Suitable Uses**

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



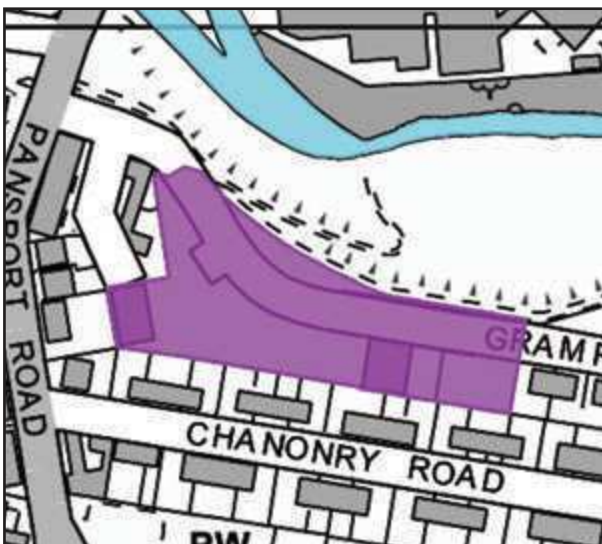
### Suitable Uses

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.

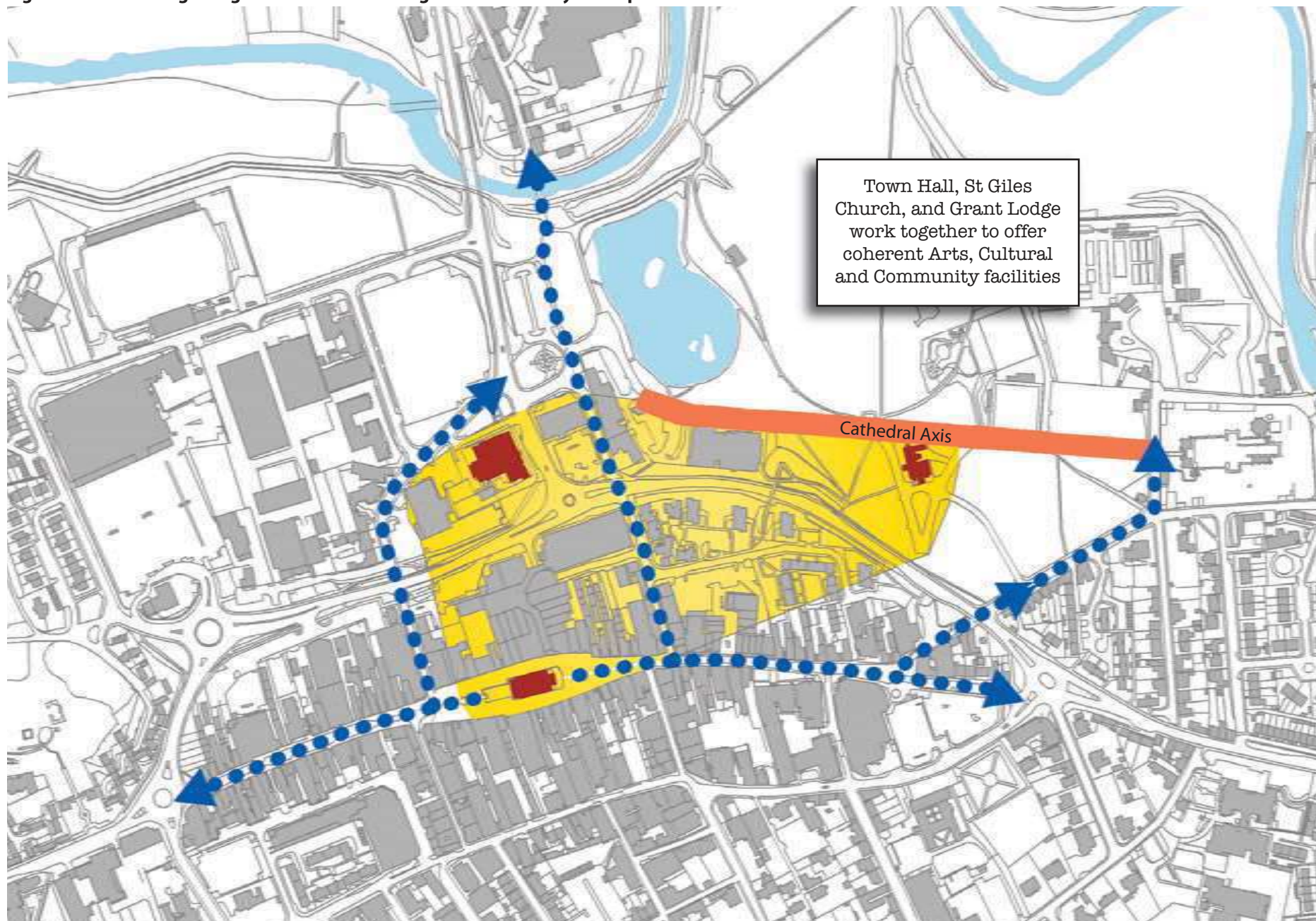
A key concept from the Charrette is for the three Landmark buildings, (the Town Hall, St Giles Church and Grant Lodge) to work together to offer a coherent array of art, culture and community facilities. Each building to have its own function that compliments the other landmark building helping to create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



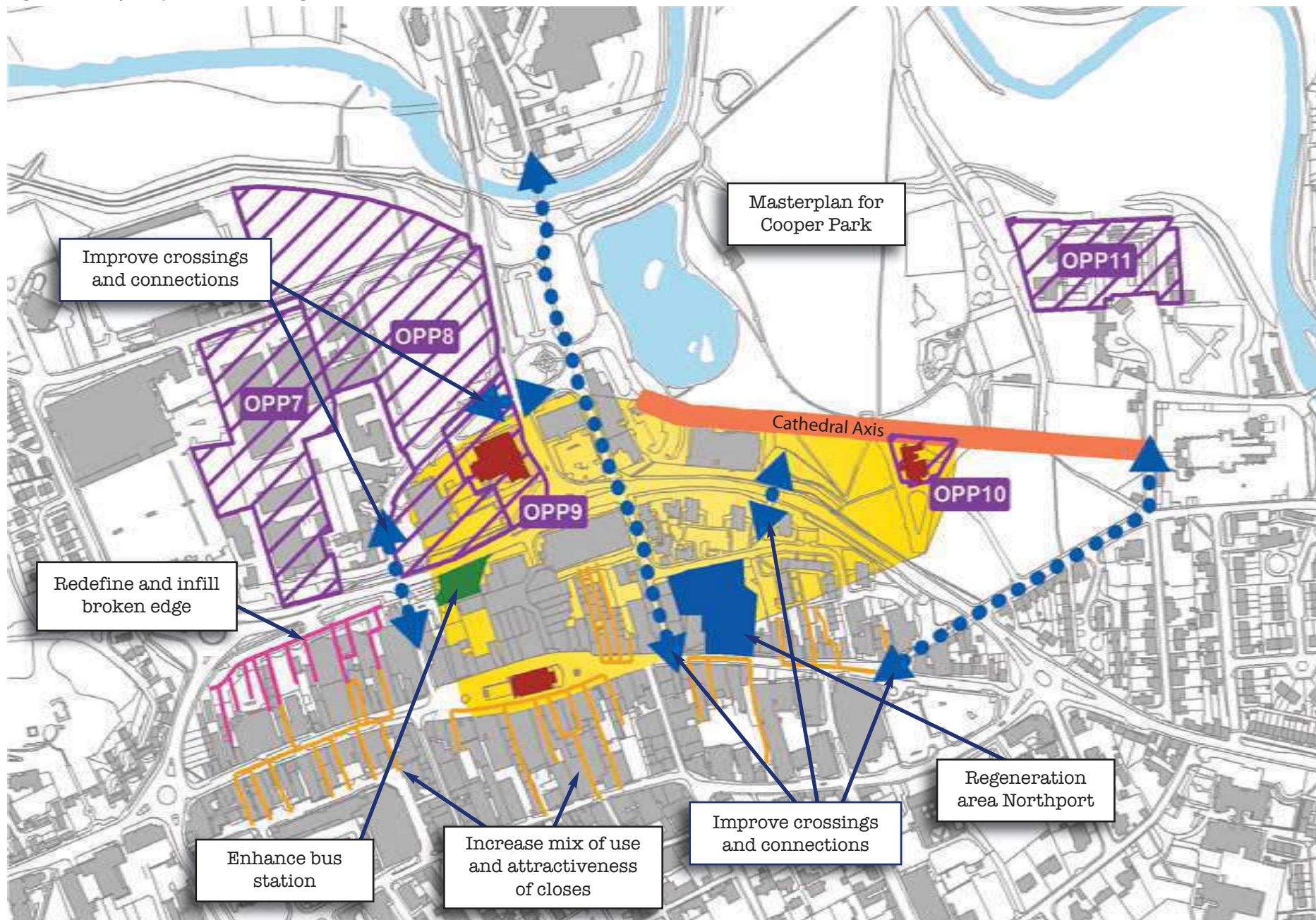
Thunderton Place





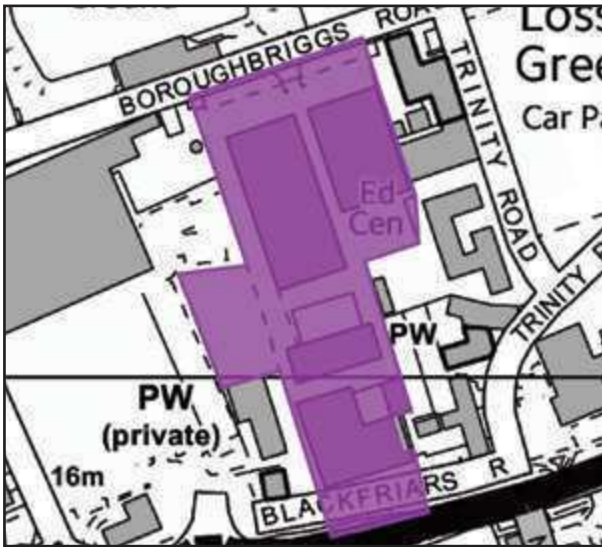


Figure 1.7 Key Proposals Central Elgin





### OPP7 Gordon Macphail, Borough Briggs 1.9 ha



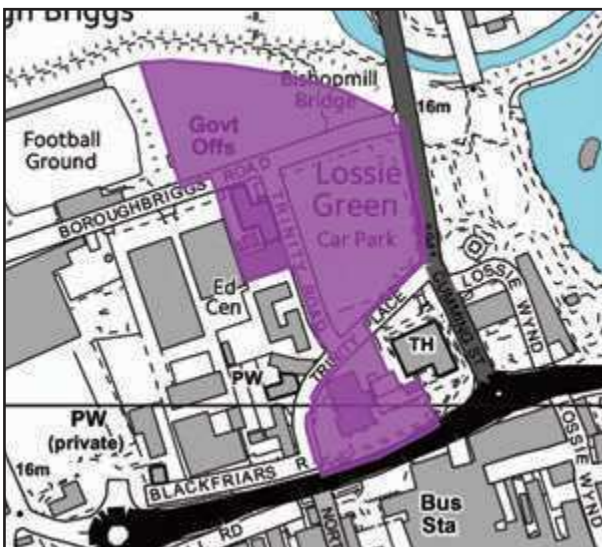
#### Suitable Uses

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

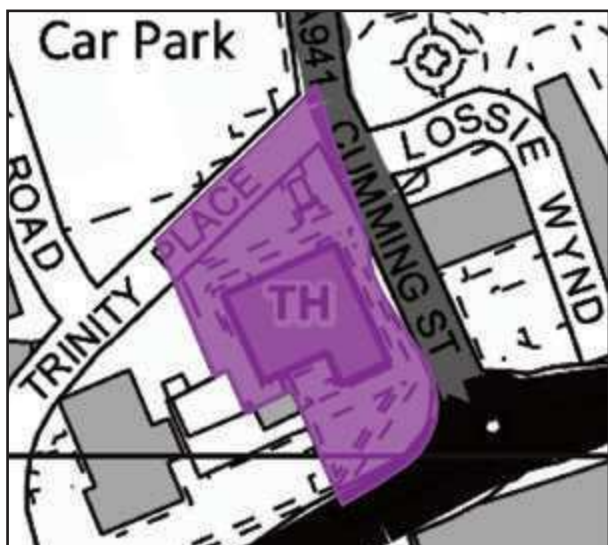
#### Site specific requirements

- 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**

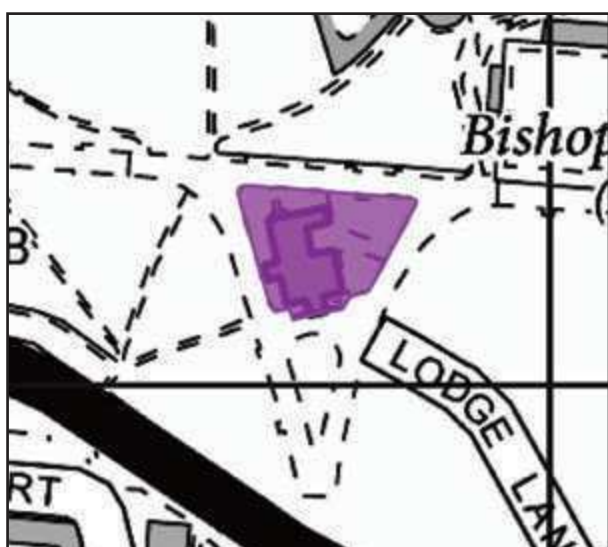
Arts, Cultural and Community Facilities

**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**



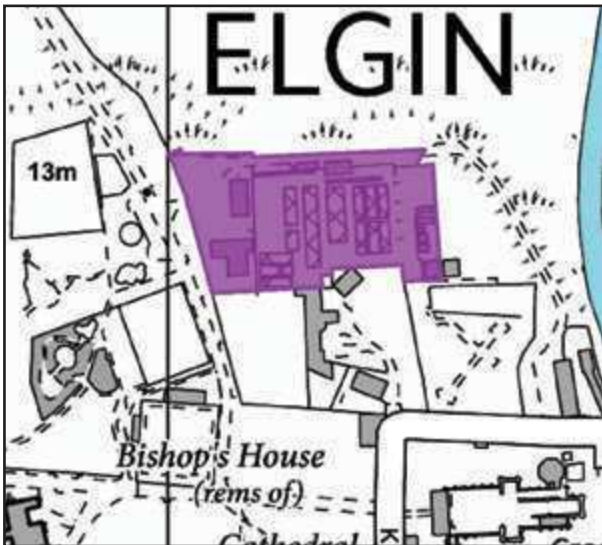
**Suitable Uses**

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*

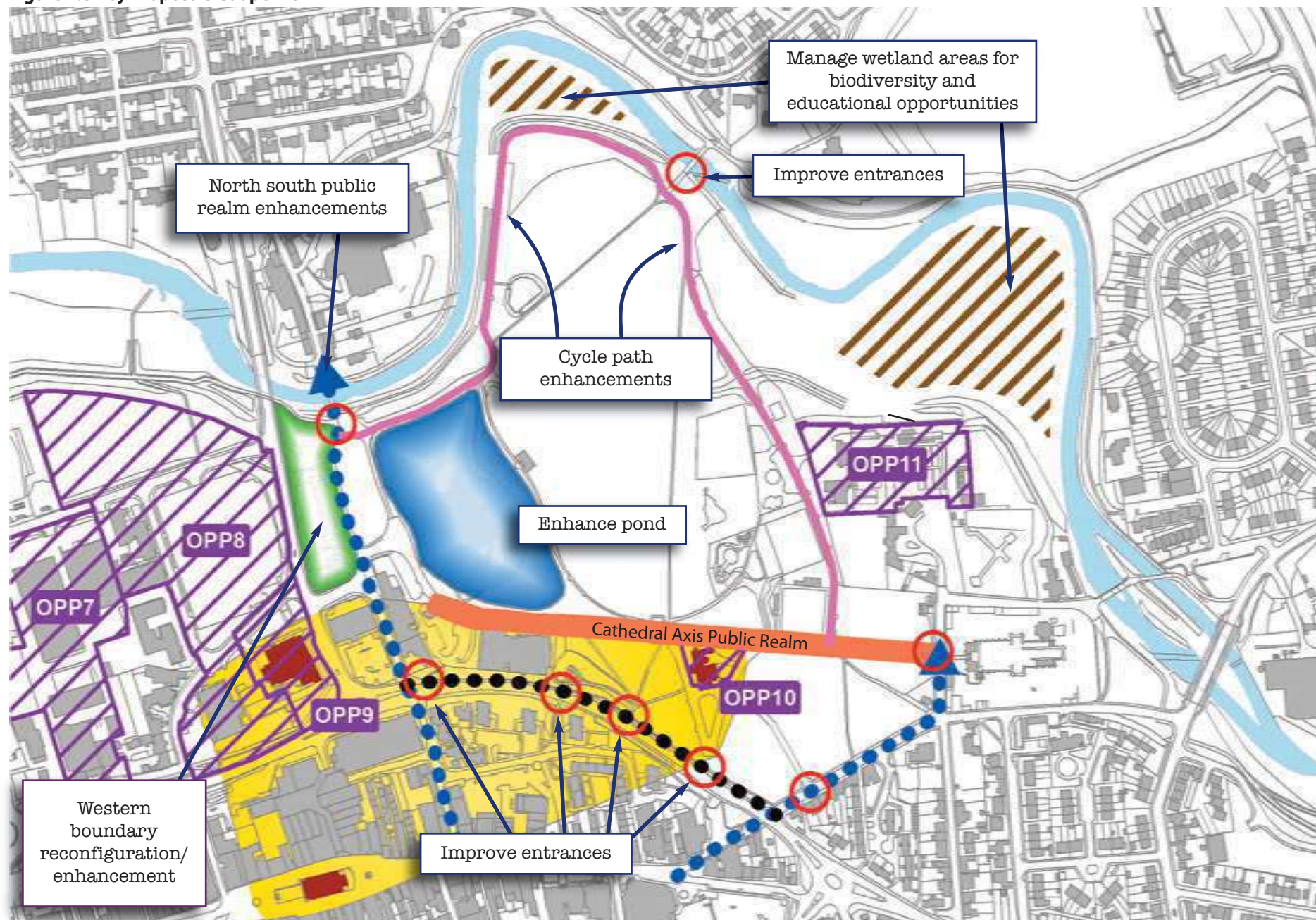


*Cathedral Axis*





Figure 1.8 Key Proposals Cooper Park



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

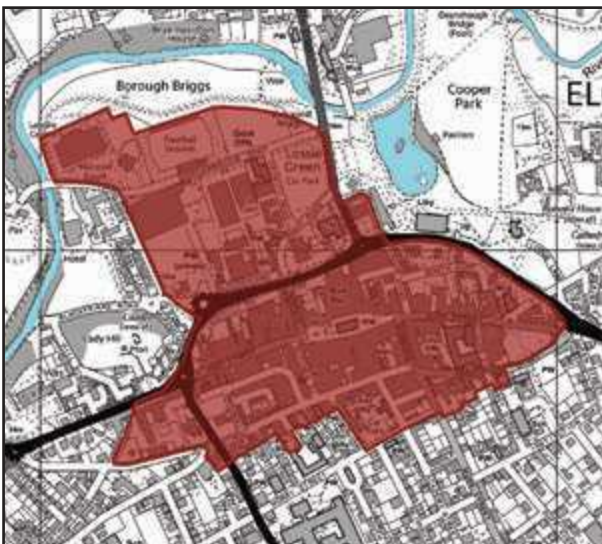
Elgin Town Centre is the main focus for retail development in Moray and is identified as the Principal Town Centre within Policy DP7. This recognises Elgin Town Centre's regional function as a focus for retail, leisure, entertainment, and cultural activities. A diverse mix of uses is encouraged within 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.

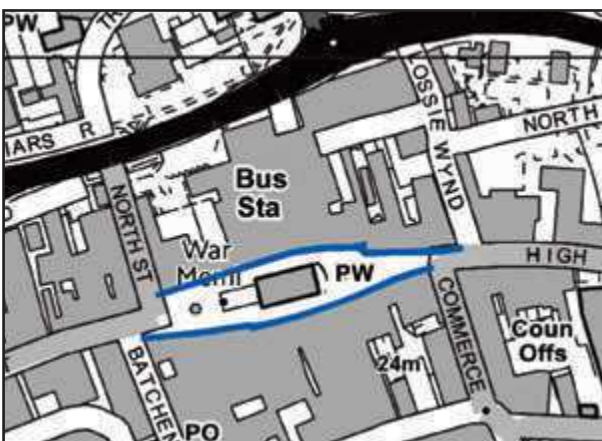
### TC Elgin Town Centre



#### 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

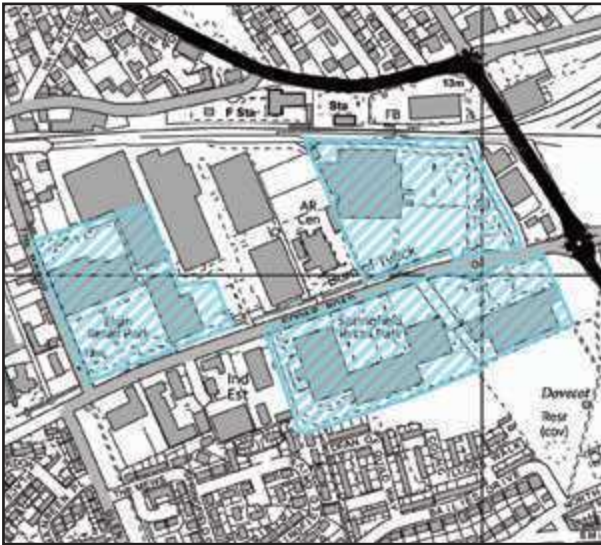


#### Suitable Uses/Role of Centre

- 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

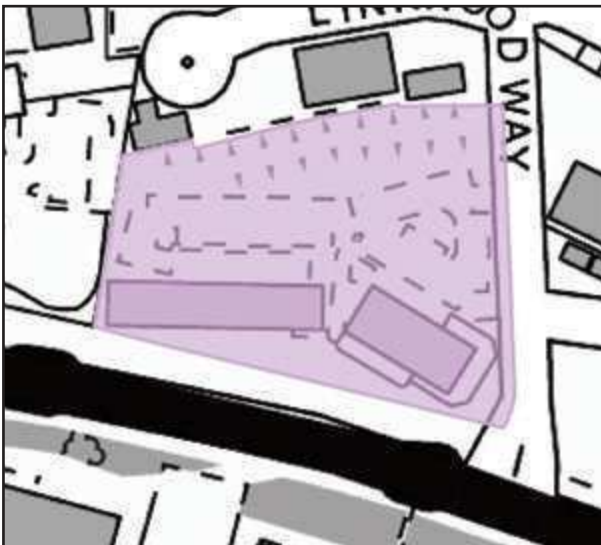


### Suitable Uses/Role of Centre

- 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

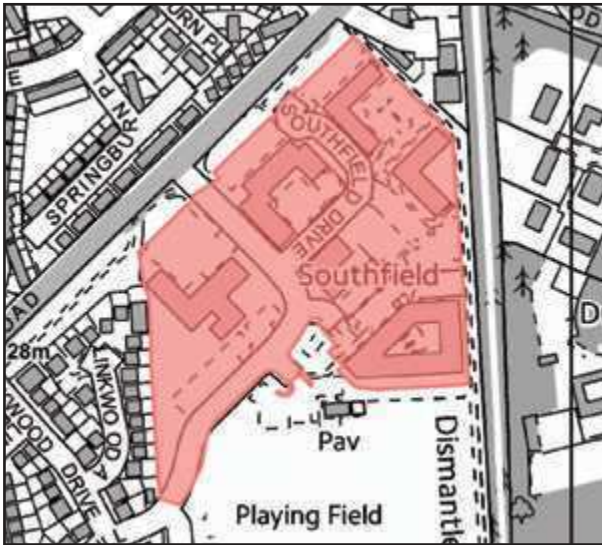


#### Suitable Uses

- 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.

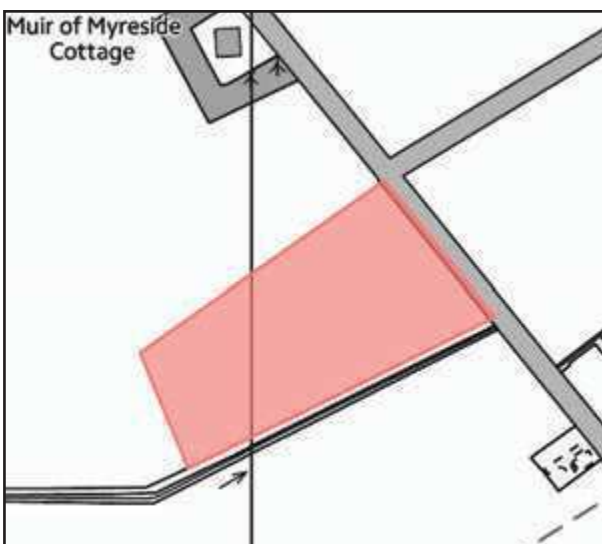
### CF4 Glassgreen Primary School



#### 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.



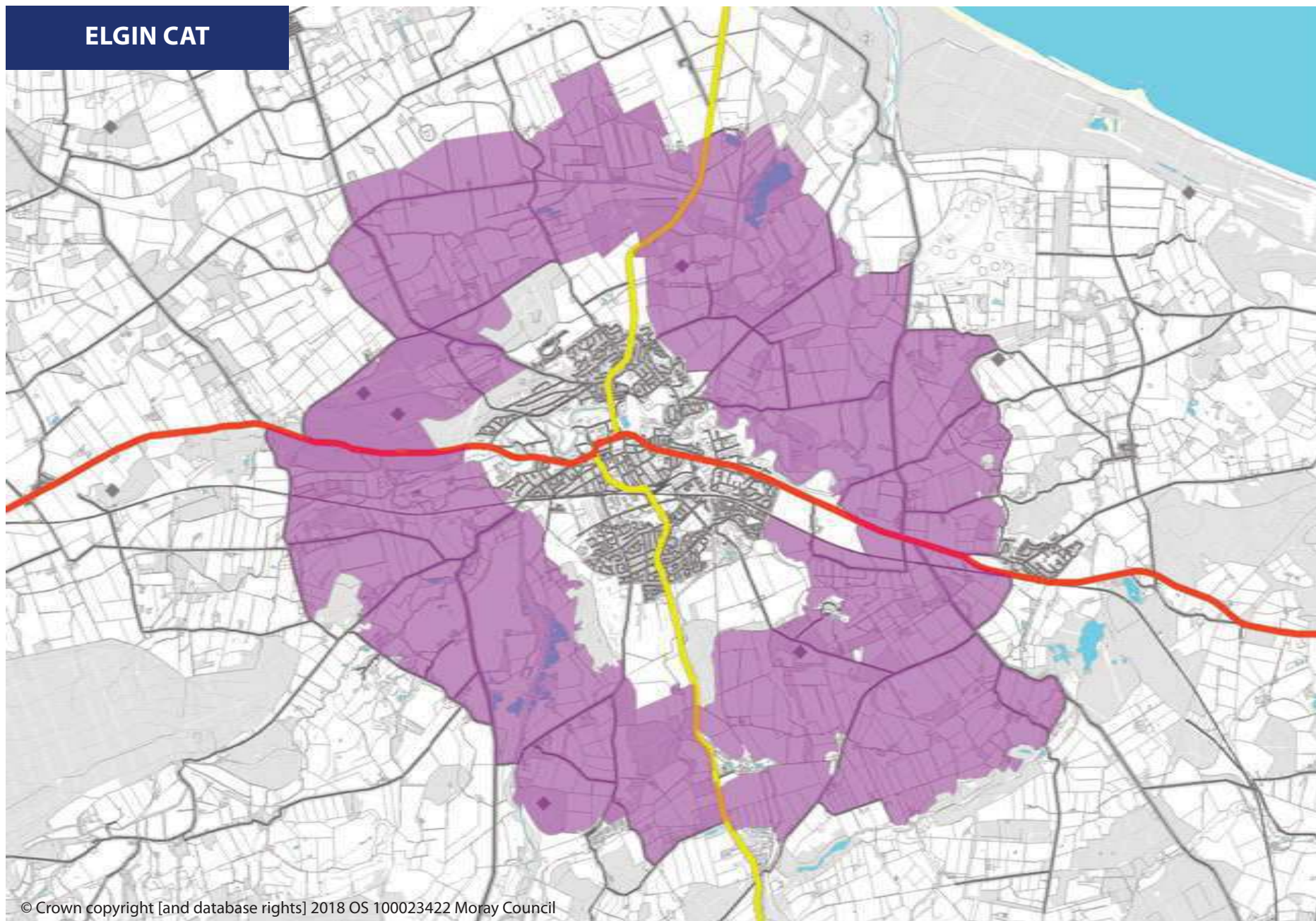
## BARMUCKITY MAP







## ELGIN CAT



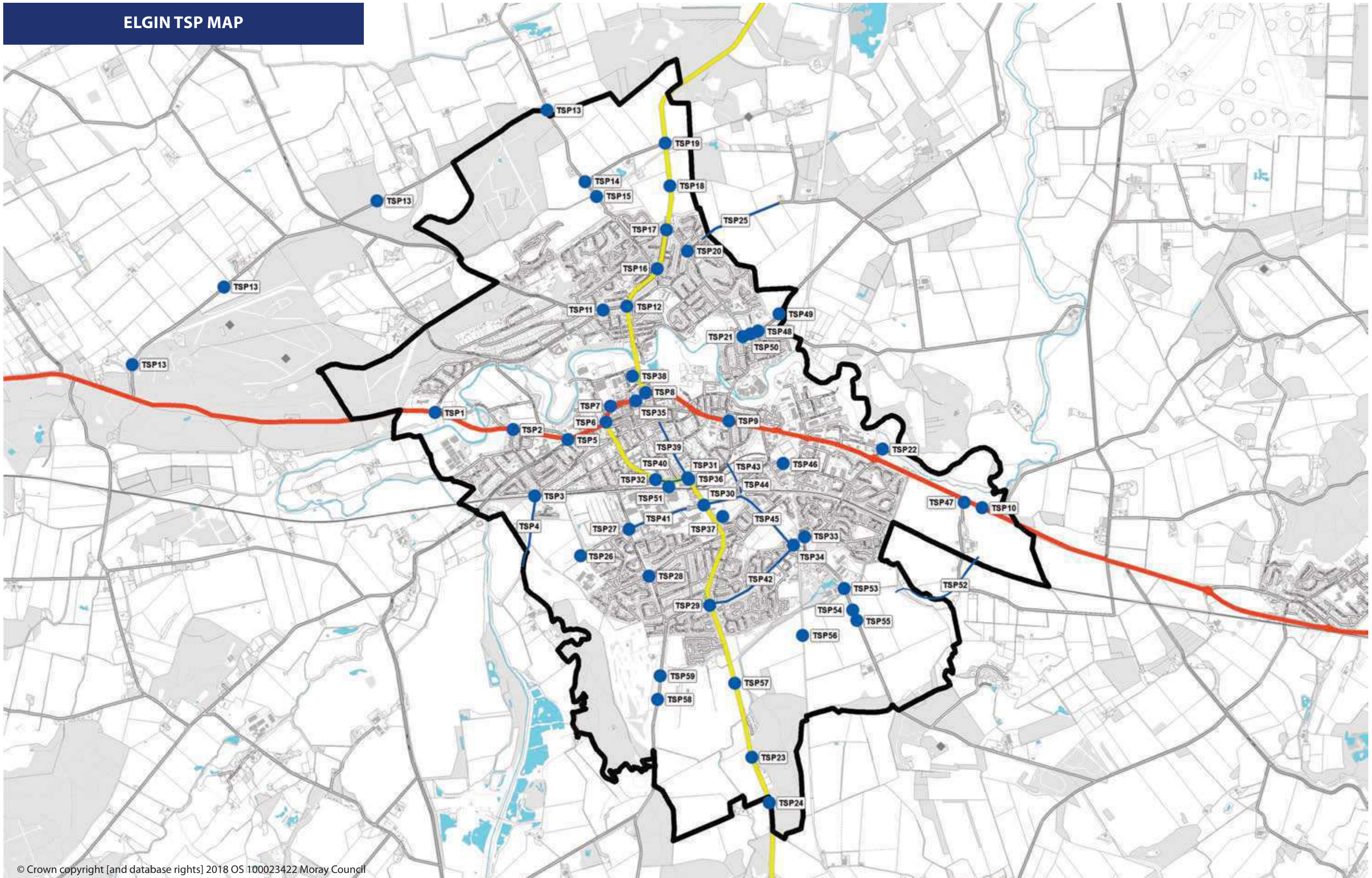
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ELGIN TSP MAP



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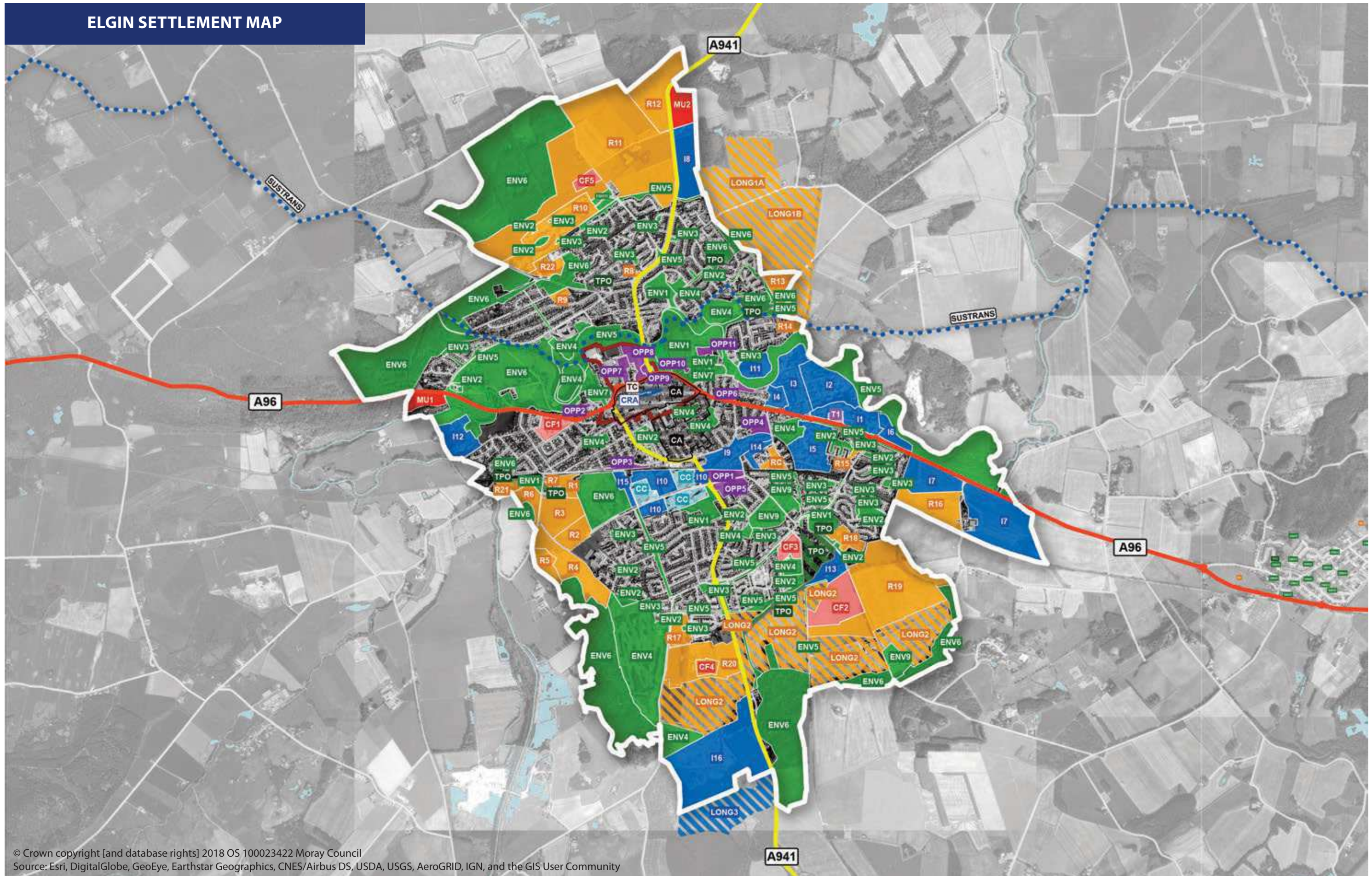


<b>TSP1</b>	A96/Morrison Road junction improvement including MU1 Riverview access	<b>TSP19</b>	A941 Lossiemouth Road/Myreside Road closure of junction to vehicular traffic in association with Findrassie development	<b>TSP34</b>	Reiket Lane/Linkwood Road/Thornhill Road junction – impact on junction from 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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# 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

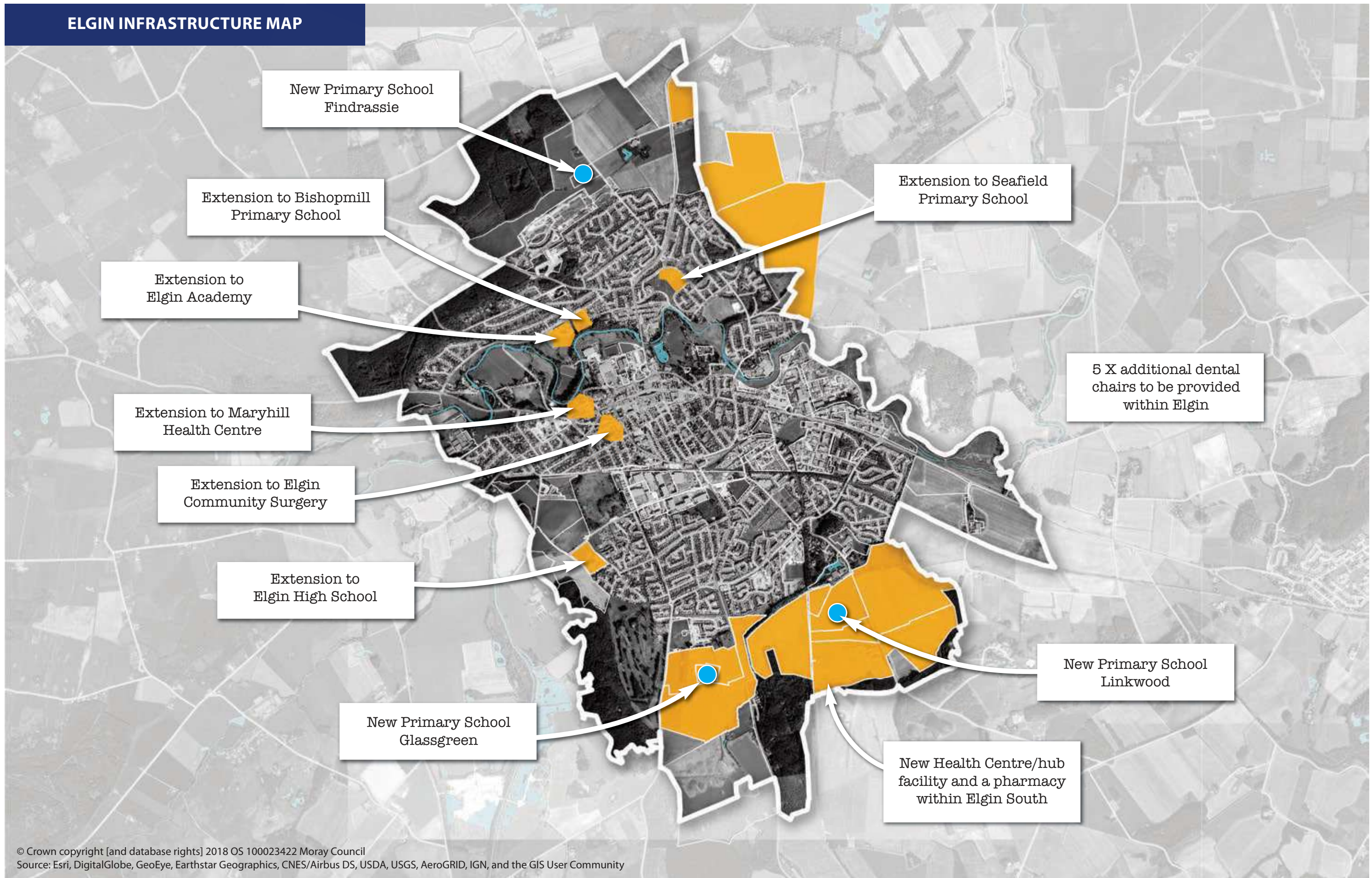
Create character and high quality connected greenspace including a linear park connecting through the site to a central park within Elgin South Masterplan Area

**KEY**

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

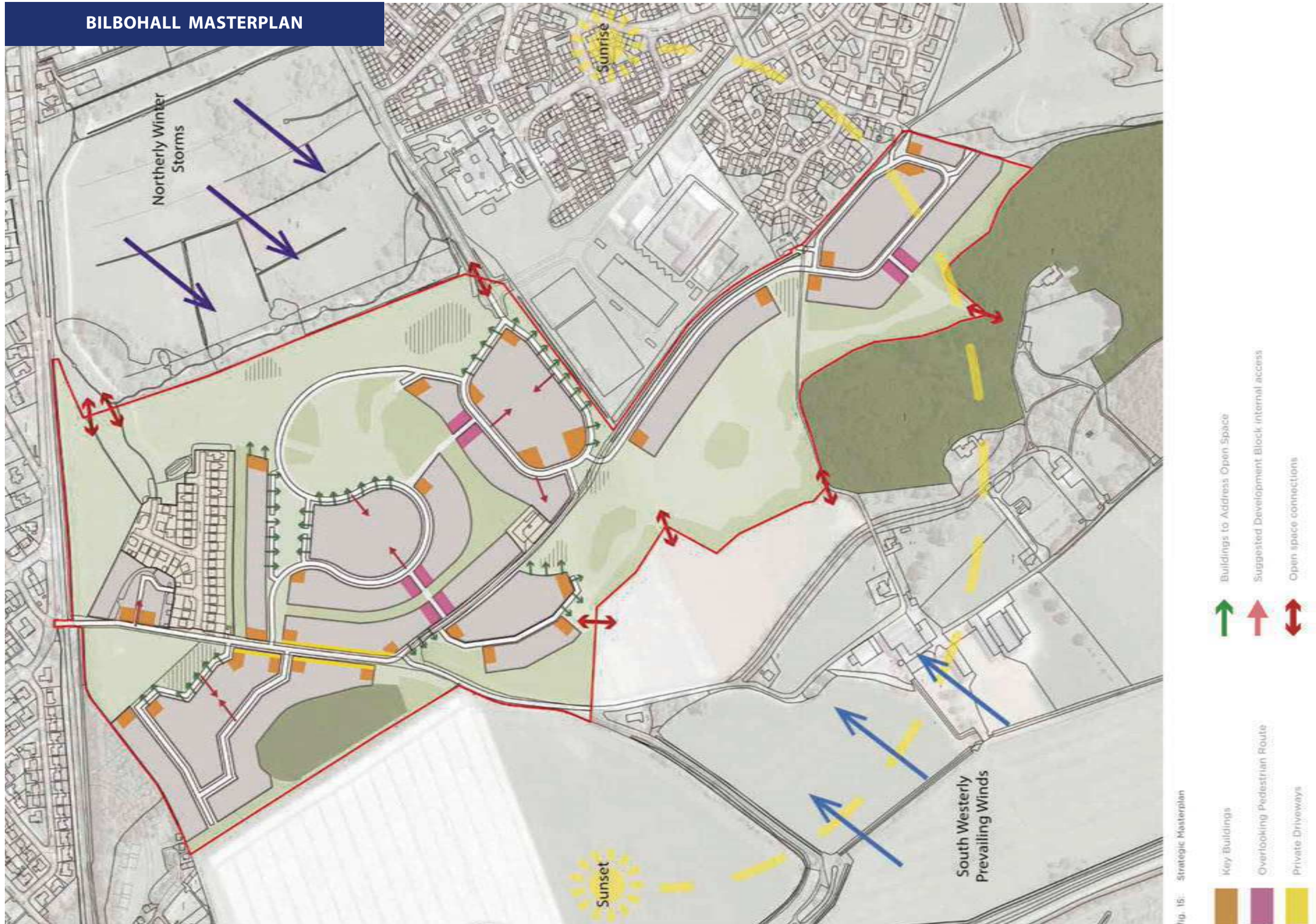


## ELGIN INFRASTRUCTURE MAP





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

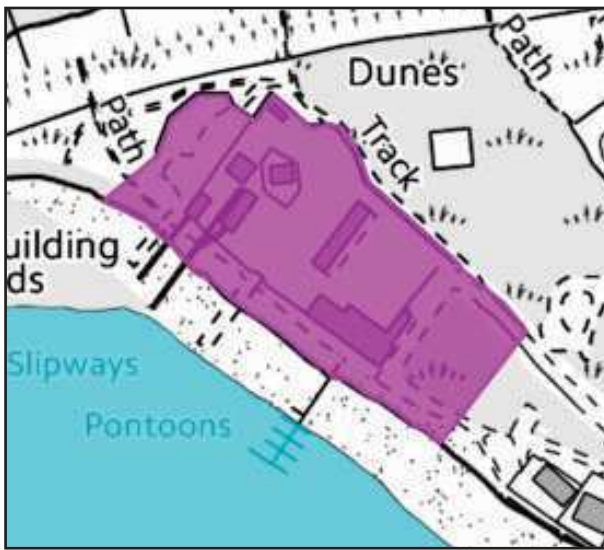


- Replacement of temporary caravans and mobile homes with more permanent buildings of mixed use at one to one densities or lower will be permitted.
- Support the innovative construction and design techniques within the Ecovillage.
- Flood Risk Assessment (FRA) may be required.
- Phase 1 Habitat Survey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



## OPPORTUNITY SITES

### OPP1 Boatyard 1.6 ha



#### Suitable Uses

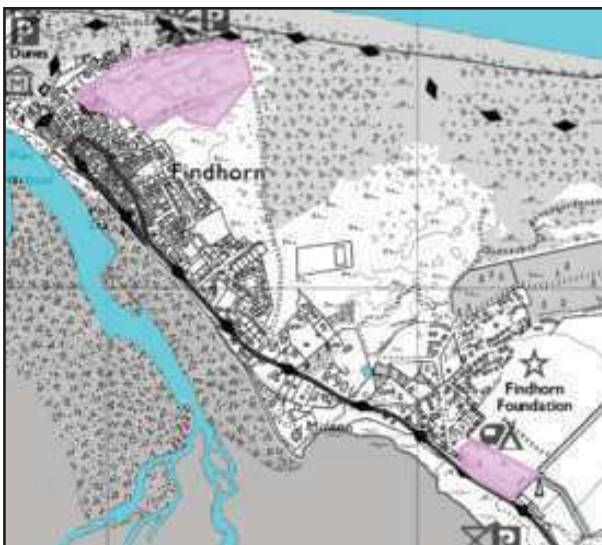
Redevelopment and expansion of business uses including boatyard, storage, recreational facility and visitor attraction.

#### 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.



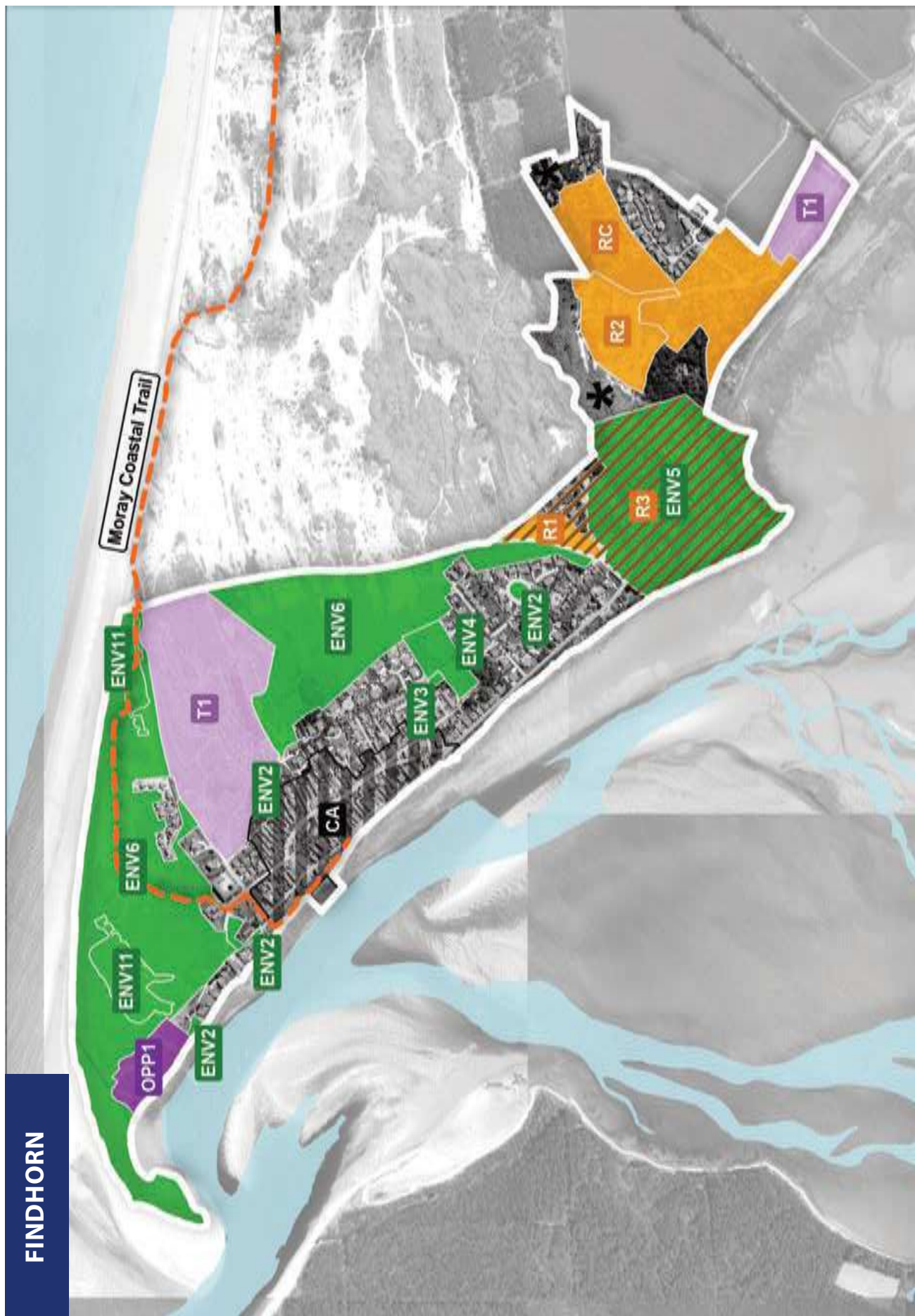
## INFRASTRUCTURE

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













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.



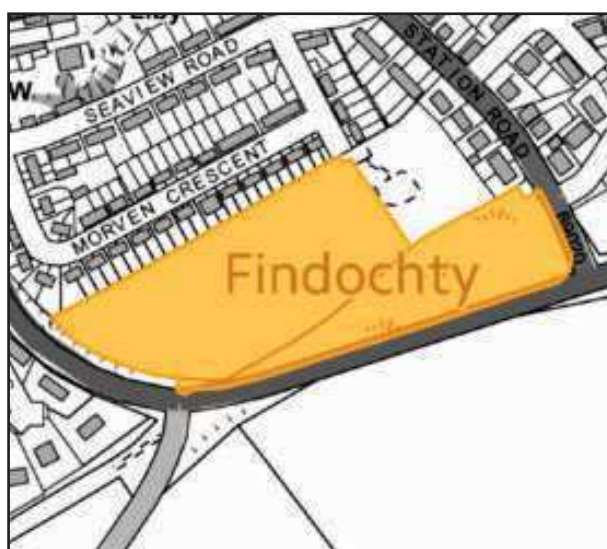
Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## 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

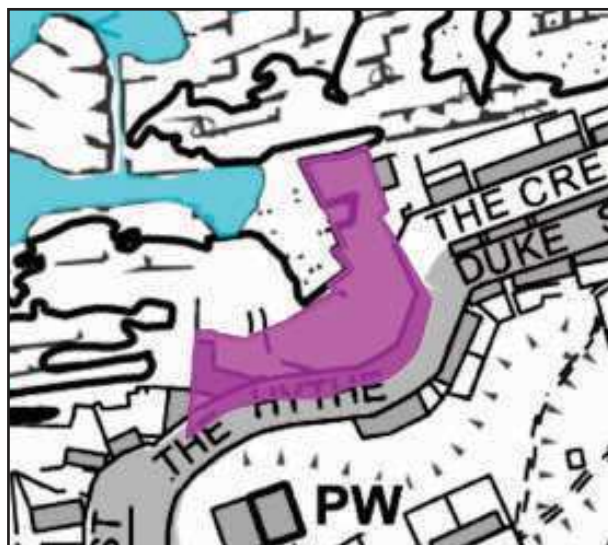


- Access via Burnside Street must be improved. Traffic calming measures where the road passes the school.
- Due to the constrained road access, a maximum of 20 houses will be permitted.
- Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- There 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

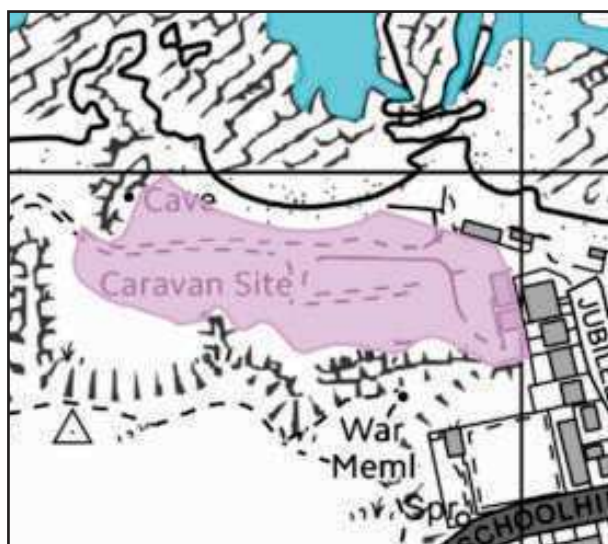
Leisure/tourism/residential

#### 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.



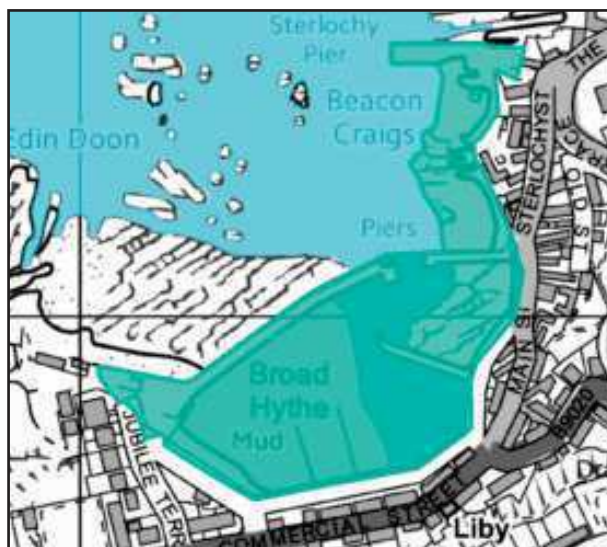
## T2 Moray Coastal Trail

- 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

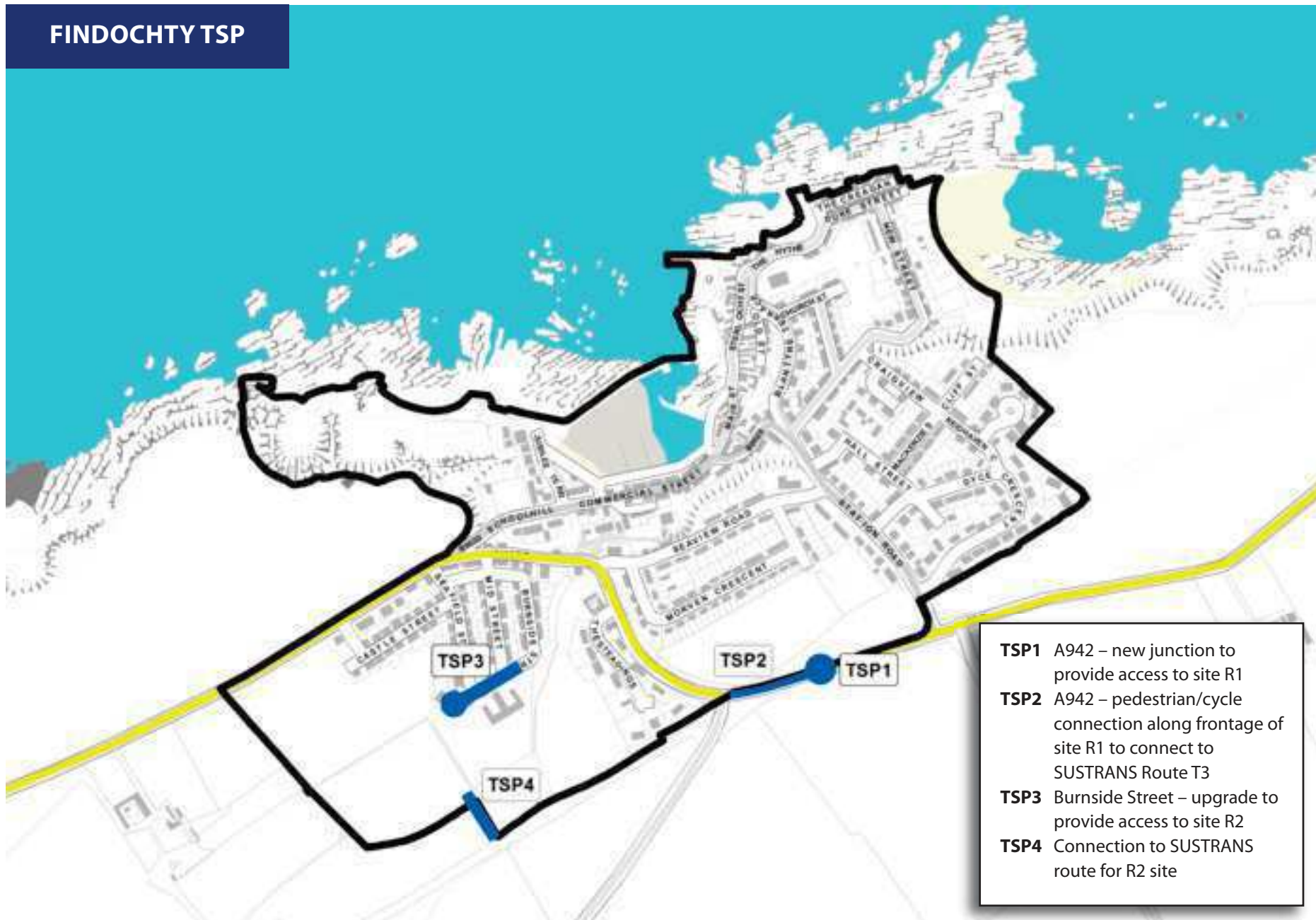
## INFRASTRUCTURE

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











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.

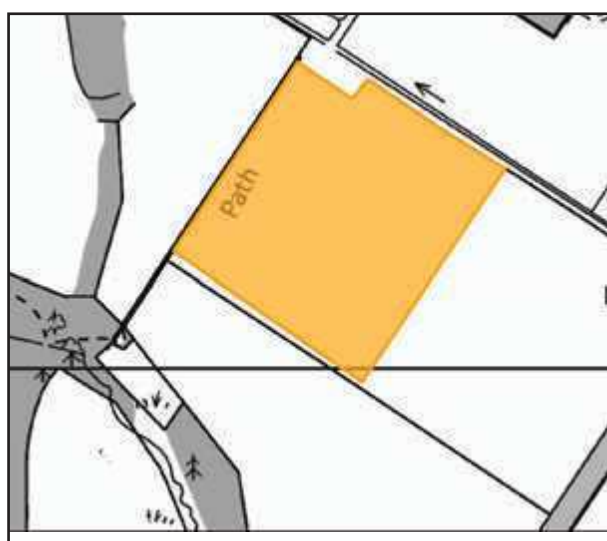
## HOUSING

### 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



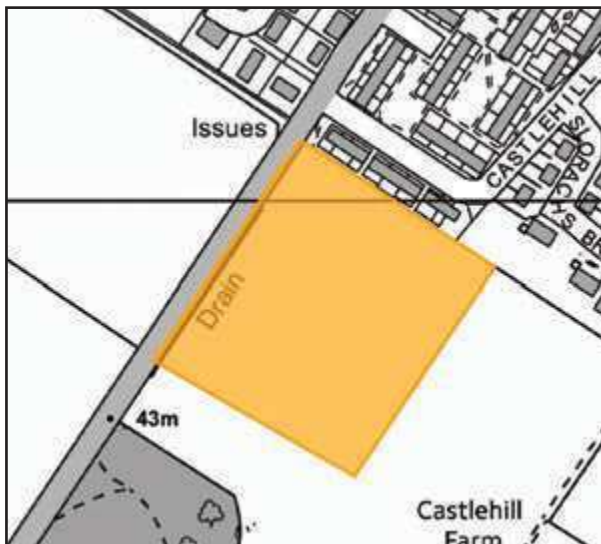
- Development of this site must be considered in conjunction with Site R1 to the east and Site R2 must not commence until 50% of the housing on Site R1 is significantly complete.
- Transport Assessment required. The Assessment must take into account other developments proposed off Ordiquish Road (R1, 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.



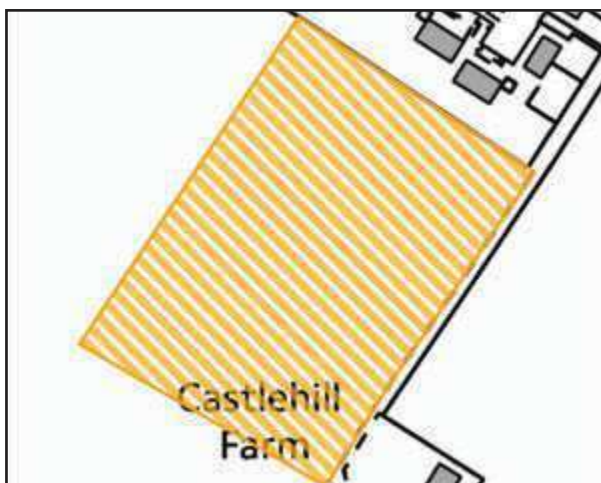


**R3 East of Duncan Avenue****3.4 ha****42 units**

- 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**

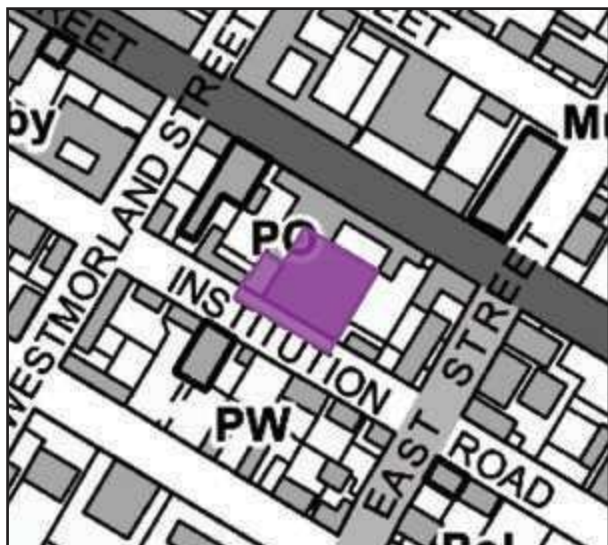
- Transport Assessment required. The Assessment must take into account other developments proposed off Ordiquish Road (R1, R2 and LONG).
- Access to future phases within the LONG must be safeguarded.
- Provision of road improvements required including widening of Ordiquish Road. Assessment of the condition 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.



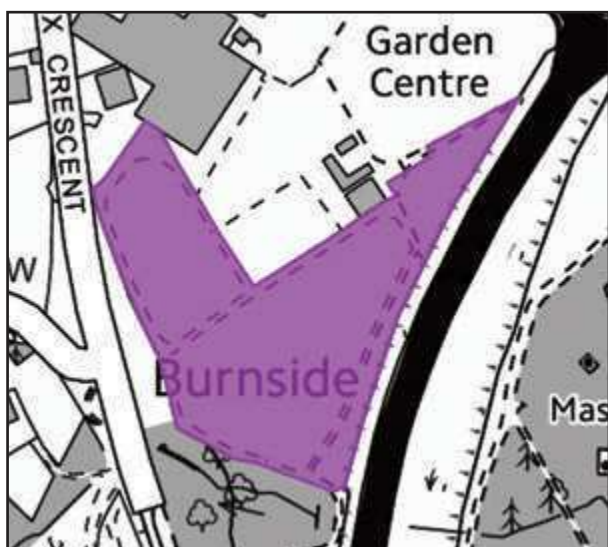
## OPPORTUNITY SITES

**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**

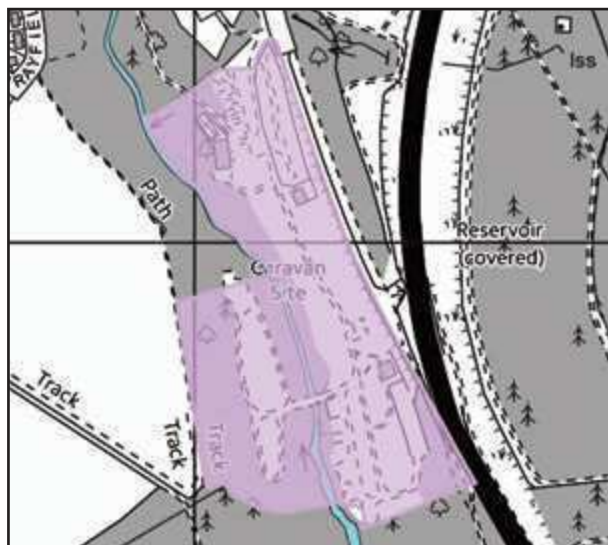
- 1ha of the site is reserved for a Health Centre – this will only be released for alternative uses if the NHS confirms this is no longer required.
- New access to be provided from Lennox Crescent taking account of the topography and existing private access.
- Footway and cycleway connections to the 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

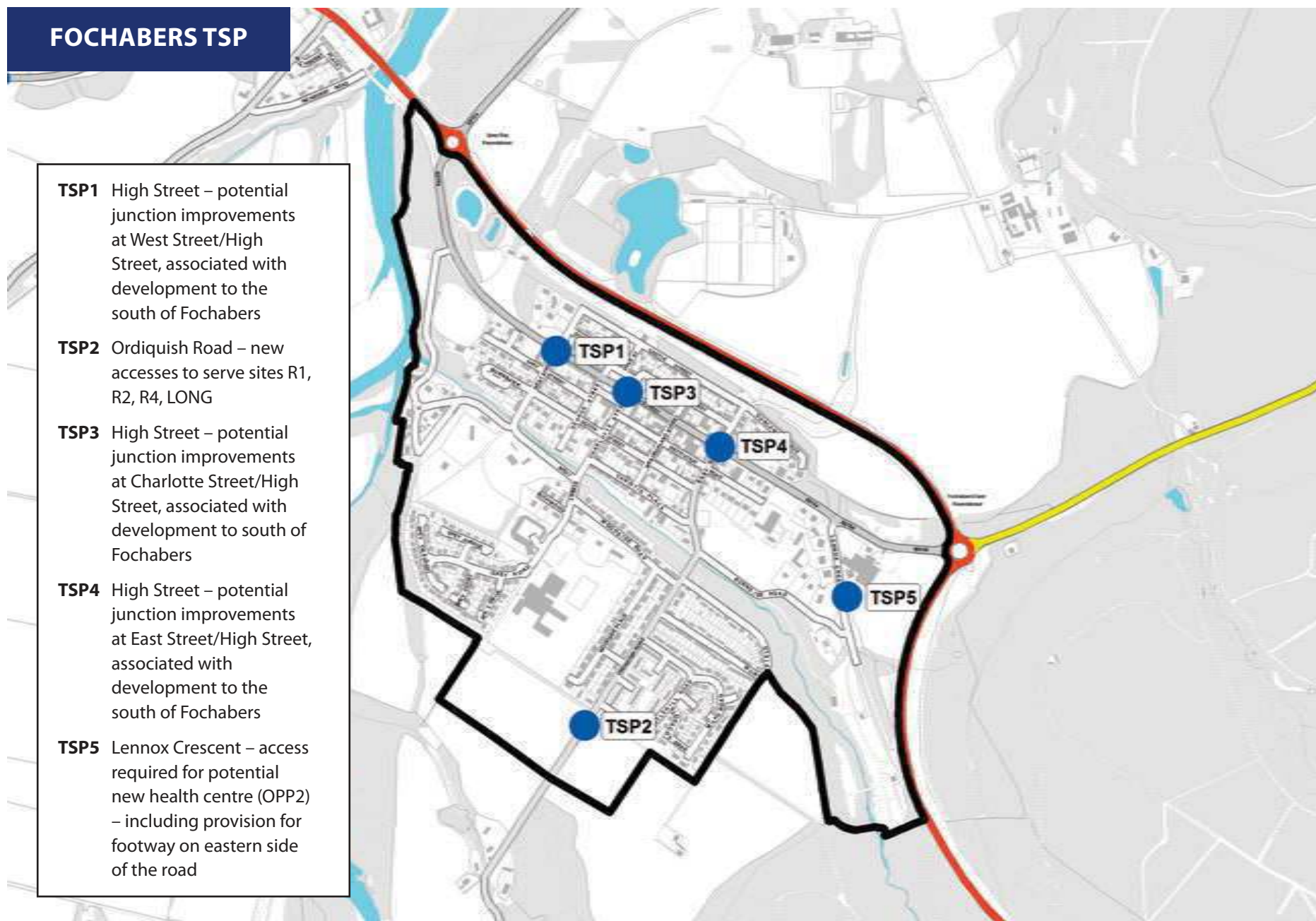


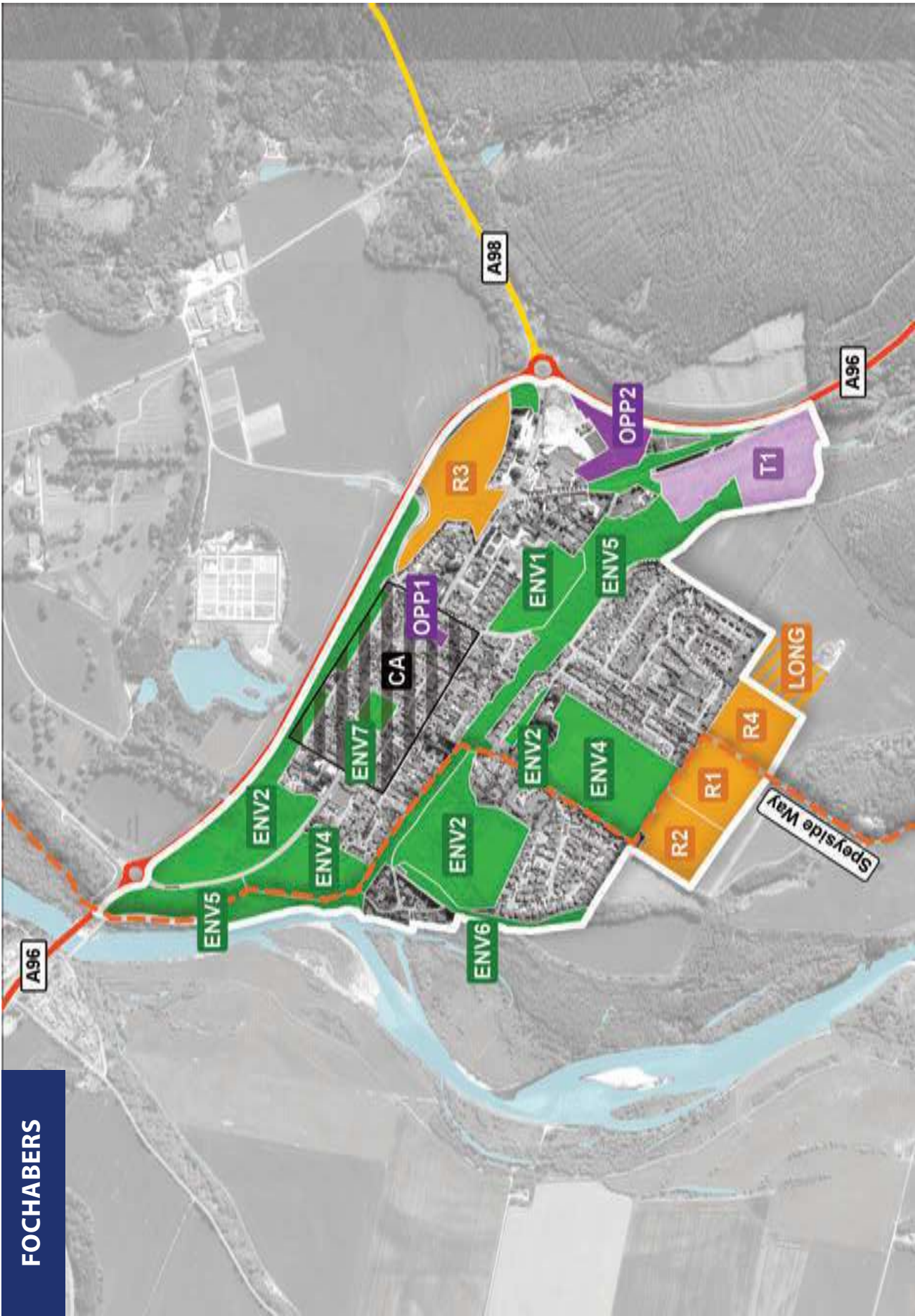




## FOCHABERS TSP

- 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**

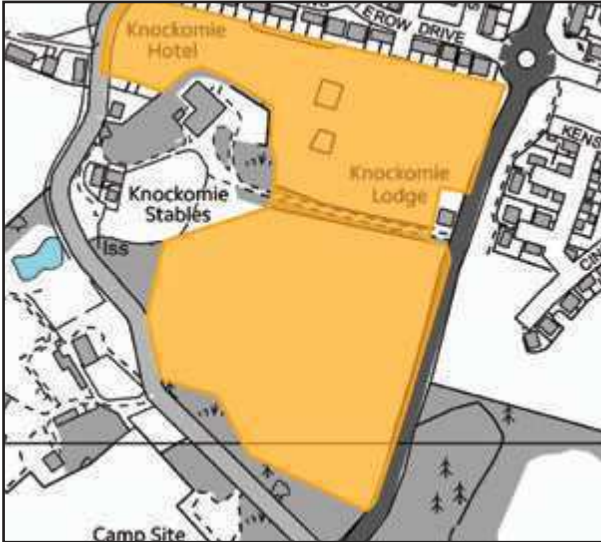
- To identify land for an additional 250 new houses in addition to existing sites.
- To identify longer term housing areas.
- To identify an additional 12 ha of land for employment and support proposals for business development and growth.
- To identify significant new growth areas, including new neighbourhoods 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.

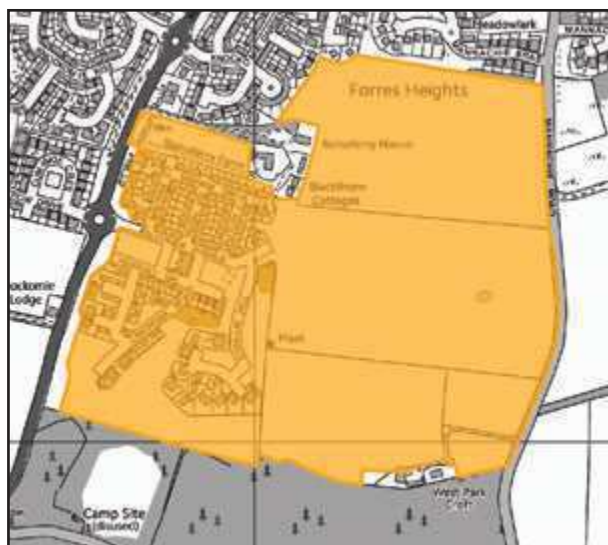
Safeguard setting of "B" Listed Knockomie Hotel by retaining open aspect east of the hotel.

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.



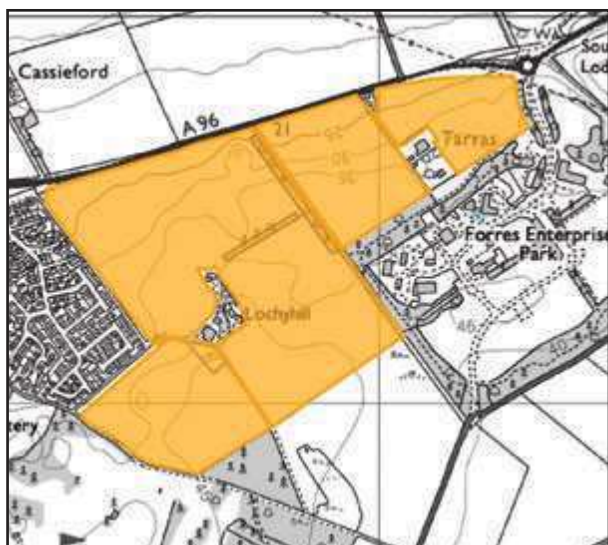


**R2    Ferrylea    22.2ha    380 units**


- 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**



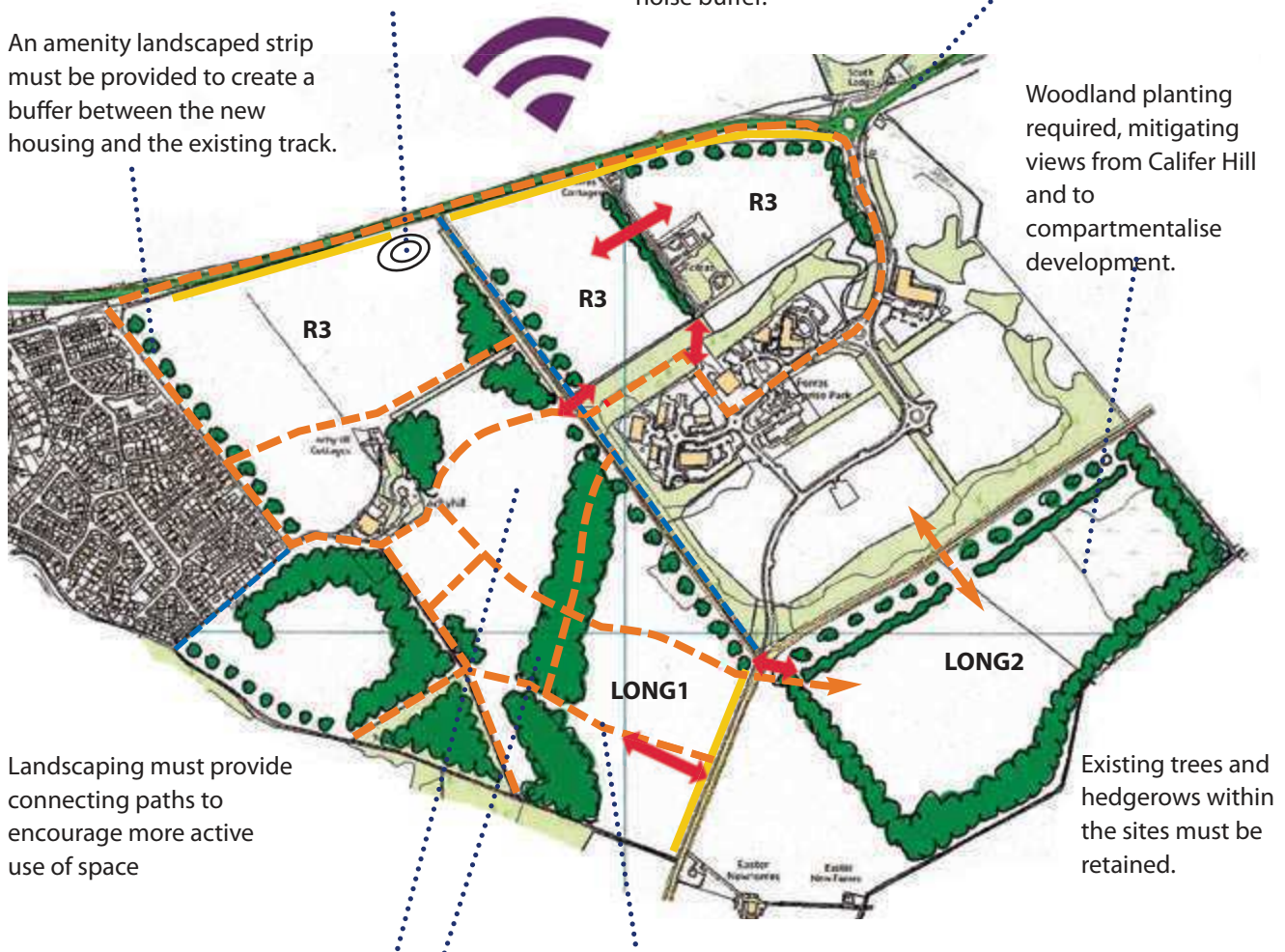
Proposals must respect topography and retain distinctive knolls and incorporate into open spaces to provide sense of containment.



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.

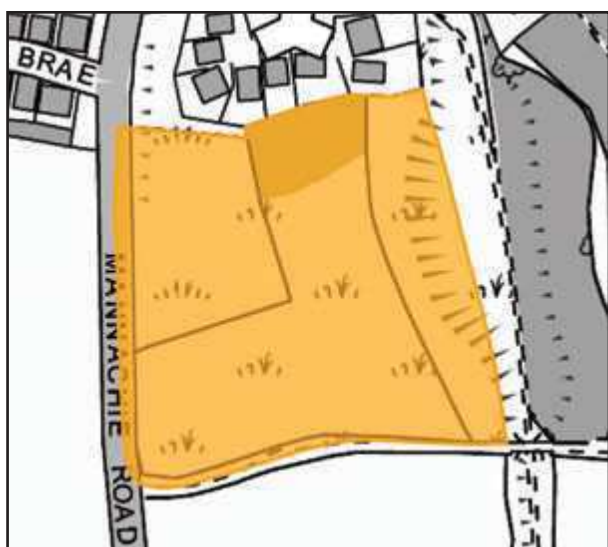
Steep slopes, knolls and elevated ridges must be planted with woodland (Scots Pine or other appropriate conifer), large forest broadleaves such as oak, aspen, maple and supporting shrub layer) to form a backdrop for development areas of flatter ground.

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.



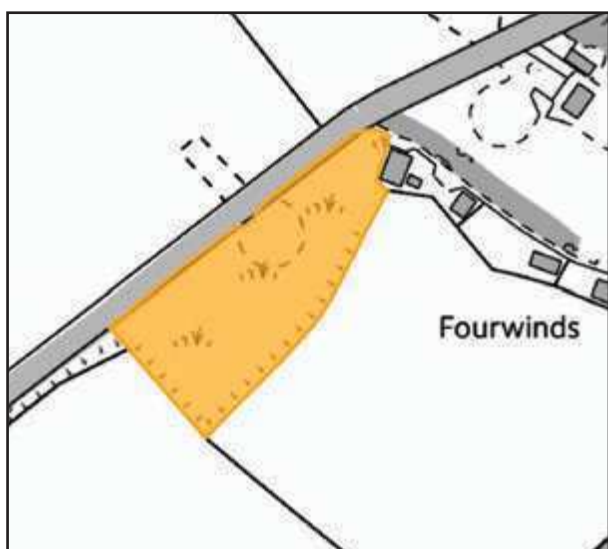
**R4 Mannachie 3.4 ha 40 units**



- 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.

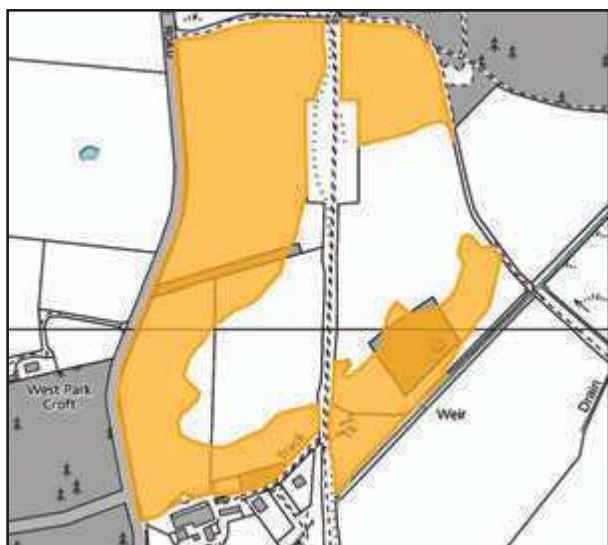
- Junction improvements required within Forres, scale to be determined through Transport Assessment.
- Assessment for additional bus stop infrastructure within the frontage of the development must be considered as part of the overall R2/R4/R6 bus stop infrastructure provision and accessibility to bus 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.

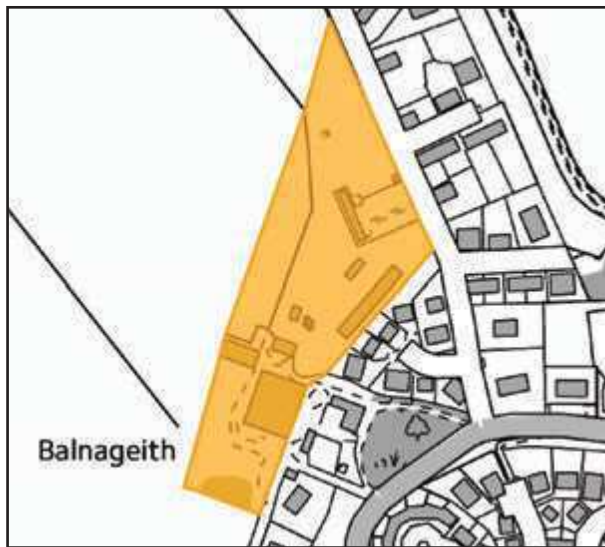


**R6      Dallas Dhu      18.85 ha      136 units**


- 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.

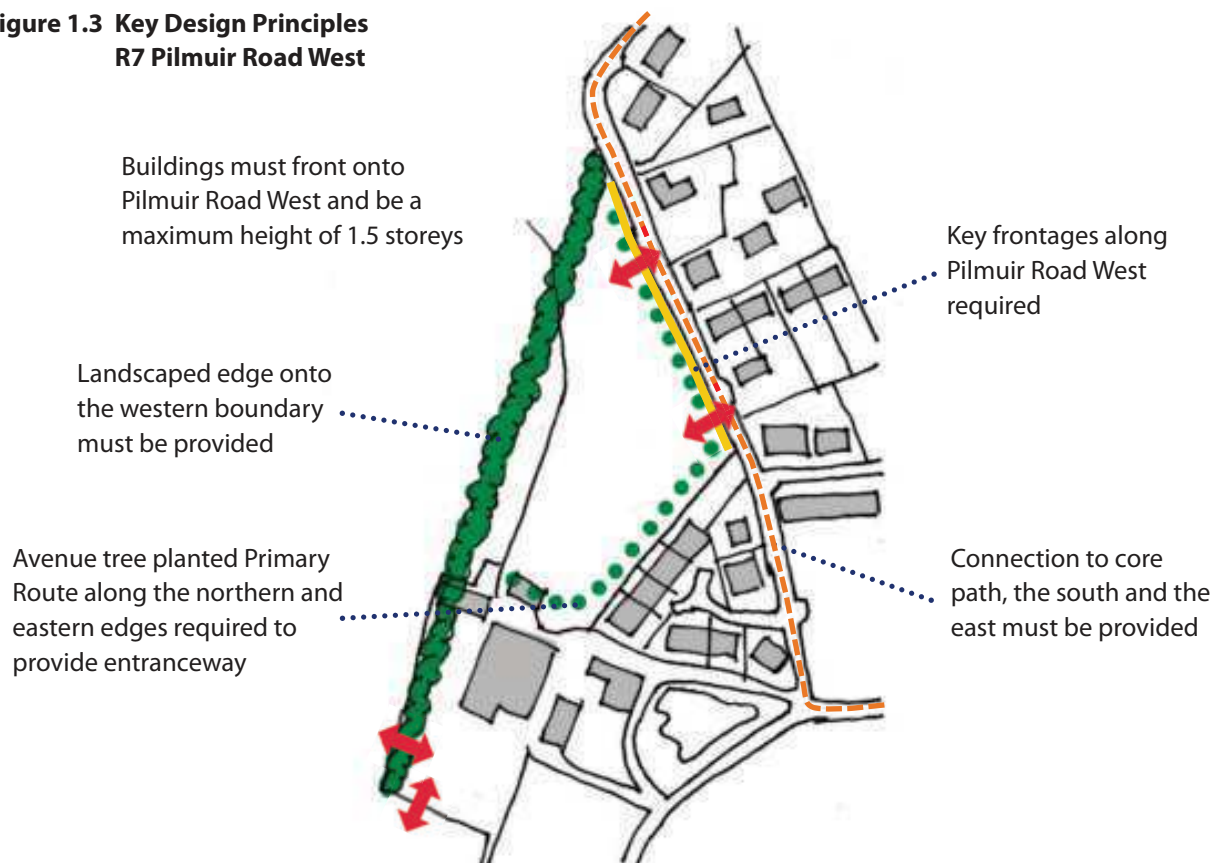
- Must connect to core paths and other recreational routes and provide a new cycleway and other paths to create a fully integrated local network.
- Open space and play provisions must reflect the Dallas Dhu Masterplan Supplementary Guidance.
- Transport Assessment required.
- Widening of Mannachie Road 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.



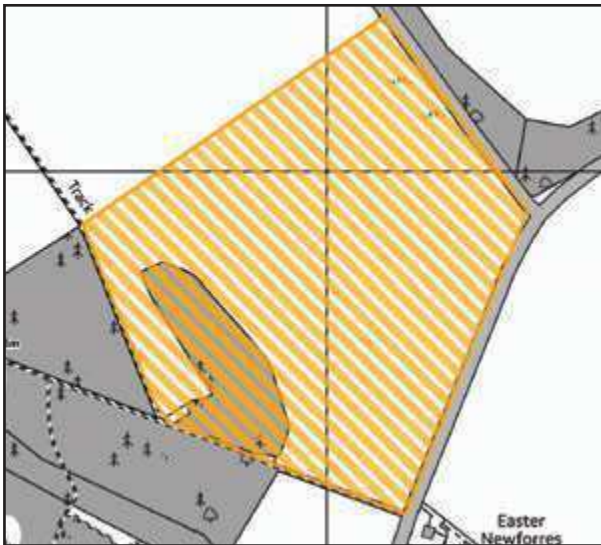
**R7 Pilmuir Road West****2.5 ha****40 units**

- 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.

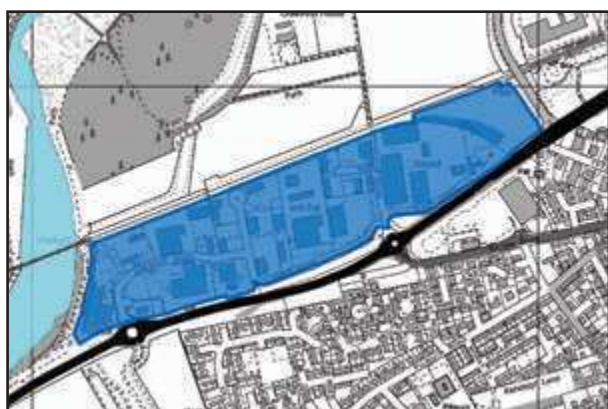


## EMPLOYMENT

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

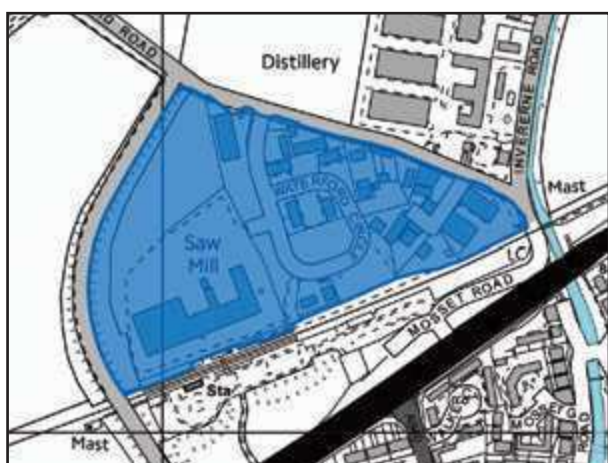
### Existing Business Area



- 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

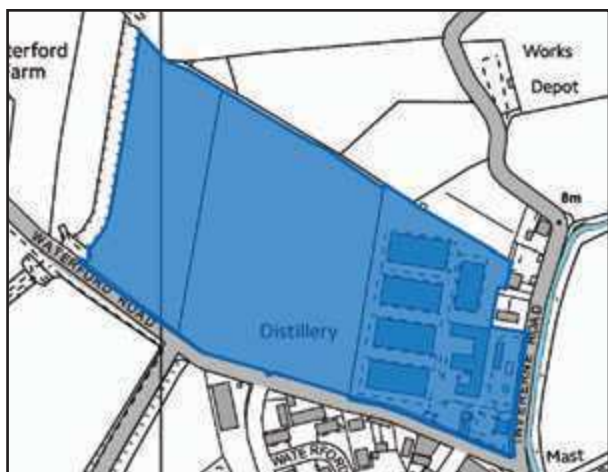
### Industrial Estate



- 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

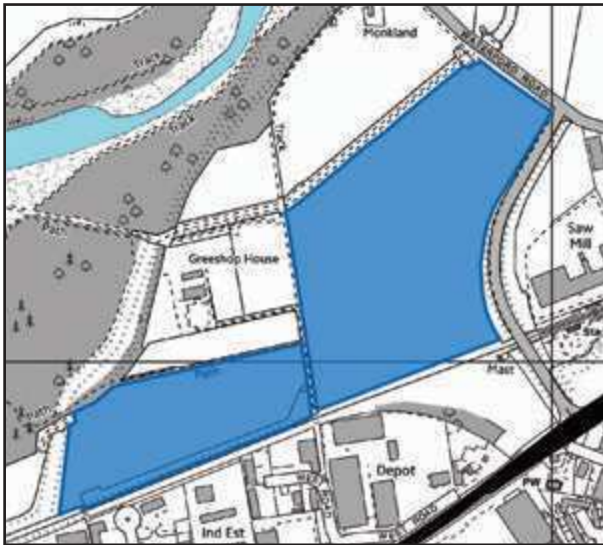
### Industrial Estate



- 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.



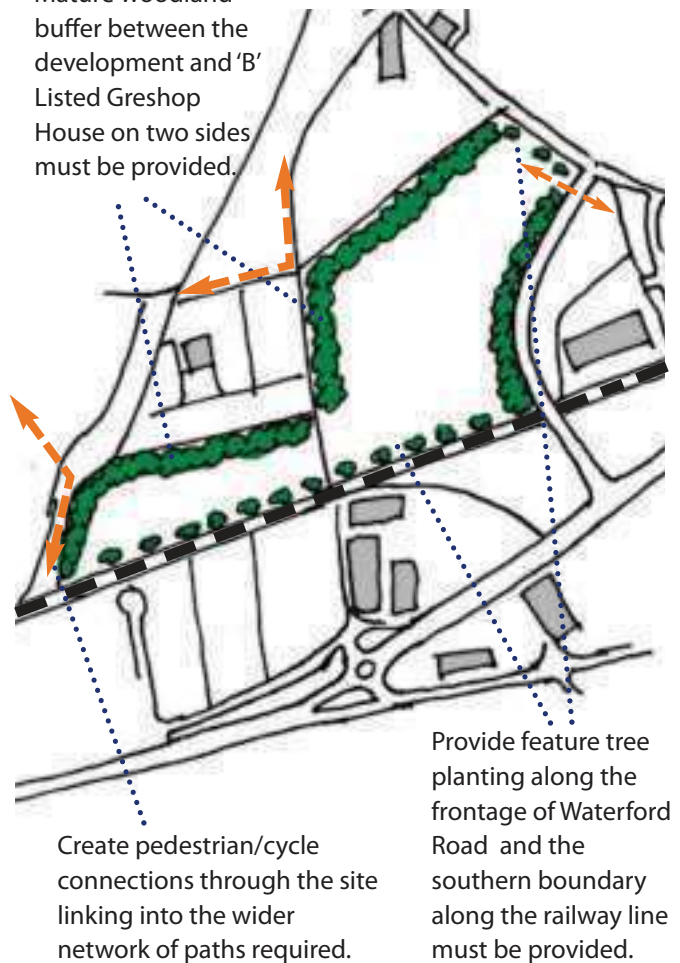
## I4 Waterford North Industrial Estate



- 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.

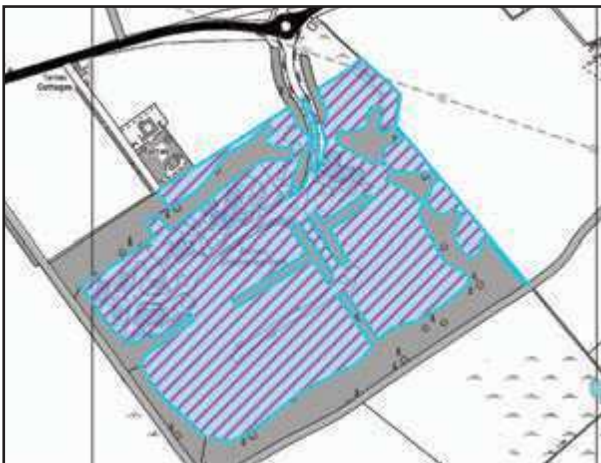
**Figure 1.4 Key Design Principles I4 Waterford North**

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**

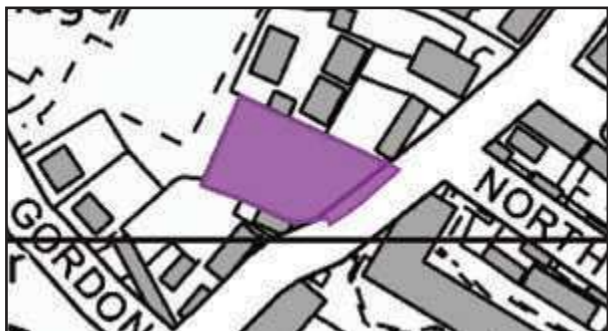
Residential, Commercial or Retail

**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.



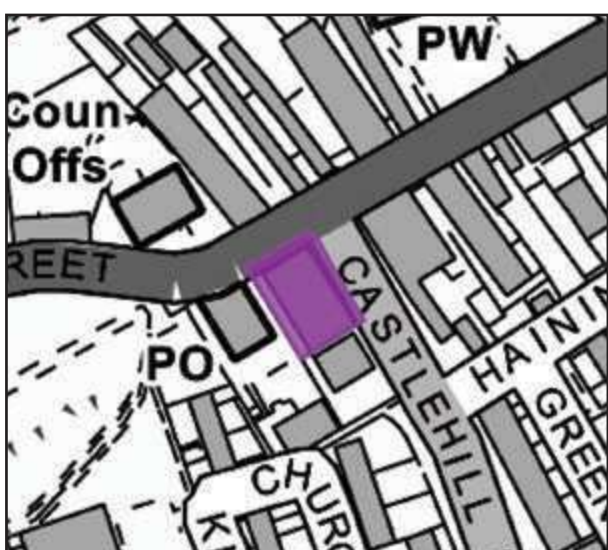


**OPP2 Bus Depot 0.13 ha****Suitable Uses**

Retail or Residential

**Site specific requirements**

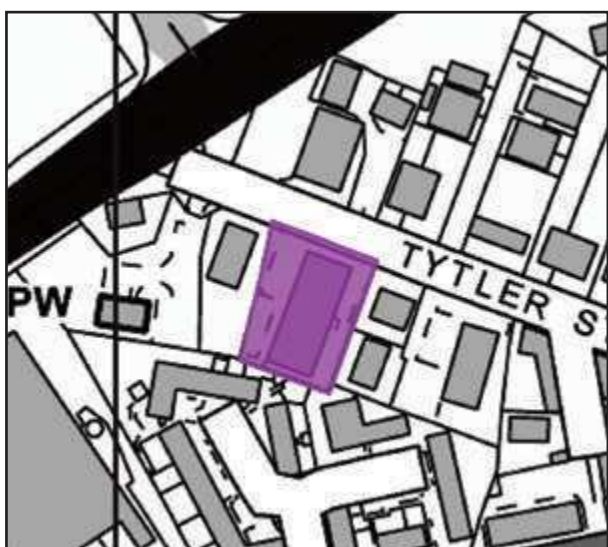
- Contamination Assessment required.
- Flood Risk Assessment (FRA) may be required.

**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.

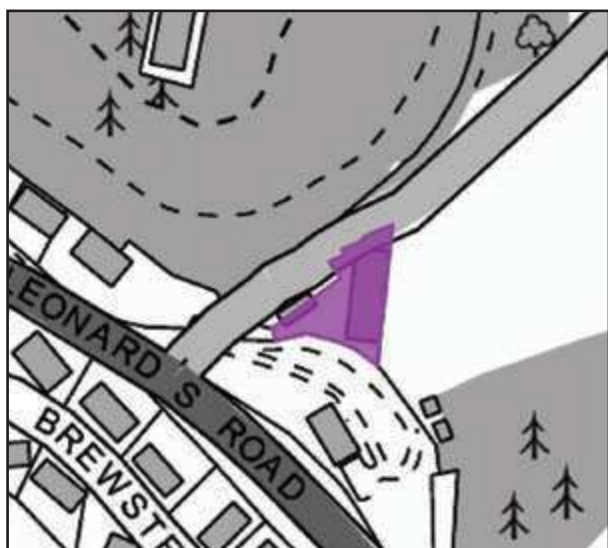
**OPP4 Auction Mart, Tytler Street 0.21 ha****Suitable Uses**

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

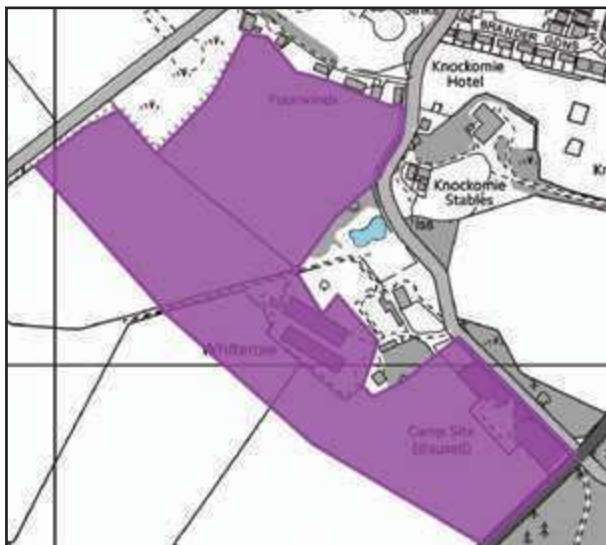
**Site specific requirements**

- 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

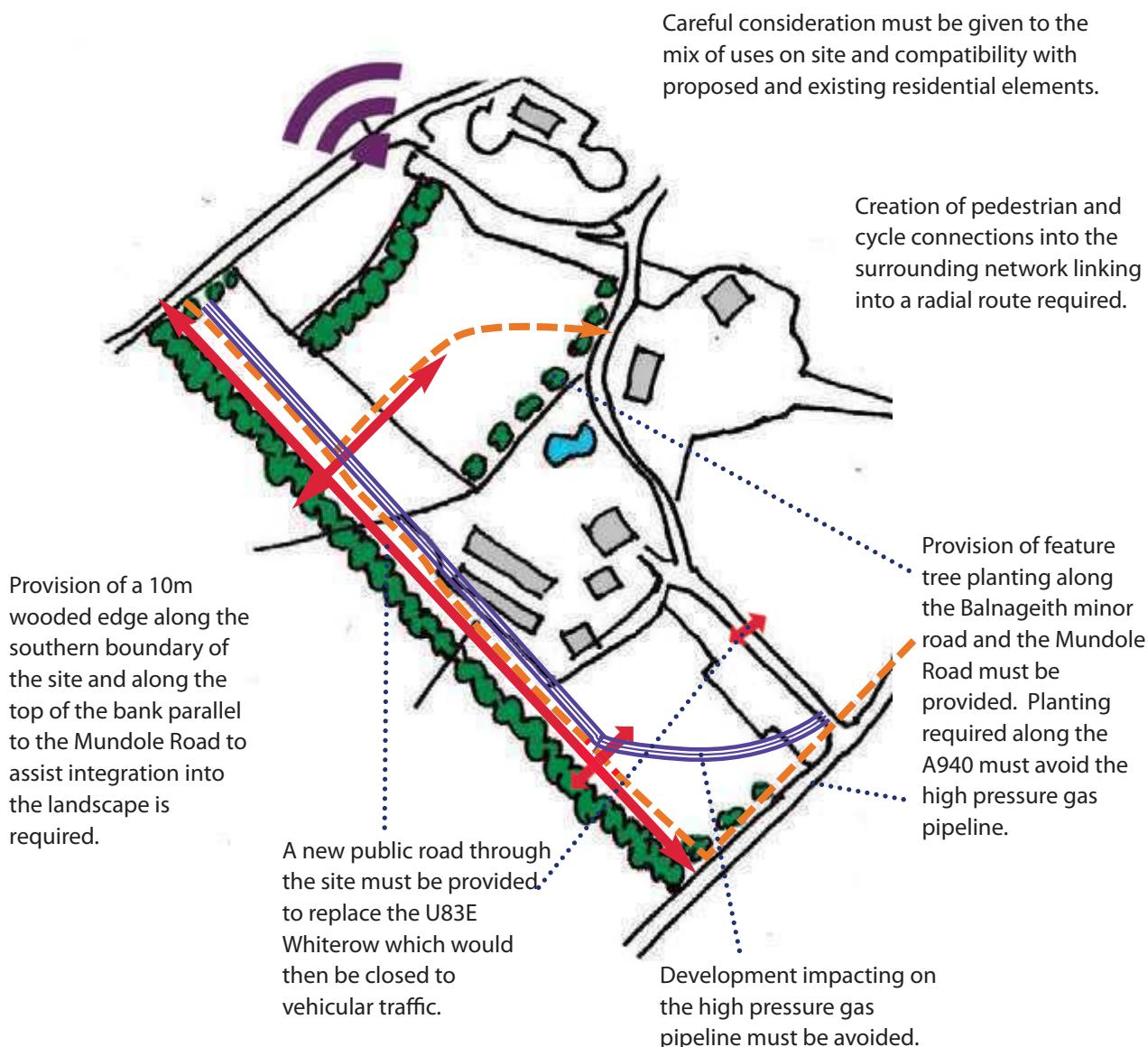
Residential and/or Small Scale Business

### Site specific requirements

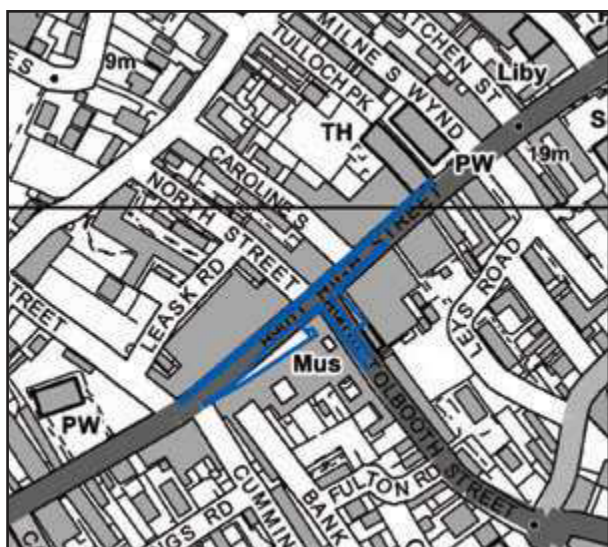
- Development Framework required setting out development areas, road infrastructure, landscaping and the required buffering to high pressure gas pipe line. The Framework must comply with the key design principles set out in Figure 1.5.
- 10m landscaped edge to south and A940 must be provided.
- Transport 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 U83E 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

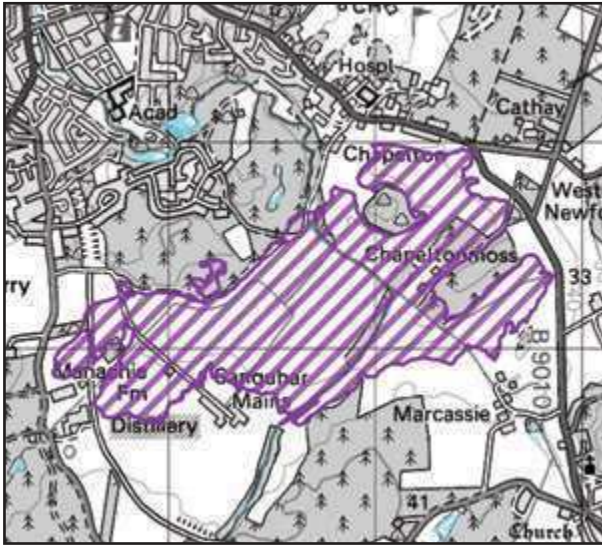
REF	Type of Environment Designation	Specification
<b>CAT</b>	Countryside Around Towns	Protects the area around the town from development
<b>CA</b>	Conservation Area	Forres Conservation Area
<b>SLA</b>	Special Landscape Area	Cluny Hill
<b>SPA</b>	Special Protection Area	Moray & Nairn Coast





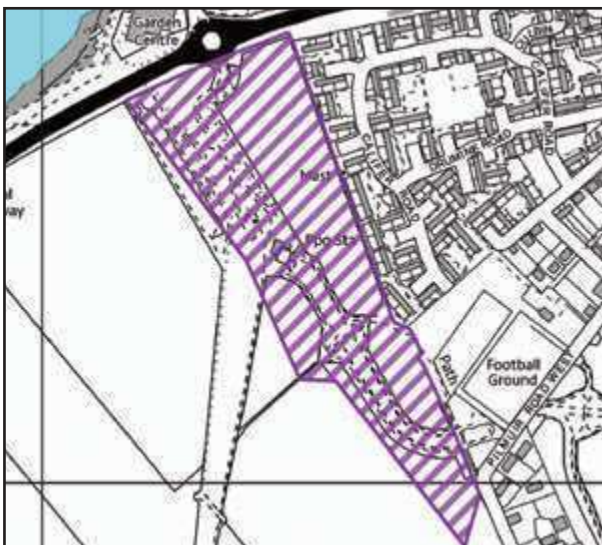
## FLOOD ALLEVIATION

### 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.

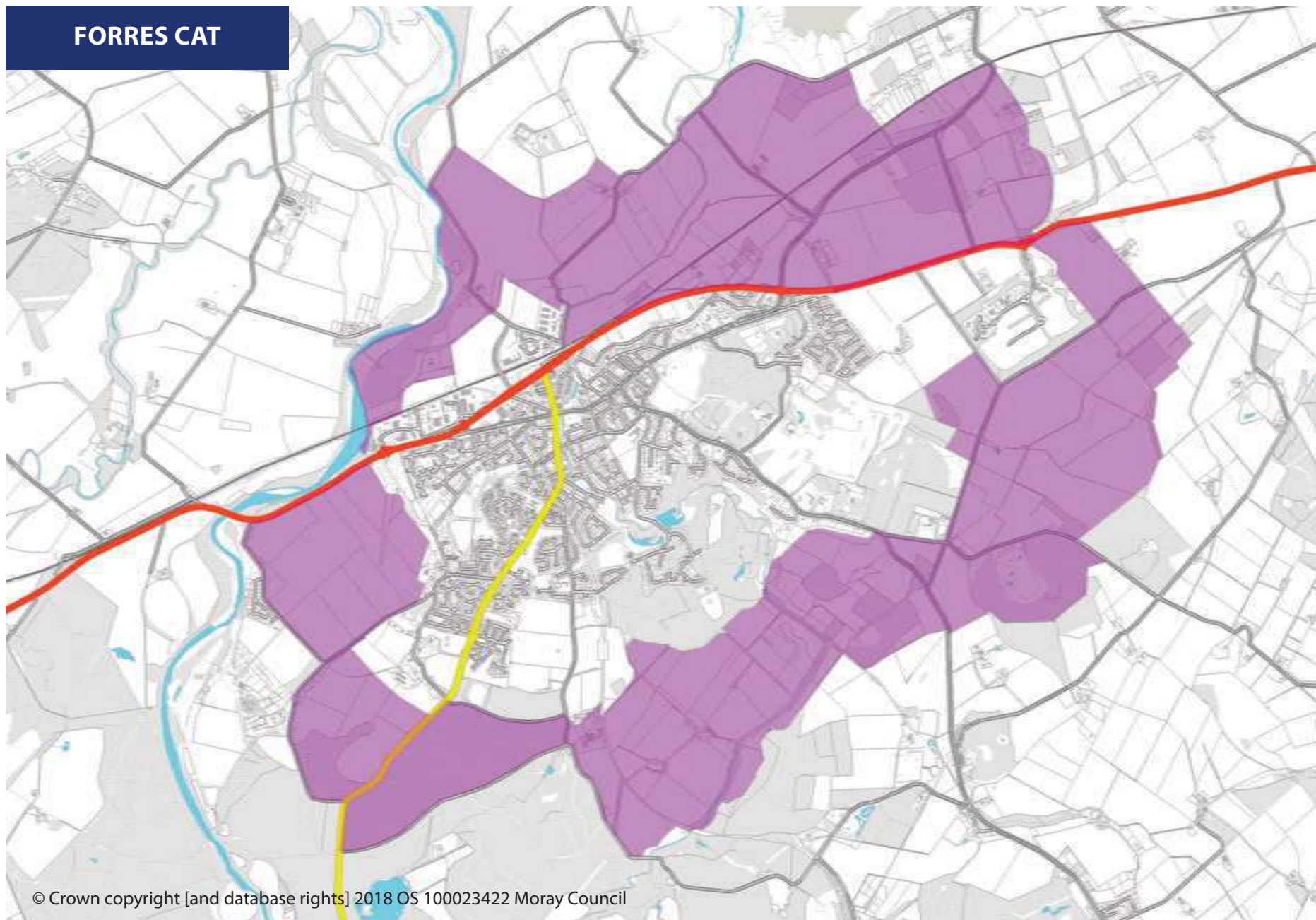
Type of Infrastructure	Mitigation Measure	Sites
Primary Education	New Primary School and 2.5ha serviced site or alternative provision	LONG1
Primary Education	Extension to Pilmuir Primary School or alternative provision	R1, R5, R7, OPP7
Secondary Education	Extension to Forres Academy or alternative provision	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



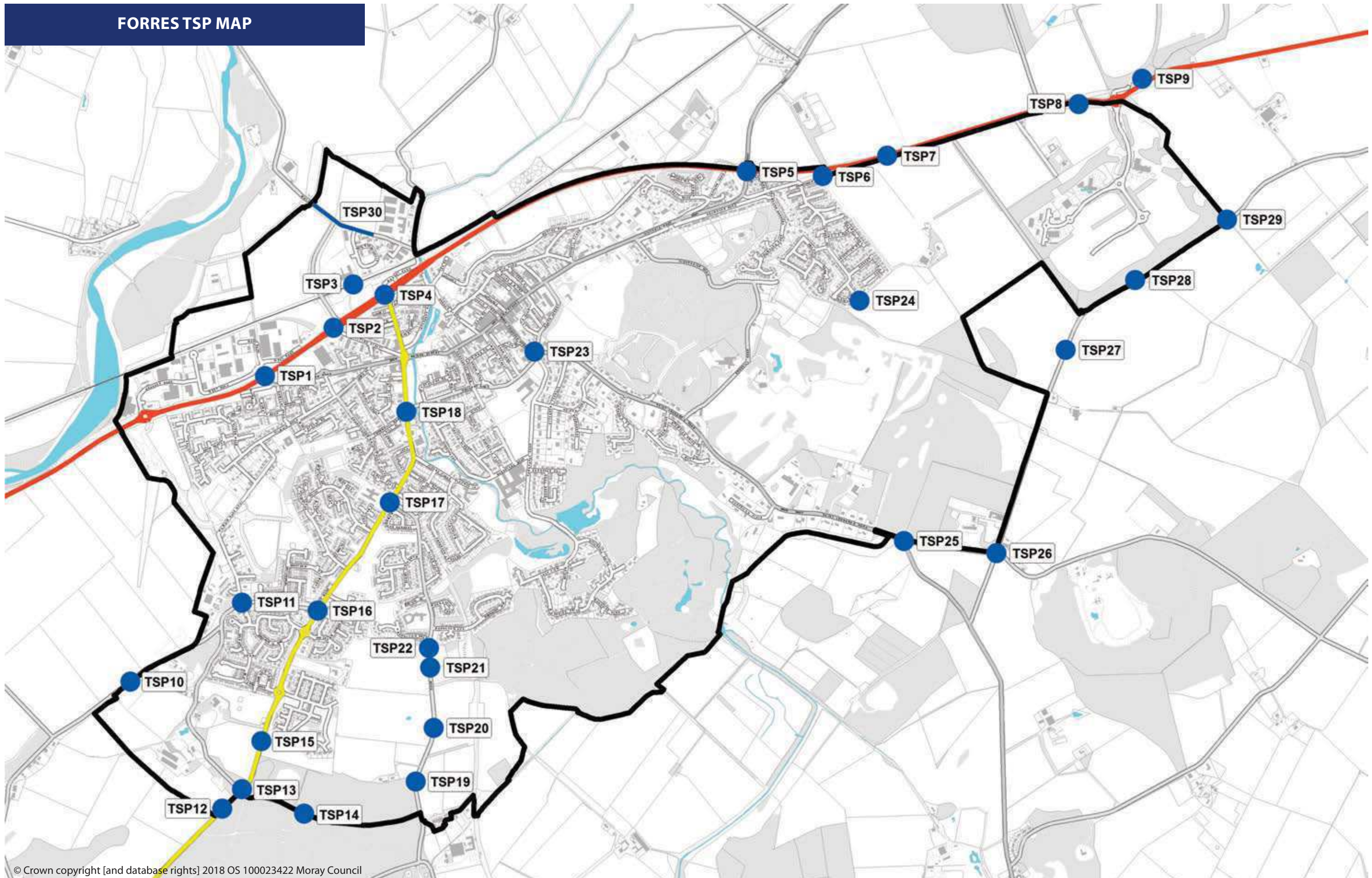
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- TSP1** A96/B9011 Nairn Road junction - impact on this junction from development sites to be determined by a Transport Assessment
- TSP2** A96 Controlled Crossing
- TSP3** Railway Station and Bus Terminus – safeguard and seek to enhance and improve 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





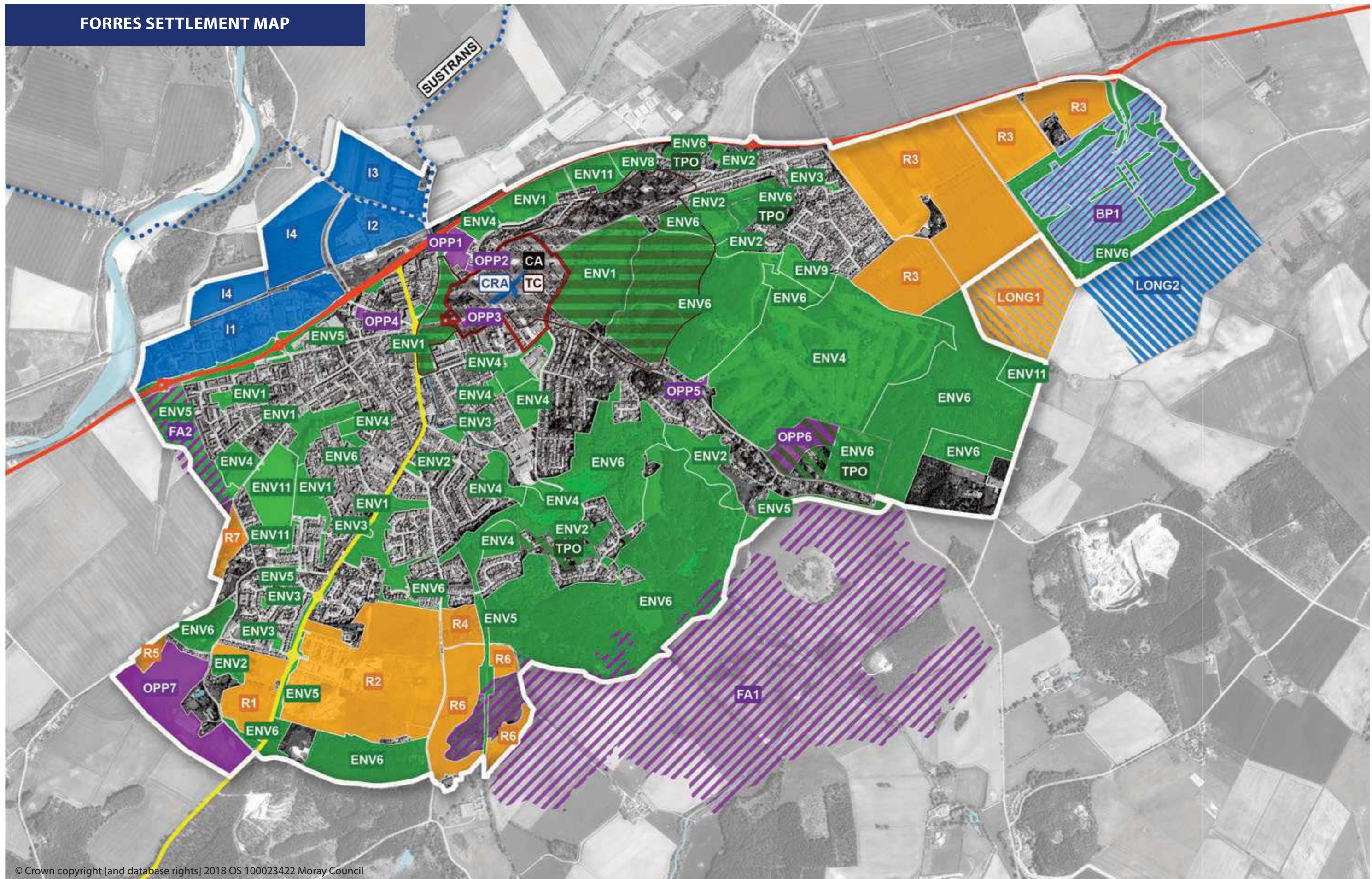
FORRES TSP MAP



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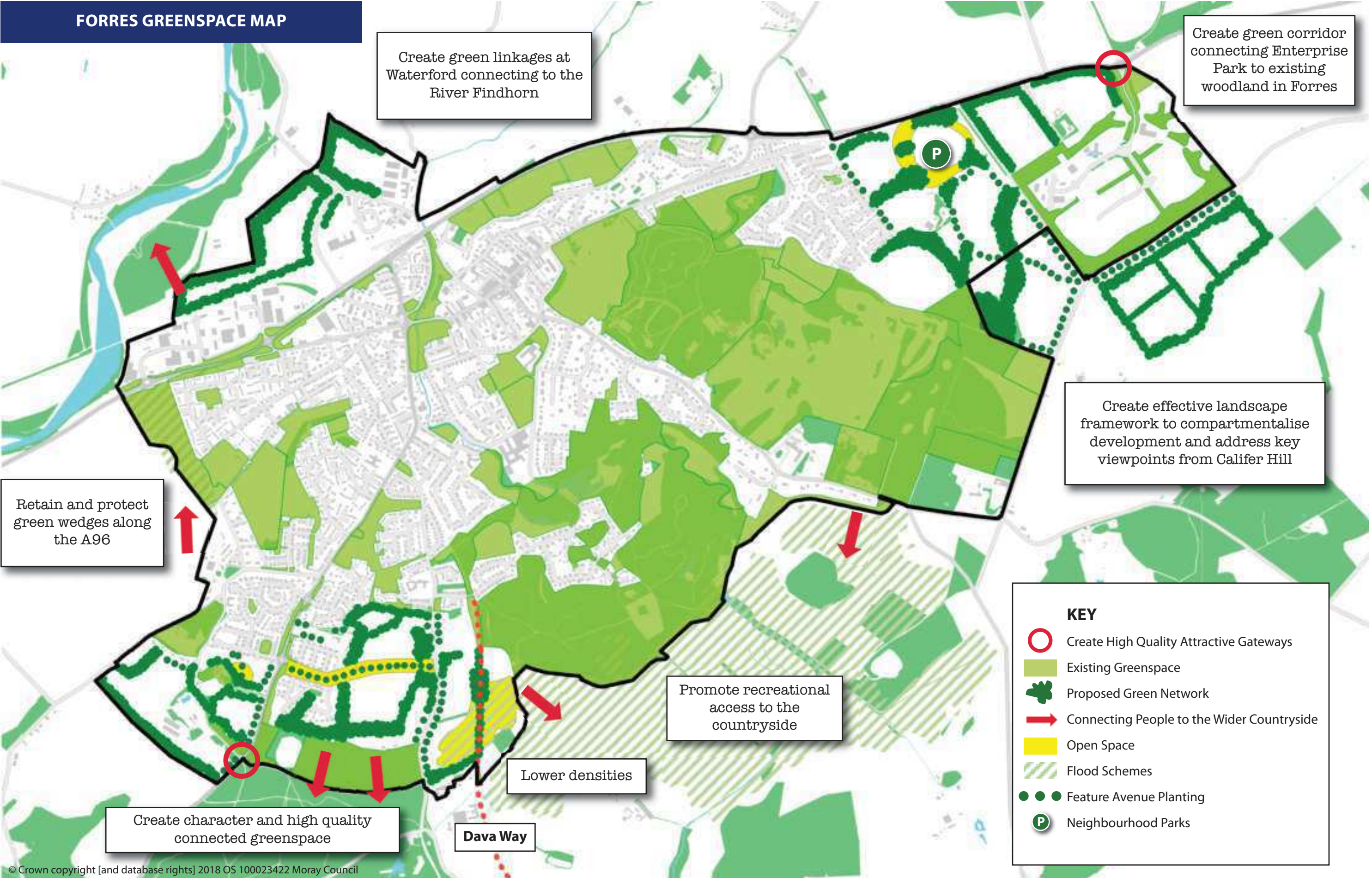
## FORRES SETTLEMENT MAP



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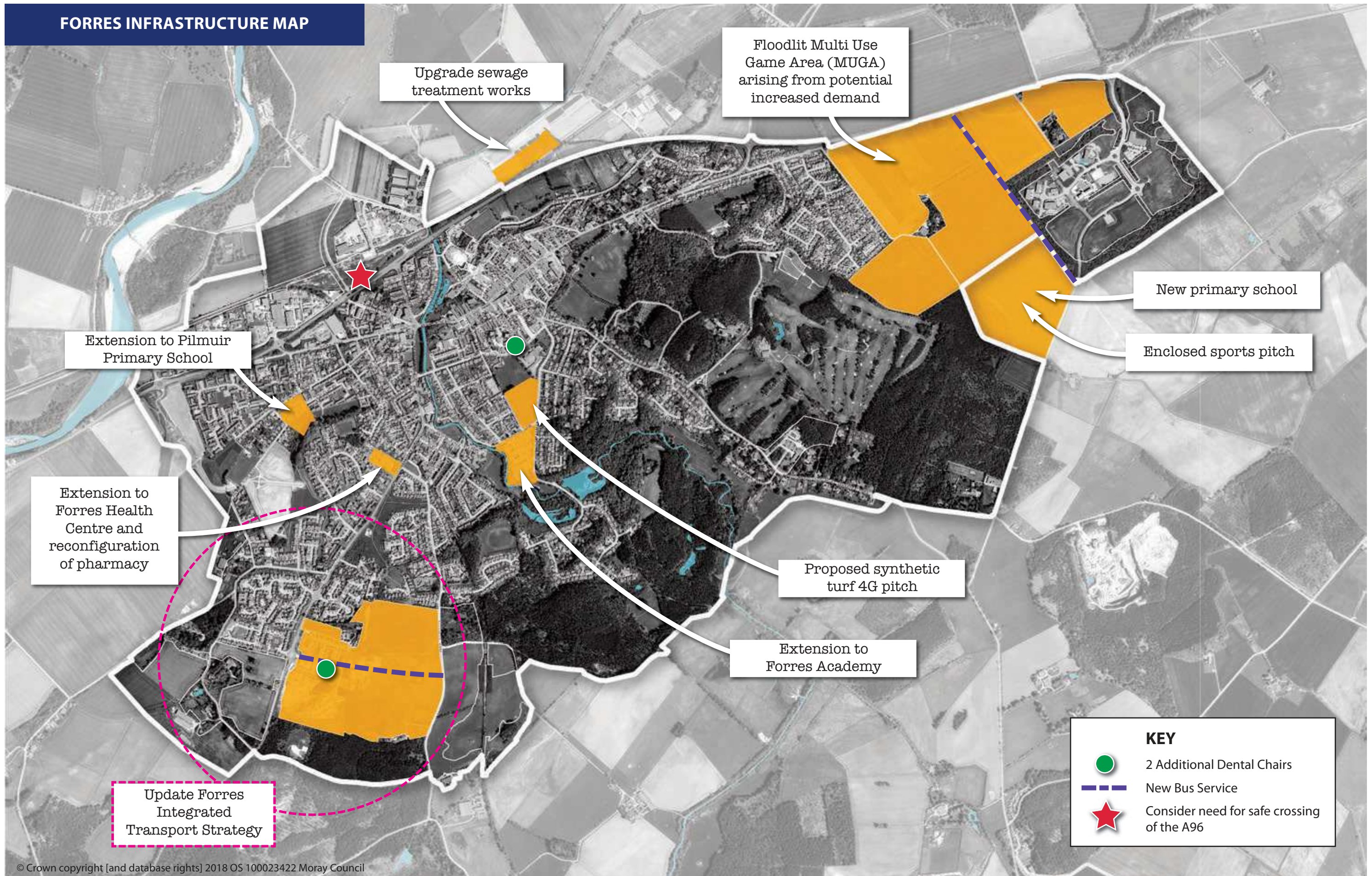


## FORRES GREENSPACE MAP





# 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.

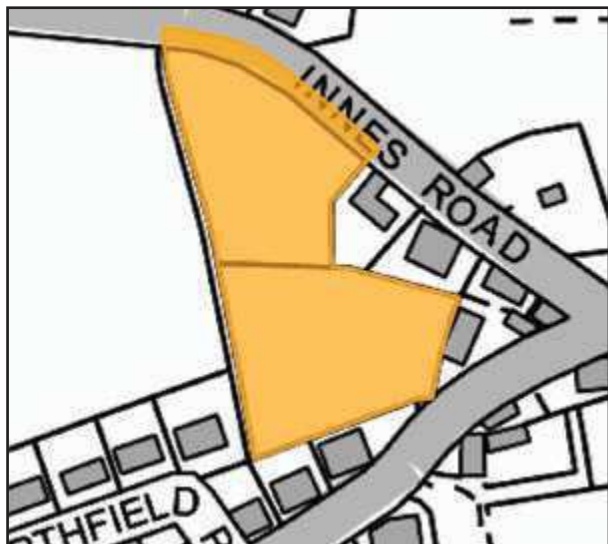




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## 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

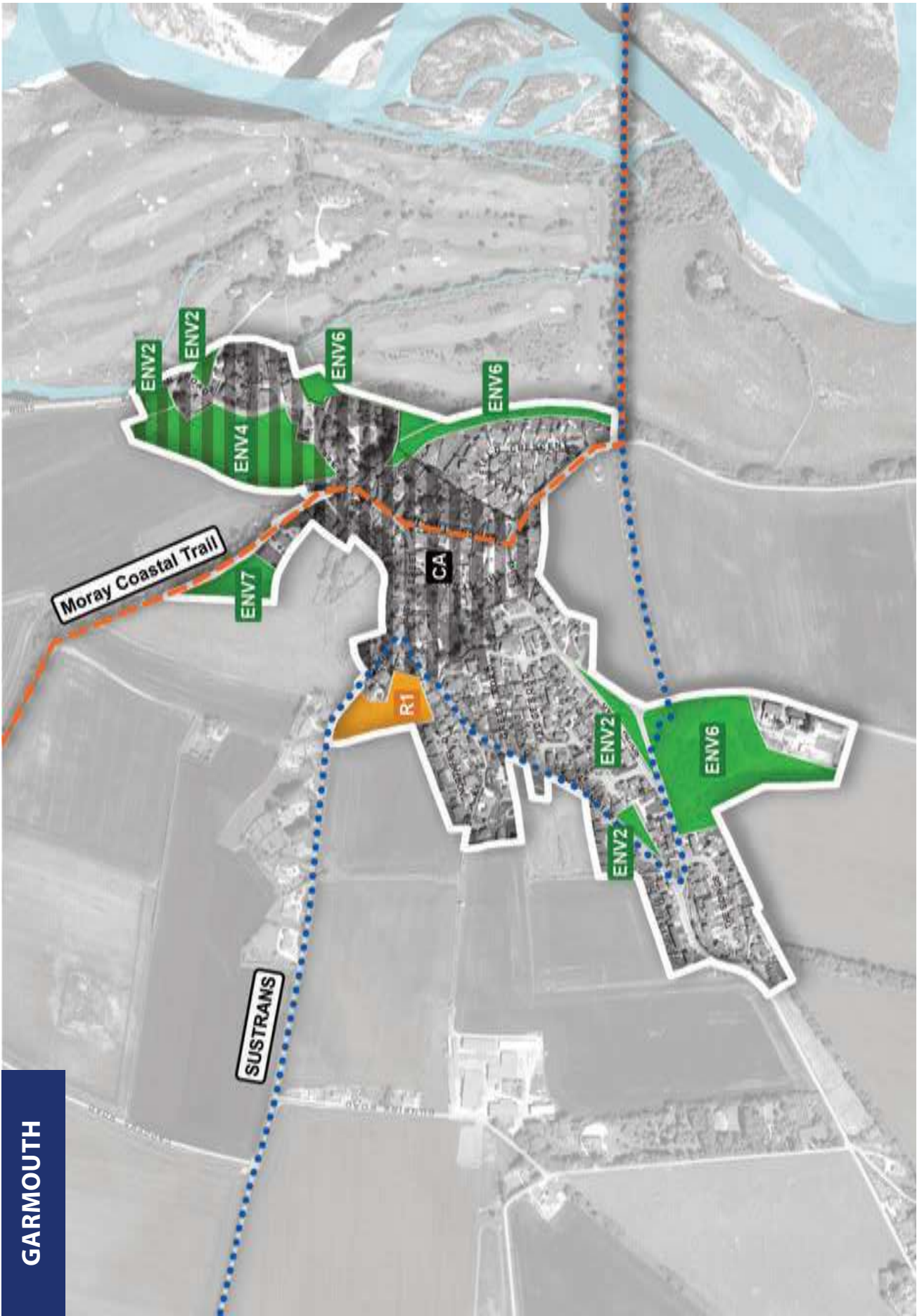
## INFRASTRUCTURE

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

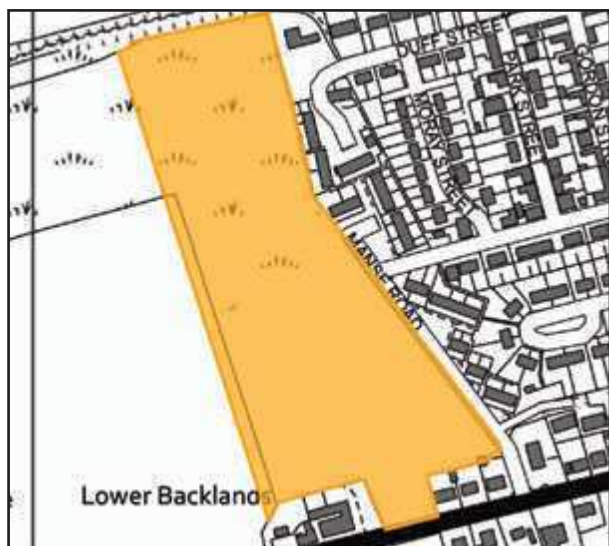
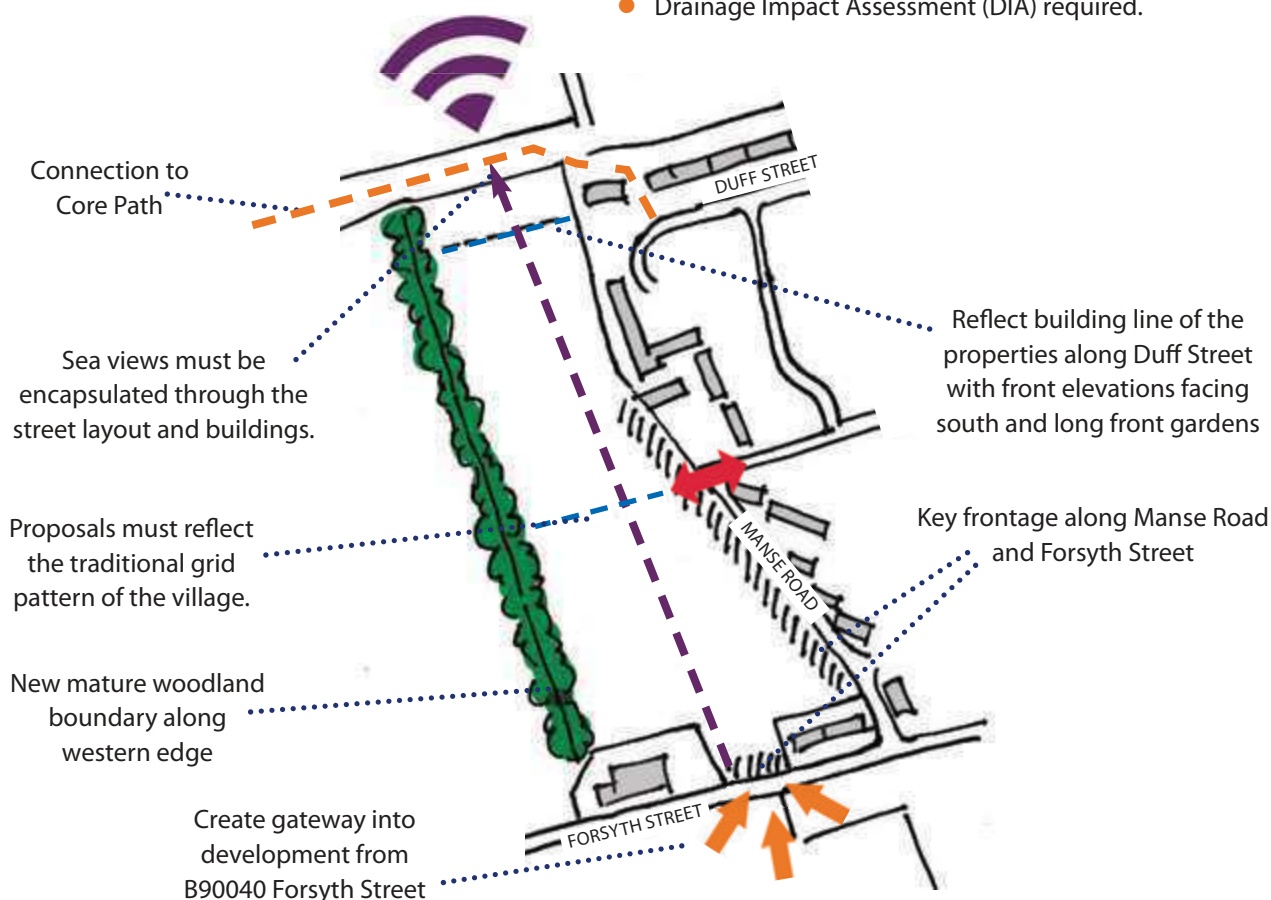


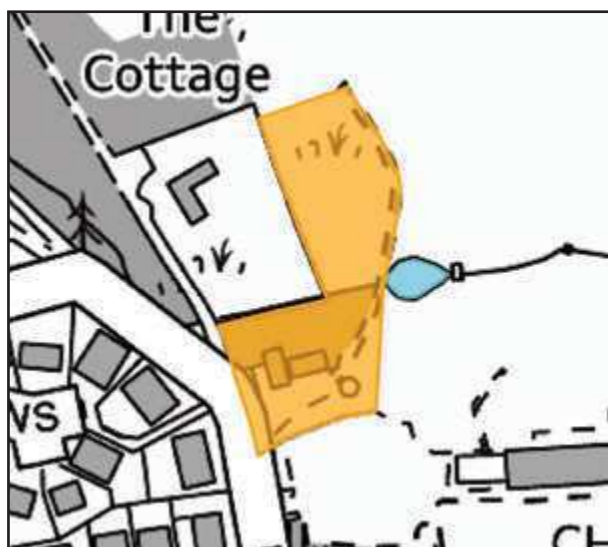
Figure 1 Key Design Principles R1 Manse Road

- 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**

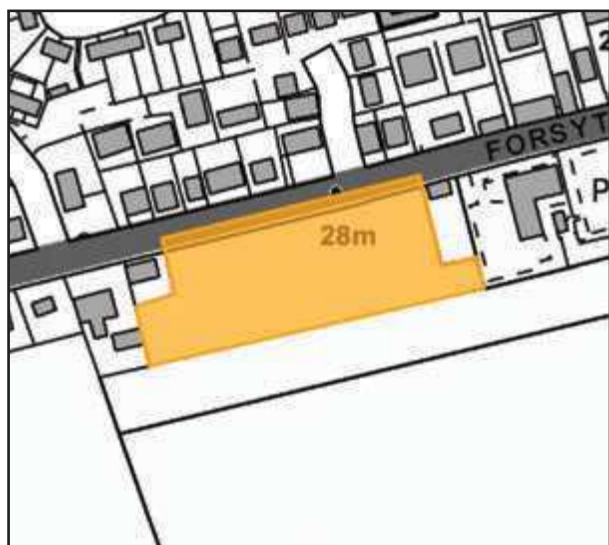


- Residential and tourist accommodation will be supported.
- Density will be dependent upon the nature of the proposals.
- Landscaped boundaries must be provided to integrate development into the surrounding area.
- Footway must be provided along frontage of Hopeman Golf Club from site.
- Flood Risk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

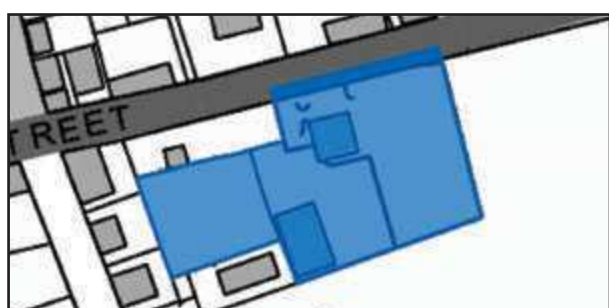
**EMPLOYMENT**

**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.

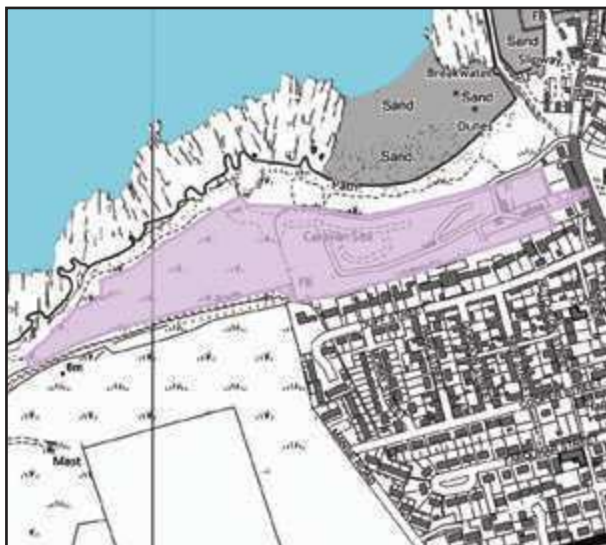
**I1 Forsyth Street Existing Business Area**



- 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

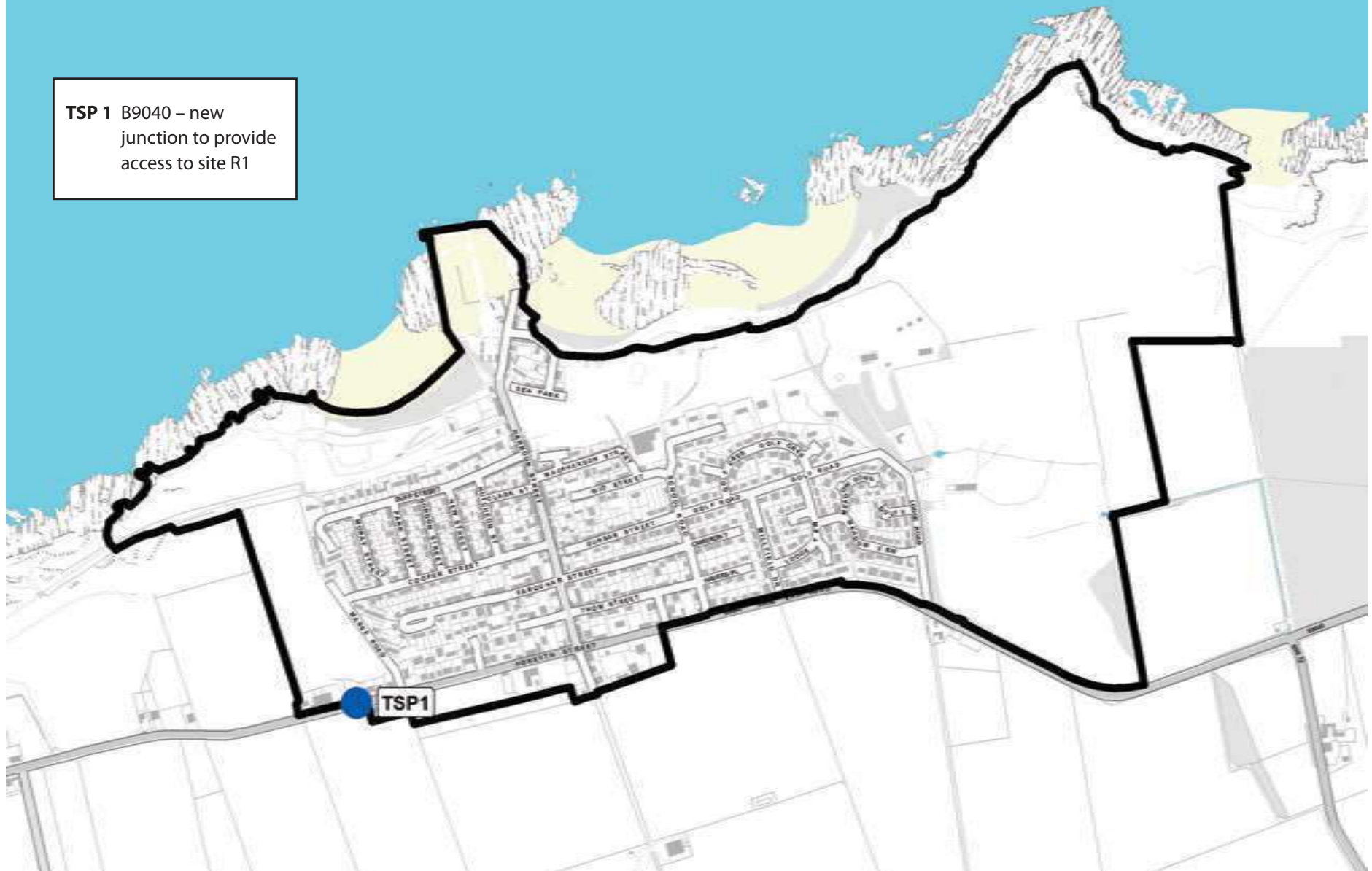
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	Extension to Moray Coast Medical Practice	R1, R2, R3





## 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.





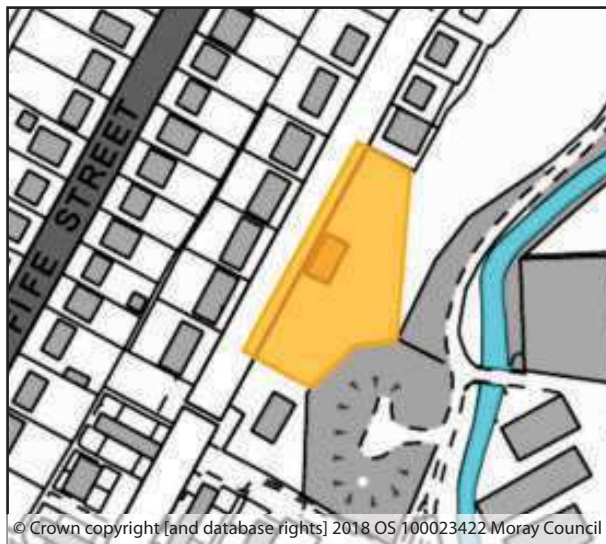
Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Nelson Terrace

0.5ha

5 units

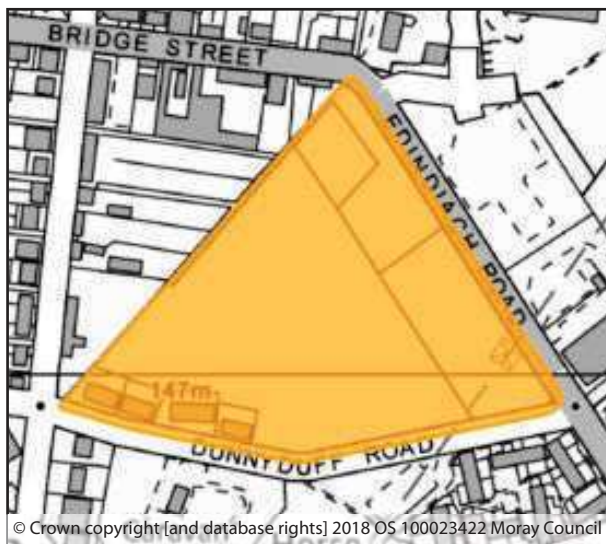


- Infill plots available from this development which commenced in the 1970's.

### R2 Dunnyduff Road

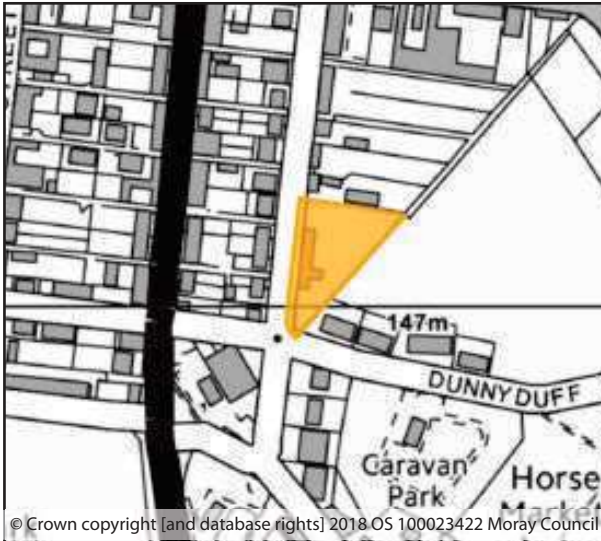
3.22ha

40 units

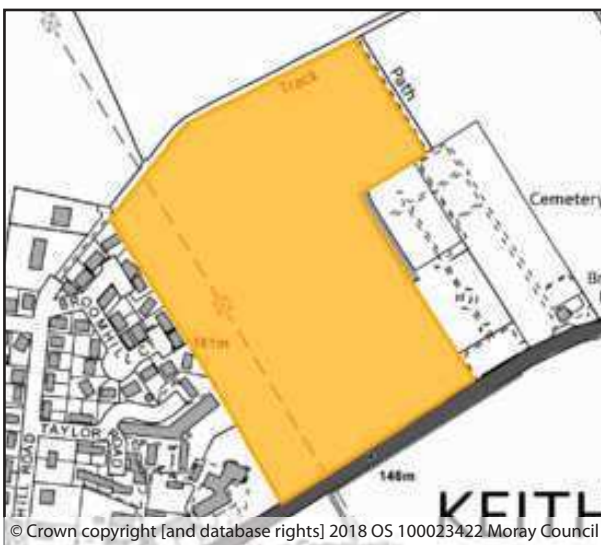


- The site is in two ownerships. Proposals for either part must show how they relate to each other particularly in relation to road connections.
- No individual houses or part development will be approved without an overall layout for the site.
- Ground conditions may require consolidation and electricity 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**

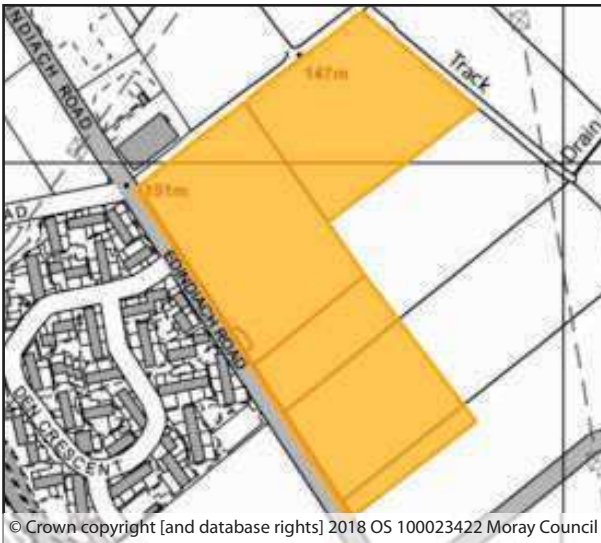
- The disused building on site can be demolished and site re-developed with a capacity of 6 houses.
- If renovation of the building is practical, conversion to flats would be acceptable.
- There are known ground contamination issues and a ground contamination assessment will be required.
- Flood Risk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



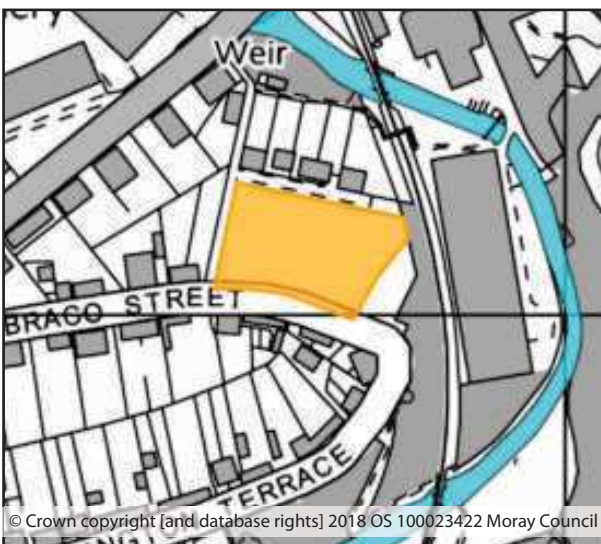


**R5 Edindiach Road (West)****5.35ha****55 units**

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

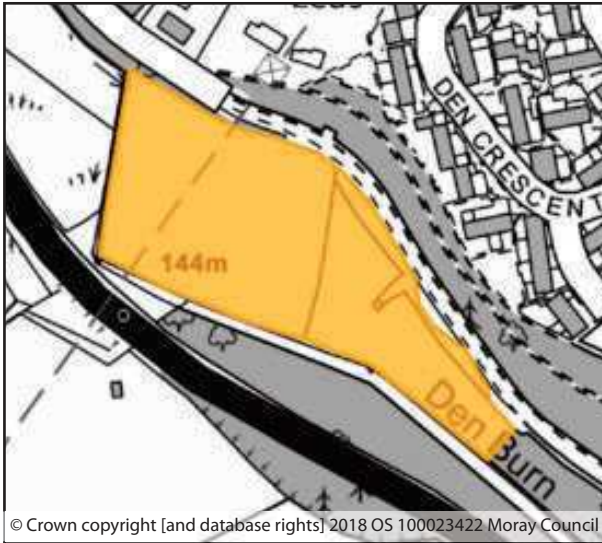
**R6 Former caravan site, Dunnyduff Road****0.67ha****20 units**

- 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.

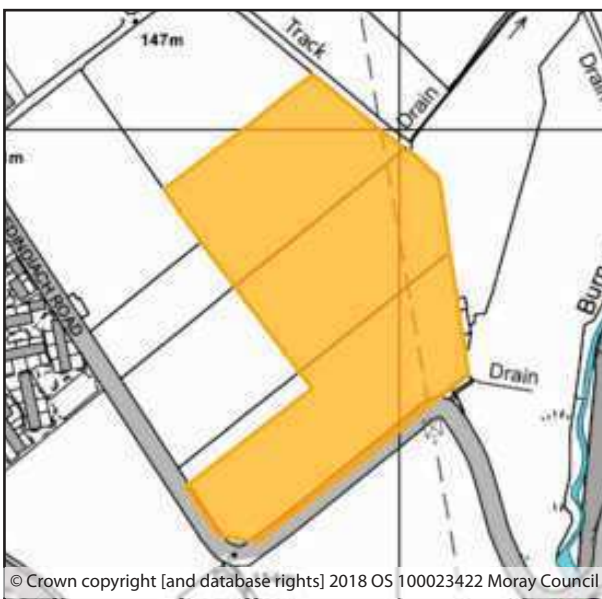
**R7 Jessieman's Brae****0.4ha****6 units**

- 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**


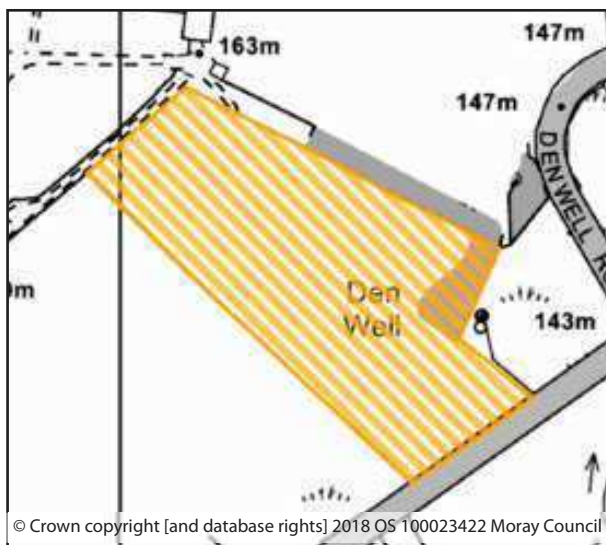
- Area of low lying land between the A96 and the old military road. Given its shape, location and known flood risk, a low density development could be accommodated.
- Any planning application for the site will require to be supported by a detailed Flood Risk Assessment (FRA). Development must avoid all 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**


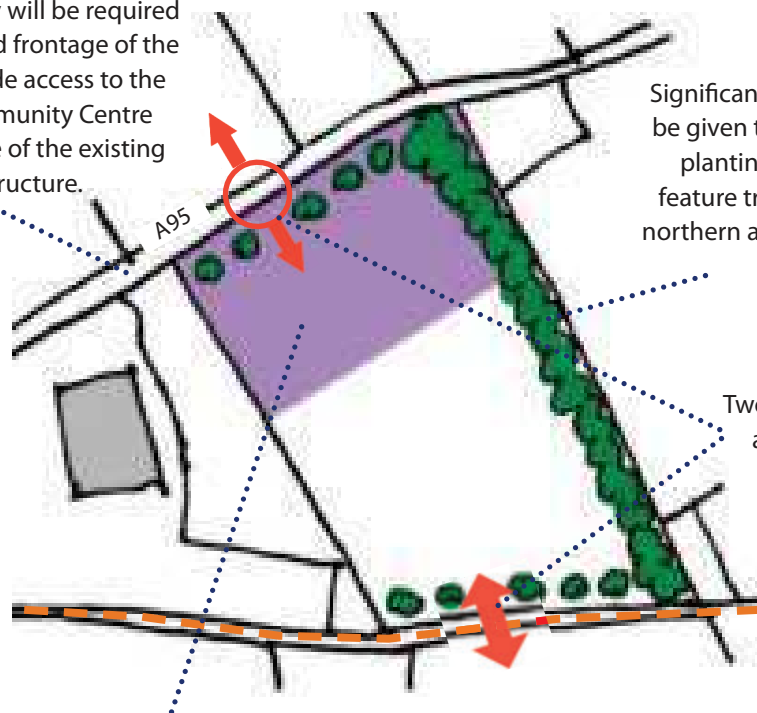
- Advanced structural planting is required.
- A pylon crosses the site which will affect the developable area.
- Development will have to take account of mature trees on the site. A tree survey will be required.
- Peat soils on part of the site. An assessment of peat including a peat map will be required.
- 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.

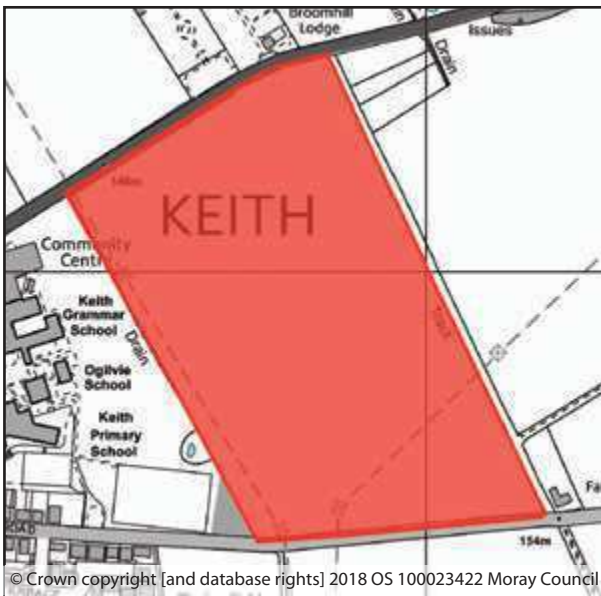
3ha identified for healthcare facility.



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.



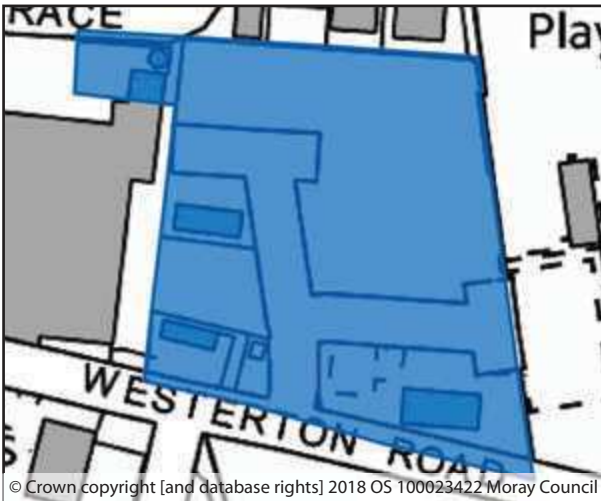
**MU Banff Road South 16.66ha**


- 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.

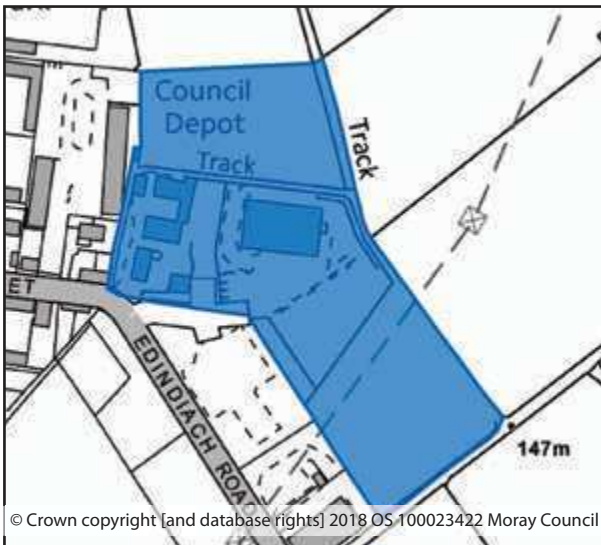
**I2 Westerton Road South Industrial Estate**

- 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.

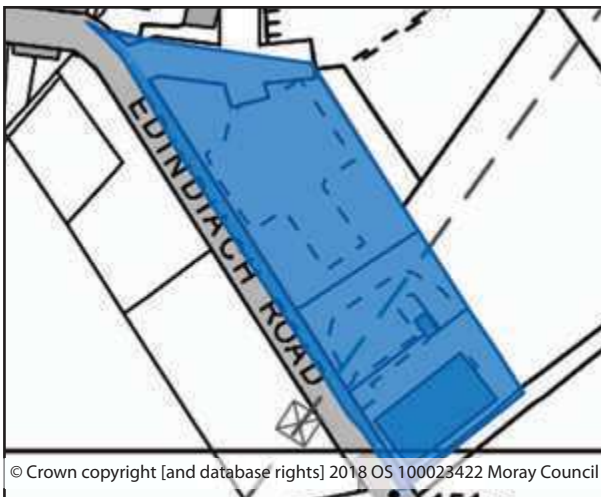
**I3 Westerton Road East Industrial Estate**

- 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.

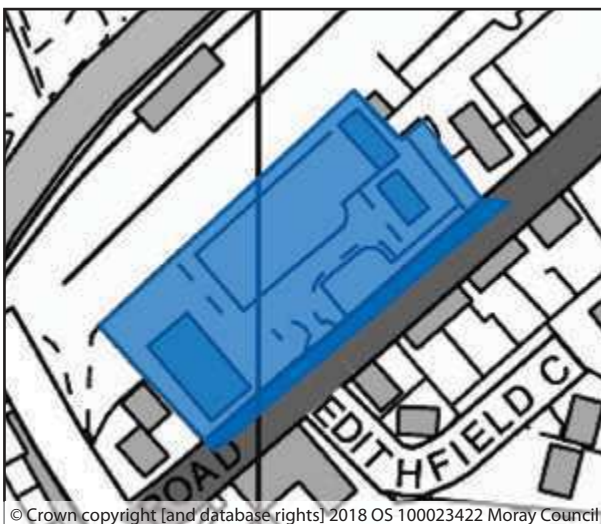


**I4 Bridge Street Industrial Estate**

- 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**

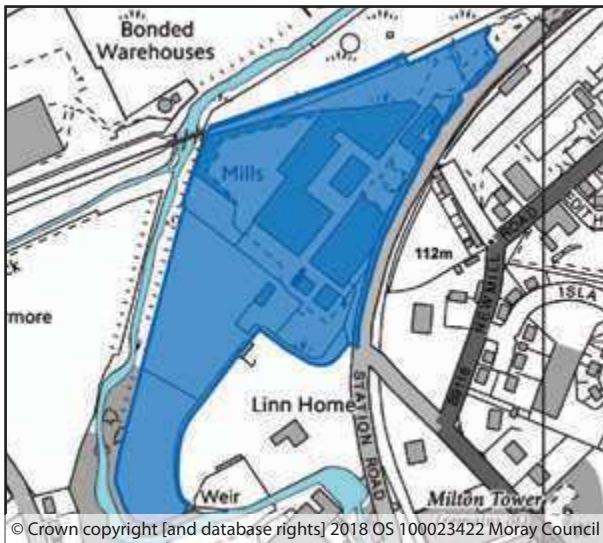
- Area fully occupied by the lorry park and car repair business. Land to the rear is constrained (see I4) but can be utilised should solutions be found.

**I6 Newmill Road Industrial Estate**

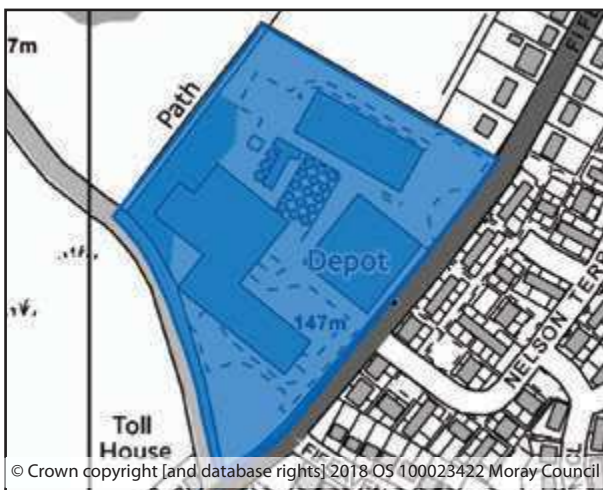
- Built out and only the re-use of existing properties is possible.



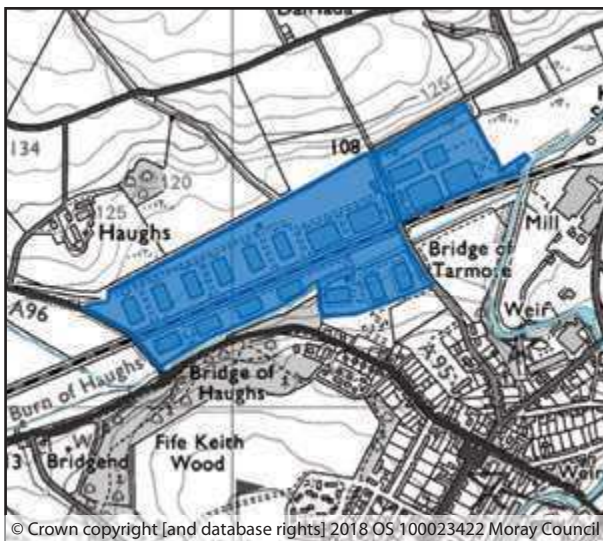


**17 Isla Bank Mills****Industrial Estate**

- 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**

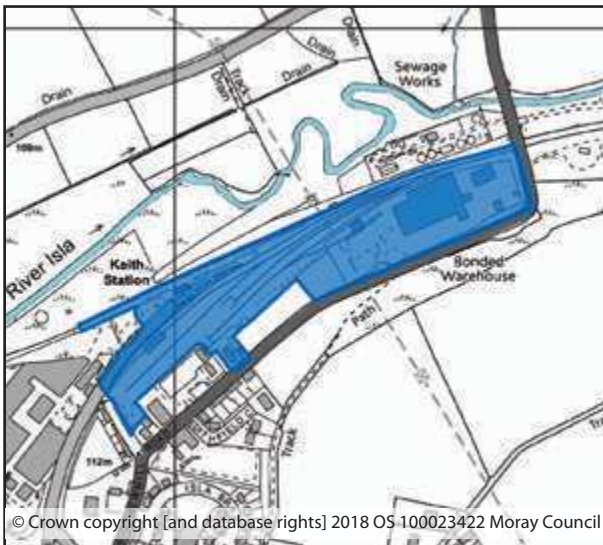
- The site of a long established grain merchant is retained for that use.
- Any future commercial or industrial development, whether for the established use or another use, must take into account the potential for excessive noise nuisance that is likely to affect residential properties in the vicinity.

**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.

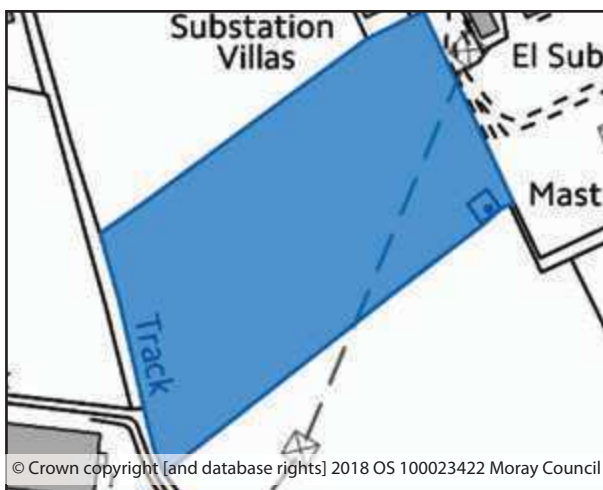


## 110 Railway Land and Business works Existing Business Area



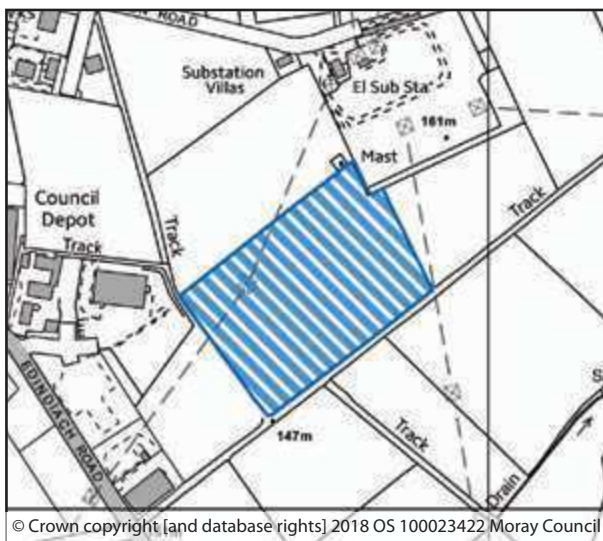
- Railway sidings and associated land (including whisky blending works) are to be retained for transport/freight uses, including the bulk shipping of whisky.
- Flood Risk Assessment (FRA) required.

## 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

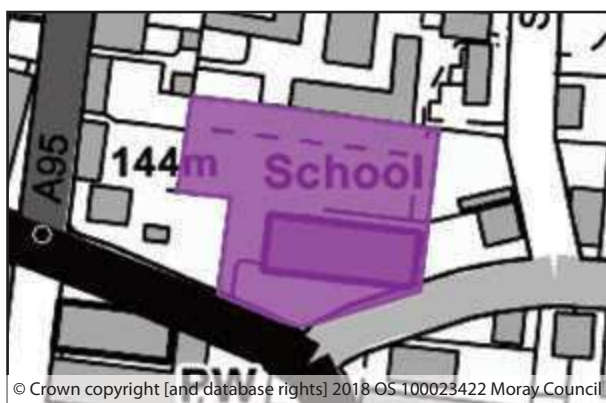
**Suitable Uses**

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

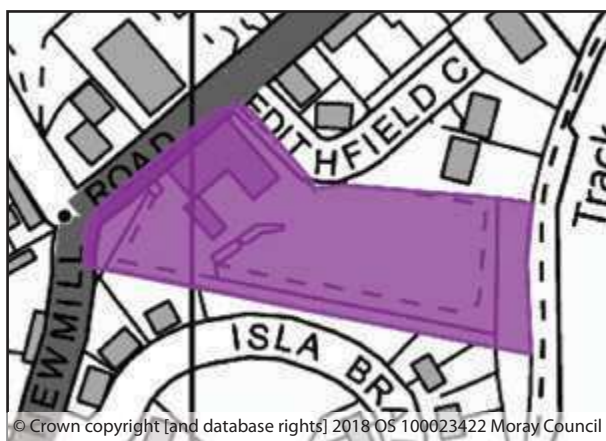
**Suitable Uses**

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

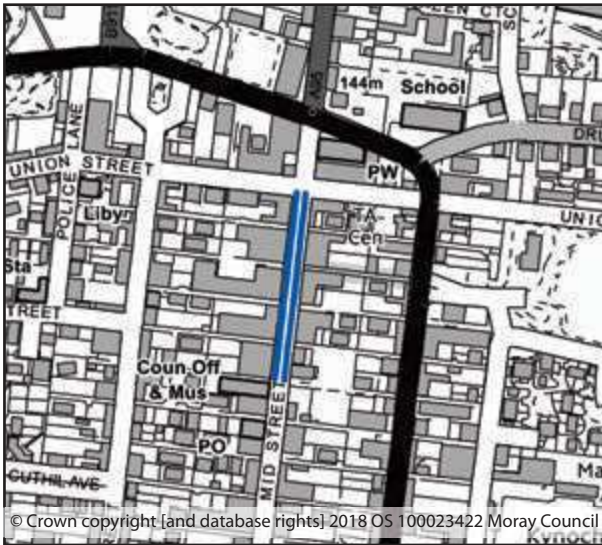
**Suitable Uses**

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

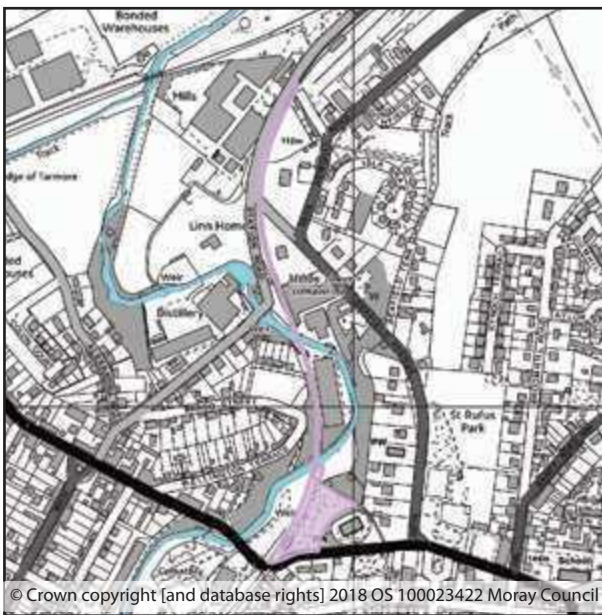


### Town Centre/Core Retail Area (CRA)

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

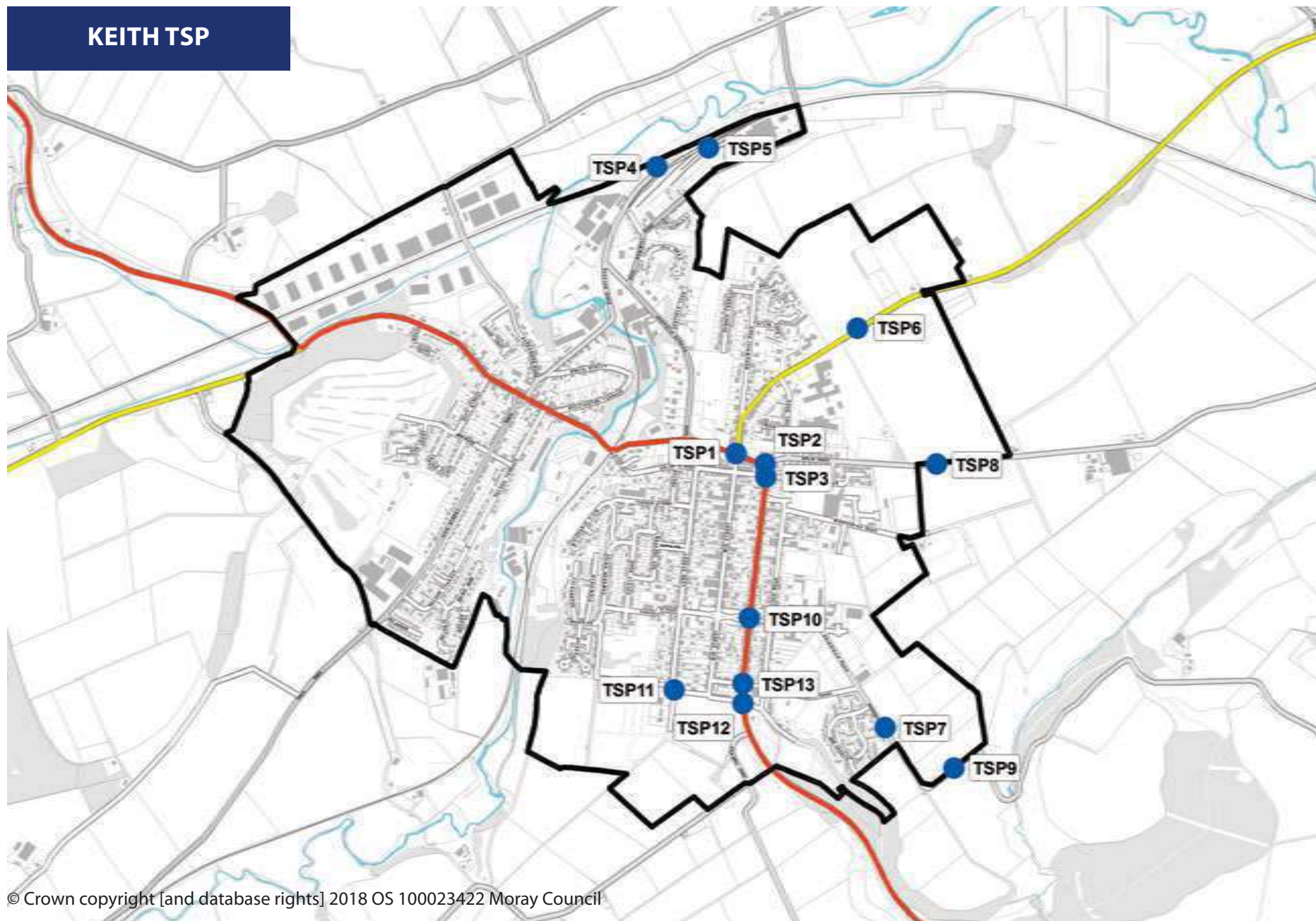
- |   |  |
|---|--|
| <p><b>TSP1</b> A96/A96 Banff Road/Mid Street Crossroads – junction improvement required associated with development in the north east of Keith</p> <p><b>TSP2</b> A96/Drum Road – junction improvements may be required associated with development in the north east of Keith</p> <p><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> |
|---|--|







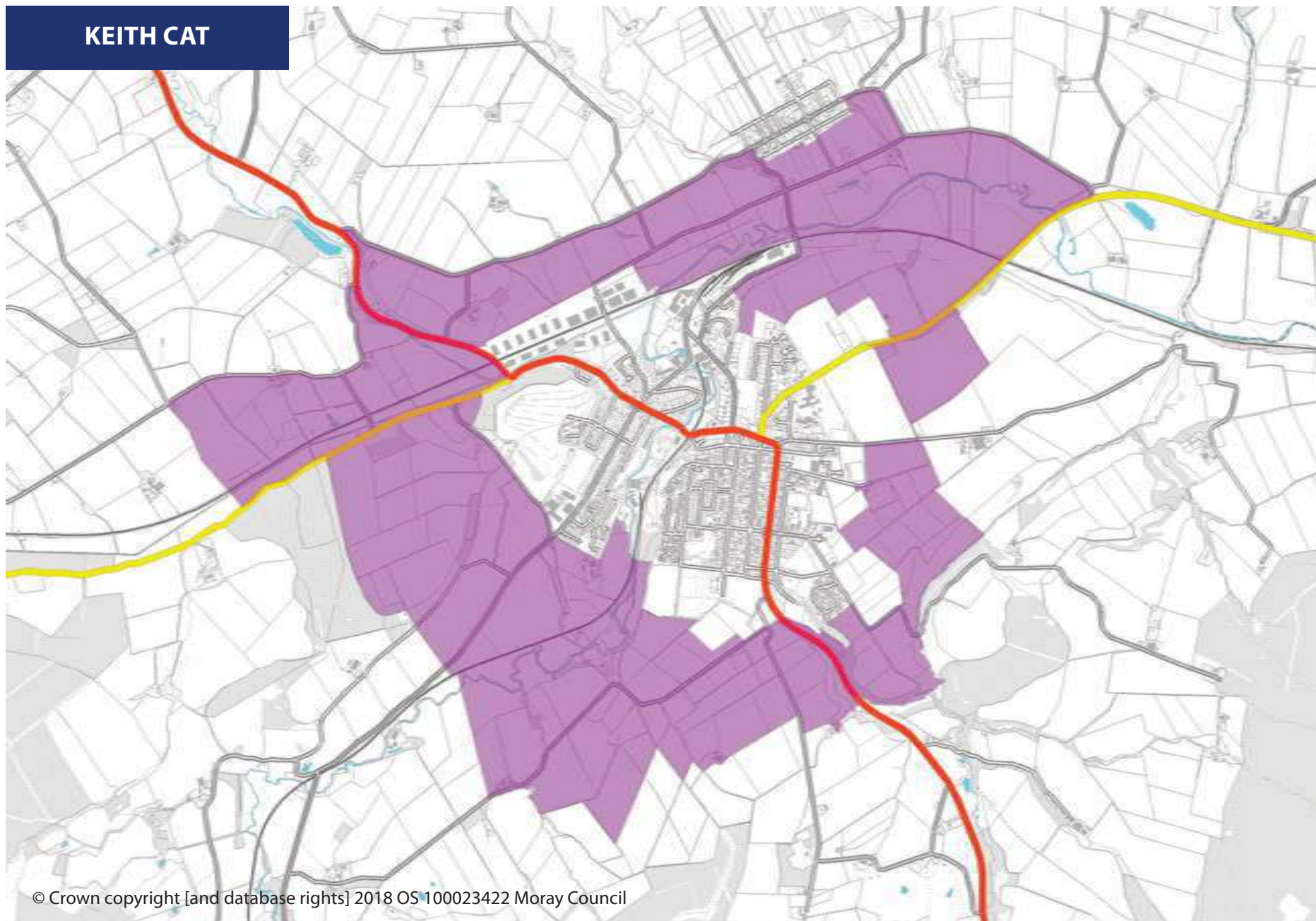
## KEITH TSP



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## KEITH CAT

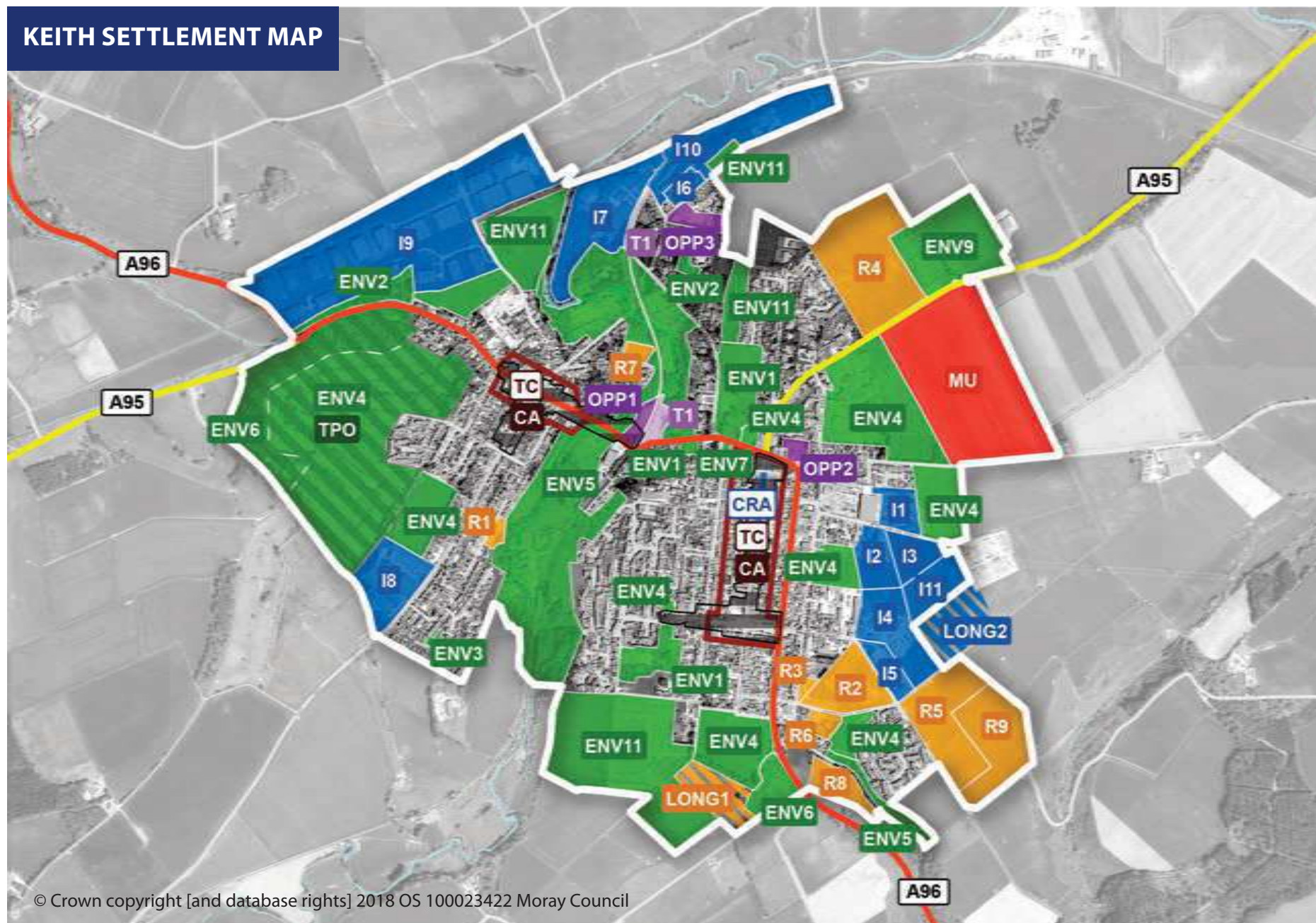


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## KEITH SETTLEMENT MAP



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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

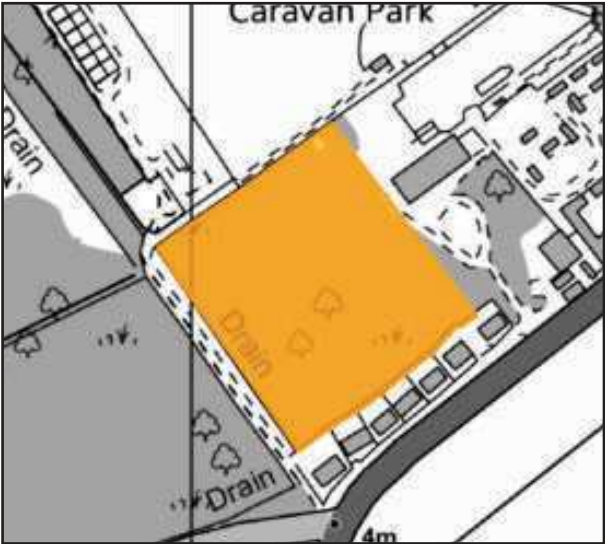
- To promote the small scale development of the village outwith the Ministry of Defence operational land at the Kinloss Barrack.
- To facilitate Ministry of Defence development requirements within its defined operational land.
- To apply the precautionary principle to new developments due to identified 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



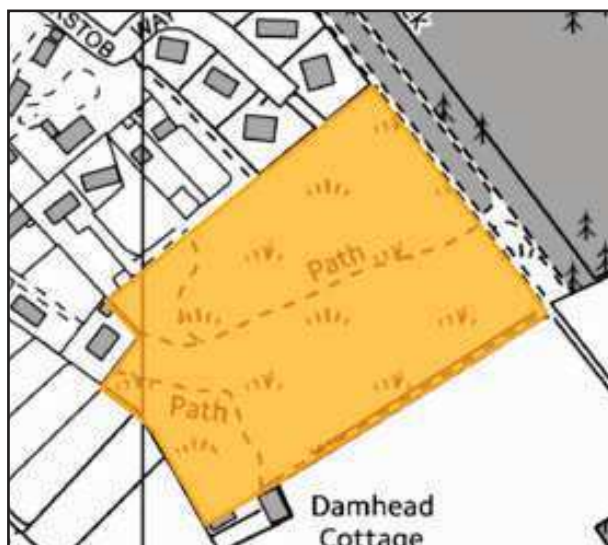
- Proposals must respect the setting of the 'B' listed Seapark House.
- A Tree Preservation Order covers the site. Development must be located in clearings and avoid tree removal. Proposals must be supported by a tree survey and tree protection plan.
- Access must be from either an upgraded sewage works 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

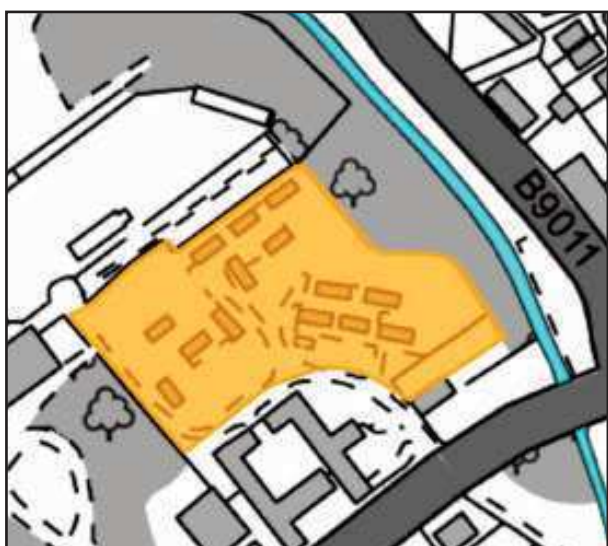


- A landscaped edge along the northern boundary must be provided.
- Landraising required to elevate the ground above the floodplain.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth 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**

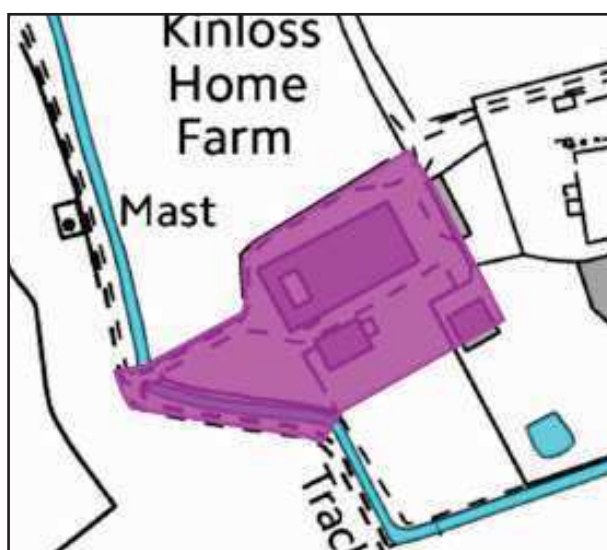
- Residential proposals must be of a lower density than existing development.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Phase 1 Habitat Survey required.
- Development 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**



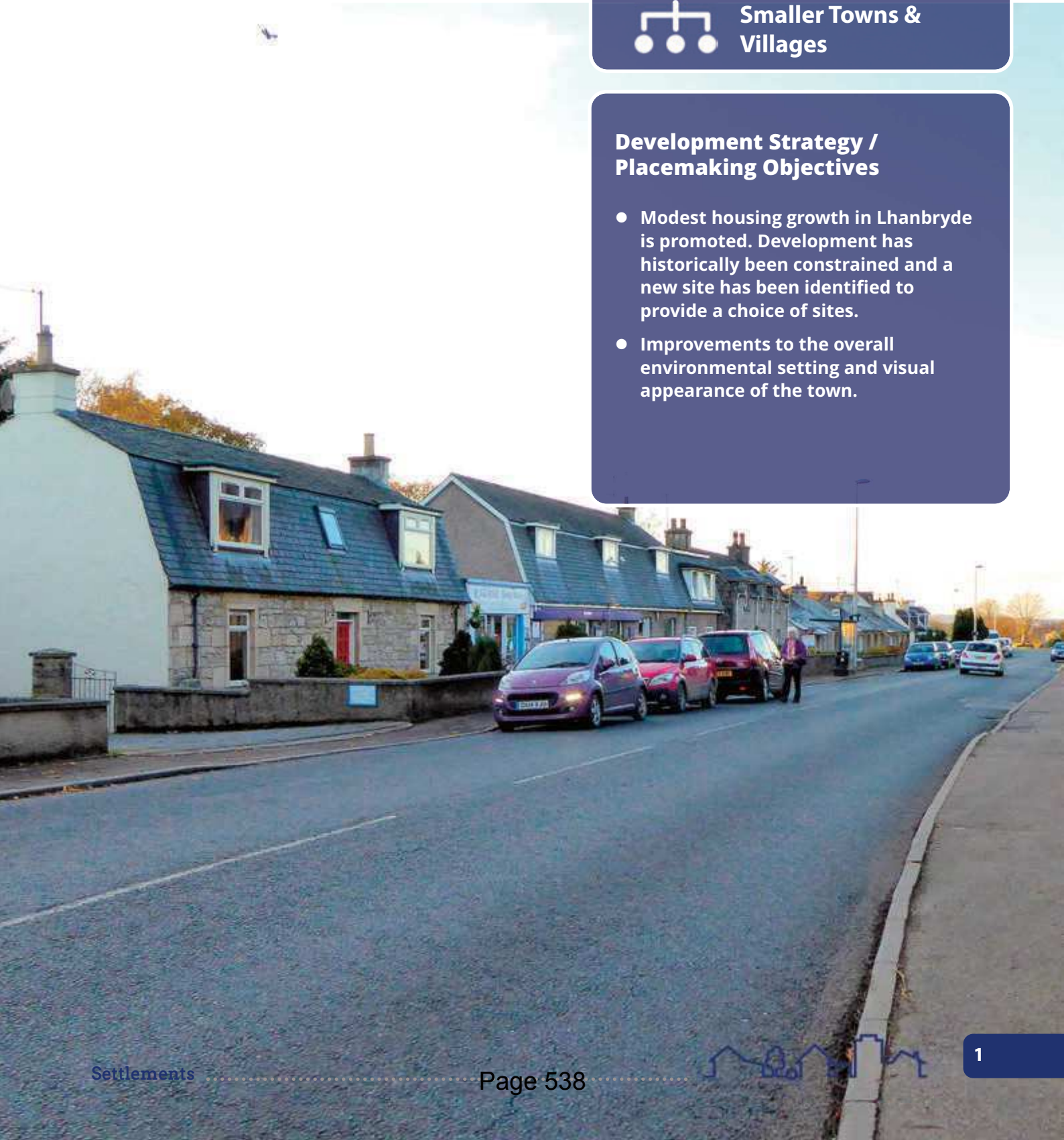
Households  
**914**



**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.

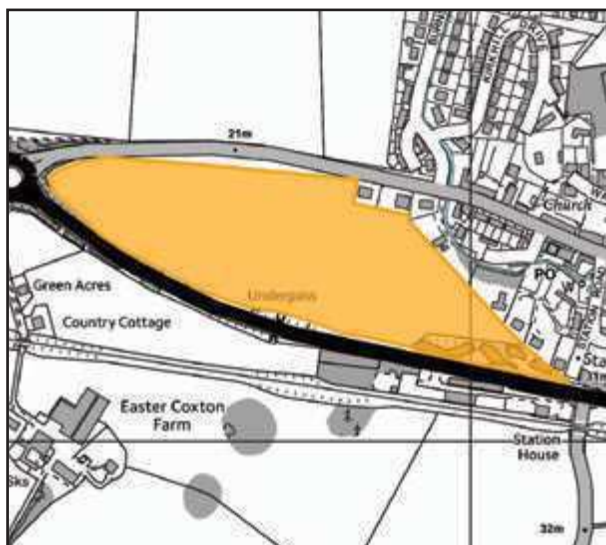




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

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



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

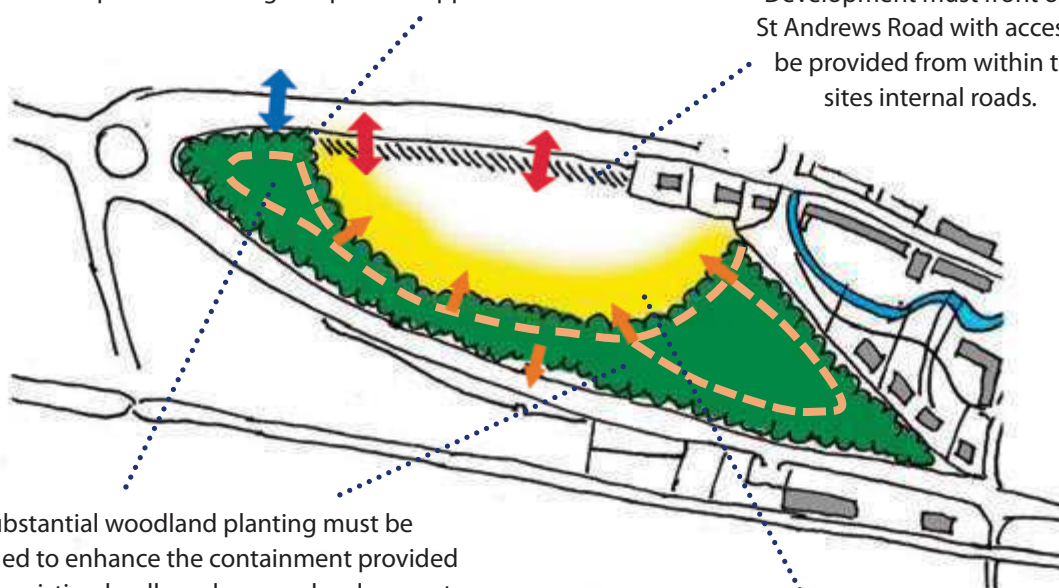
- Proposals must comply with the Key Design Principles shown in Figure 1.1.
- One access and an emergency access from St Andrews Road required. The primary route through the site must provide a continuous loop.
- Development must be concentrated within the dip between the rounded knolls and on the lower 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.

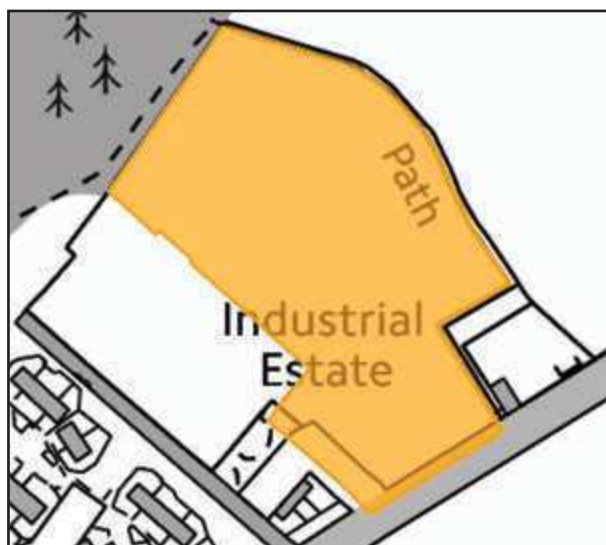
Footway must be extended (minimum 2m wide) along the length of the frontage onto St Andrews Road to provide pedestrian and cycle access with crossing point to existing footpath on opposite side of road.

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**

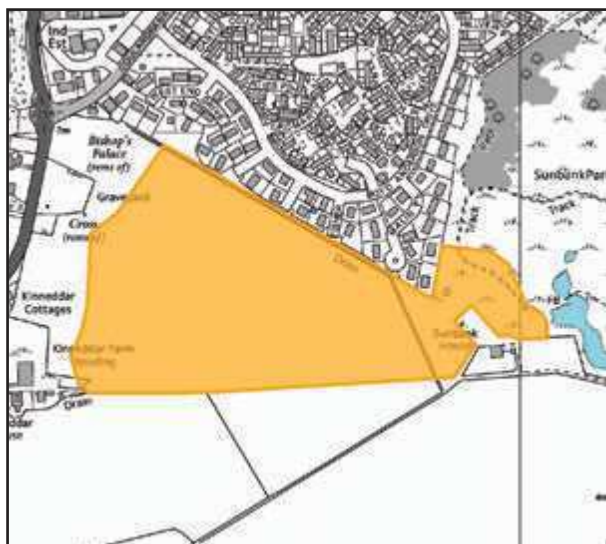
- Further growth of Lossiemouth is constrained due to physical and environmental constraints and also RAF safeguarding.
- Development is focused on consented sites at Sunbank/Kinnedar and Inchbroom. Development has commenced on both sites.
- The main opportunity for new development is on the former Sunbank 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



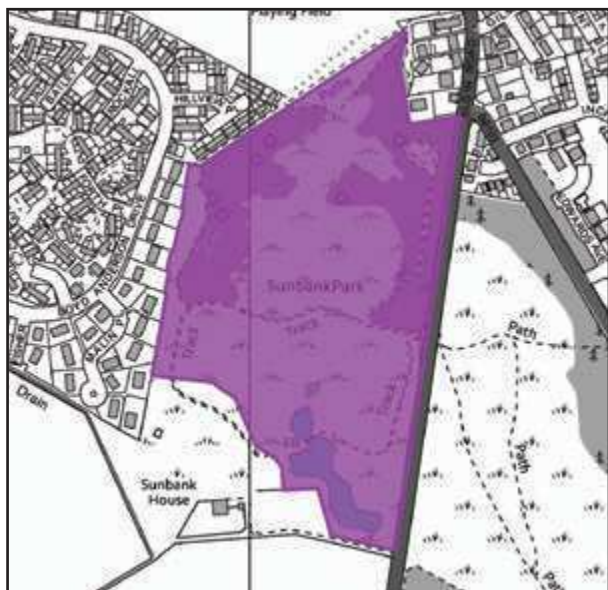
- Few opportunities for new building other than redevelopment. Primarily harbour related and small business premises.
- Incorporate measures to protect from inundation from the sea.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.





## OPPORTUNITY SITES

### OPP1 Sunbank 12.8 ha



#### Suitable Uses

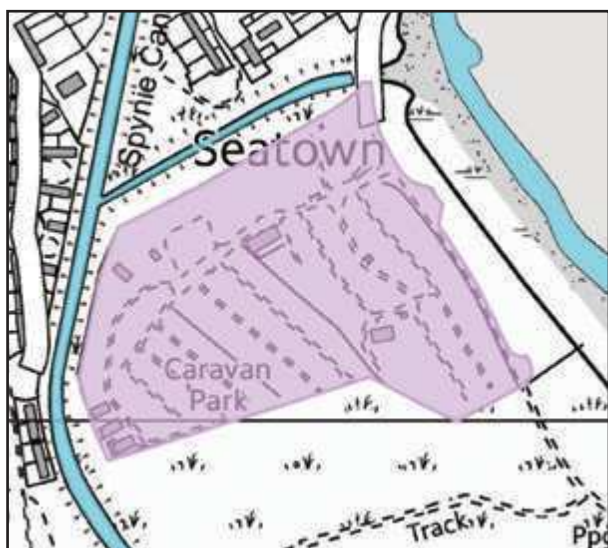
Business Park, Industrial and Retail

#### 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



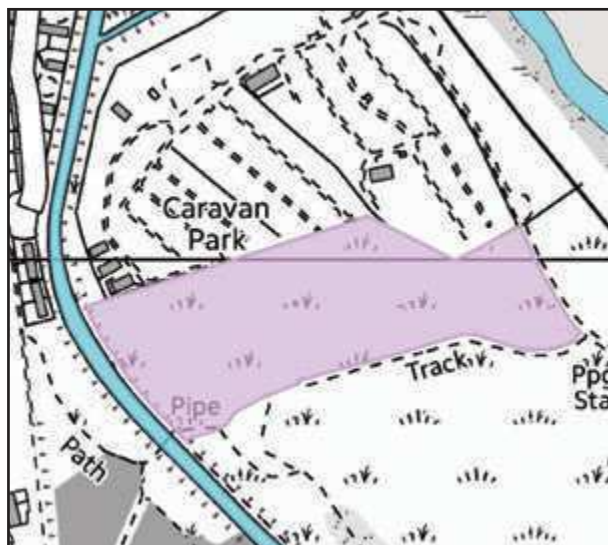
#### Suitable Uses

- 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



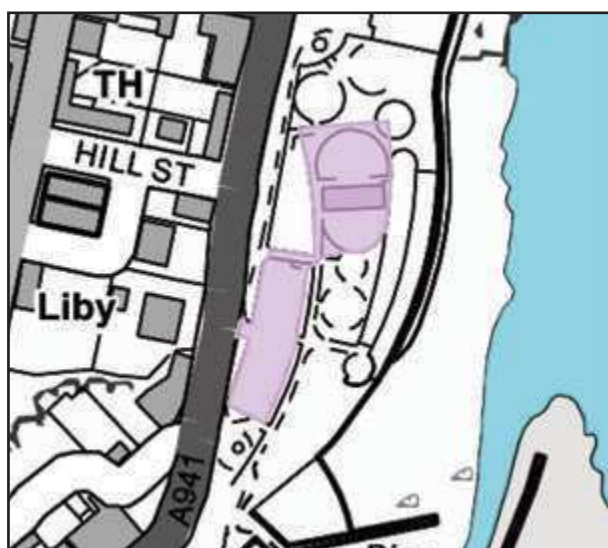
### Suitable Uses

- 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



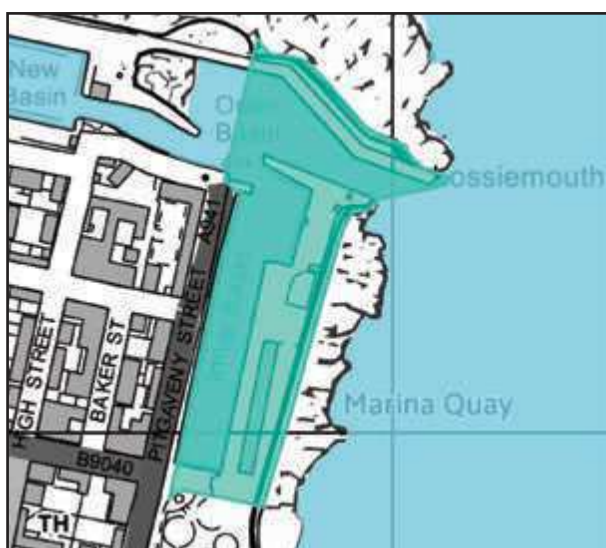
### Suitable Uses

- 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



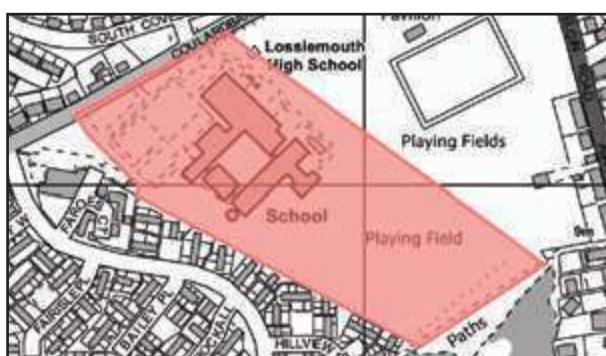
### Suitable Uses

- 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

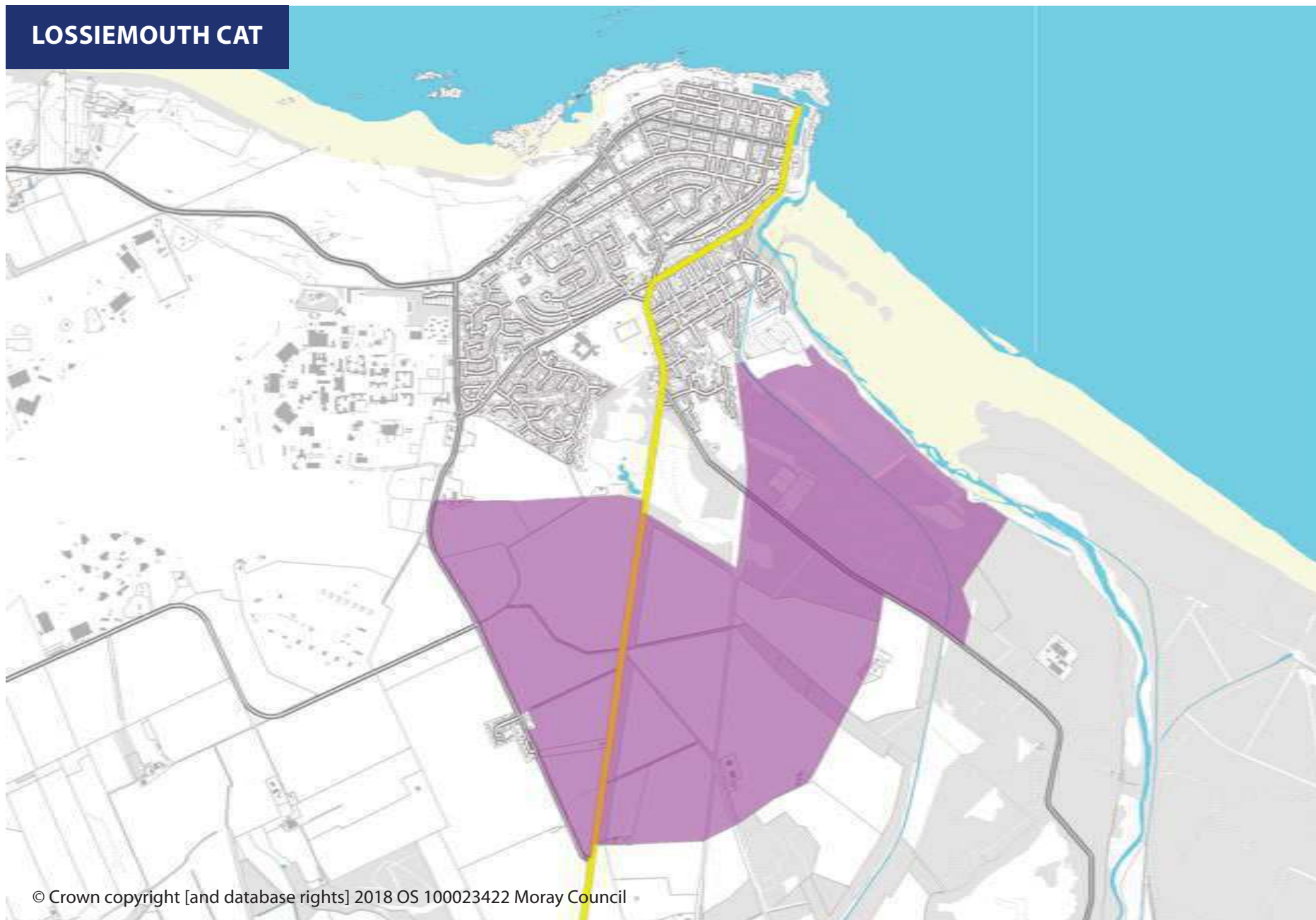
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development 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





## LOSSIEMOUTH CAT

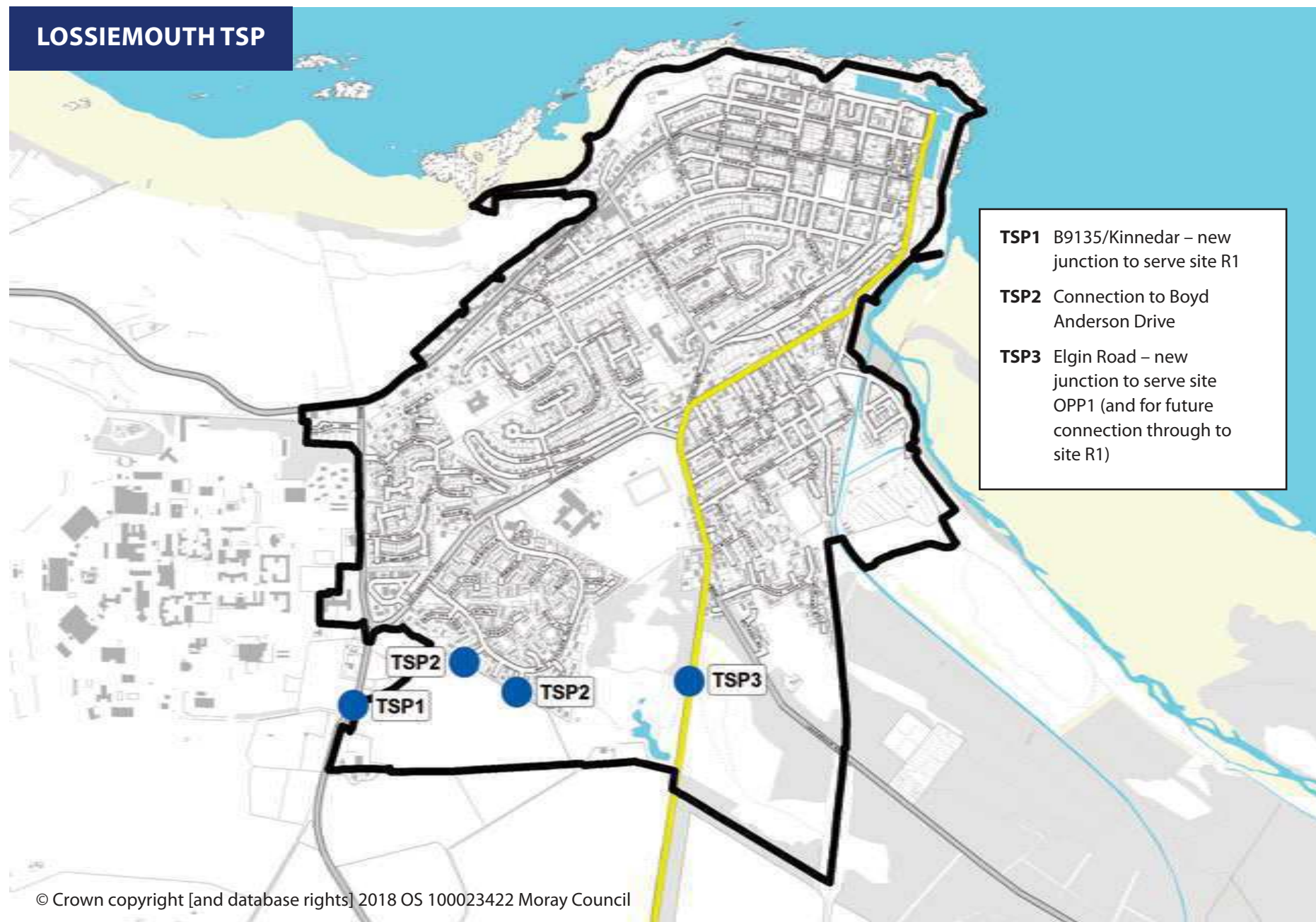


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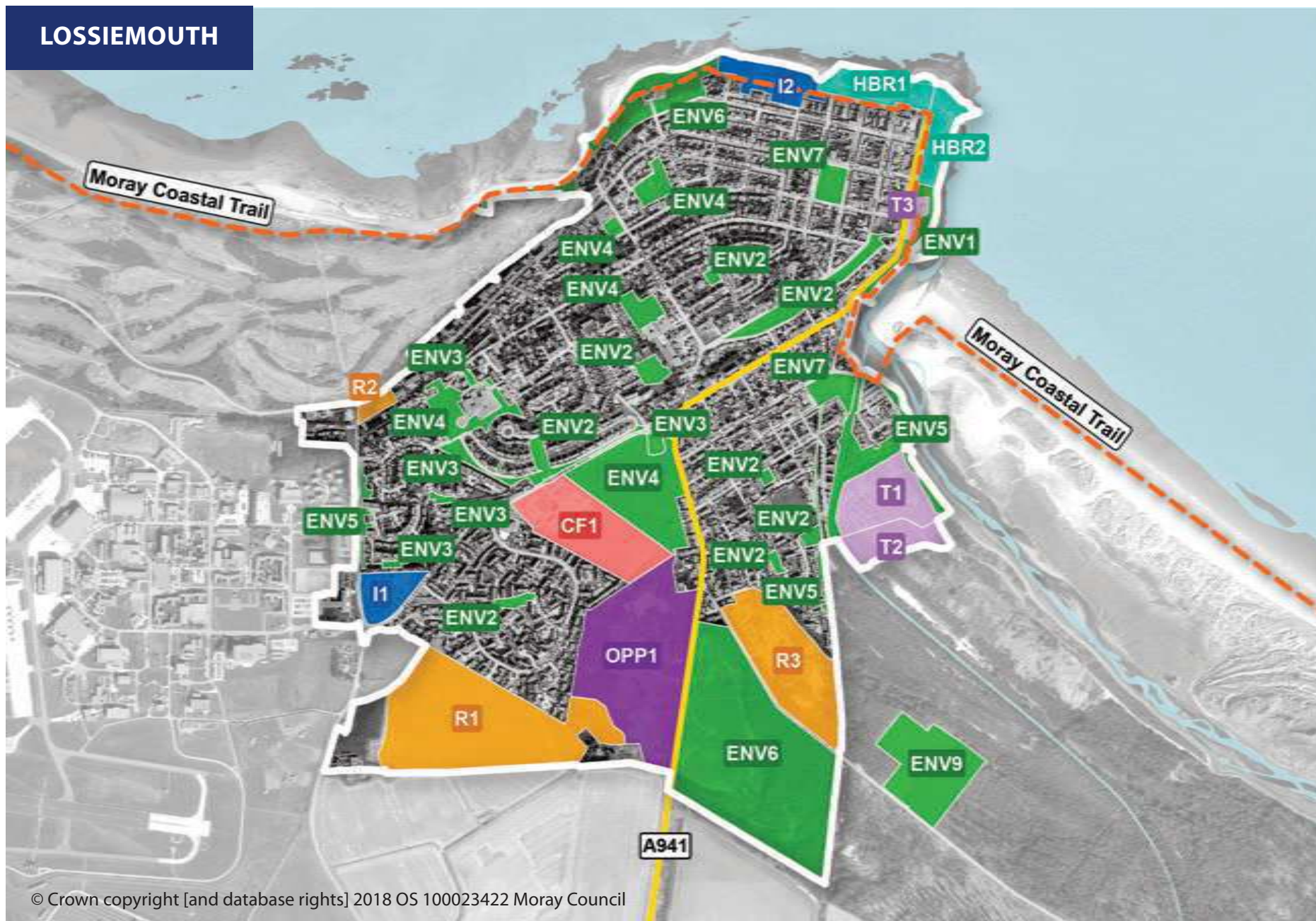
## LOSSIEMOUTH TSP



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## LOSSIEMOUTH



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Population  
**1,022**



Households  
**448**



**Settlement Hierarchy**  
**Smaller Towns and**  
**Villages**

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

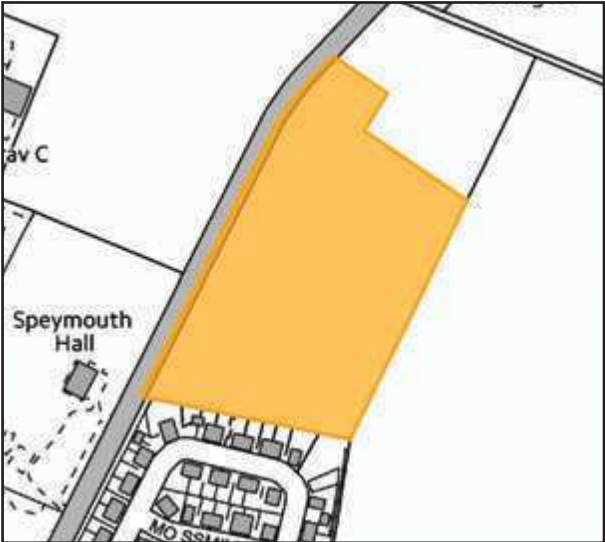
- To identify longer term housing and employment areas.
- Identify an additional 10ha for employment and support proposals for business development and growth.
- Highlight potential of longer term site for large scale inward investment.
- Enhance the approaches to the settlement through landscaping and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

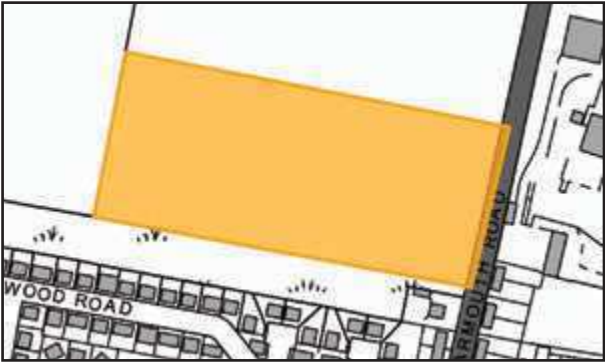
HOUSING

R1    Stynie Road    3.1 ha    60 units



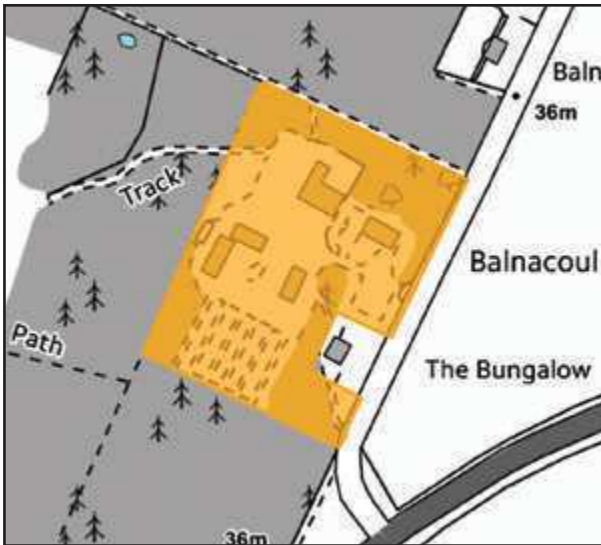
- Planning consent has previously been granted for development.
- Landscaping must be provided along the northern site boundary to manage the transition between development and the countryside. This must comprise a mix of hedging and trees.
- A 15m green corridor must be provided along the western boundary 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

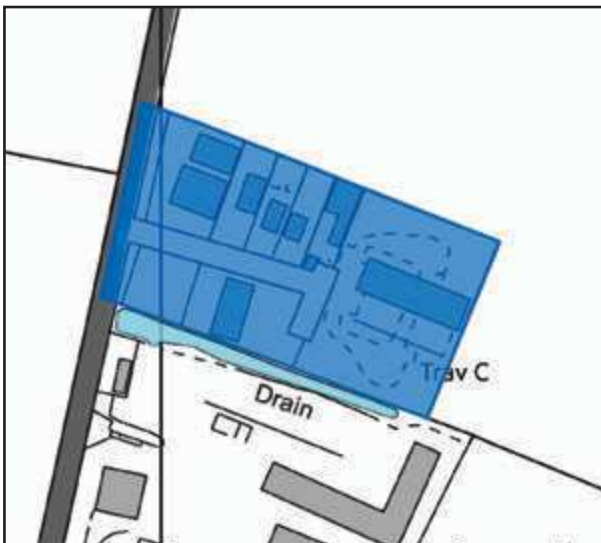


- Transport Assessment required.
- Extension of the footway along site frontage required.
- Future access to the north must be safeguarded within the layout.
- Links to the Core Path to the south to be provided.
- A potential future connection through the site for pedestrians and cyclists must be safeguarded 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.

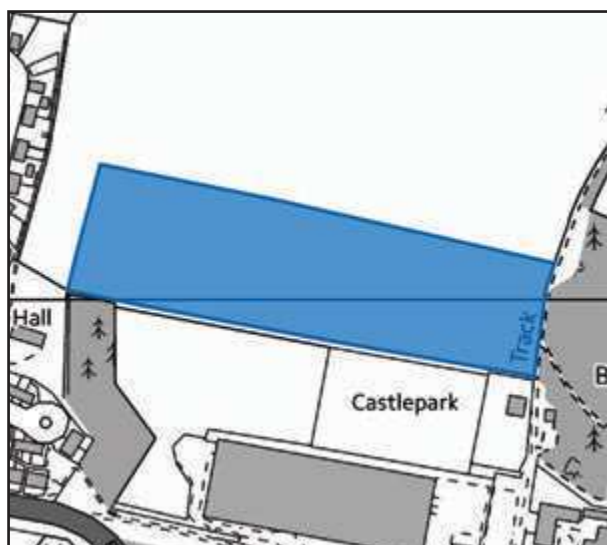
**EMPLOYMENT****I1 Garmouth Road Industrial Estate**

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



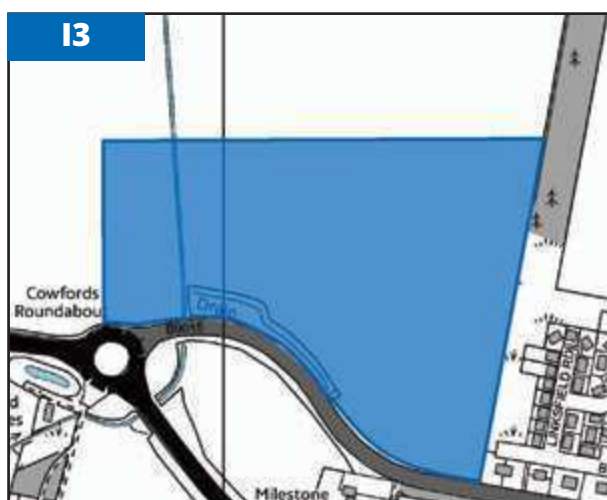


## 12 North of Baxter's Industrial Estate

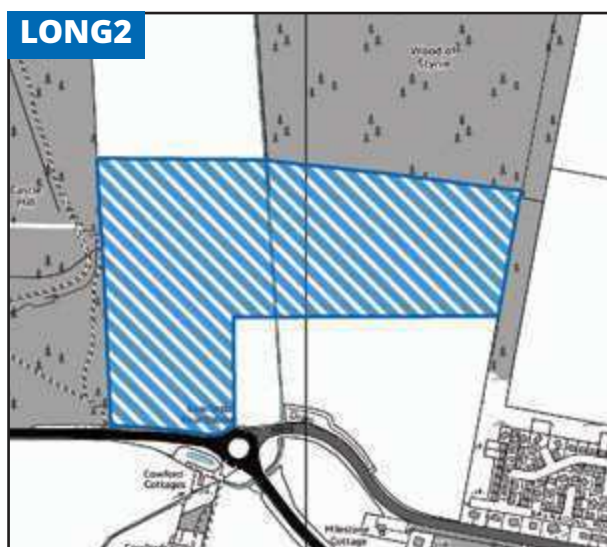


- Site to provide for expansion of Baxter's. As access is through the existing Baxter's site development by others is not intended.
- Provision of cycle and pedestrian links to the A96 and bus stops required. This may involve upgrading the Core Path to Redhall to the north (CP-FB09).
- The site slopes 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.

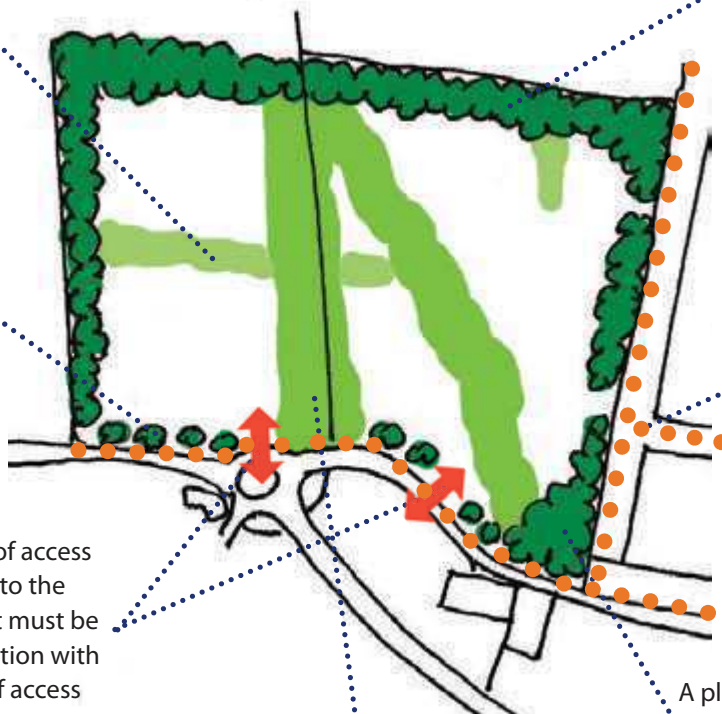
More than one point of access required. Access onto the Cowfords Roundabout must be considered in consultation with Transport Scotland. If access from Cowfords Roundabout cannot be achieved a second point of access onto C1E is required with the potential for access onto the Cowfords Roundabout safeguarded.

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.

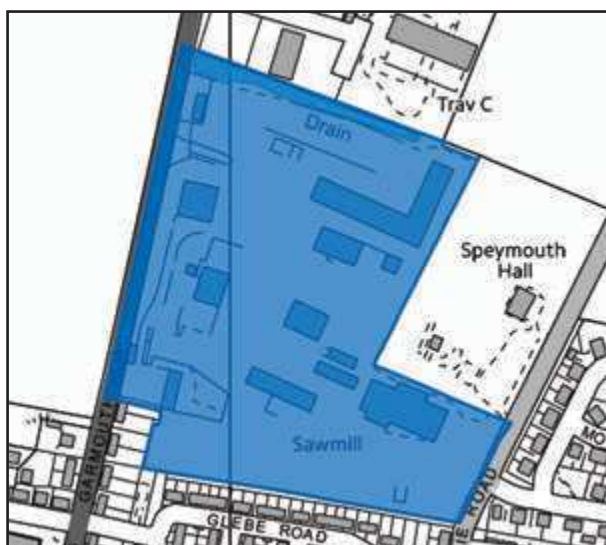
Active travel routes and linkages to existing Core Paths and cycle routes must be provided.

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



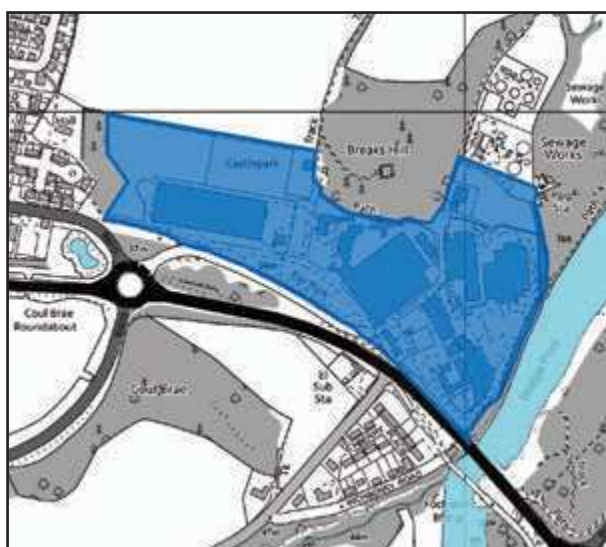


## 14 Sawmill Existing Business Area



- 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

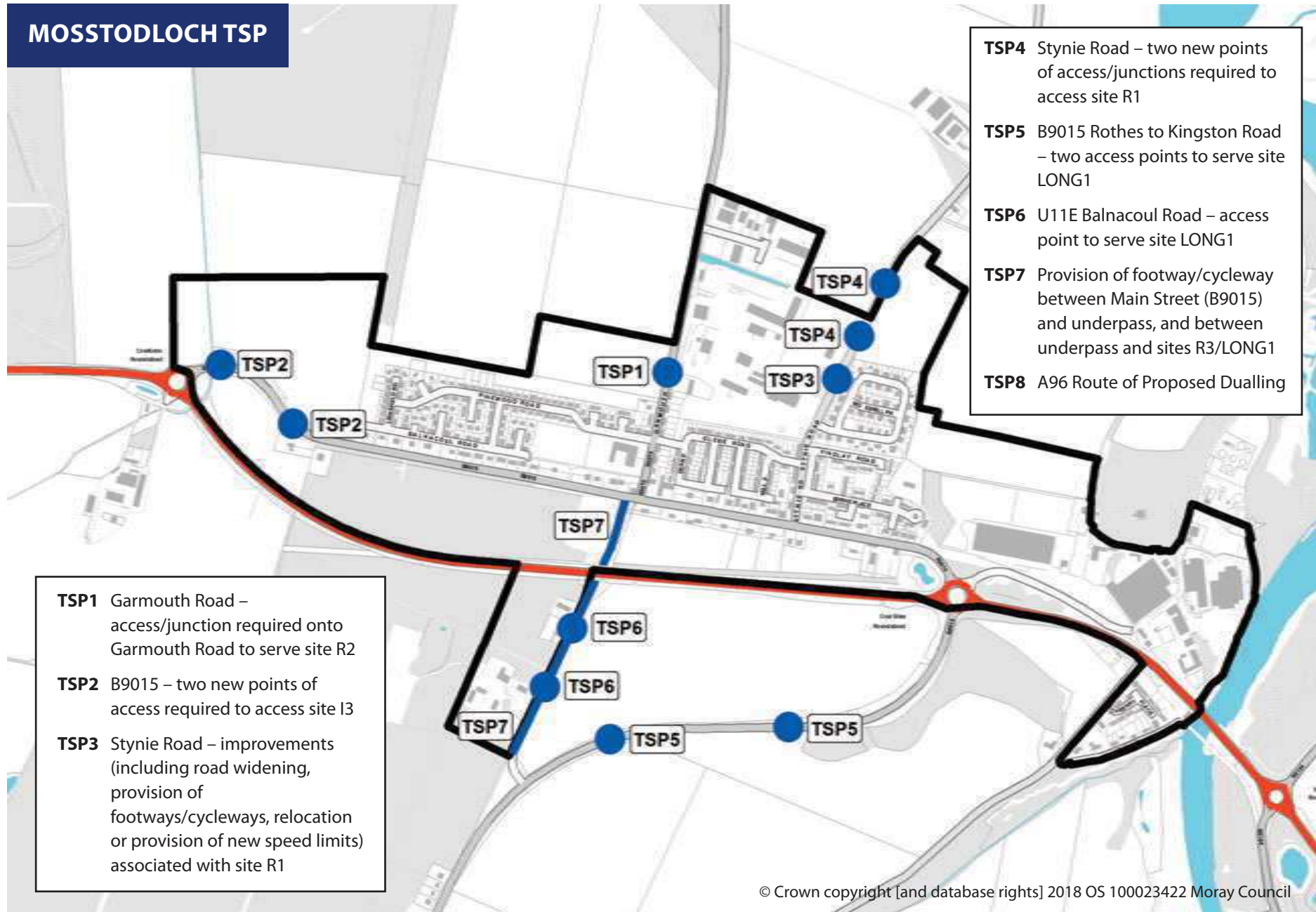
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development 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

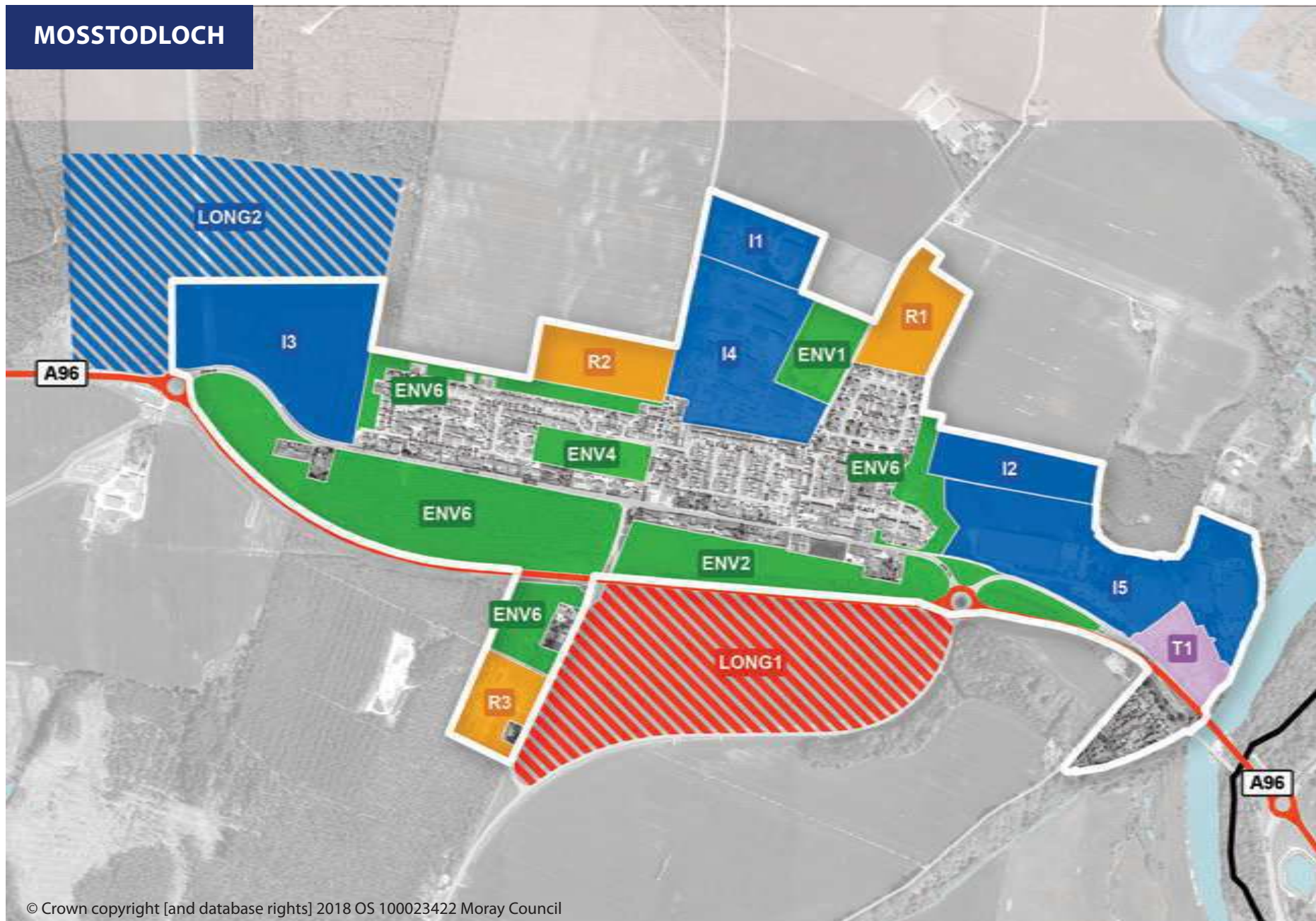


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# MOSSTODLOCH



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Population  
**468**



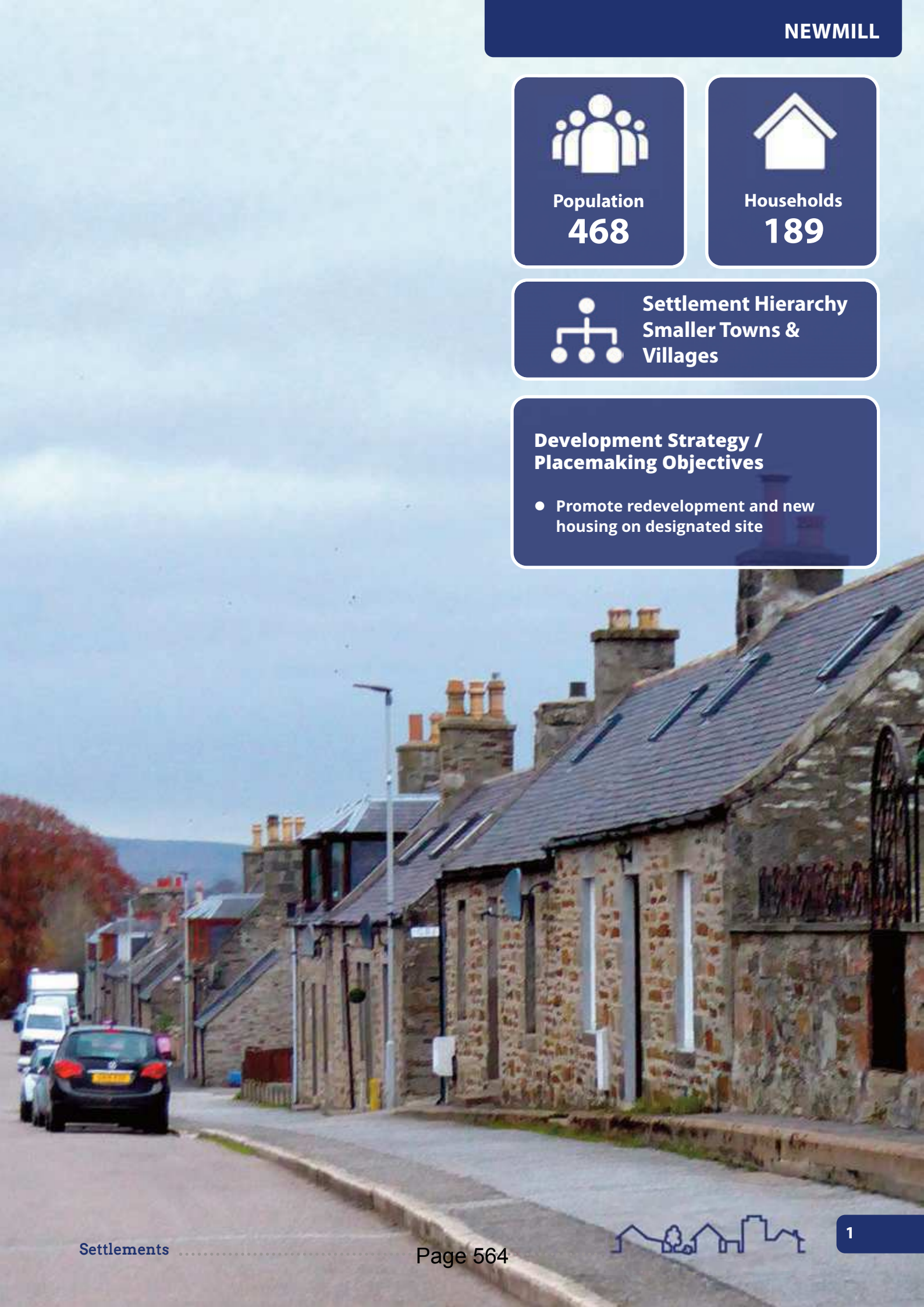
Households  
**189**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

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

- Promote redevelopment and new housing on designated site

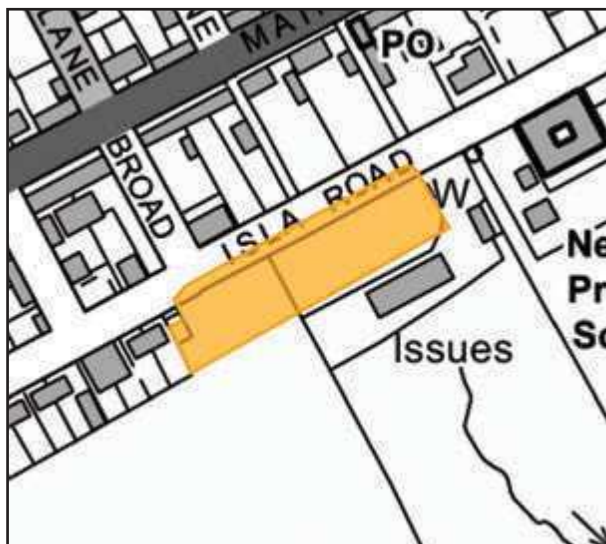




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## 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

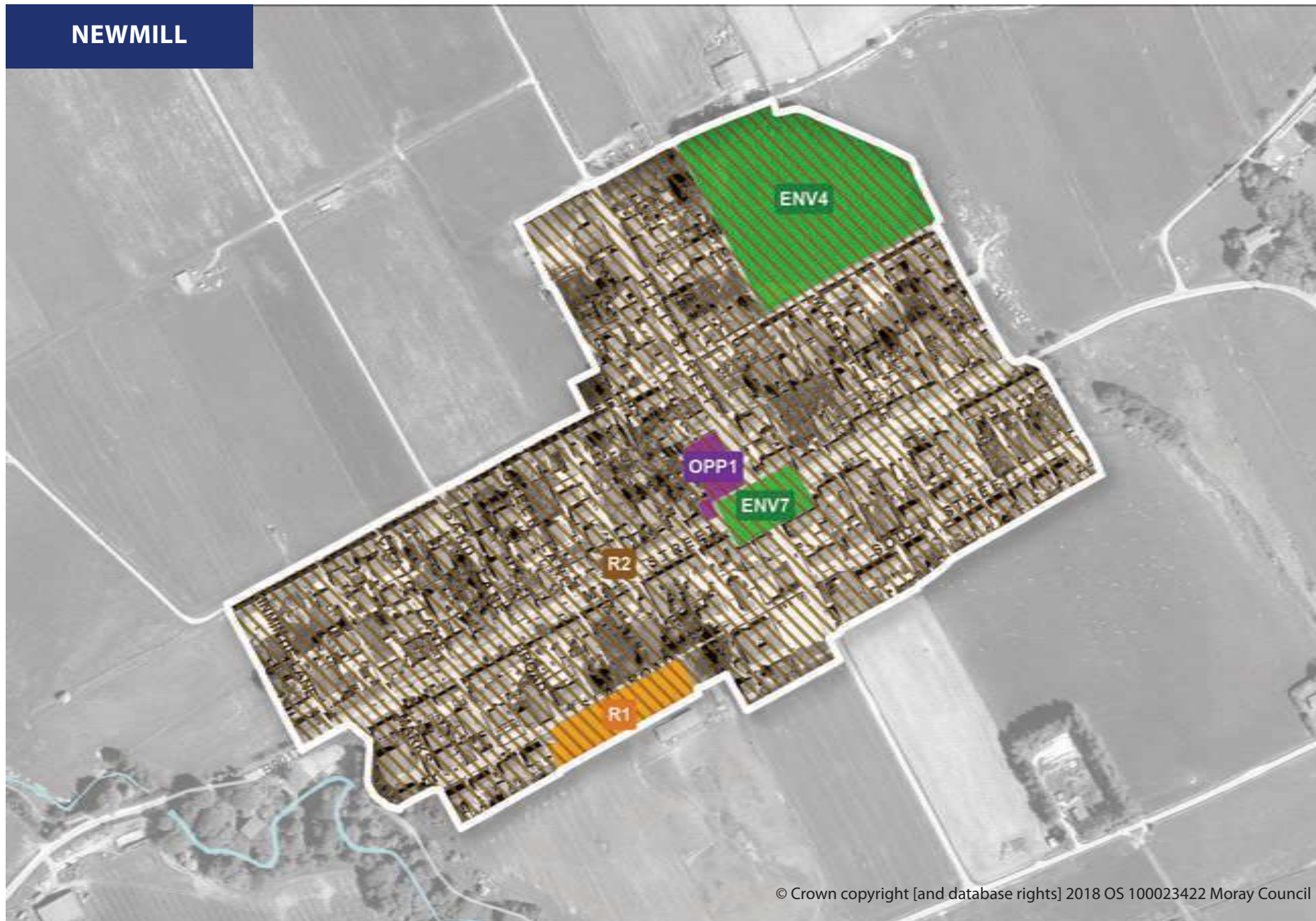
Sites identified will be required to contribute to the following infrastructure to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements 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**

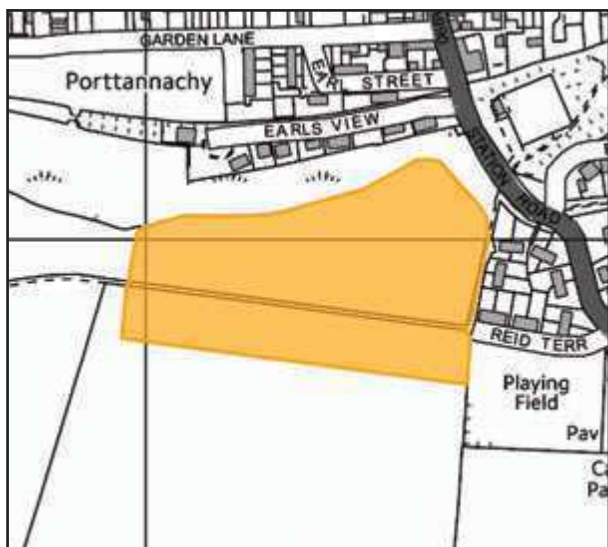
- Protect the character of the existing settlement
- Provide support for proposals to re-use the harbour
- To promote interest and encourage housing development on designated sites.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting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

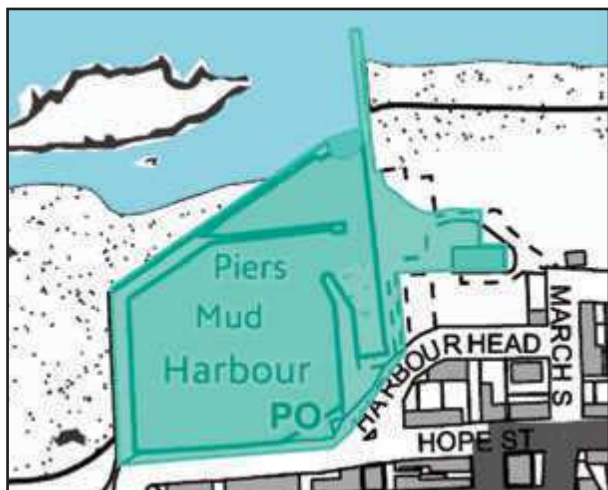
### T1 Speyside Way/Moray Coastal Trail

- 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

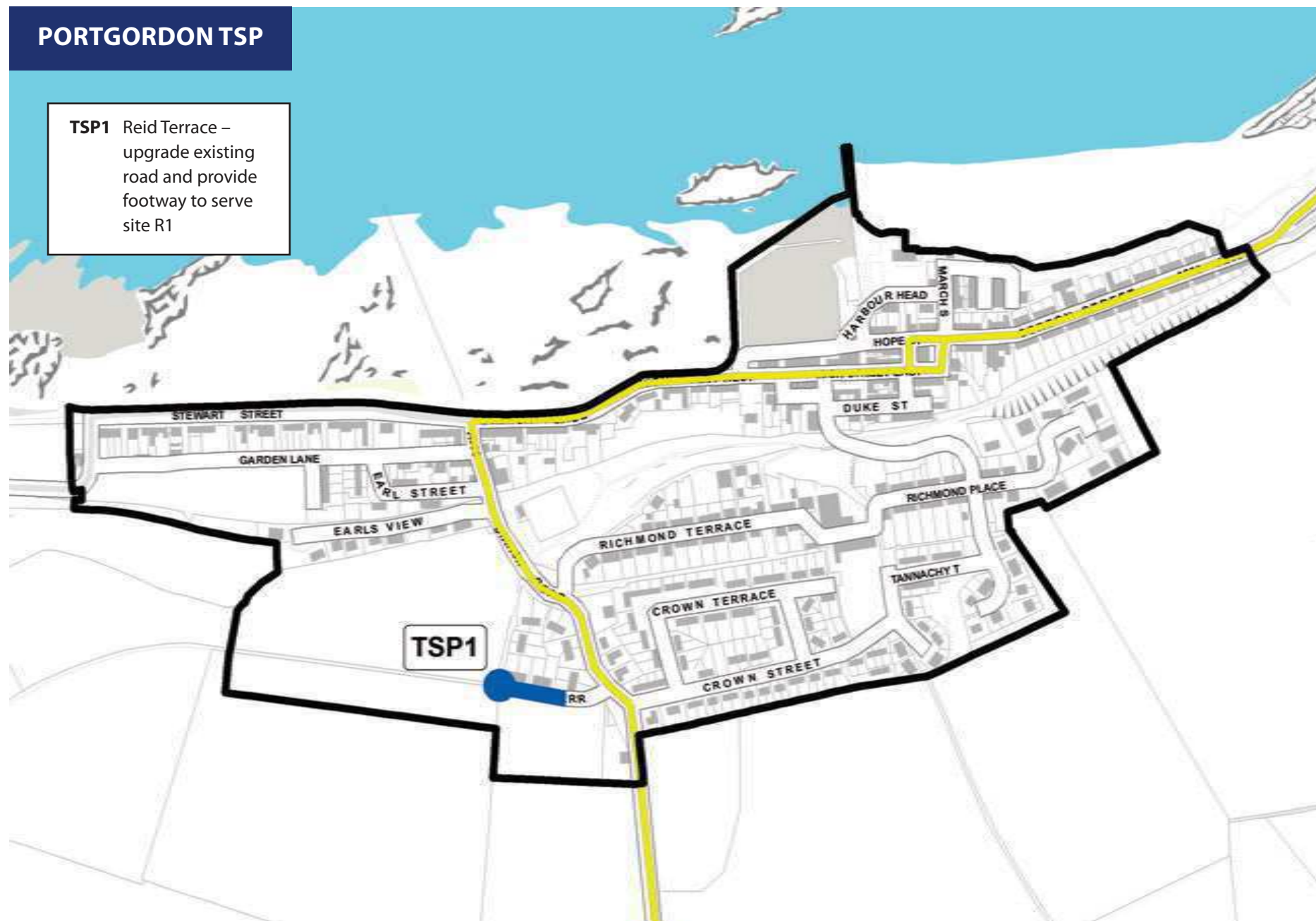






## PORTGORDON TSP

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











Population  
**1,269**



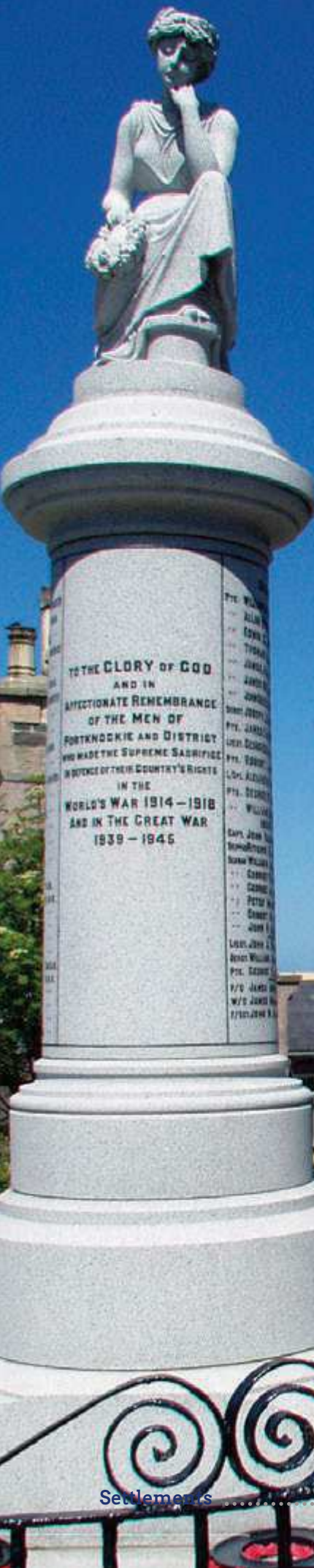
Households  
**547**



**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.

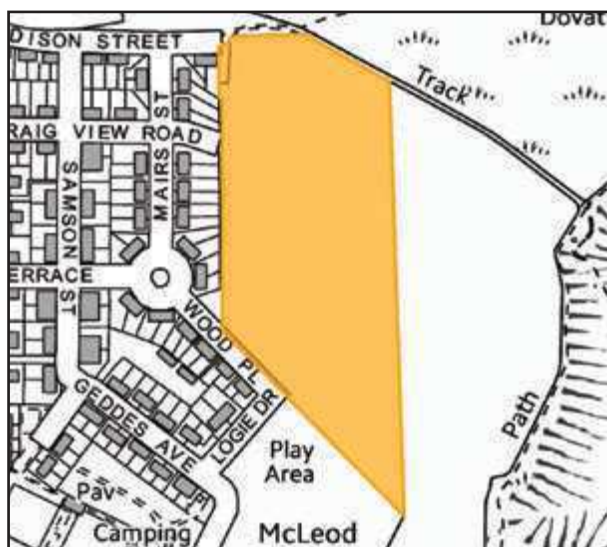




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Seabraes 3 ha 50 units



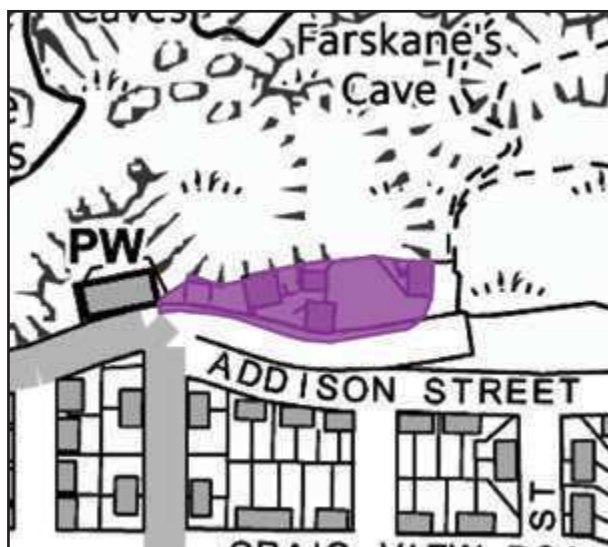
- Given the exposed cliff top location, boundary treatment will be required along the eastern boundary to provide a sense of enclosure and help visual integration with the surrounding countryside. This could include mounding and gorse planting and does not have to be in the form of a more formal landscaped 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**

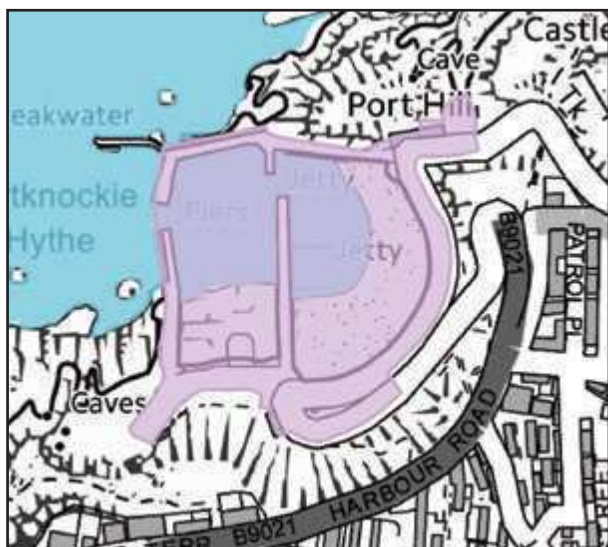
- Only proposals that enhance the overall quality of the built environment and visitor facilities will be supported.
- Any proposal must be for the whole site. A comprehensive scheme of improvement across the whole site must be provided that aims to enhance the built environment and overall visual appearance.
- 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



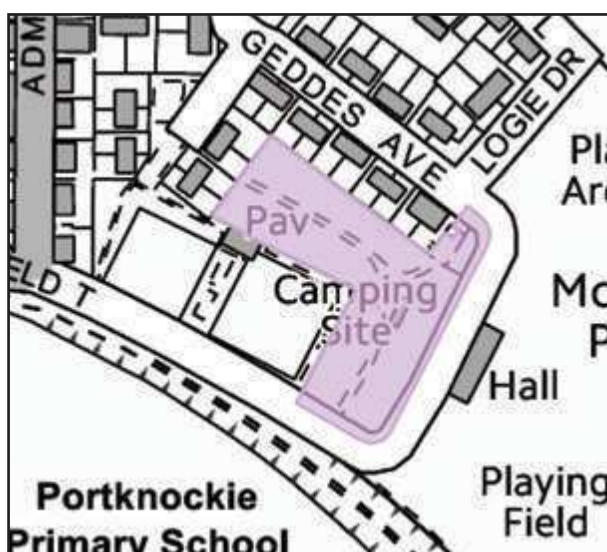
#### Suitable Uses

- 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.

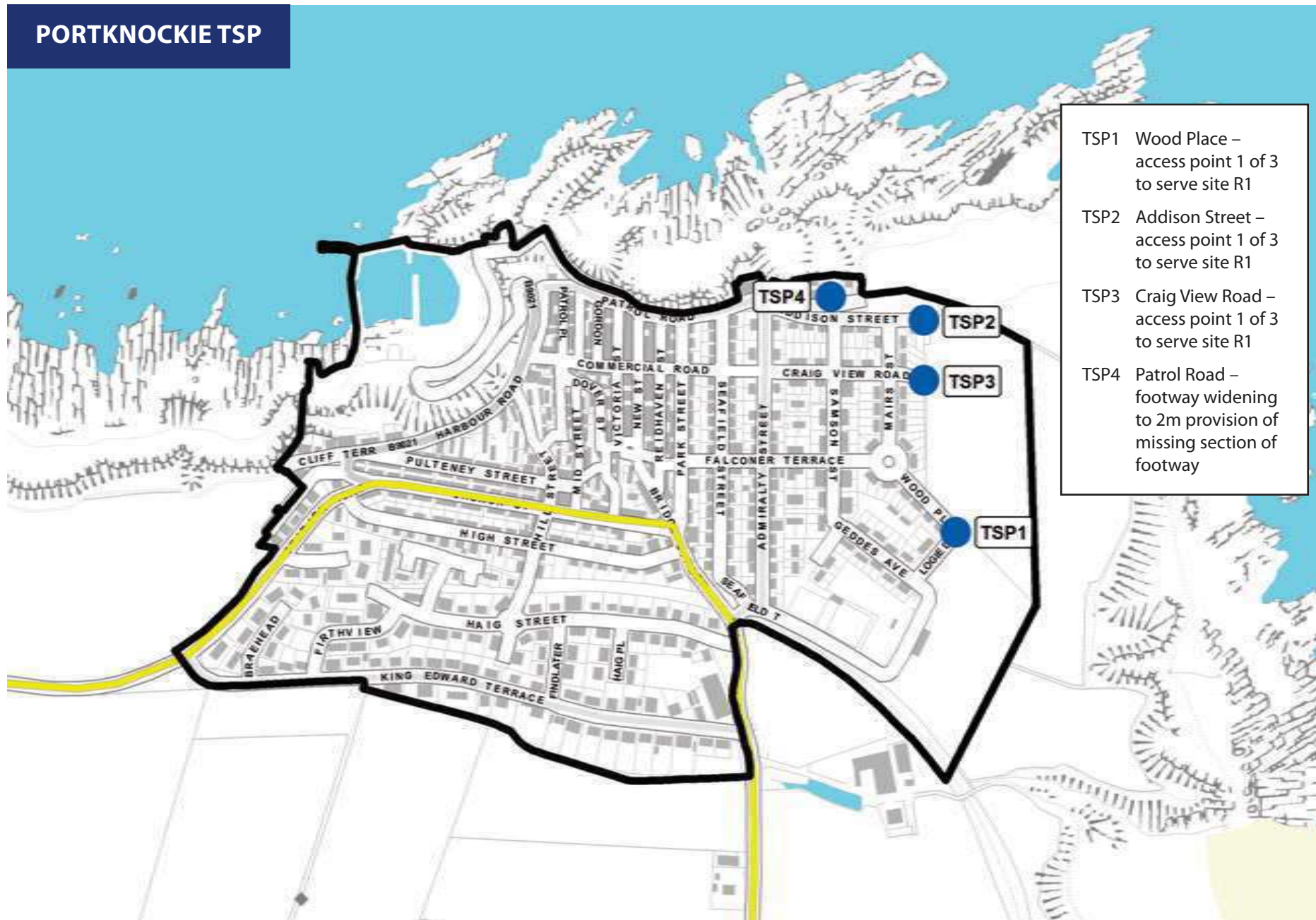
Type of Infrastructure	Mitigation Measure	Sites
Education	New build or alternative provision	R1, OPP1
Healthcare	Extension to Ardach Health Centre	R1, OPP1





## 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**



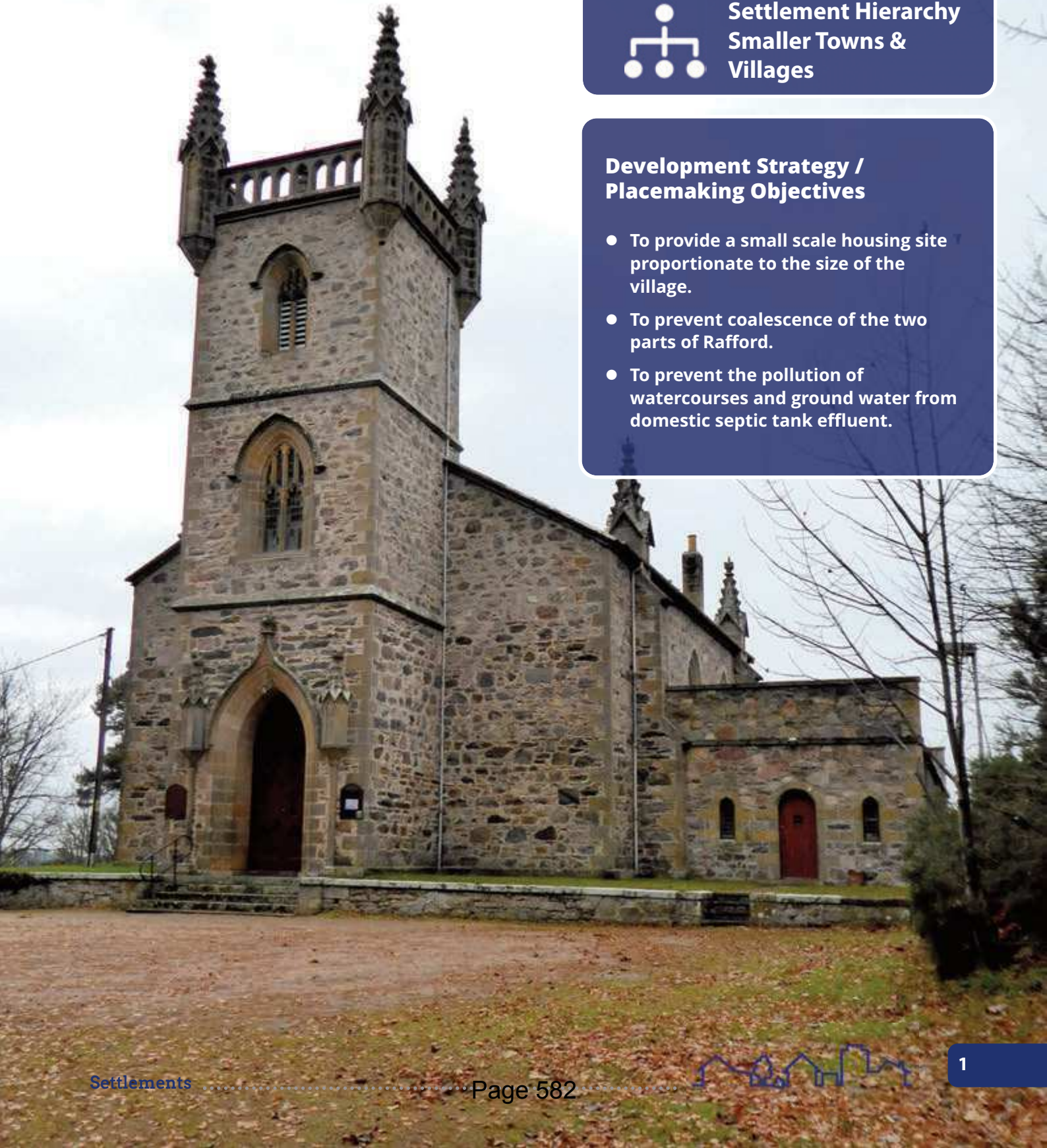
Households  
**101**



**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.

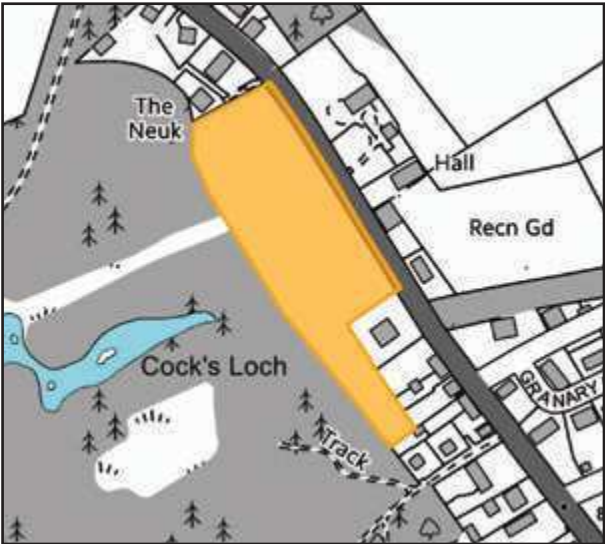




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

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.

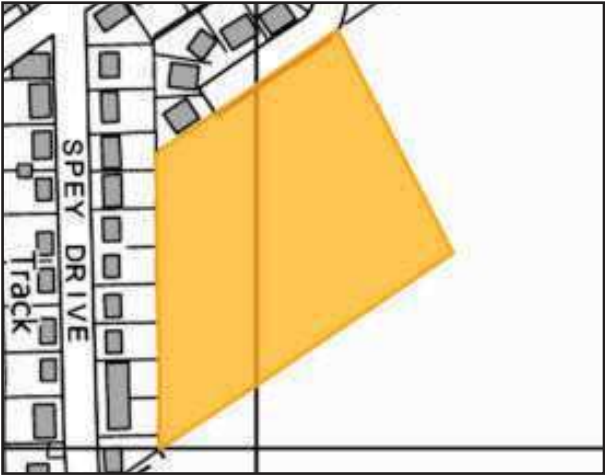




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

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.

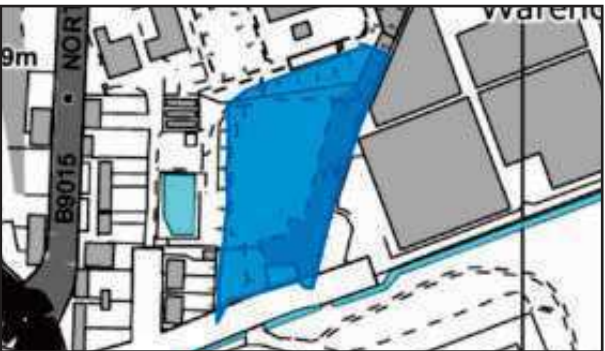
R2 Green Street 1.8 ha 40 units



- 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

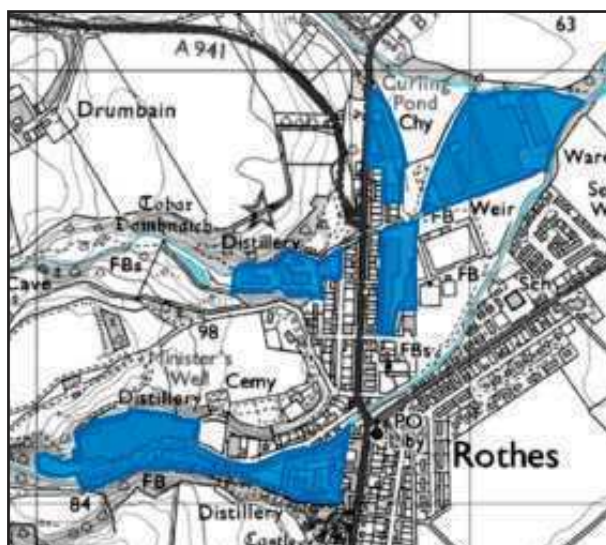


- Phase 1 Habitat Survey required.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution or sediment to reach the SAC, or changes to water quality and quantity.



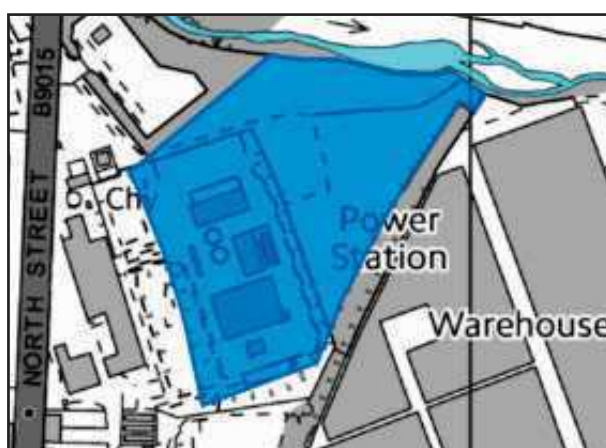
## 12 The Distilleries

## 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.

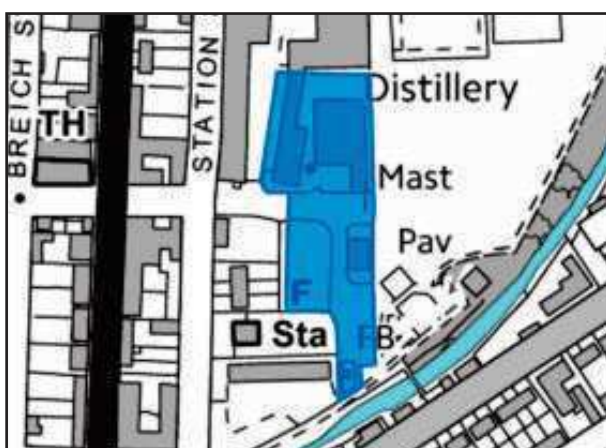
## 13 Reserve Land Rear of Dark Grains Plant Existing Business Area



- 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

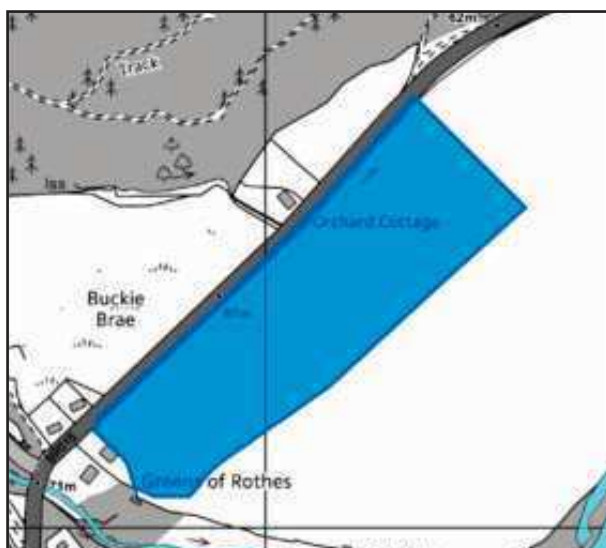


- Flood Risk Assessment (FRA) may be required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from development activity causing pollution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

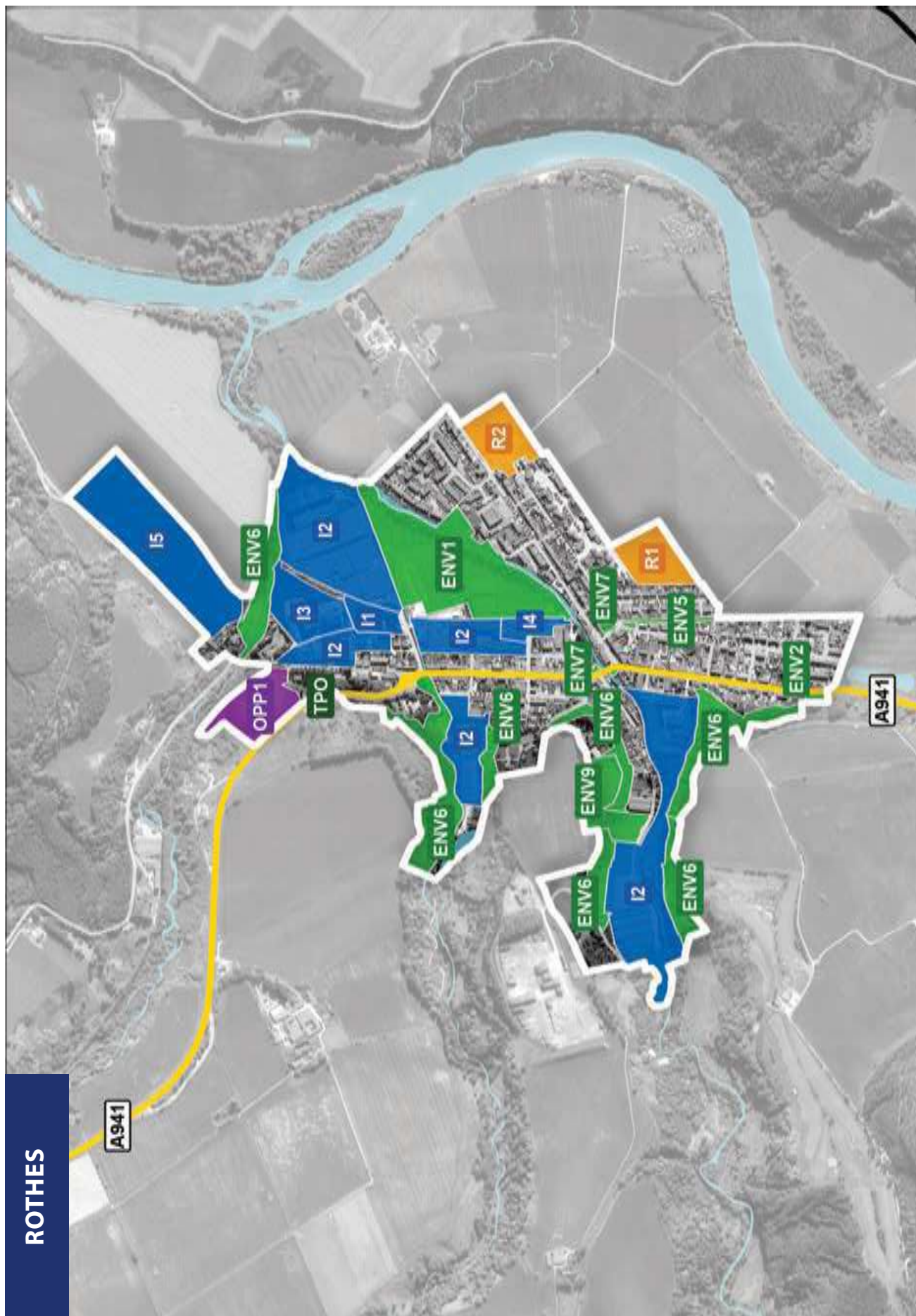
## INFRASTRUCTURE

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











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.

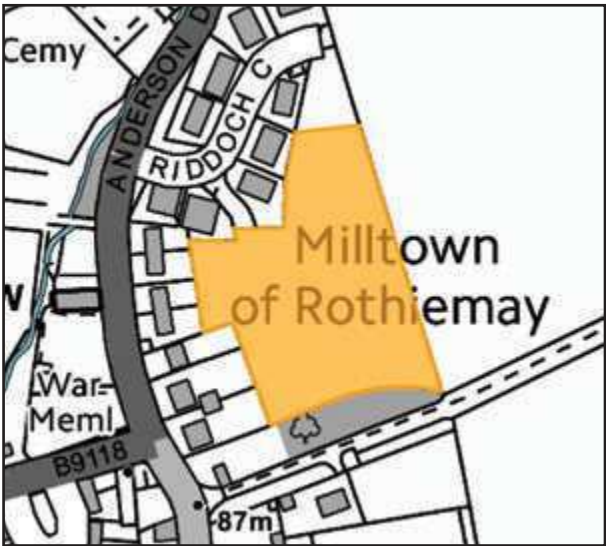




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

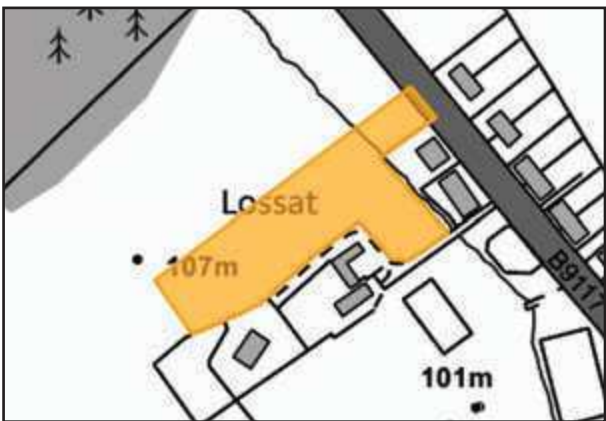
HOUSING

R1 Castle Terrace 1.1ha 15 units



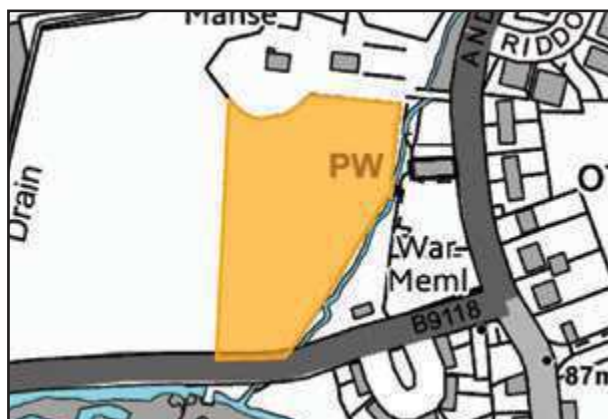
- The indicative capacity could be increased if semi-detached or terraced houses are proposed.
- Access via Riddoch Court to be provided.

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

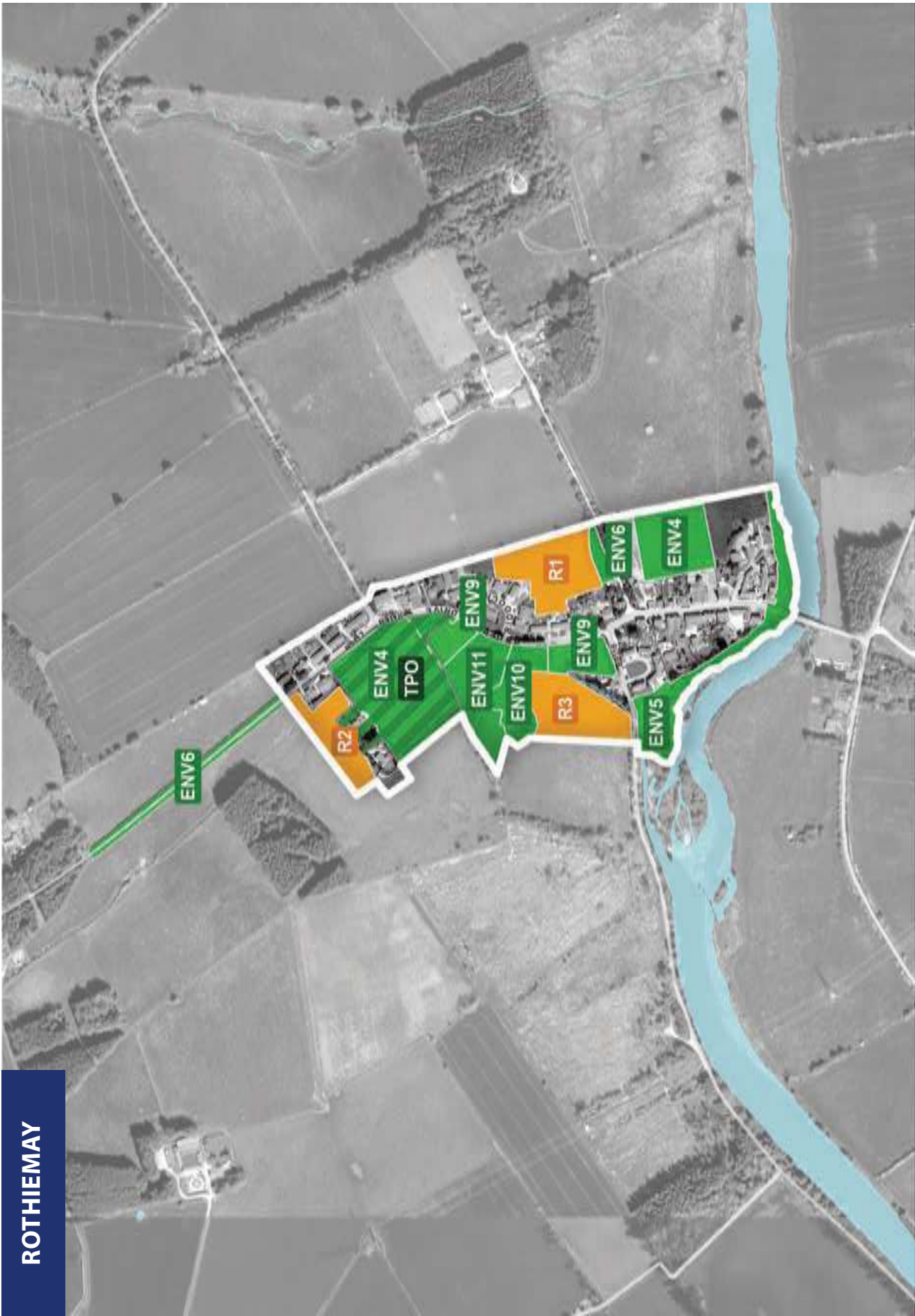
**INFRASTRUCTURE**

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, 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.

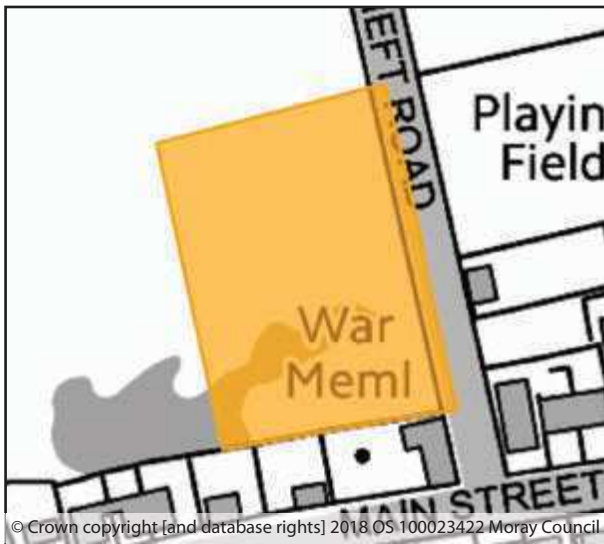




Developers are referred to page \*\*\* for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

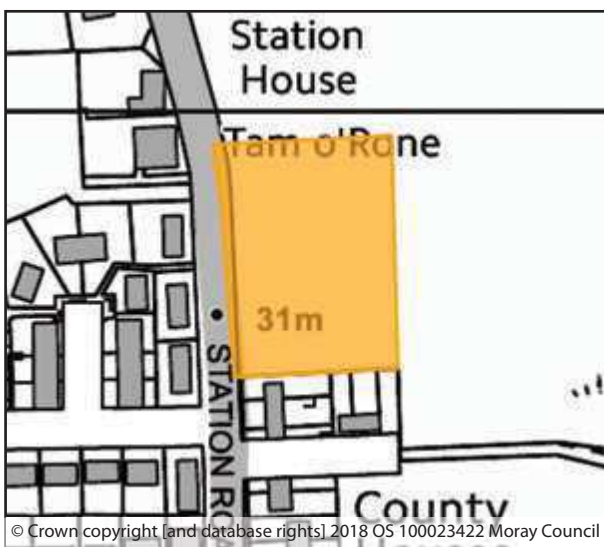
## HOUSING

### 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.

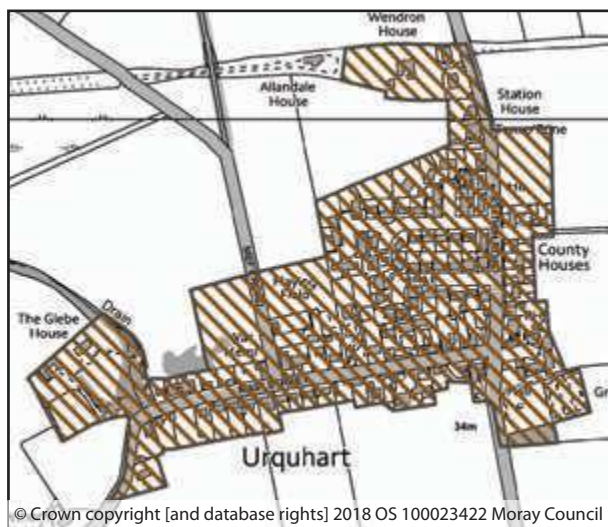
### R2 Station Road 0.4 ha 8 units



- 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.

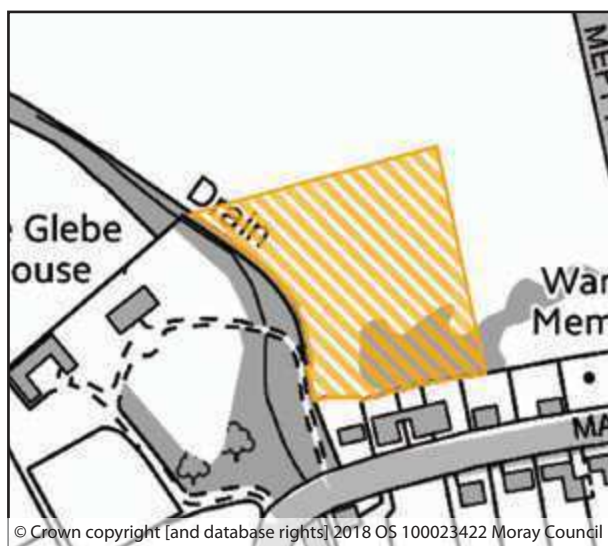


### R3 Subdivision and Backland Development



- 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.

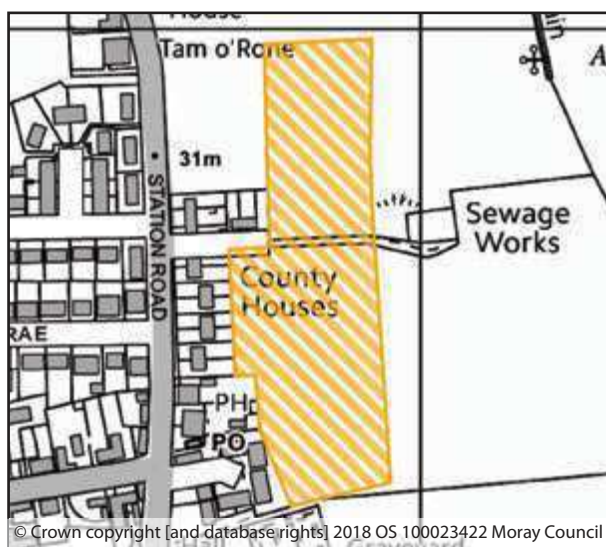
### LONG1 Meft Road



- 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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## **Moray Local Development Plan 2020**

# **VOLUME 3**

## **Rural Groupings**







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## How to use the Rural Groupings

The Rural Grouping 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.

### 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 [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 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.

### **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 beech 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.

### **POLICY DP4 RURAL HOUSING**

**a)** A rural development hierarchy is identified, whereby new rural housing is directed to rural groupings that will accommodate the majority of rural housing development, followed by the re-use and replacement of traditional stone and slate buildings in the countryside and lastly to the open countryside.

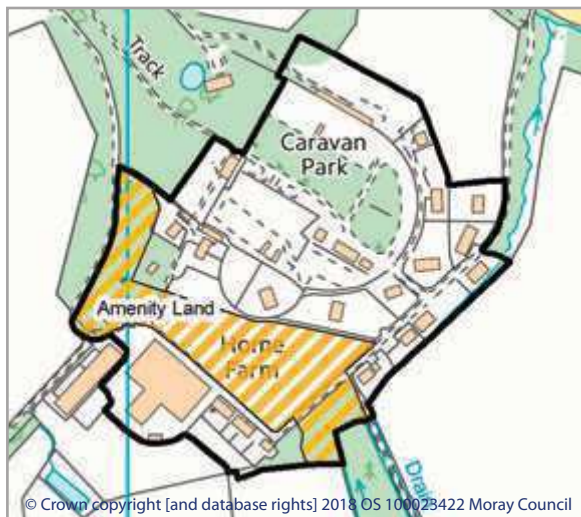
Proposals must meet siting and design criteria to ensure development is low impact, integrates sensitively into the landscape, reflects the rural character of the area and is of a high design quality.

### **b) Rural Groupings**

Identified rural groupings create a sustainable network of groupings across Moray, some have identified development opportunities, whilst others restrict development to safeguard the character and appearance of a particular grouping. All proposals for new houses in Rural Groupings must be of a traditional design or a contemporary interpretation incorporating traditional form, proportion and symmetry. Proposals must meet the design criteria of this policy. Specific requirements for each grouping and accompanying mapping have been prepared (see volume 3). Proposals must also meet the terms of DP1 – Development Principles and other relevant policies.



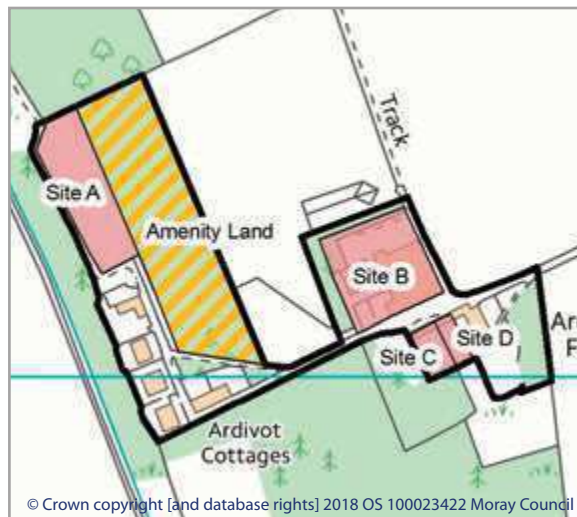
## Aberlour Gardens



Due to the unsuitability of local ground conditions for additional soakaways, all new development is curtailed and further consents will not be granted within the present boundary.

Any proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Ardivot



Opportunities exist at four sites in Ardivot. Site A has planning consent for the development of 2 houses, Site B provides an opportunity for a steading conversion with additional houses and Sites C and D are opportunities for single houses.

Development on Site B must retain the existing steading which will require a level 1 standing buildings survey prior to conversion. The sympathetic conversion/rehabilitation of the steading that respects the character of the original building will be supported.

All proposals must meet the requirements for Reuse/Replacement or Individual Houses in the Countryside as set out in DP4 Rural Housing.



For all allocations, development to demonstrate that there will be no adverse effect on the integrity of Loch Spynie Special Protection Area (SPA) e.g. by demonstrating that there will not be an adverse effect on the integrity of the SPA through diffuse pollution from non-mains sewage treatment changing water quality and by preventing pollution reaching watercourses during construction.

Sites A and B are within the MoD's 63-66dBA aircraft noise contour zone, and therefore a Noise Impact Assessment must be submitted to support any planning application. A public water supply is available but public drainage is not.

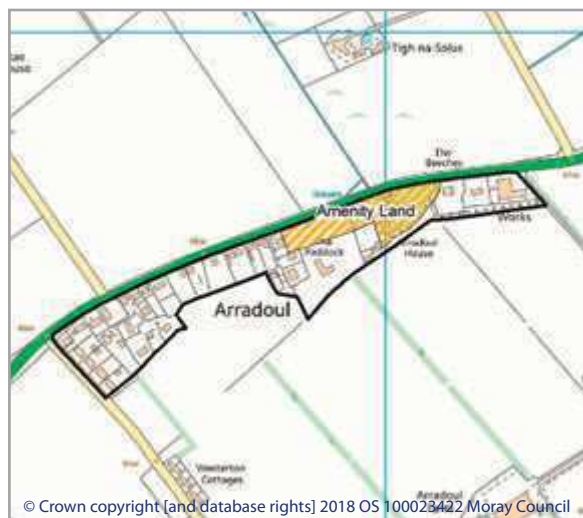
The access road and junction with the A941 requires to be upgraded.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.





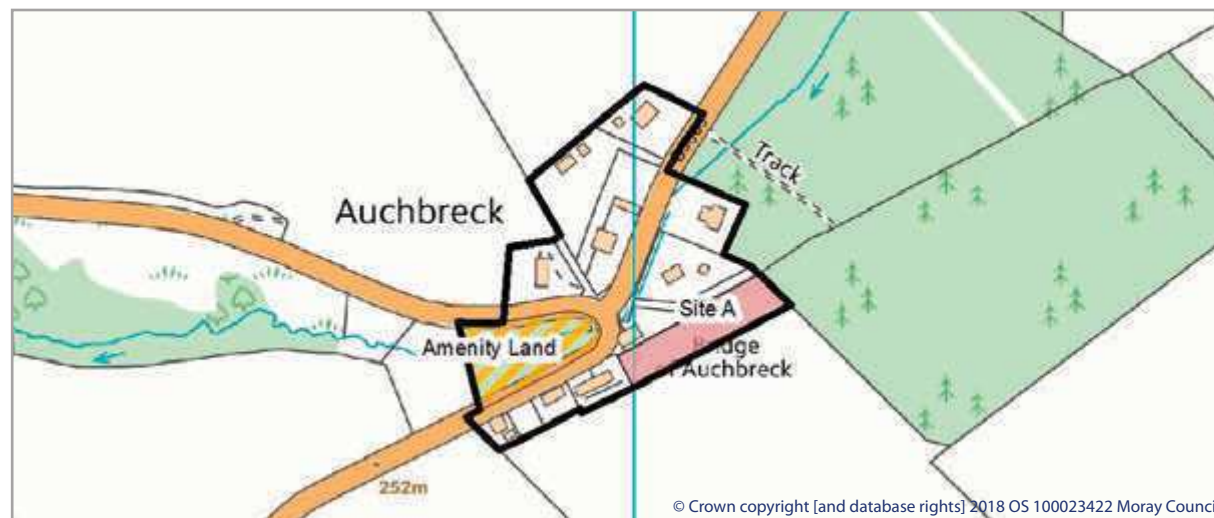
## Arradoul



Additional accesses onto the A98 will not be permitted. Poor ground conditions for drainage also restrict the scope for further development. Opportunities are restricted to replacement of houses on a one to one basis, using an existing septic tank and soakaway, and an existing access.

The wooded area around Arradoul House provides visual amenity to the village.

## Auchbreck



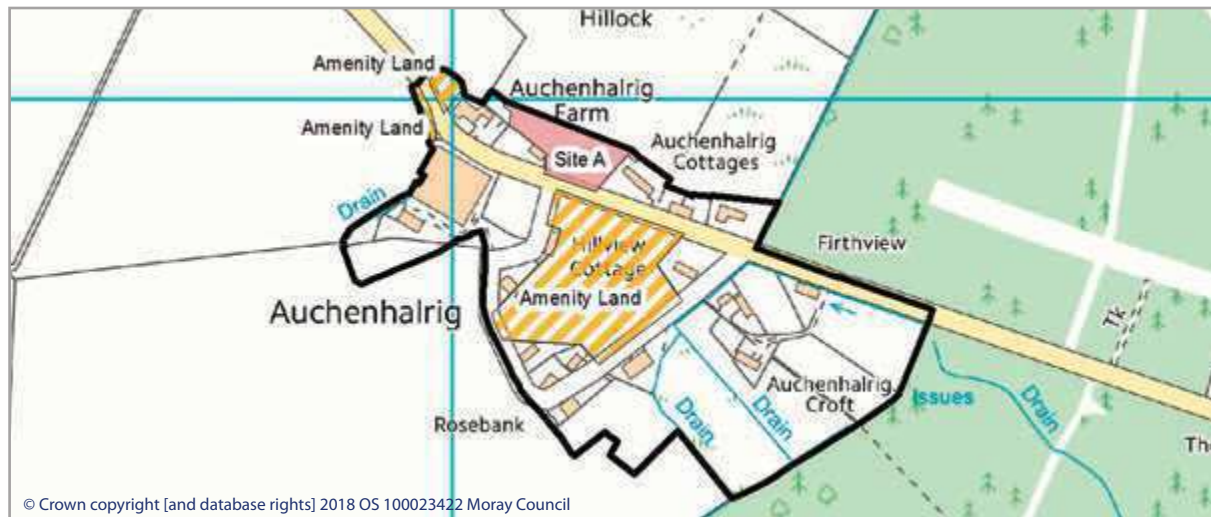
There are limited opportunities for development within this small community. Site A may be suitable for up to 3 houses, subject to being able to provide the required visibility splays.

A public water supply is available but public drainage is not. Proposals must be supported by a Flood Risk Assessment, the outcome of which may affect the developable area of the site.

Proposals must 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. Sufficient information must be provided at application stage to ensure that adequate measures are implemented to protect the water environment.



## Auchenhalrig



The character of the village is one of random single storey traditional houses, dispersed and set within open spaces. A number of single houses have been introduced which respect the random distribution of plots and which do not diminish the central open spaces which are integral to the grouping character and amenity.

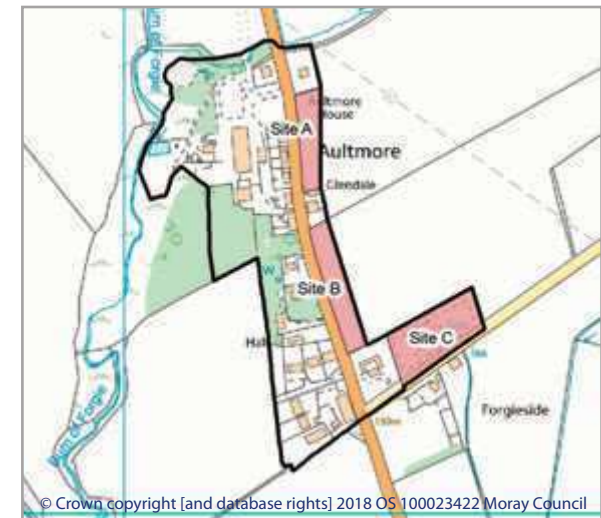
Site A has been identified as suitable for development up to 3 houses, one house has been built and there is planning permission for a barn conversion.

The roadside beech hedging must be retained and incorporated in all development proposals, subject to meeting the requirements to provide visibility splays in both directions at the access onto the public road.

Parts of Auchenhalrig are at risk of flooding and applications for development may require a Flood Risk Assessment. Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited.

The crofts to the east must not be subdivided beyond "Auchenhalrig Croft" to protect the crofting nature of the community.

## Aultmore



Opportunities for infill and gap site development, especially to the east of B9016 road through the village, where Site A has a previous consent for 6 houses and Site B has been identified.

Site C is the site of the former nursery, where re-use for housing would be acceptable in principle. There is a spring on site which might affect drainage on site.

For site C road improvements will be required at the junction with B9016/C74H to improve visibility and this will require third party land. A footpath along the site frontage will need to be provided, for Sites A, B and C.





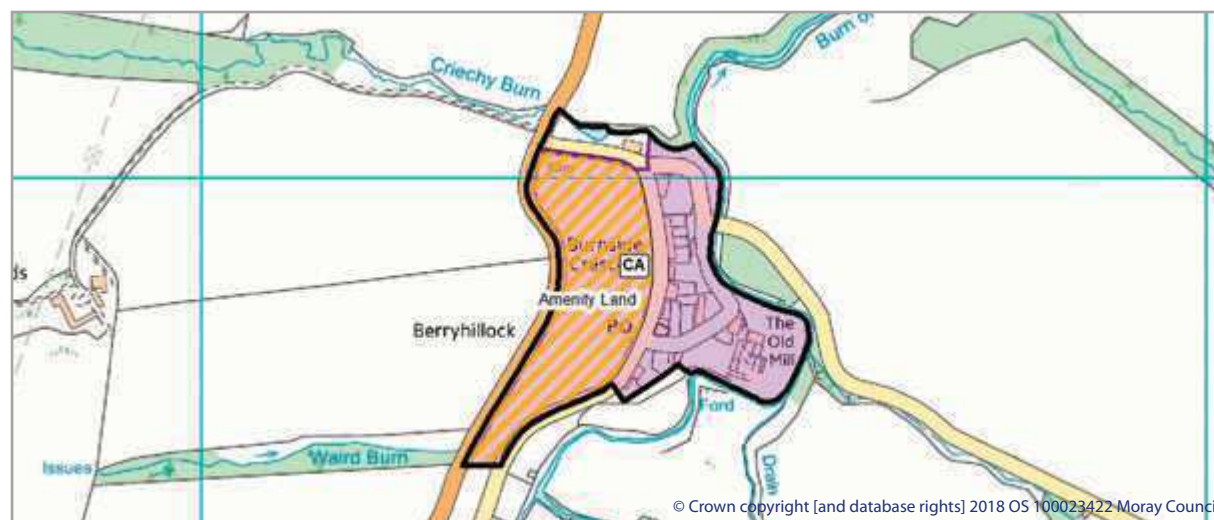
## Aultmore



Parts of Aultmore are at risk from flooding and applications for development may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

A public water supply is available but public drainage is not. Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited.

## Berryhillock



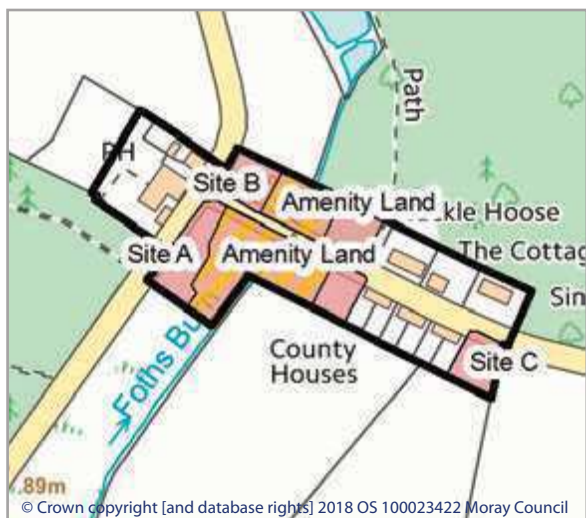
The majority of the village is designated as a Conservation Area. New development as well as alterations or other redevelopment must reflect the traditional character and appearance of existing buildings in the conservation area and comply with Built Heritage policies.

The Old Mill is at risk of fluvial and pluvial flooding. Proposals will have to be accompanied by a Flood Risk Assessment which may reduce the developable area of the site. Opportunities on this site are restricted to replacement and renovation only, which do not result in a change of use to a more vulnerable use.

A public water supply is available but drainage for any new development must be served by new septic tanks and mounds/soakaways. Where discharge indirectly to ground is not suitable the potential to develop the site may be limited.



## Birnie



There are a number of identified development opportunities for housing. All proposals must replicate the established settlement pattern of primary elevations fronting onto the public road.

Site A is identified for up to 4 houses. Development proposals must include details of the delivery and long term maintenance of the identified amenity areas within the designation and the creation of a nature area.

Site B identifies individual sites either side of the Foths Burn. Proposals for the plot immediately adjacent to Muckle House must ensure there is no impact on the path leading into the woodland. Tree removal to accommodate development must be minimised and supported by a tree survey.

The survey must identify trees to be retained and removed and measures to safeguard and protect retained trees and trees bordering the site.

Site C is a development opportunity for an individual house that has previously been granted planning permission.

Minimum visibility splays of 2.4 metres by 90 metres, in both directions, are required at each access onto the public road.

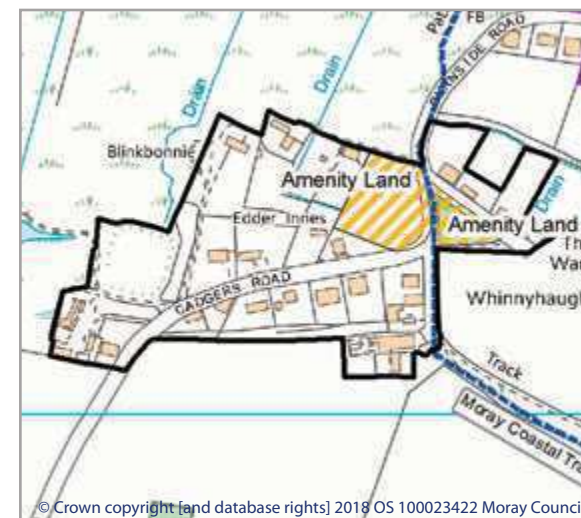
An assessment of provision of passing places on the single track roads leading from the A941 to the site/s is required to identify the locations of the required passing places that will be required to support planning applications.

All development must be located on land outwith the floodplain, either in accordance with the Flood Risk Assessments (FRAs) previously submitted or with the support of an additional FRA which adequately demonstrates the avoidance of flood risk.

Due to the proximity of a distillery there is potential for noise and odour issues.

Options for waste water drainage must be thoroughly investigated as there is no suitable watercourse for disposal.

## Blinkbonnie



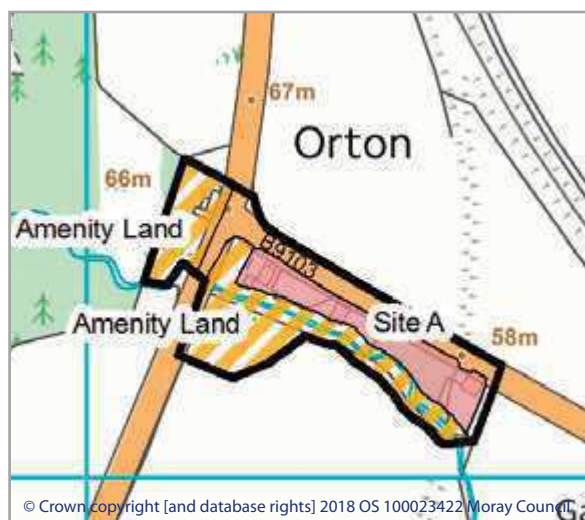
Further development within this community is restricted on the grounds of poor access and existing character. There is no public drainage and development will depend on the suitability of ground conditions for soakaways.

Proposals must demonstrate that there will not be adverse effects on the integrity of the Moray & Nairn Coast Special Protection Area (SPA), River Spey Special Area of Conservation (SAC), Lower Spey – Spey Bay SAC for example through changes to water quality (e.g. diffuse pollution from septic tanks) or disturbance to species.





## Boat O Brig



Development opportunities exist for the rehabilitation/replacement of 3 derelict houses at Site A. The developer/s will have to undertake building recording and prepare a photo survey or subject benchmark statement. There are also infill opportunities for a further 3 houses.

All proposals will require provision of new accesses with visibility splays of 2.4 metres by 160 metres in both directions (or as far as the B9015/B9013 junction for dwellings closer to the junction). Access to 'Burnside' to be at least 40 metres from B9015/B9013 junction. All accesses will require servicing laybys.

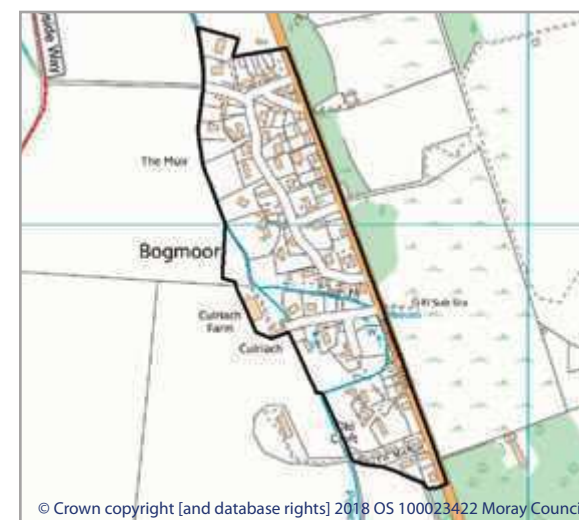
All proposals must replicate the established settlement pattern of primary elevations fronting onto the public road.

Proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

Proposals must 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.

The redevelopment of the derelict house west of the B9015 will not be permitted due to access constraints.

## Bogmoor



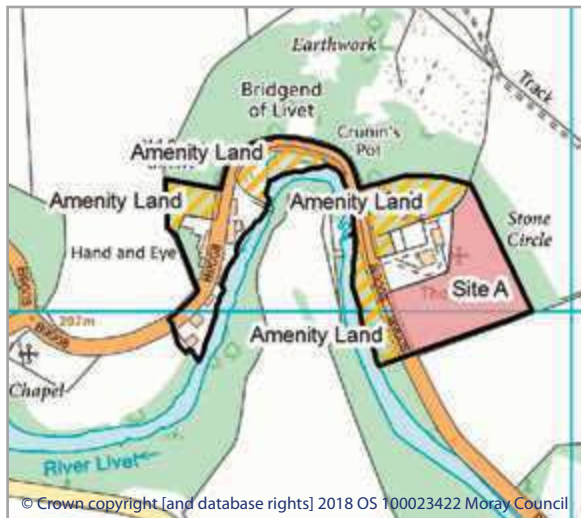
Opportunities exist for gap site development within the community, however further development on the main road frontage (B9104) is restricted for road safety reasons. A public water supply exists but there is no public drainage.

There are drainage difficulties in some areas. Where discharge indirectly to ground and dilution in adjacent watercourses are not suitable the potential to develop sites may be limited.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.



## Bridgend Of Glenlivet



A large site at the east end (Site A) has been included to allow for some low density housing, which must include a landscaped strip to the south. Archaeological remains may restrict the extent of development possible within the site.

Development proposals must be supported by information demonstrating the provision of and control over visibility splays of 4.5 metres by 215 metres in both directions at the proposed access onto the public road.

Due to the importance of existing character, all new development must be sensitively designed and replacement/ renovation of existing buildings to the west end will be carefully controlled.

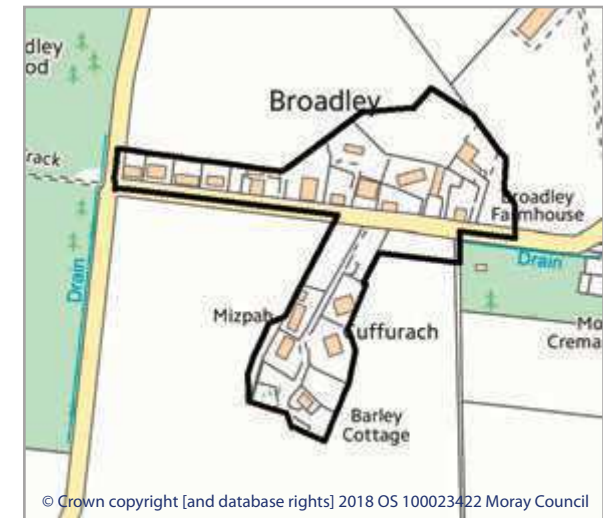


A public water supply is available but the existing public drainage (septic tank) system (which serves only part of the community) is operating to capacity. New development will depend on the suitability of ground conditions for drainage.

Parts of Bridgend of Glenlivet are at risk of flooding and development proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

Proposals must 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.

## Broadley



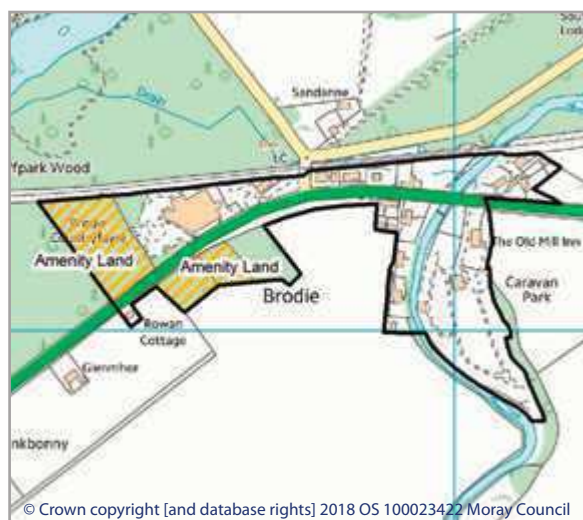
Small community of two distinct parts. Gap site opportunities exist, primarily to the south of the village in the Cuffurach area.

A public water supply exists but no public drainage. There may be difficulties in achieving suitable ground conditions for septic tank drainage, and no discharge will be permitted to the adjacent watercourse. This may limit the opportunities for new development.





## Brodie



The Council will not permit further housing development within Brodie (beyond one for one replacement) due to existing access problems onto the A96 Trunk Road.

Following any de-trunking of the A96 (T), opportunities for further development may become available.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Brodieshill



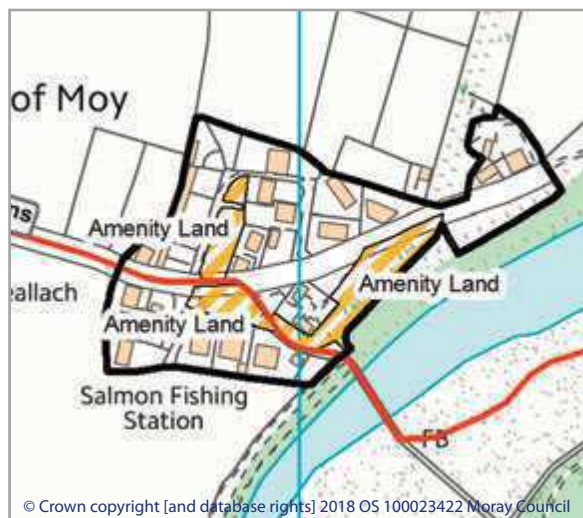
Site A is identified for up to 3 houses. Access(es) must be positioned at least 15 metres from the C4E/U94E Junction, with minimum visibility splays of 2.4 metres by 90 metres in both directions. Development must not impact on Burgie Burn and woodland adjoining the western boundary.

Proposals must be accompanied by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

Foul drainage may limit development. There are abstractions from the Burgie Burn immediately downstream of the site and disposal to the burn is unlikely to be appropriate without demonstrating there will be no impact on these abstractions. Disposal to land is the preferred option and porosity must be investigated.



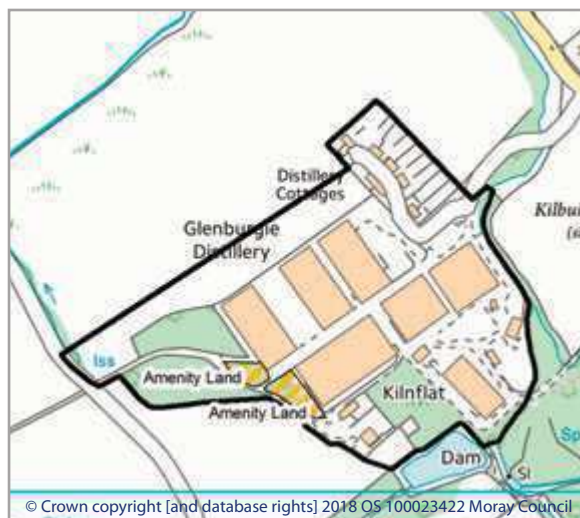
### Broom of Moy



Parts of Broom of Moy are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may reduce the developable area of a site. Opportunities are restricted to replacement and renovation only, which do not increase the footprint of the development and do not result in a change of use to a more vulnerable use.

Ground conditions are uncertain and scope for development will depend heavily on the suitability of ground conditions for soakaways.

### Burgie



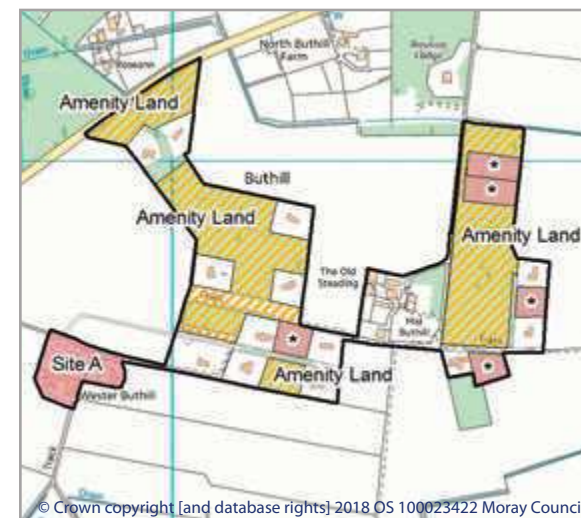
A distillery complex within which the provision of gap sites is limited because of the predominantly industrial character of the grouping.

A public water supply exists but public drainage does not. Development may depend on the suitability of ground conditions for soakaways.

Any future residential development must consider the potential for excessive noise from existing noise sources in the vicinity. Applicants must have regard to noise measurement criteria which are appropriate.

Proposals must be accompanied by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

### Buthill



A boundary has been tightly drawn around the existing house sites. Other than those sites identified with an asterisk as already having gained planning consent, no further development will be permitted within the woodlands. The remaining areas of woodland are identified as amenity land.

Accesses onto Public Road to be upgraded in accordance with conditions attached to existing planning permissions, including provision of visibility splays and communal bin storage areas.

Site A - The sympathetic conversion/rehabilitation of the derelict steading complex at Wester Buthill (Site A) that respects the character of the original building will be supported. Proposals must meet





## Buthill

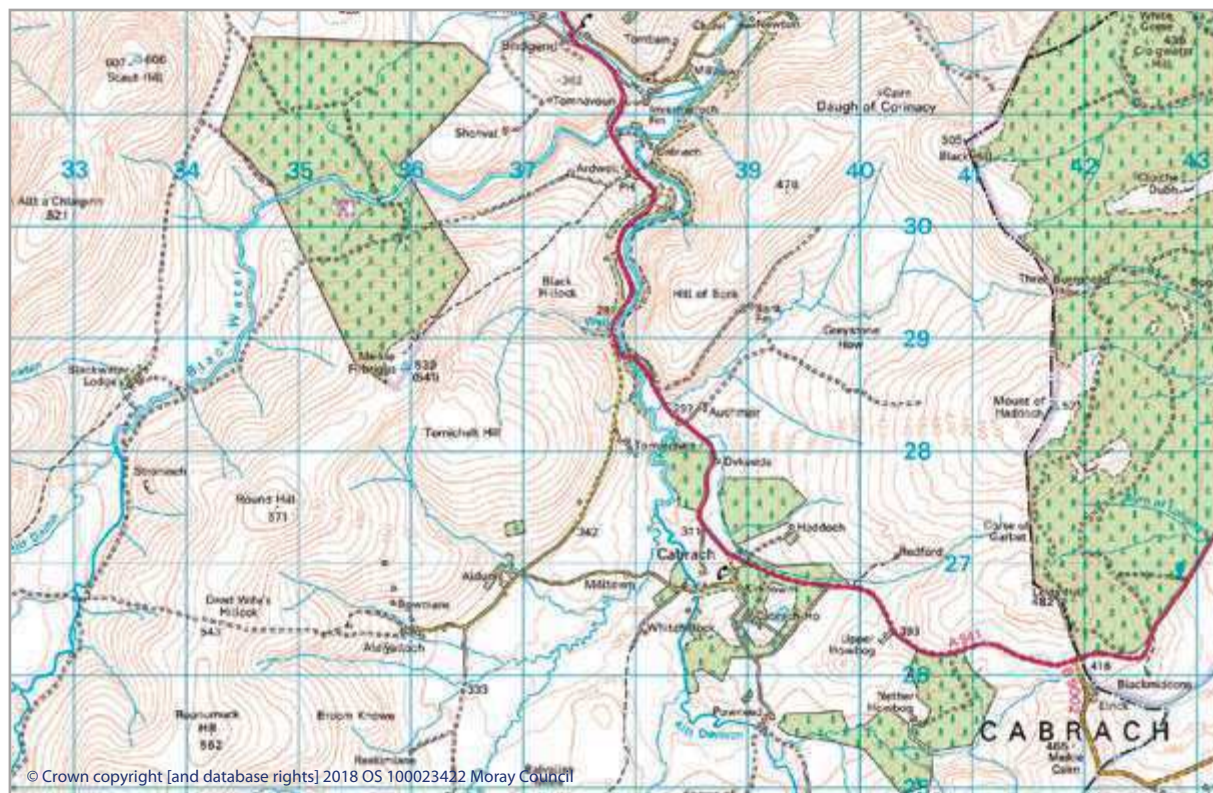


the requirements for Reuse/Replacement set out in DP4 Rural Housing.

Foul drainage may limit development. There are no suitable watercourses for disposal. Disposal to land is to be likely the only option and porosity must be investigated.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Cabrach

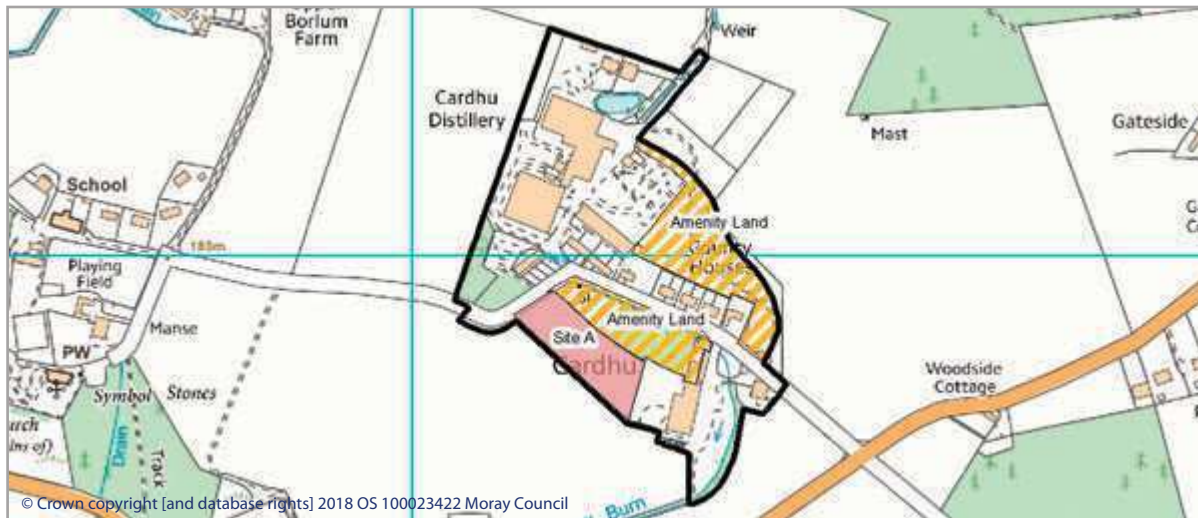


In order to try and facilitate development within Cabrach, low impact and modest scale proposals for regeneration of the community including housing, employment and low and zero carbon generating technologies will be supported in the open countryside, subject to proposals meeting the terms of other relevant policies.

Development within or in the area surrounding the Hill of Towanreef Special Area of Conservation (SAC) must demonstrate that there will be no adverse effect on the integrity of the SAC from development activity causing damage to habitats or changes to drainage that alter the hydrology that the habitats rely on.



## Cardhu



Site A provides an opportunity for up to 5 houses in the field to the south of the public play area. New housing here must be single storey and reflect Victorian (distillery) architecture and detailing which is a dominant feature of the grouping.

Road widening to 5.5 metres will be required along the frontage of the site.

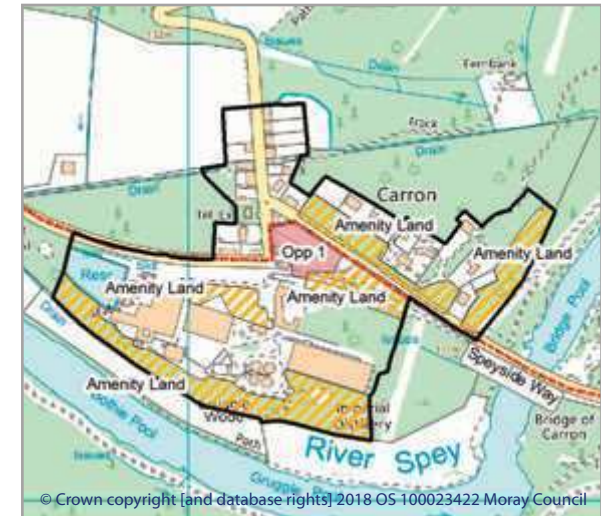
Any future residential development must consider the potential for excessive noise from existing noise sources in the vicinity. Applicants must have regard to noise measurement criteria which are appropriate.

Development will largely depend on the suitability of ground conditions for soakaways. A public water supply is available but the public drainage system (which serves only part of the community) is at present working to capacity.

Proposals must 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.

The land enclosed by the new access road to the distillery is to remain as landscaped amenity land.

## Carron



OPP1 is considered suitable for residential/commercial use.

If developed for residential use, the site is within a prominent location and buildings must be designed to reflect the Victorian architecture and detailing which is a dominant feature of the grouping.

Buildings must front onto the road along the east entrance to the village. Soft landscaping and boundary treatments will also enhance this entranceway and integrate development into the site. This entranceway is currently characterised by mature trees and is a key character feature of the site which must be preserved.





## Carron

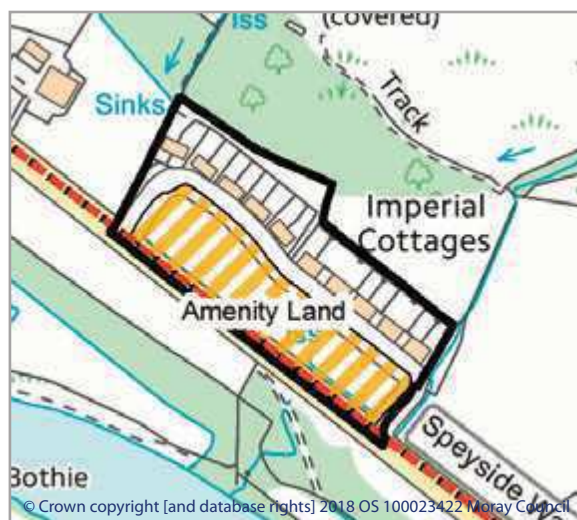
Proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

Development proposals will have to take the Speyside Way into consideration. Road widening along the northern frontage of the site and relocation of the Speyside Way will be required as necessary. The site is on old railway land. A contamination assessment and, if necessary, remediation plan will be required as part of any planning application for residential use.

Development will largely depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

The banks of the watercourse immediately adjoining the community will remain amenity land and protected from development, this should avoid disturbance to the breeding, feeding and resting areas of the otter.

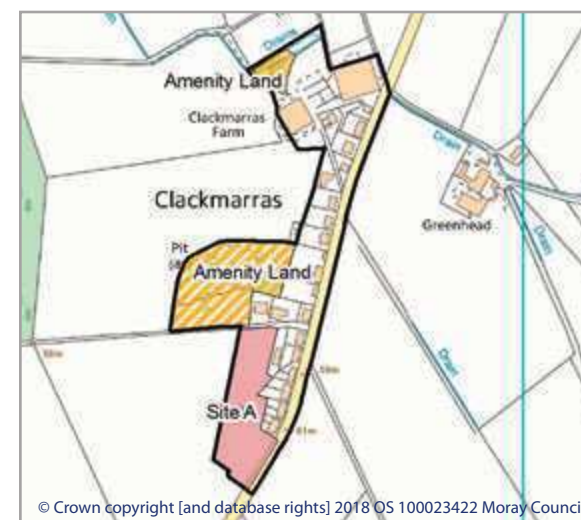
## Carron Imperial Cottages



Expansion of housing at Imperial Cottages will not be permitted.



## Clackmarras

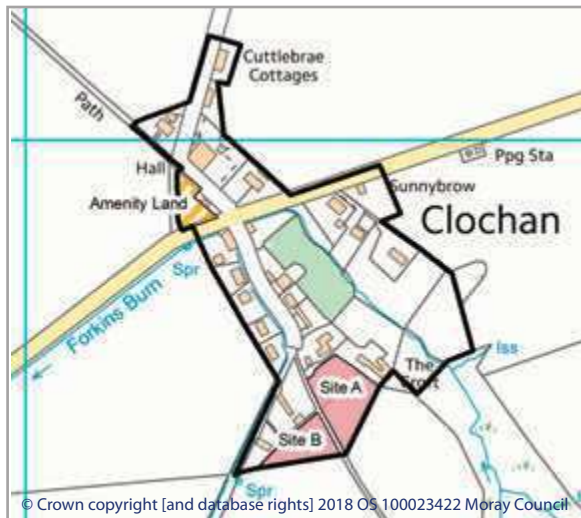


Site A is identified for 9 houses, proposals must meet design requirements set out in DP4 Rural Housing. One single point of access for all proposed houses must be provided at a centreline of at least 160 metres south of 8 Clackmarras County Houses. A visibility splay of 4.5 metres by 160 metres will be required in both directions at the access onto the public road. There is an opportunity to provide parking to the rear for existing houses at Clackmarras County Houses in order to increase safety for all road users/residents at this location.

A public water supply is available but development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.



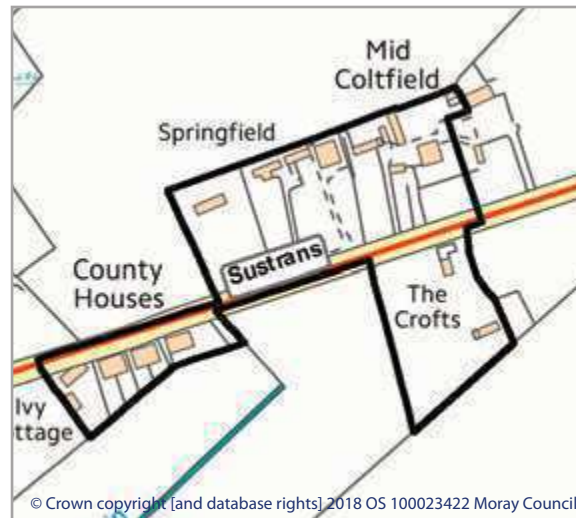
### Clochan



There are limited opportunities for new development, which have been identified as Sites A and B. Road access into these sites will require the upgrading of the existing track. The grassy area around the telephone exchange/call box must remain as an amenity feature.

A public water supply is available but public drainage is not, and foul drainage will require to be by septic tanks and soakaways. Development will largely depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

### Coltfield

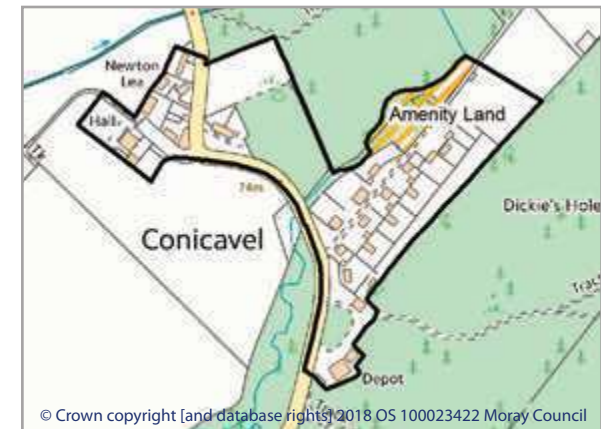


The existing character of Coltfield is single houses set back on long narrow plots. Development must respect the established settlement pattern and be of single plot depth only.

A public water supply is available but the public drainage (which serves only part of the community) is at present at working capacity. New development will largely depend on the suitability of ground conditions for soakaways.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

### Conicavel



Opportunities for development are available at the old nursery site for a low density development and for single additions to the row of houses leading to Cooperhill Farm. Further development here must respect the 'open' character and staggered building line of the existing housing.

Development must not encroach into the Darnaway & Lethen Forest Special Protection Area, which adjoins the eastern boundary of the settlement.

There is a public water supply available but no public drainage. New development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals may need a Flood Risk Assessment and must be supported by a Drainage Impact Assessment.





## Cragganmore



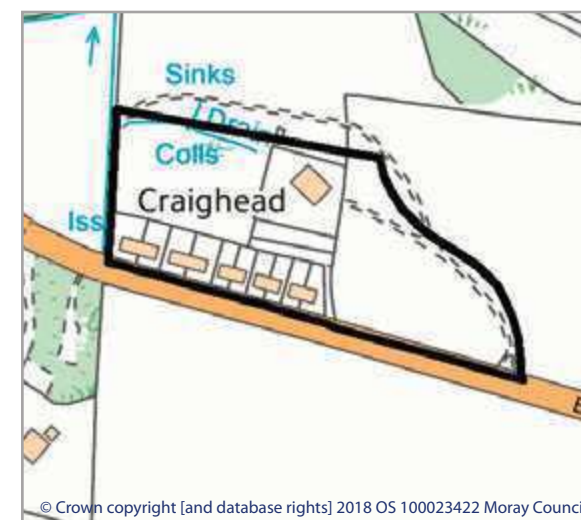
Site A has been identified as being suitable for up to 5 houses depending on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Site B has been identified for 5 houses which includes the conversion of the steading building. The sympathetic conversion/rehabilitation of the steading that respects the character of the original building will be supported.

Proposals must 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.

Parts of Cragganmore are at risk of flooding and applications for development may require a Flood Risk Assessment, the outcomes of which may reduce the developable area of a site.

## Craighead

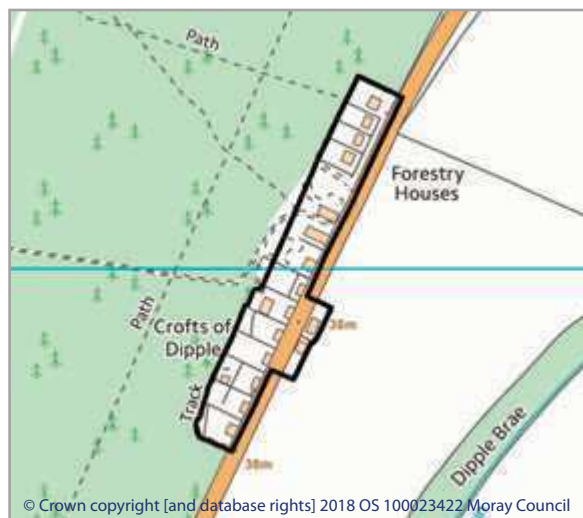


There is scope to consolidate the existing row of houses without creating ribbon development along the B9013. All proposals must replicate the established settlement pattern of primary elevations fronting onto the public road.

Access must be via the track to the east. No direct vehicular access onto the B9103 from plots will be permitted.



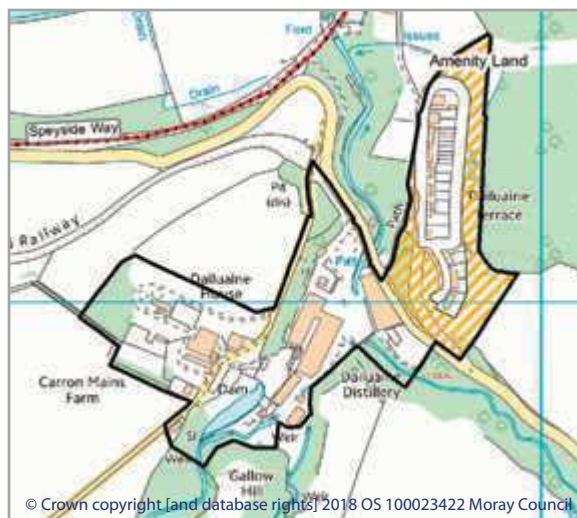
## Crofts of Dipple



Opportunities are limited to replacement on a one for one basis and redevelopment of the joinery works for a maximum of four single house units.

A public water supply is available but public drainage is not. New development will depend on the suitability of ground conditions for soakaways.

## Dailuaine



Physical landscape constraints, the designated amenity land that is covered by a Tree Preservation Order, and the predominantly industrial character of the grouping limit the provision of gap sites.

There is no public water supply or public drainage. Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must 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.



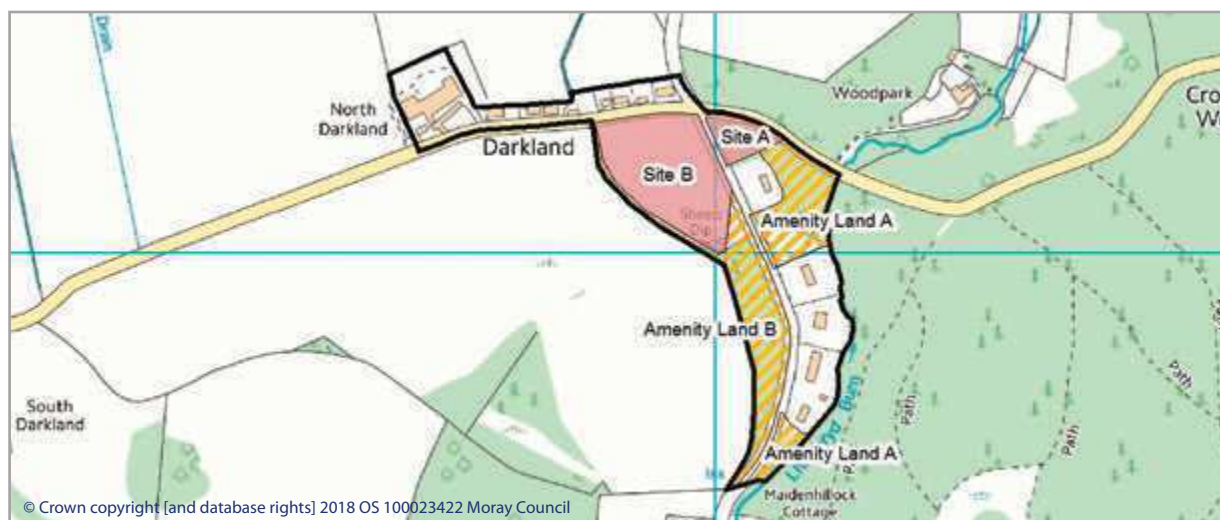
Any future residential development must consider the potential for excessive noise from existing noise sources in the vicinity. Applicants must have regard to noise measurement criteria which are appropriate. New housing here must reflect Victorian (distillery) architecture which is a dominant feature of the grouping.

Parts of Dailuaine are at risk of flooding, proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.





## Darklands (North)



Site A has been identified to accommodate one house. Screen planting must be provided at the northern boundary. A visibility splay of 4.5 metres by 120 metres must be provided across the site for the adjacent U27E Meft Road/U30E Darkland Road junction.

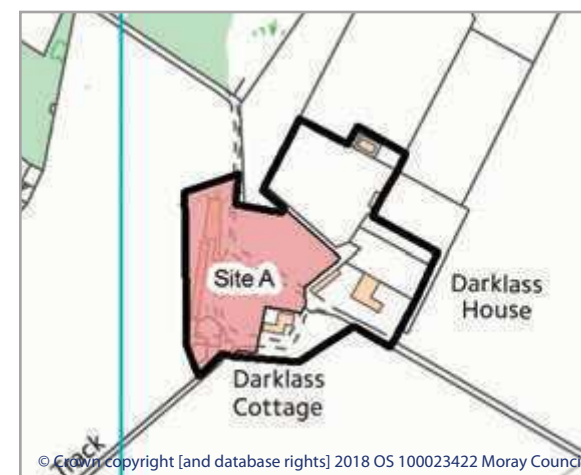
Site B has capacity for a total of 8 houses, and planning consent has been granted for four of these. Development of Site B requires the management, retention, and regeneration of the woodlands identified as Amenity Land B for the community, including public footpaths and access. Proposals must provide passing places on the public road and the provision of a visibility splay of 4.5 metres by 120 metres across the site for the adjacent U27E Meft Road/U30E Darkland Road junction.

Proposals must also be supported by a Flood Risk Assessment (FRA), the outcomes of which may affect the developable area of a site.

A public water supply is available but public drainage is not. Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Parts of Darklands North are at risk of flooding and applications for development may require a FRA, the outcomes of which may affect the developable area of a site.

## Darklass



Planning consent has been granted at Site A to demolish the existing farm buildings and construct 7 houses.

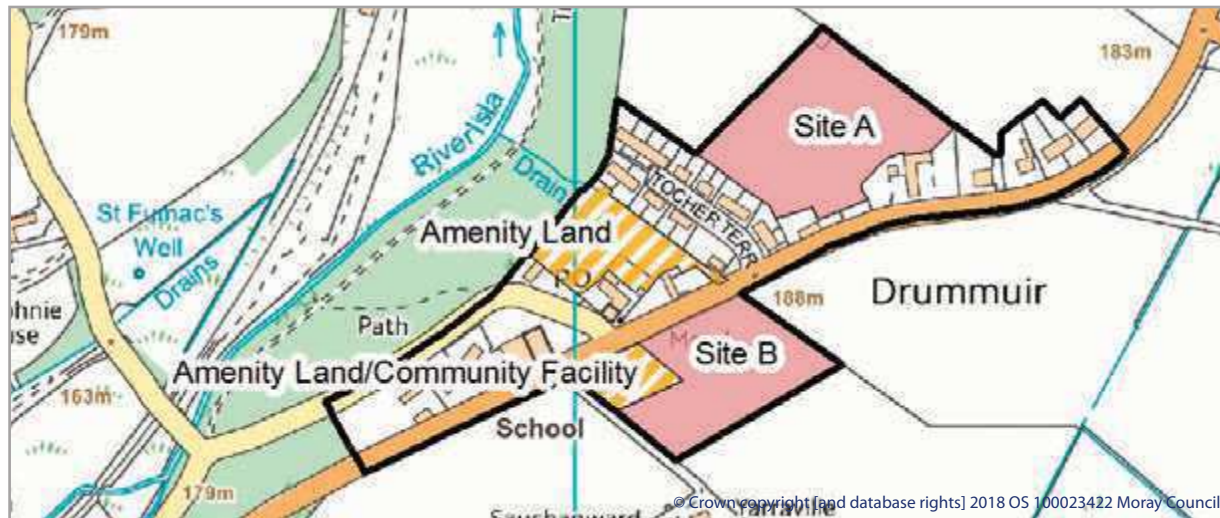
The layout, siting and orientation of buildings must reflect a traditional courtyard arrangement. High quality materials must be used such as timber cladding, wet dash harl, slate, zinc and natural stone.

Identified ground contamination must be appropriately remediated. The developer will be required to upgrade the track from the Dyke public road.

The preference is for a single treatment system shared by a number of properties rather than individual systems provided for each dwelling with such a system being adopted by Scottish Water.



## Drummuir



Opportunities for multiple house development at Site A, which must provide a footpath link to the community woodland.

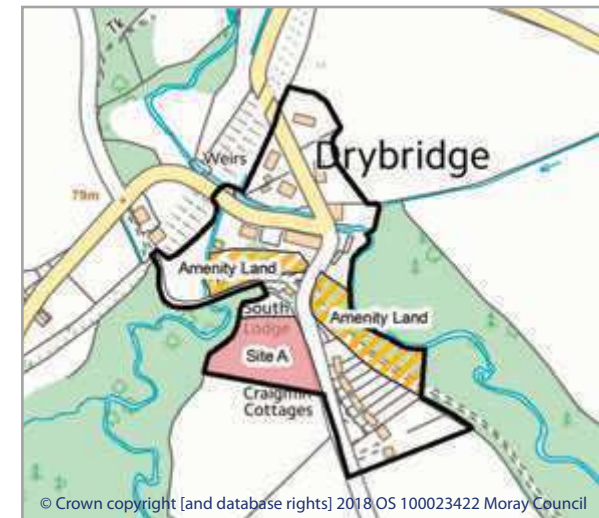
Site B has been identified as being capable of accommodating up to 8 houses. The former school playground at the western corner of the site must be retained as a community facility and upgraded to a car park with picnic area for the community.

Development of Site B will require significant improvements to the B9012 including road widening, footpaths and traffic island. A comprehensive layout for the whole site including road improvements will require to be submitted as

part of any application in order to establish the mechanisms for the delivery of road improvements. Early contact with the Council's Transportation Section is advised.

A public water supply is available. The public drainage system is nearing capacity and developers must contact Scottish Water at an early stage to discuss drainage arrangements.

## Drybridge



Site A has been identified for a development of up to 3 houses.

Accesses onto the public road to serve the development will require a minimum visibility splay of 2.4 metres by 90 metres in both directions. New passing place provision will be required on the single track roads (U61L Greenbank Road and U61L Main Road) leading to the site.

A public water supply is available, but there is no capacity in the public drainage system. Any proposed development will either have to upgrade this system, or use septic tank and





## Drybridge

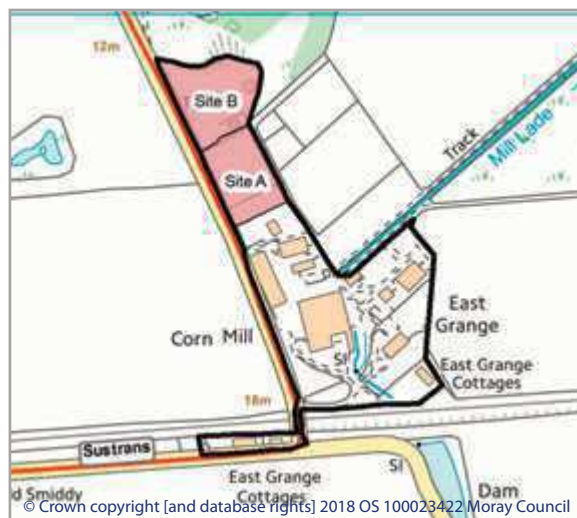
soakaways/mounds. SEPA has advised that effluent disposal for multi house developments will require considerable investigative work.

Part of the site includes some areas identified on the Ancient Woodland Inventory which any proposals must take account of. The areas of woodland within the village provide amenity and parts are covered by a Tree Preservation Order.

Parts of Drybridge are at risk of flooding and proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of a site. A flow path may need to be provided through the site to avoid future problems.

Cognisance of the existing roads drainage infrastructure must be taken in determining the location of any site access(es).

## East Grange

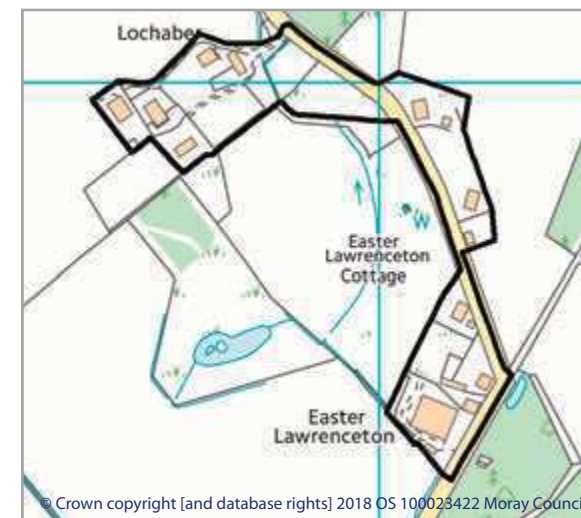


Opportunities exist for the development of Site A for up to 3 houses. Site B has been identified as being suitable for up to 4 houses. A public water supply is available but drainage is not. Passing places will be required on the single track road leading from the site to the A96(T).

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Easter Lawrenceton



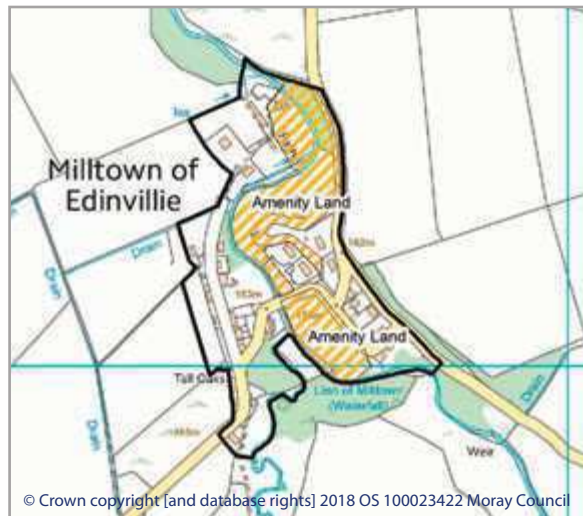
No new development will be permitted within the community.

A public water supply is available. Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.



## Edinvillie



Opportunities exist for single plot development along the roadside to the west and at Smithy Cottage to the north.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

No public water supply or public drainage is available.

Parts of Edinvillie are at risk of flooding and proposals may be required to provide a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

## Enzie



The community is set around the private grounds of the manse and contains significant areas of woodland which must be retained for their amenity value. A redundant church building, capable of rehabilitation for residential or office use, occupies a central location, immediately north of the single storey terraced housing.

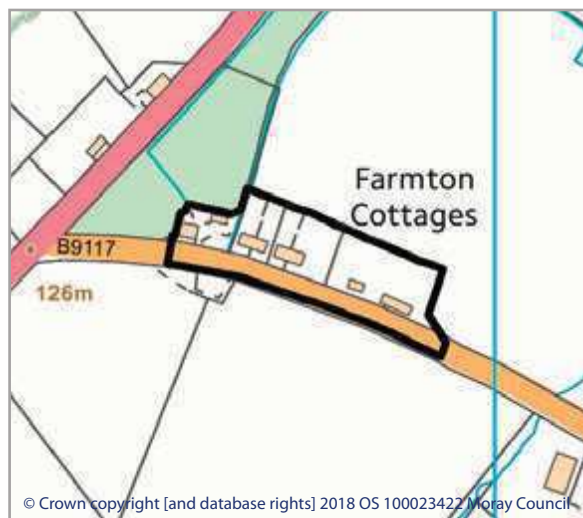
Several woodland walks which are frequently used and worthy of protection, link the manse to the modern dwellings at the Howe of Enzie. No further development on the A98 road frontage will be permitted, in the interests of road safety.

A public water supply is available but the existing public drainage system (which serves only part of the community) is operating to capacity. New development will require to be served by septic tank, and depend on the suitability of ground conditions for soakaways. Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited.





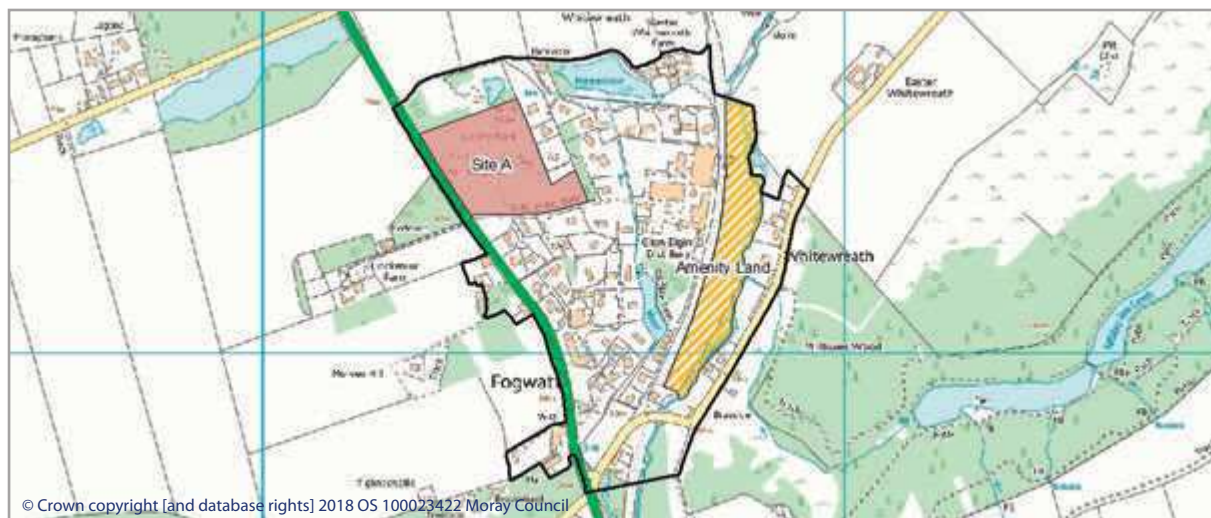
## Farmtown Grange



Opportunities are limited to replacement and renovation only.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

## Fogwatt



Site A has planning consent for a total of 9 houses and is under construction. The site is covered by a Tree Preservation Order and any development must retain the maximum number of trees.

Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.

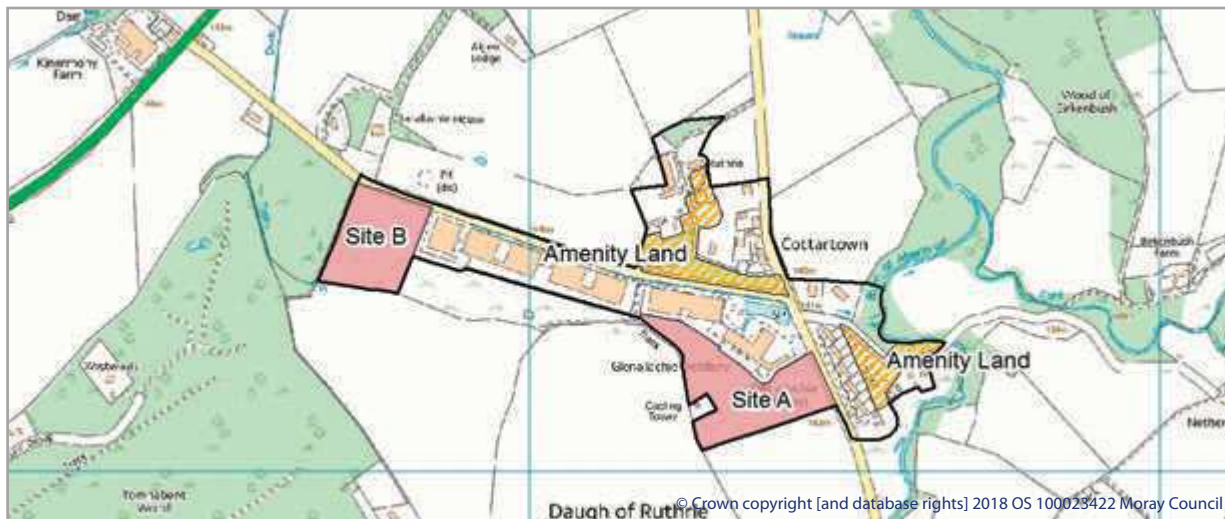
For road safety reasons, no further housing development shall be permitted which proposes to use the access point onto the A941 at Neil Millers Garage.

The amenity area partly overlies the Scaat Craig geological Site of Special Scientific Interest. Development of this area is unlikely to be supported.

Parts of Fogwatt are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.



## Glenallachie



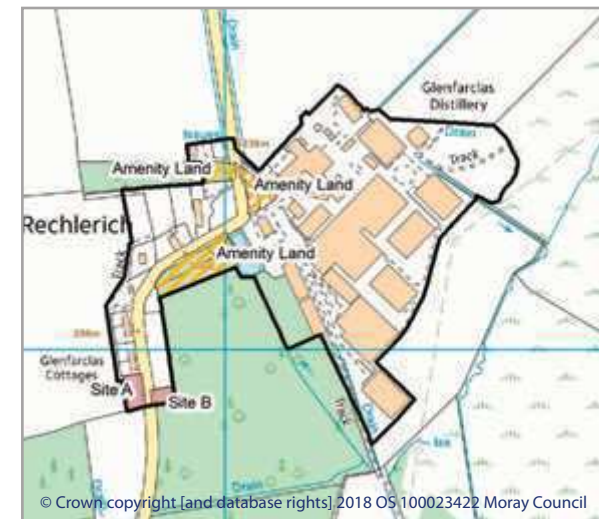
Opportunities for development and rehabilitation at Ruthrie Farm. Sites A and B are identified for mixed uses relating to the operations of Glenallachie Distillery, including tourism. Upgrading of the U103H Ruthrie Road from the A95(T) to the sites will be required. The extent of the upgrading will be dependent on the proposed development and may include road widening, passing place provision and edge strengthening.

Any future residential development must consider the potential for excessive noise from existing noise sources in the vicinity. Applicants must have regard to noise measurement criteria which are appropriate.

There is no public water supply or drainage. There is a public sewer network to south side of Glenallachie and a cost-benefit analysis must be carried out to assess the opportunity to connect to this system. Options for waste water drainage must be thoroughly investigated as options for discharges to the water environment are limited.

Parts of Glenallachie are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

## Glenfarclas



A distillery complex within which the provision of gap sites is limited because of the predominantly industrial character of the community. Site A can accommodate a maximum of two houses and Site B can accommodate one house.

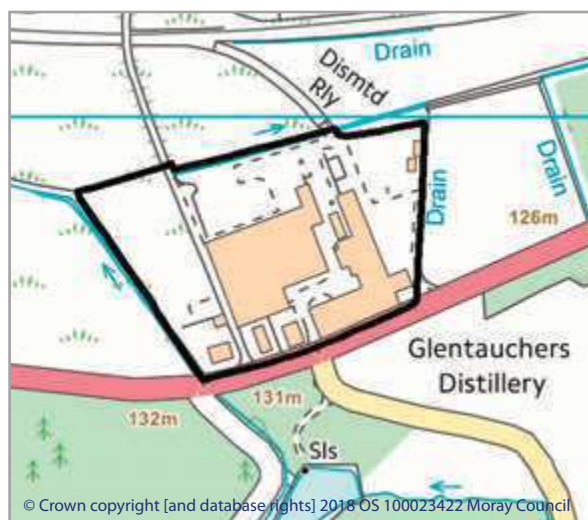
No public water supply or drainage system. New development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Parts of Glenfarclas are at risk of flooding and proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.





### Glentauchers



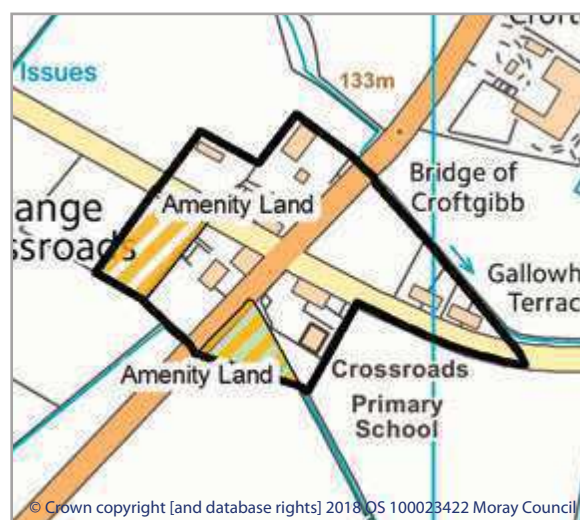
A distillery complex within which housing provision is limited because of the predominantly industrial character of the grouping and potential noise conflict.

Opportunities are available to replace the now demolished distillery cottages.

No public water supply or drainage available. Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited.

Parts of Glentauchers are at risk from flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

### Grange Crossroads

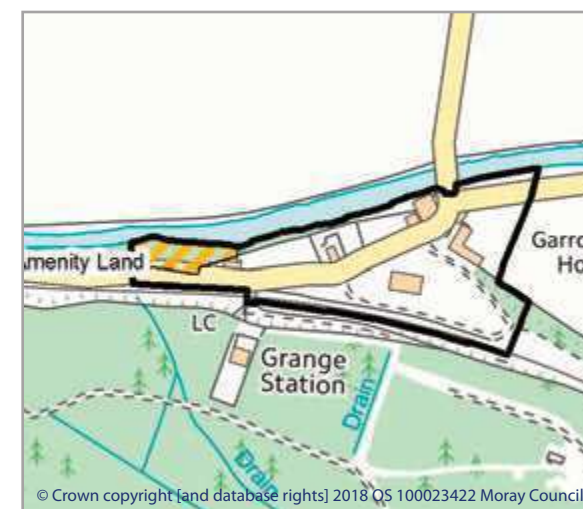


Opportunities for gap site and infill development.

A public water supply is available but drainage is not. Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

### Grange Station



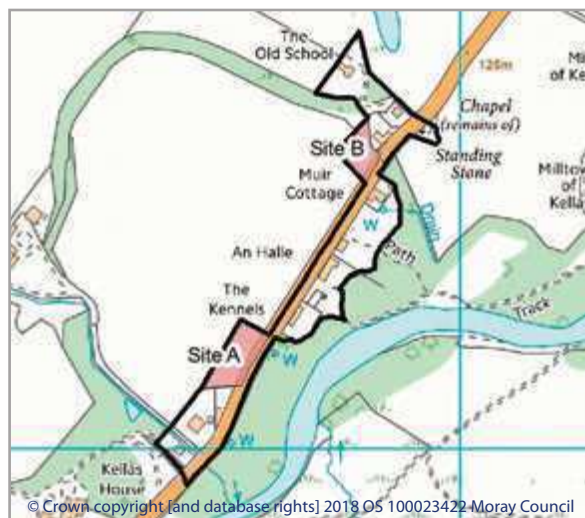
Opportunities exist for a further three house plots on the derelict railway siding. Any residential development on the former stores will require a contamination assessment as part of any planning application.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Grange Station is at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.



## Kellas

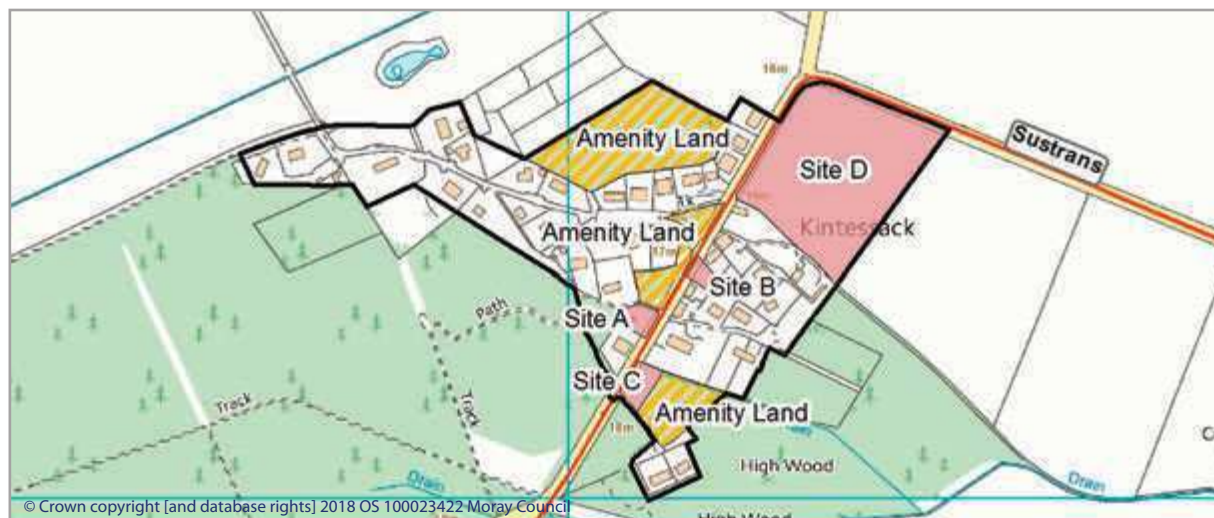


A small community with limited opportunities for development. Site A is appropriate for two houses and Site B for one. Minimum visibility splays of 2.4 metres by 120 metres in both directions will be required at the accesses onto the public road.

A private water supply is available but public drainage is not. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Kintessack



Sites A & B are suitable for single houses, Site C can accommodate two houses and Site D has consent for 3 houses and can accommodate a further 3 houses.

Site D has a belt of advanced planting on the south eastern boundary of the site, which will require time to mature to provide containment and a new edge to Kintessack. Due to the entrance gateway location of the site, buildings must be of a high design quality and incorporate traditional materials and slate roofs.

In addition to the advanced planting provision, landscaping must be provided on the north boundary of the site to visually screen it when travelling into the village. Feature hedge planting is a part of the character of the village and must be

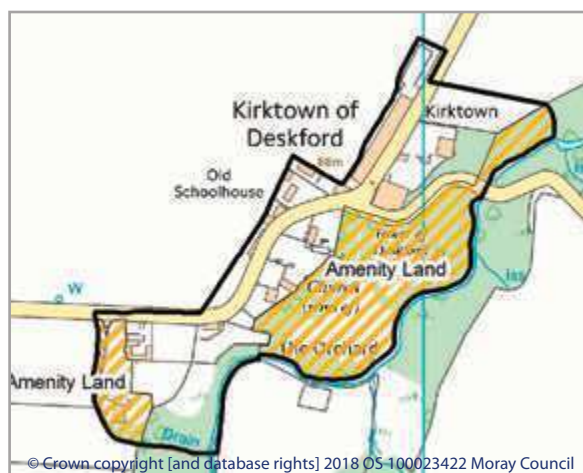
incorporated along the road frontage on the western edge of the site outwith the required visibility splays. There will be a requirement for passing places to be provided. Within the site itself, open space and landscaping must be utilised to create a setting for new development.

Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways. Part of the site is potentially at risk of surface water flooding and this must be addressed as part of the site drainage investigation. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.





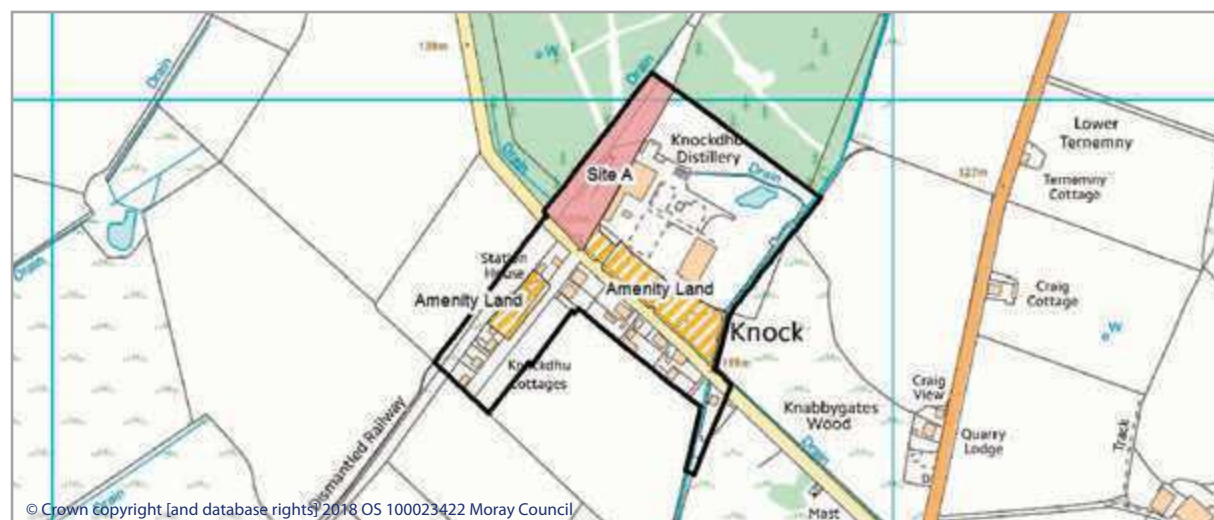
## Kirktown of Deskford



Opportunity for conversion/renovation of traditional steadings at the manse with the discreet introduction of new build. Some prospects for infill and renovation/replacement within the grouping. All trees within the grounds to the manse must be safeguarded as are other wooded areas which provide some amenity. A public water supply is available but the public drainage system (septic tank, which serves only part of the community) is at present working to capacity. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.

Parts of Kirktown of Deskford are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

## Knock



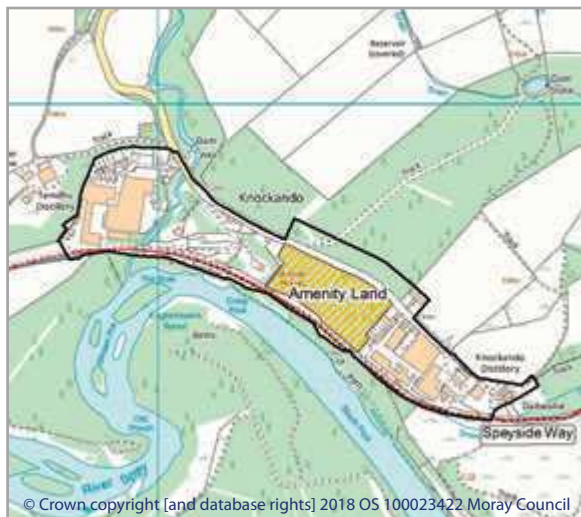
Site A at the Station Yard could accommodate a maximum of 6 house sites although potential conflicts with the distillery would have to be recognised. Any residential development on the former railway stores will require a contamination assessment as part of a planning application. Passing places will be required on the single track road leading to the site.

Parts of Knock are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

A public water supply is available but the public drainage system (septic tank, which serves only part of the community) is at present working to capacity, and new development will require its own septic tank and soakaway system. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.



### Knockando (Lower)



A distillery complex within which the provision of gap sites is limited because of the predominantly industrial character of the grouping.

A public water supply is available but the public drainage system (septic tank, which serves only part of the community) is at present working to capacity.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must demonstrate that there will be no adverse effect on the integrity of the River Spey Special Area of Conservation (SAC) from

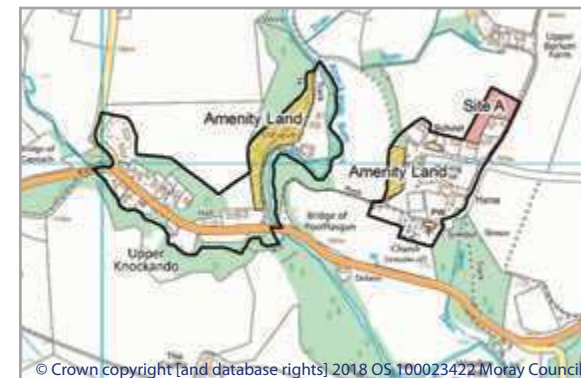


development activity either causing disturbance to other that may be using the watercourse and banks, pollution or sediment to reach the SAC, or changes to water quality and quantity.

Any future residential development must consider the potential for excessive noise from existing noise sources in the vicinity. Applicants must have regard to noise measurement criteria which are appropriate.

Parts of Knockando (Lower) are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

### Knockando (Upper)



Limited opportunities for infill development within the grouping. Two houses can be accommodated at Knockando School (Site A). Passing places will be required on the single track road leading to the site. A public water supply is available but the public drainage system (which serves only part of the community) is at present working at capacity.

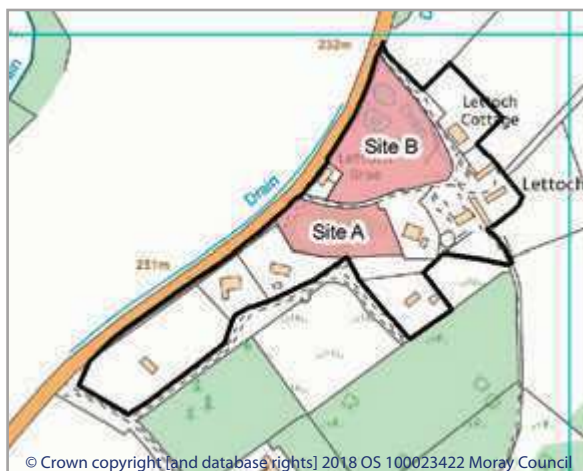
An opportunity for the redevelopment of Millhowe Fish Hatchery exists with the potential addition of some new build (maximum of 3 house units) to the north. However, this site cannot discharge directly into the burn so development would depend on the suitability of ground conditions for soakaways.

Parts of Knockando (Upper) are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.





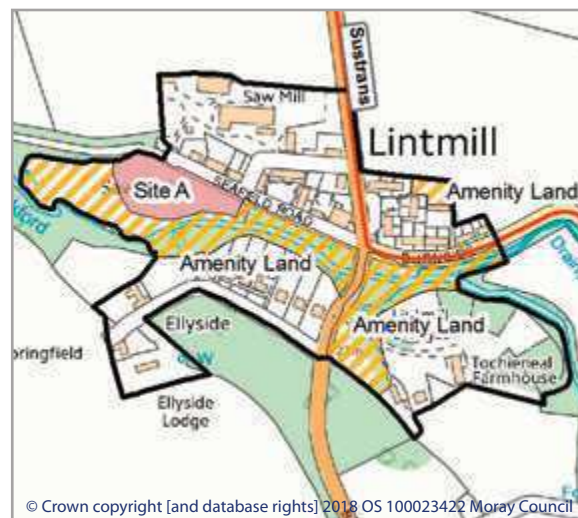
## Lettoch



A boundary line has been identified in order to consolidate growth. Opportunities for development exist on Site A. Site B has planning consent for 8 houses.

Due to the prominent nature of the location, further development is restricted. There is no public water supply or public drainage available. Development is dependent upon the suitability of ground conditions for soakaways. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Lintmill



Subject to ground conditions, an opportunity may exist to introduce a number of roadside plots at Site A. A communal refuse collection point and a turning area for refuse vehicles will be required at the eastern end of the site. The site is possibly upfilled ground and any residential development will require a contamination assessment as part of any planning application. Ground conditions are uncertain and the development may have to connect directly to the existing public septic tanks (which serve only part of the community) which are understood to be operating near capacity.

Development utilising private drainage will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.



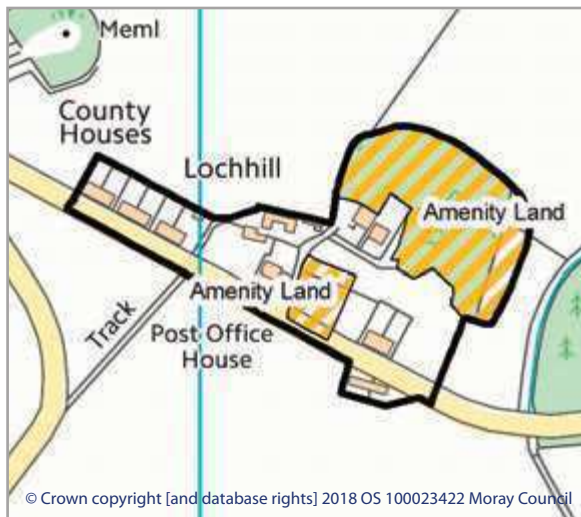
Infill and gap site opportunities exist elsewhere in the community.

Amenity land is designated to protect trees and hedging as well as the burn banks which are subject to change and flooding. As parts of Lintmill are at risk of flooding, proposals may require a detailed Flood Risk Assessment.

Part of Lintmill lies within the Garden and Designed Landscape designation for Cullen House and proposals must take account of this.



## Lochills

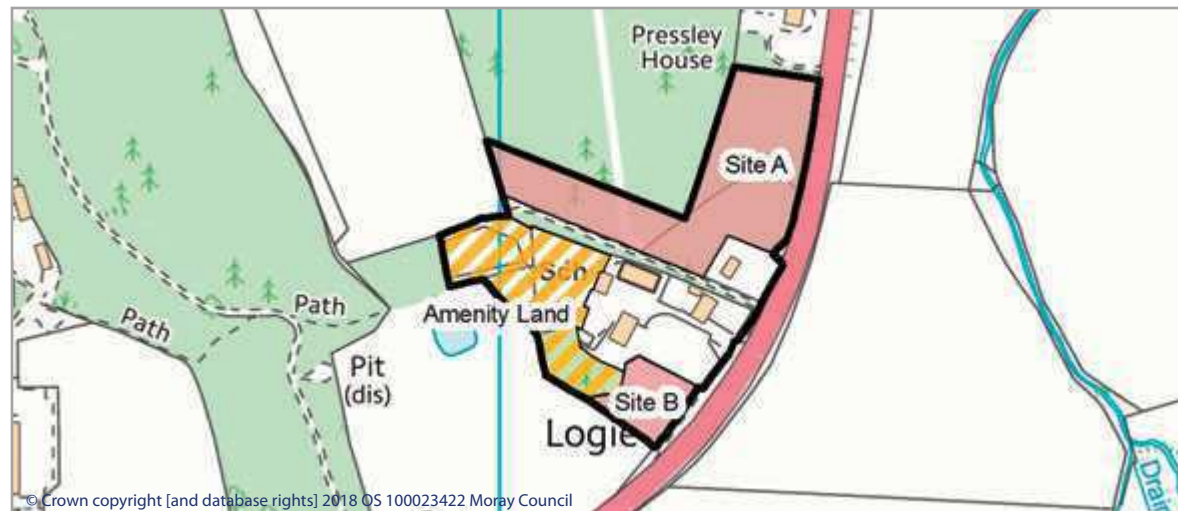


A number of infill opportunities exist but ground conditions for soakaways are problematic. A public water supply is available but the public drainage system (septic tank, which serves only part of the community) is at present operating to capacity.

Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment .

## Logie



Opportunity to develop 8 houses on Site A and two houses on Site B. New houses on these sites must be sensitively designed to complement the Victorian estate architecture which is a dominant feature of the grouping.

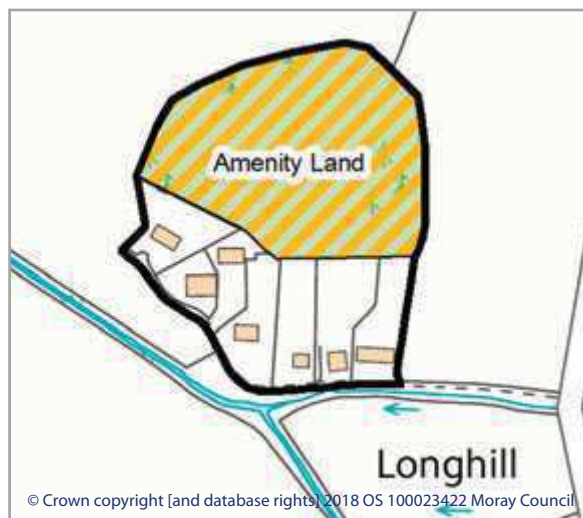
The existing access requires to be upgraded and proposals must include new native tree planting. A new access onto the A940 to serve Site A would not be supported due to visibility constraints. Tree felling must be timed to avoid disturbance to breeding birds.

Foul drainage must be disposed of by means of septic tanks and soakaways/mounds. Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.



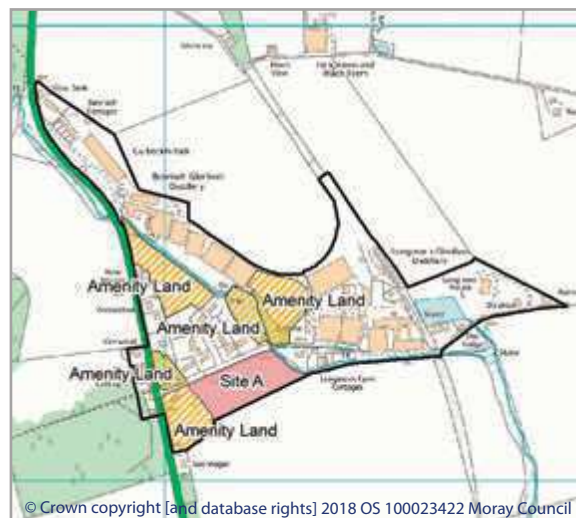


## Longhill



Opportunities for replacement and renovation only. No new house building will be permitted within this grouping. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Longmorn

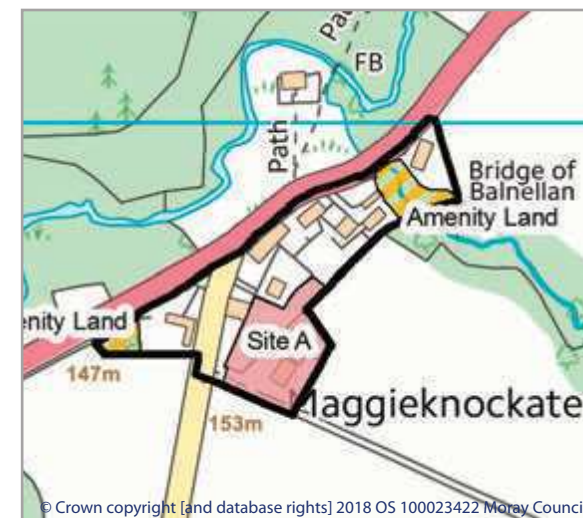


Land designated as amenity land to the north is not considered suitable for residential development on grounds of noise pollution.

Site A has planning consent for 6 houses and is under construction. Landscaping must be provided along and within the southern boundary of the site.

Opportunities for infill elsewhere are limited. Development will depend on the suitability of the ground conditions for drainage. A public water supply is available. Parts of Longmorn are at risk of flooding and proposals may be asked to carry out a detailed Flood Risk Assessment which may affect the developable area of the site.

## Maggieknockater



A single house has been built on Site A and there is scope for a further dwelling on the site. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

A public water supply is available and development will depend on the suitability of ground conditions for soakaways.



## Mains of Inverugie



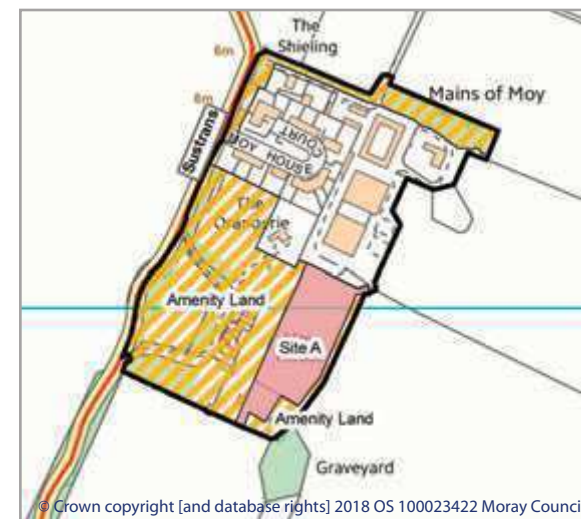
Site A is identified for up to 12 houses. Proposals must respect the rural character of the area, buildings must be of a traditional design or a contemporary interpretation incorporating traditional form, proportion and symmetry. The layout, siting and orientation of buildings must reflect a traditional courtyard arrangement and be set around an attractive greenspace. High quality materials such as timber cladding, wet dash harl, slate, zinc and natural stone must be used.

Site B is for a sympathetic conversion of the derelict steading. Development that reflects the character of the original building will be supported. Proposals must meet the requirements for Reuse/Replacement set out in DP4 Rural Housing.

Access is to be taken from the B9012 Duffus – Williamston Road and the developer/s will be required to install bollards to restrict vehicular access onto the U94E Kearn Road from the private road.

A Flood Risk Assessment will be required to support any planning application and may impact on the developable area of the site.

## Mains of Moy



Moy House is included within the grouping in an effort to encourage restoration or redevelopment of this important Category "A" listed building.

Site A could accommodate a low density residential development which respects the character, setting and design of Moy House. Site A can only be developed in association with the restoration or redevelopment of Moy House. A masterplan for Site A and Moy House must be prepared by the developer/applicant.

There will be a requirement for passing places to be provided on the public road leading to the site from the A96(T).





## Mains of Moy, cont.



Parts of Mains of Moy are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

Foul drainage may be disposed of by means of septic tanks and soakaways/mounds. New development will depend on the suitability of ground conditions for soakaways.

## Marypark



Site A has planning consent for 3 houses and Site B has planning consent for 9 houses.

Development on Site B will require landscaping adjacent to the A95 and along the eastern boundary. The layout of any proposal must allow for future access to the remainder of the field to the east. A Flood Risk Assessment may be required to assess risk from the small watercourse which runs along the site boundary.

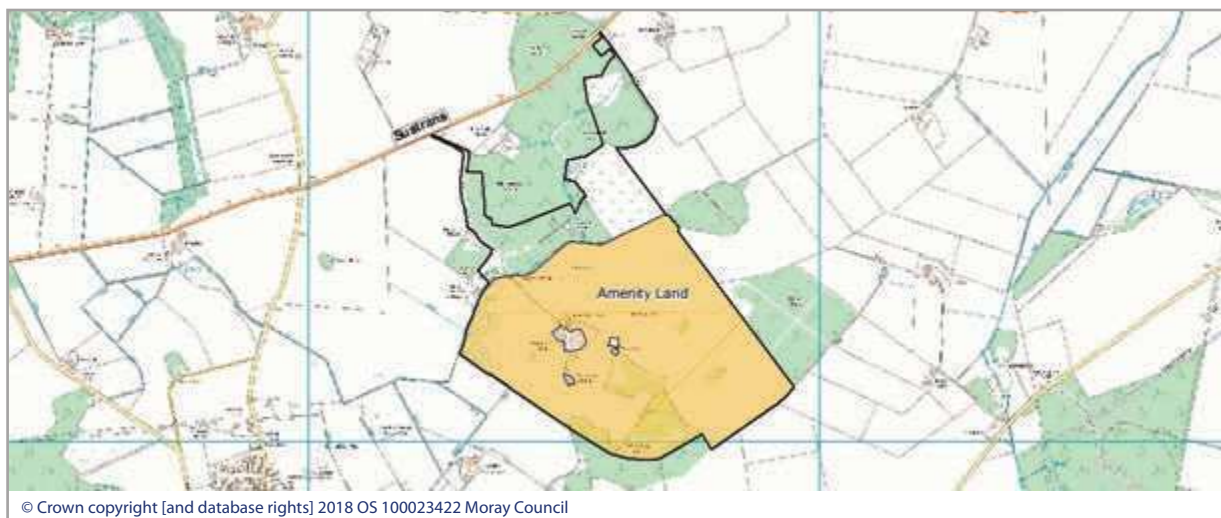
It must be demonstrated that the site can be satisfactorily serviced in terms of surface water drainage arrangements.

Proposals must 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 public water supply is available but may have limited capacity available for new demand and therefore the developer should discuss the development directly with Scottish Water. The public drainage system (which serves only part of the community) currently has capacity.



## Maverston



Maverston has an extant planning consent for 40 houses, two golf courses, and leisure facilities.

Part of the site includes woodland some of which is listed on the Ancient Woodland Inventory.

Development proposals must retain existing mature trees and further woodland removal will not be supported beyond that already consented in line with Policy EP7 Forestry, Woodlands and Trees.

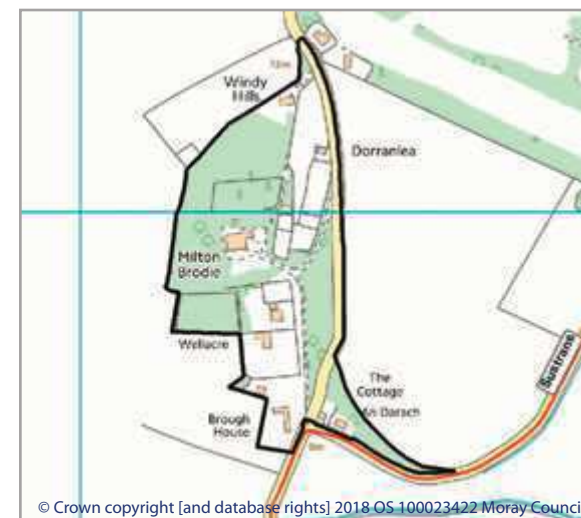
There is an opportunity to redevelop the existing steading buildings. No more than 16 houses will be permitted and the traditional steading buildings must be converted. The conversion must respect the character and scale of the existing building.

Any new build housing must reflect traditional design and layout and be in keeping with the scale and proportions of the converted steading. No further opportunities for development have been identified or will be supported at Maverston.

Proposals must be supported by a Flood Risk Assessment the outcomes of which may affect the developable area of the site. A Drainage Impact Assessment is required.

Protected species are known to be present on site and a Phase 1 Habitat Survey is required. The innovative use of greenspace could assist with surface water drainage and accommodating species issues as they arise.

## Milton Brodie

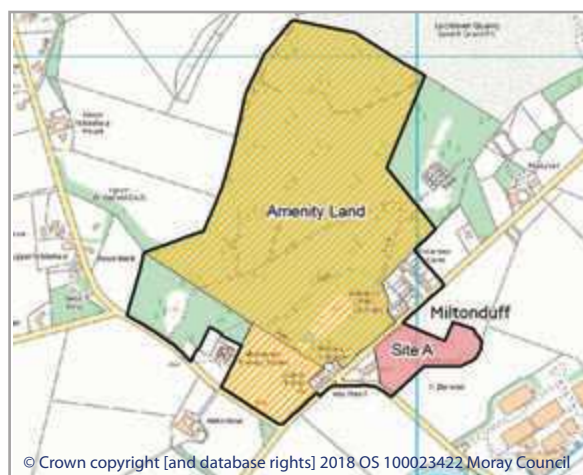


No development opportunities are identified at Milton Brodie to protect the distinctive character of the grouping. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.





## Milonduff

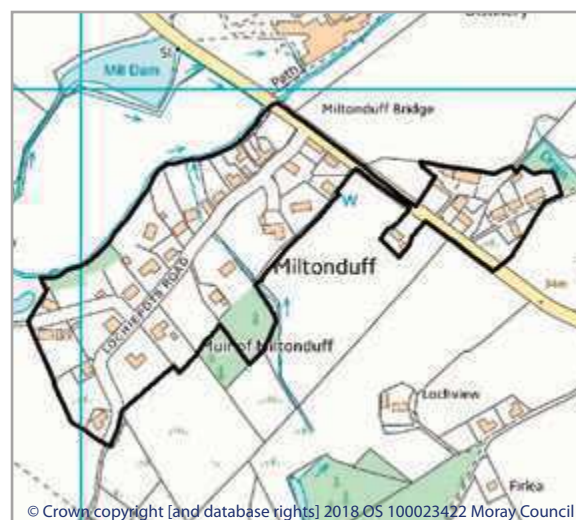


An opportunity exists for up to 13 (maximum) dwellings on Site A. New development will depend on the suitability of ground conditions for soakaways or connection/installation of public sewer network.

The trees on Site A along its north east boundary must be retained and planting along and within the northern boundary must be provided, as part of a landscaping plan for the site which addresses its exposed and elevated position. Access must be taken from the public road to the south of the site and will require a visibility splay of 4.5 metres by 120 metres to the south and 4.5 metres by 90 metres to the north.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

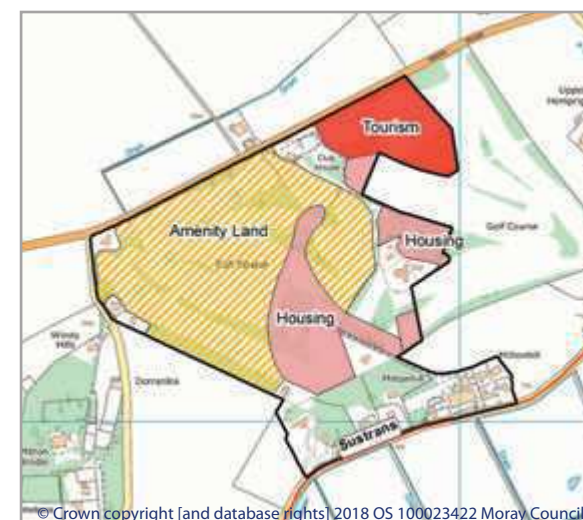
## Milonduff (South)



Development at Milonduff (South) has reached its natural limits. There are ground condition and access limitations. The rural character would be compromised by further development. No further planning consents for new house sites will be granted within the grouping boundary.

Parts of Milonduff (South) are at risk of flooding and proposals may be asked to carry out a detailed Flood Risk Assessment.

## Miltonhill



A Masterplan has been prepared for Kinloss Golf Course. The Masterplan seeks to provide a framework for the development of 20 house plots, 16 tourism cabins and 6 glamping pods, sensitively integrated into the existing wooded surroundings and wider landscape. The development will be delivered on a phased basis across a 10 year time frame, with a delivery plan to be agreed with the Council.

Development proposals must meet the requirements set out within the Masterplan. Piecemeal proposals for individual plots submitted prior to the adoption of the Masterplan will not be permitted.

There are no further development opportunities beyond those identified.





*Kinloss Golf Course Masterplan*

The golf course lies within Ministry of Defence noise contours associated with the formerly titled RAF Kinloss. A Noise Impact Assessment is required to support planning applications for permanent residential development.

Proposals must be supported by a Flood Risk Assessment to ensure no additional flood risk will be caused to surrounding areas or properties.

A Transport Statement is required to assess the impact of both the residential and tourism uses on the single track roads leading to the A96(T) to the north of the site.

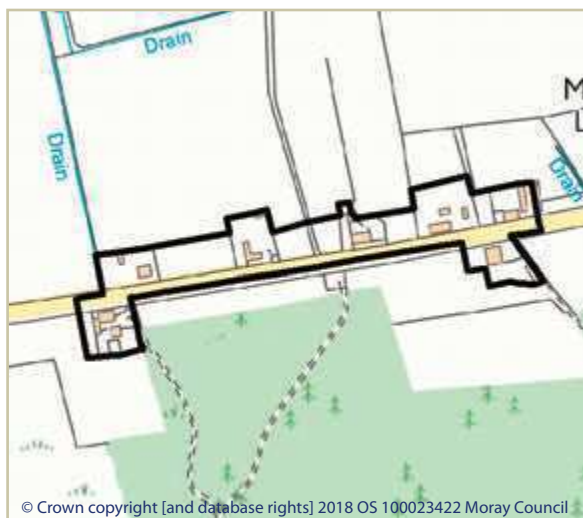


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### Muir of Lochs



Further development will not be approved as this would compromise the existing rural character of small evenly spaced croft holdings and create inappropriate ribbon development. Opportunities are therefore restricted to replacement and renovation only. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

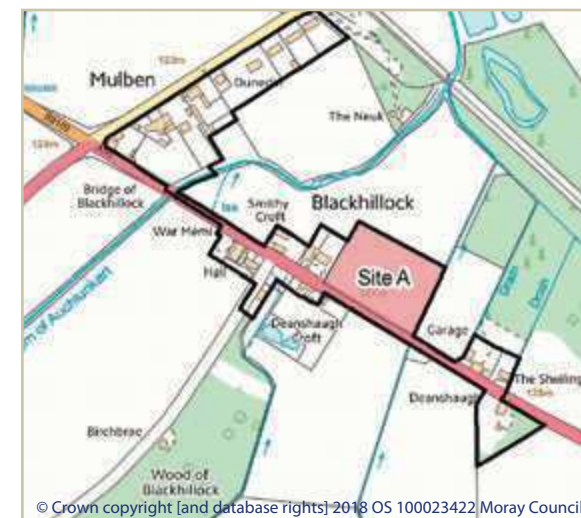
### Muirton



The steading at Muirton was converted, in association with a number of new build properties on surrounding ground. No new housing sites will be supported and opportunities are restricted to replacement and renovation only.

Parts of Muirton lie within aircraft noise contours published by the Ministry of Defence (MoD). Developments within such areas will be subject to consultation with MoD.

### Mulben



Site A has been identified to offer development opportunities within Mulben.

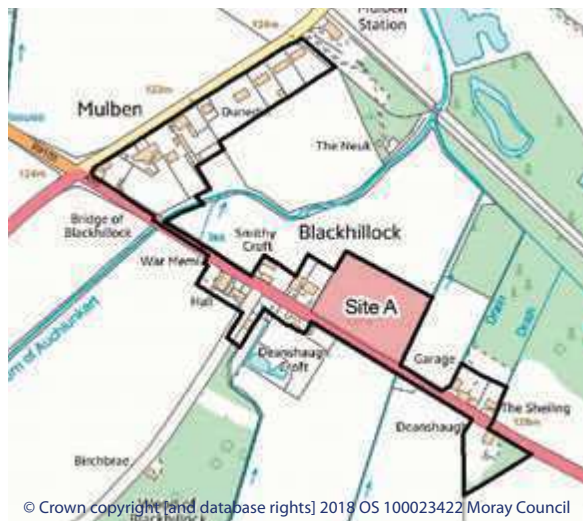
Proposals must be supported by a Flood Risk Assessment (FRA), the outcomes of which may affect the developable area of the site.

Opportunities for blue/green infrastructure should be identified to take pressure off of drainage systems and to help with flood risk management.

An indicative capacity has not been provided. Instead the capacity of the site will be determined by the required FRA.



## Mulben cont.

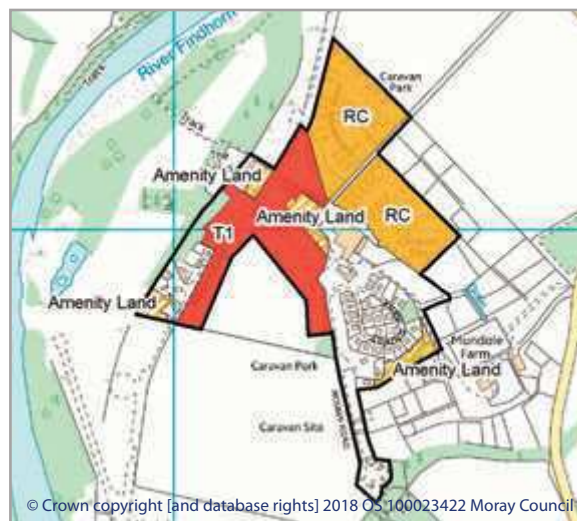


The site is a flat agricultural field and has no defined landscape boundaries making the site visually prominent. Proposals must incorporate landscaping along the eastern edge of the site to help integrate it into the surrounding environment. Properties adjacent to the A95 (T) must have their frontages overlooking it to maintain the existing character of the grouping.

There is a public water supply, but no public drainage. Options for waste water drainage must be thoroughly investigated as no discharge to the watercourse will be permitted.

A new access will be required onto the A95(T). The location and design of this access must be agreed with Transport Scotland as the Trunk Road Authority.

## Mundole

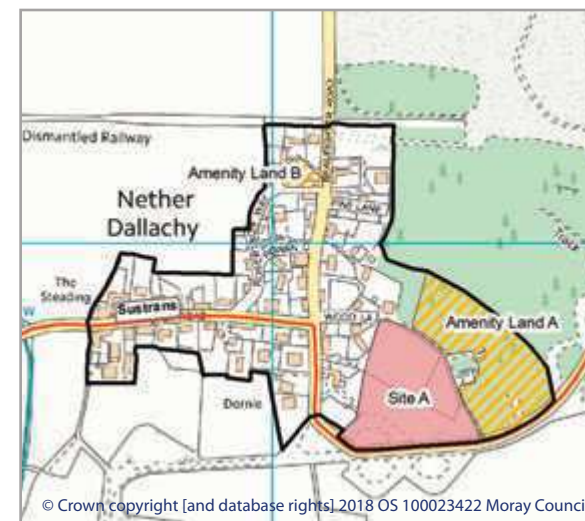


The Council will support proposals for the redevelopment of Mundole where the proposals are primarily for holiday accommodation. Area T1 must be retained for tourism use and the amenity areas safeguarded. Areas RC must be retained for residential caravans.

Opportunities for infill development exist within the boundary. Parts of Mundole are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

## Nether Dallachy



Site A has been identified for development with an indicative capacity of 5 houses.

Existing character dictates generous plot sizes and a random disposition of new development. The layout of Site A must reflect the existing pattern of development and character of the grouping. Access must be taken primarily from the public road from the south east of the site. Any other vehicle access must meet Council standards in terms of design and provision of visibility splays.

Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.





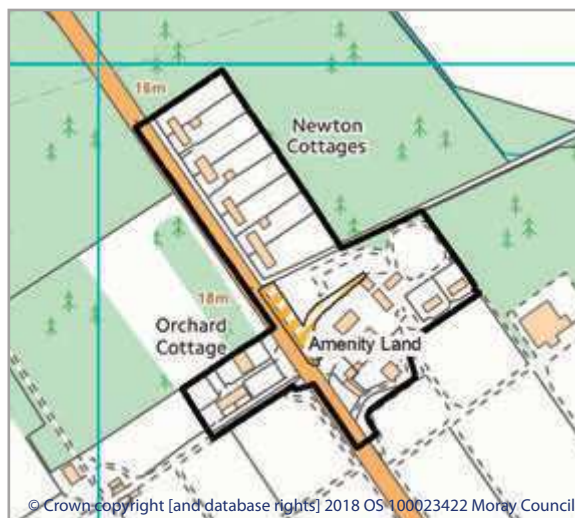
### Nether Dallachy



Given the site's former use as a military airfield, radium 226 may be present due to its use in aircraft dials during WWII. Potential radioactive contamination must be investigated.

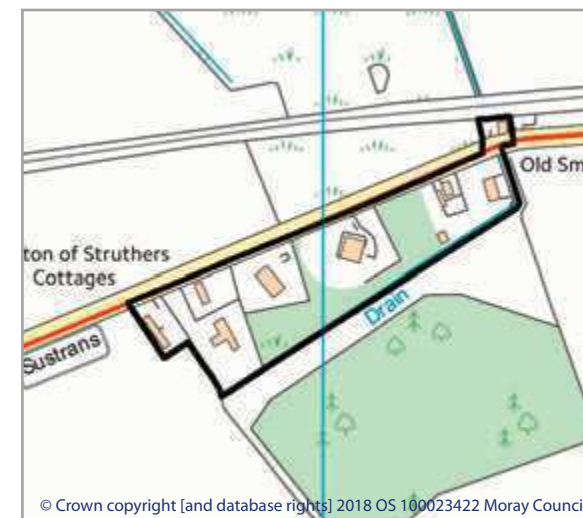
A public water supply is available but public drainage is not. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.

### Newton



There are limited opportunities for new infill development. Access for new development must meet Council standards in terms of the provision of visibility splays. A public water supply is available but public drainage is not. Development will also depend on the suitability of ground conditions for soakaways.

### Newton of Struthers



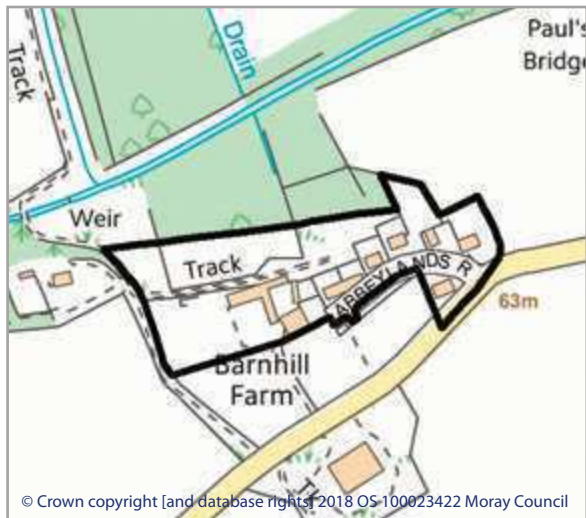
Opportunities for subdivision and replacement only.

Parts of Newton of Struthers are at risk of flooding. Proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.

A public water supply is available but public drainage is not. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.



### Pluscarden

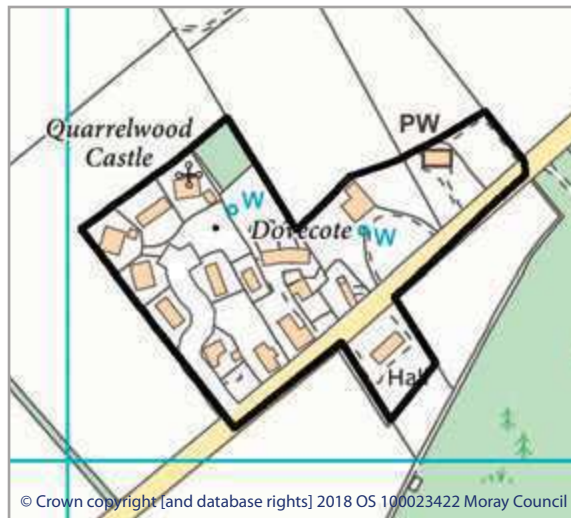


Opportunity exists for the renovation of the existing steadings at Barnhill Farm. An area to the west of the steading has been included within the boundary, to provide land to meet any demand for new housing.

Development will depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

Proposals must reflect the traditional styles and scale of the existing buildings at Barnhill. The layout must seek to include a steading/courtyard layout particularly on the south west portion of the site. Buildings must have slate roofs and have a maximum height of 1 ½ storeys. White render is not an appropriate material finish.

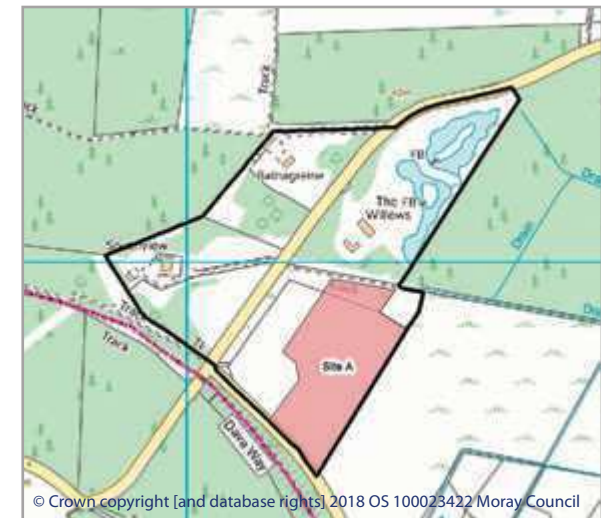
### Quarrywood



Further opportunities are restricted to the rehabilitation of existing properties. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.

Parts of Quarrywood lie within aircraft noise contours published by the Ministry of Defence (MoD). Developments within such areas will be subject to consultation with MoD.

### Rafford Station



Site A can accommodate up to 3 large house plots in keeping with the character and scale of surrounding properties. There are visibility constraints for any access onto the public road due to the railway abutment and new planting along the public road frontage associated with new houses. Third party land will be required to address these constraints.

In order to create containment and enclosure a 5 metre band of mixed native woodland planting (whips and feathered trees approximately 1.5 metre in height) at density of 1 per 4 square metres must be provided along the southern and eastern boundaries in advance of any planning application. Native hedge planting must be provided along the road frontage of the site outwith the required visibility splays.





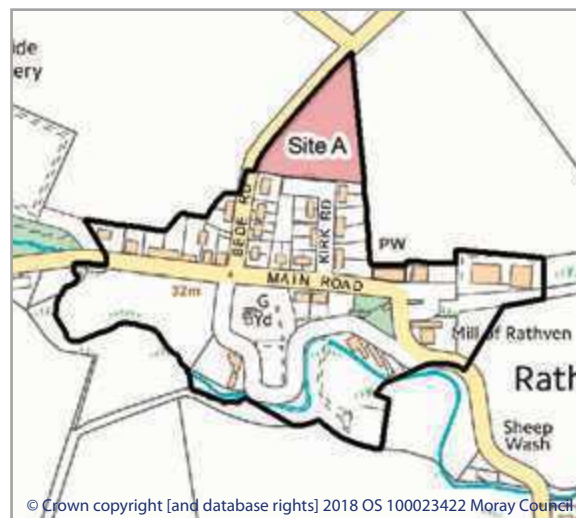
## Rafford Station



Proposals must be supported by a Flood Risk Assessment which may affect the developable area of the site.

Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.

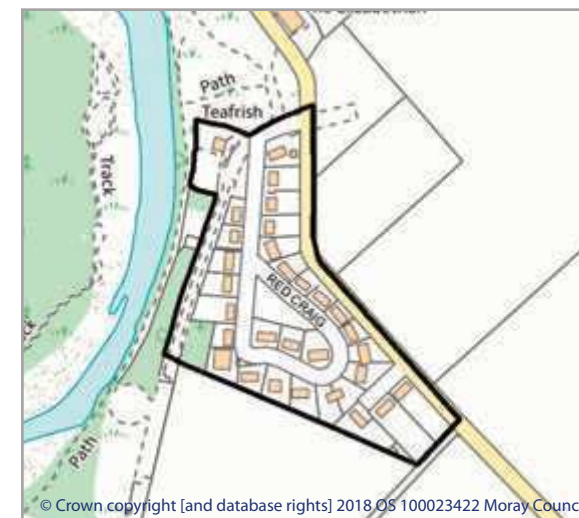
## Rathven



Site A has been identified as an opportunity for development. If access is to be taken from the C33L (Findochty – Rathven Road) a minimum visibility splay of 4.5 metres by 95 metres is required in both directions. The extension of the existing footway from No 11 Bede Road to the site is also required to provide a safe access for pedestrians.

There are opportunities for redevelopment at the east end of the grouping. A public water supply is available, as is public drainage, and all development must be connected to the public sewer. Parts of Rathven are at risk of flooding and proposals may require a detailed Flood Risk Assessment.

## Redcraig



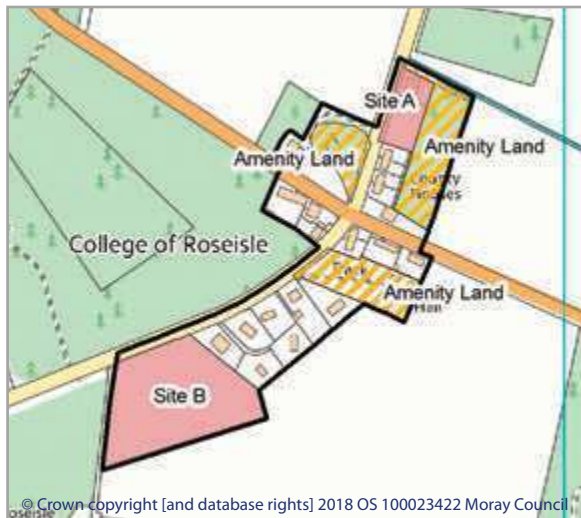
This is a self-contained grouping within which the Council will not permit further housing development. Opportunities are thereby restricted to replacement and renovation only.

A public water supply is available but the public drainage system (which serves only part of the community) is operating near capacity.

Parts of Redcraig are at risk of flooding and proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of a site.



## Roseisle



Opportunities for infill are limited. Site A has a single house built on it and can accommodate 2 further houses. Proposals for Site A must include the widening of the road and provision of a footway and extension of street lighting to roads authority specification along the entire frontage of the site.

Proposals must be supported by a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

Site B has consent for 5 houses. Proposals on this site must provide a 2 metre wide footpath along the northern edge of the site that connects to the existing village and the upgrading of the existing

private road to the west of the site. Properties must be no higher than 1 ½ storeys to maintain the continuity and character of the settlement.

To integrate Site B into the existing grouping, properties immediately adjacent to C25E Roseisle Road must have their frontages overlooking it and have individual access points. Soft boundary treatments must be used for frontages of these properties. There is a fuel pipeline running through the site that will constrain development. No development will be permitted over the pipeline and a 3 metre buffer zone at each side of the pipeline will be required.

Proposals must incorporate landscaping along the eastern edge of Site B. This will help visually screen development when travelling west along the C25E Roseisle Road and would help to maintain the rural character of the grouping. Open space must be a feature of the site creating a safe and pleasant expansion of the village.

Parts of Roseisle lie within aircraft noise contours published by the Ministry of Defence (MoD). Developments within such areas will be subject to consultation with the MoD.

A public water supply is available but public drainage is not. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.

## Slackhead

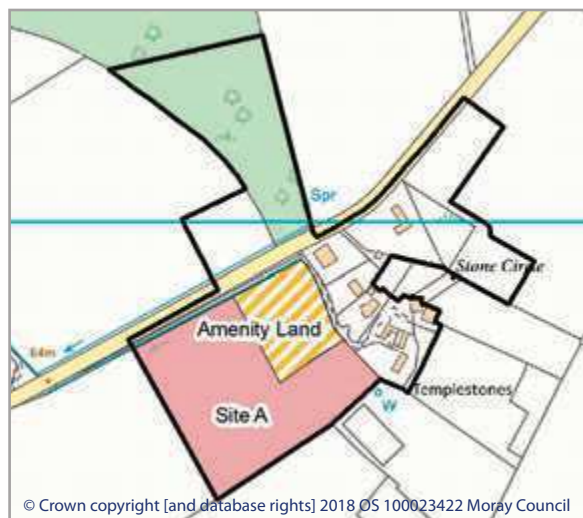


For road safety reasons, no further housing development will be permitted.





## Templestones



Site A can accommodate up to four houses, set around identified amenity land. The site must be served by a new access with visibility splays of 4.5 metres by 120 metres to the north-east and 4.5 metres by 160 metres to south-west. The access must be 5.5 metres in width with provision of an access lay-by and communal bin storage area (out with required visibility splays).

An assessment of provision of passing places on the single track roads leading from the A96(T) and B9010 to the site is required to identify the locations of the required passing places and must be provided to support planning applications.

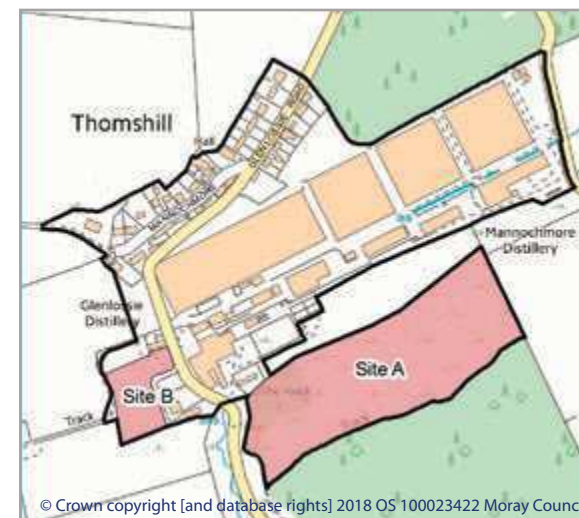
The row of mature trees along the road frontage of the site is a key feature of the grouping and therefore the maximum number of mature trees must be retained. It is accepted that there may be very limited tree removal to accommodate required visibility splays. Proposals for tree removal must be supported by a tree survey, setting out trees to be removed and retained and measures to protect those trees retained.

In order to create containment and enclosure a 5 metre band of mixed native woodland planting (whips and feathered trees approximately 1.5 metre in height) at a density of 1 per 4 square metres must be provided along the southern and eastern boundaries in advance of any planning application.

No further housing opportunities are identified and no further housing will be permitted within woodland.

A Flood Risk Assessment may be required which may affect the developable area of the site. A detailed drainage design must also be provided to demonstrate that suitable sustainable drainage arrangements can be achieved.

## Thomshill



Consent has been granted for four houses on Site A.

Site B has been identified for residential development. The site is on a former sawmill and a review of existing information contained within the previous planning application for the site must be carried out in relation to gas protection measures. The applicant must demonstrate the suitability for residential use or propose suitable mitigation/remediation measures.

Proposals must be supported by a Flood Risk Assessment (FRA) the outcomes of which may affect the developable area of the site. Development must not occur on areas shown by a FRA to be at risk from flooding.



### Thomshill cont.

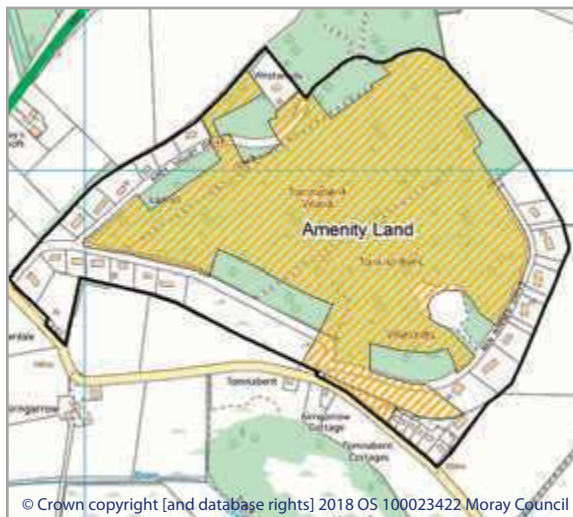
On account of the proximity of the distillery any proposal will require a detailed Noise Impact Assessment.

The site could potentially have Groundwater Dependent Terrestrial Ecosystems. A Phase 1 Habitat Survey would be needed to confirm the presence/absence of these wetlands. Badgers are very active in the wider area so the development of this site would need to consider surveying to confirm badgers presence/absence.

Buildings adjacent to Glenlossie Road must have their frontages overlooking it. There is an opportunity to integrate greenspace to assist with any flood issues.

An indicative capacity has not been given, instead the capacity of the sites will be determined by the required flood risk and placemaking policy requirements.

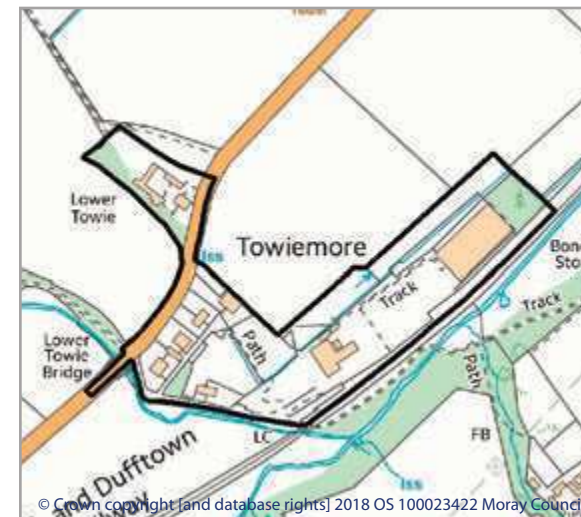
### Tomnabent



A masterplan has been approved for the remaining undeveloped sites within this rural grouping. As part of this, there is a requirement to upgrade Spey Valley Drive to an adoptable standard as well as the provision of additional tree planting.

Development will largely depend on the suitability of ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution.

### Towiemore



Difficulties with access off the B9014 and flood risk restrict the scope for development.

Proposals may require a Flood Risk Assessment, the outcomes of which may affect the developable area of the site.

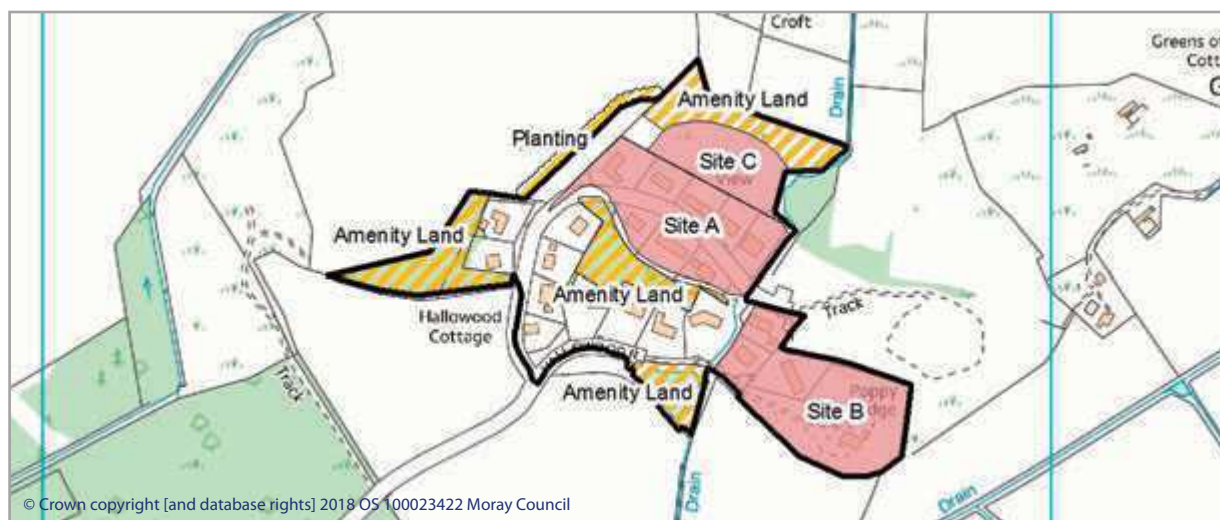
Sites could potentially have ground water dependent terrestrial ecosystems. A Phase 1 Habitat Survey would be required to confirm the presence/absence of these wetlands.

Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited.





## Troves



Site A is partially developed and has consent for a maximum of eight houses. A landscaping scheme must be implemented within and along the northern boundary of the site and a scheme for amenity land to the south implemented, in association with this development.

Within Site B, there is approval for two houses and further development within Site B will not be supported.

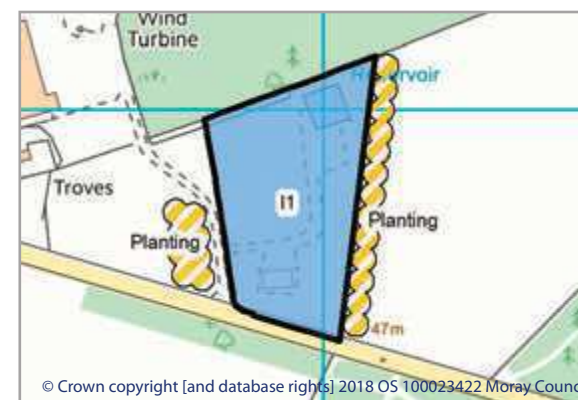
Site C is identified for up to five houses only. Development is restricted to the modified level platform only.

The steep slope, woodland and wetland within the

amenity land and surrounding the site should be undisturbed. The access should be sited close to the change in gradient and tucked against the field edge with woodland planting established to provide a setting for the road. A badger survey will be required.

Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Troves Industrial Estate



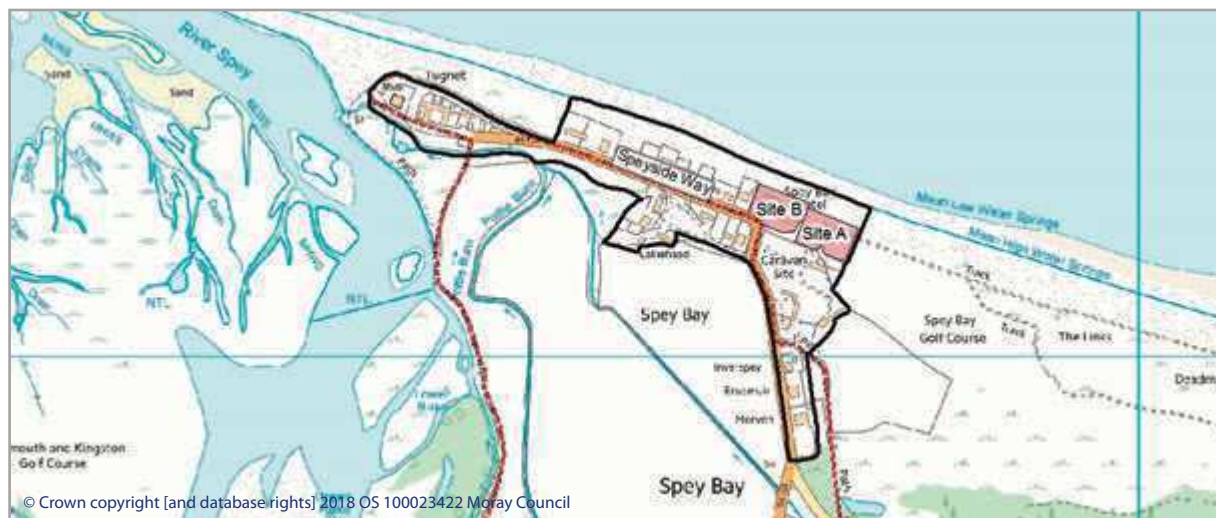
A site for industrial use is proposed close to Troves Industrial Estate. Development must unify the existing building pattern by providing a well ordered layout and woodland planting to provide a setting for development. The proposed buildings must be consistent in terms of materials, size/scale and overall design. Security fencing must be hidden behind shrubs and trees to mitigate visual impacts. Existing roadside planting should be formalised and consolidated to minimise visual impacts.

At detailed application stage consideration must be given to potential noise emissions associated with this development and this may necessitate the provision of a detailed Noise Impact Assessment (NIA).

Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited.



## Tugnet



Development opportunities at Site A where there is a planning consent for 6 houses. Site B is the site of the former Spey Bay Hotel which has been demolished and has planning consent for 5 houses. Slate roofs must be used and finishing colours must complement the surrounding buildings.

A public water supply is available but public drainage is not.

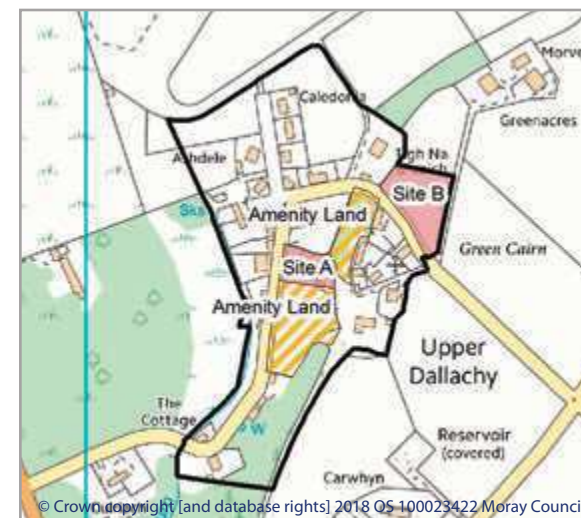
Options for waste water drainage should be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions from soakaways.

Proposals must demonstrate that there will not be adverse effects on the integrity of the Moray & Nairn Coast Special Protection Area (SPA), River Spey Special Area of Conservation (SAC), Lower Spey – Spey Bay SAC for example through changes to water quality (e.g. diffuse pollution from septic tanks) or disturbance to species.

Parts of Tugnet are at risk of flooding and therefore proposals must be supported by a Flood Risk Assessment the outcomes of which may affect the developable area of the site.

Lakiehead could potentially have ground water dependent terrestrial ecosystems. A Phase 1 Habitat Survey would be needed to confirm the presence/absence of wetlands.

## Upper Dallachy



Development opportunities have been identified at Sites A and B. Site B has an indicative capacity of 4 houses. Gap sites exist elsewhere and derelict buildings could be redeveloped/converted but the character of the central area should remain open.

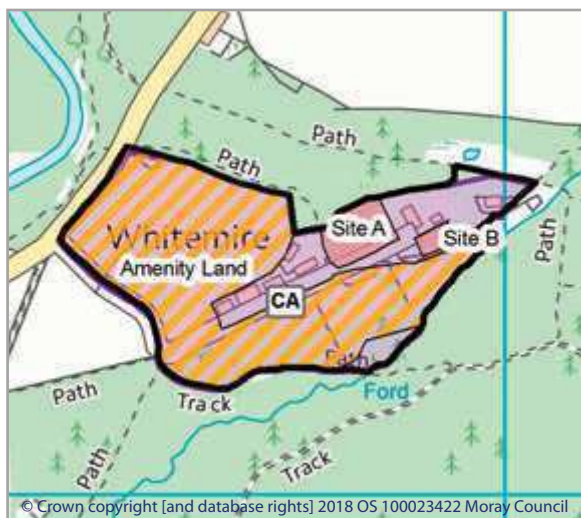
A public water supply is available but public drainage is not. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited and will depend on the suitability of ground conditions for soakaways.

Given the site's former use as a military airfield radium 226 may be present due to its use in aircraft dials during WWII. Potential radioactive contamination must be investigated.





## Whitemire

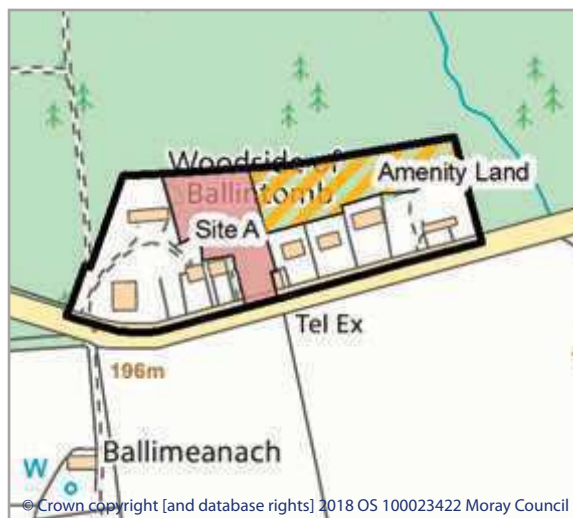


Most of Whitemire is a designated Conservation Area and Conservation Area policies apply. See Policy EP9 Conservation Areas.

An opportunity exists to introduce two houses on Site A and one on Site B. Proposals must reflect the design and be in keeping with the period style and uniformity of the existing estate cottages.

Development will depend on the suitability of local ground conditions for soakaways or the installation of an appropriate system to a watercourse with sufficient dilution. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.

## Woodside of Ballintomb



Site A has a planning consent for 1 house and can accommodate a further 2 houses. There are limited opportunities for infill development within this small grouping.

There is no public drainage system. Options for waste water drainage must be thoroughly investigated as options for discharge to the water environment are limited. Proposals must be supported by a Flood Risk Assessment and Drainage Impact Assessment.







## **Moray Local Development Plan 2020**

# **VOLUME 4 Delivery Programme Action Plan**



**moray**  
council

Northerly Winter Storms

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### 2 Engagement

### 3 Local Development Plan Delivery Group/Masterplan Delivery Group

### 4 Apply a placemaking approach to development to create sustainable, welcoming, well connected and distinctive places that are safe, healthy and inclusive.

### 5 Provide a generous supply of housing land to meet the needs of various sectors of the market.

### 6 A strong framework for investment that provides sufficient land for development and supports sustainable economic growth (including the tourism economy).

### 7 Identify and provide for new or upgraded social and physical infrastructure to support the expanding population whilst safeguarding existing infrastructure.

### 8 Promote the vitality and viability of town centres.

### 9 Encourage efficient use of land and promote low carbon and sustainable development.

### 10 Protect and enhance the built and natural environment.

### 11 Improve resilience of the natural and built environment to climate change.

### Appendix 1

### Roads Infrastructure Improvements (TSPs)

## 1 Introduction

The Delivery Plan/Action Programme has been prepared to support the delivery of the Moray Local Development Plan 2020. Section 21 of the Planning etc. (Scotland) Act 2006 requires Planning Authorities to prepare an Action Programme.

The document identifies various actions to help implement the policies and proposals of the Local Development Plan. This includes who will carry out the action and the timescales for this.

The plan/programme will be periodically refreshed to reflect progress.

The LDP Vision Aims/Objectives have been used to group the actions to show how the actions contribute to achieving the LDP Vision. Each section is also linked to the relevant Local Outcomes Improvement Plan priorities and also the LDP policies.



## 2 Engagement

**LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY**

- Building a better future for our children and young people in Moray
- Empowering and connecting communities

**ACTION  
1**

**Develop a long term programme for engagement with young people**

Build on work undertaken through consultation on the Main Issues Report and develop long term programme for youth engagement.

**WHO**

**LEAD: MC Planning and Development**  
with Moray College, MC Education

**TIMESCALE**

for 2020

Q1 Jan-March

Q2 April -June

Q3 July – Sept

Q4 Oct- Dec





### 3 Local Development Plan Delivery Group /Masterplan Delivery Groups

#### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, Diverse and Sustainable Economy

#### LOCAL DEVELOPMENT PLAN POLICIES

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DEL1** Delivery of Effective Sites and Delivery Programme

#### ACTION 2

#### Local Development Plan Delivery Group

An LDP Delivery Group has been established and is made up of key infrastructure and service delivery partners. The focus of the group is the planning, co-ordination and delivery of strategic infrastructure to support growth. The group also has a role in monitoring Developer Obligation funds.

The group is made up of the following members.

#### WHO

#### LEAD: MC Planning and Development

with NHS, Scottish Water, Transport Scotland, MC Transportation, MC Education, MC Housing

#### TIMESCALE

The Group meets every 6 months.

#### ACTION 3

#### Masterplan/Growth Area Delivery Group

Delivery Groups are established to support the delivery of masterplan/growth areas. The role of the group is to work with developers to facilitate progress on delivery of key masterplan/growth areas, including discharge of planning conditions.

#### WHO

The group will comprise the following

#### DELIVERY GROUP

**Lead** MC Planning and Development, Developer(s), MC Development Management, MC Transportation, MC Housing

#### OTHER MEMBERS DEPENDING ON AREA/ISSUES

MC Flood Risk Management, MC Education, MC Environmental Health, Scottish Environment Protection Agency (SEPA), Highlands and Island Enterprise (HIE), Scottish Natural Heritage (SNH)

#### TIMESCALE

Groups will be set up after the granting of planning consent and will meet on a regular basis.

Masterplan	Sites	Delivery Progress
Findrassie Elgin	R11, I8	Section 75 still to be agreed for Area 1 (17/00834/PPP)
Elgin South	R19, R20, LONG2	Consent granted for Phase 1 (16/01244/APP) and construction on Moray Sports Centre commenced.
Bilbohall Elgin	R2,R3, R4,R6, R7	Masterplan approved 13 November 2018. Delivery group to be established in 2019
Dallas Dhu, Forres	R4, R6	Delivery Strategy being developed.



## 4 Apply a placemaking approach to development to create sustainable, welcoming, well connected and distinctive places that are safe, healthy and inclusive

### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities

### LOCAL DEVELOPMENT PLAN POLICIES

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP1** Development Principles
- DP2** Housing
- DP6** Mixed Use (MU) and Opportunity Sites (OPP)
- EP1** Natural Heritage
- EP2** Biodiversity
- EP5** Open Space
- EP12** Managing the Water Environment

## ACTION 4

### Prepare and Review Masterplans and Support their Delivery (See maps below for masterplan areas)

The Council will work collaboratively with landowners/developers and their agents in the preparation and delivery of masterplans in the key areas of growth identified below. All masterplans will be subject of a peer review organised by MC Planning and Development at the draft and final stages of the masterplan's preparation. This stage must be incorporated into the Masterplan Project Plan.

Masterplan	Sites	Timescales	Progress
Speyview, Aberlour	R2	Tbc	Core Stakeholder Team to be established
Barhill Road, Buckie	R8, LONG1	Tbc	Core Stakeholder Team to be established
Clarkly Hill, Burghead	R2, LONG	Tbc	Core Stakeholder Team to be established
Central Elgin Masterplan	Including TC, OPP7, OPP8, OPP9, OPP10, OPP11	Tbc	See section 8, action 27
Findrassie Elgin	R11, I8	Complete	Masterplan approved as Supplementary Guidance 1 December 2015
Elgin South	R19, R20, LONG2	Complete	Masterplan approved as Supplementary Guidance 30 May 2017
Bilbohall Elgin	R2, R3, R4, R6, R7	Complete	Masterplan approved as Supplementary Guidance 13 November 2018
Ferrylea, Forbes	R2	Tbc	Core Stakeholder Team to be established
Dallas Dhu, Forbes	R4, R6	Complete	Masterplan adopted as Supplementary Guidance
Lochyhill, Forbes	R3, LONG1	Tbc	Core Stakeholder Team to be established
Kinloss Golf Club	Miltonhill Rural Grouping	Complete	
Elgin North East	LONG1A/B	Tbc	
South of A96 Mosstodloch	LONG1	Tbc	
Alves	LONG	Tbc	





## WHO

A Core Stakeholder Team will be established at the outset for each masterplan. The Core Stakeholder Team members will depend on the opportunities and challenges of each site but is likely to include the following stakeholders

### CORE STAKEHOLDER TEAM

#### Lead MC Planning and Development

MC Transportation, MC Housing, SNH, MC Flood Risk Management.

### OTHER STAKEHOLDER SITE DEPENDENT

MC Access Manager, MC Education, MC Environmental Health, SEPA, HIE, Regional Archaeologist.

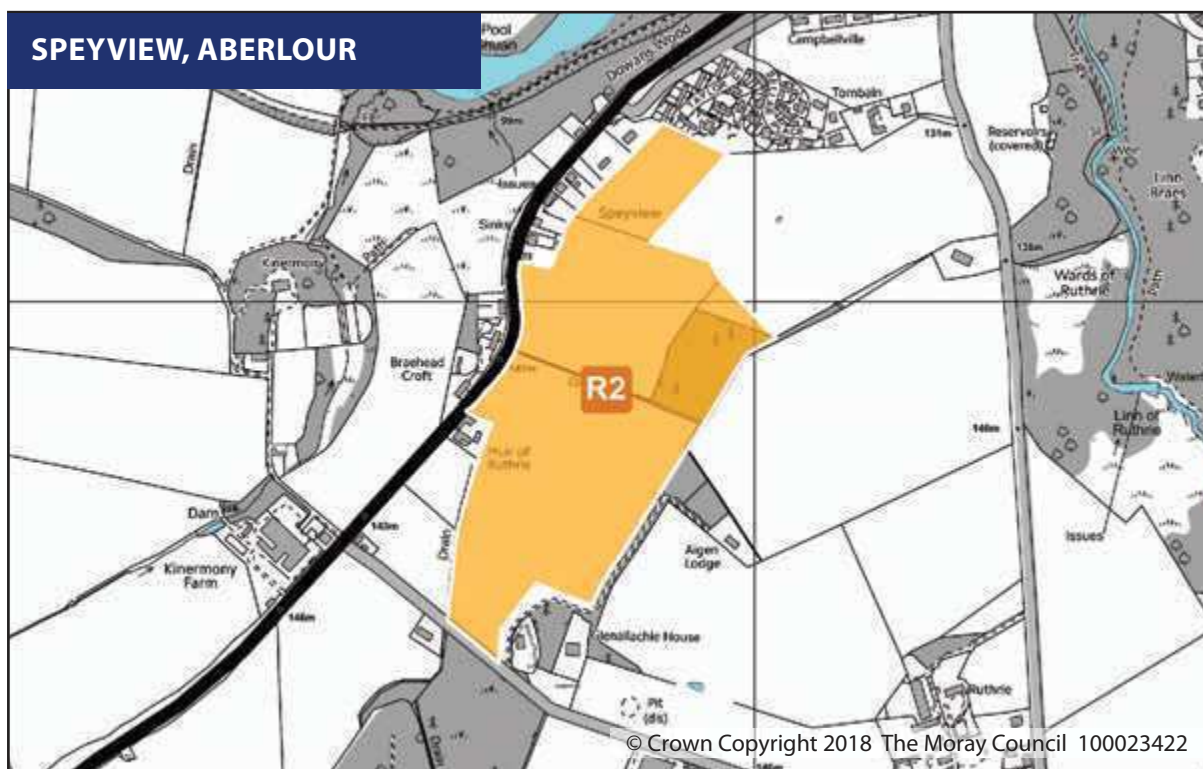
## TIMESCALE

A Project Plan and key dates will be agreed with the Core Stakeholder Team at the outset. This will identify

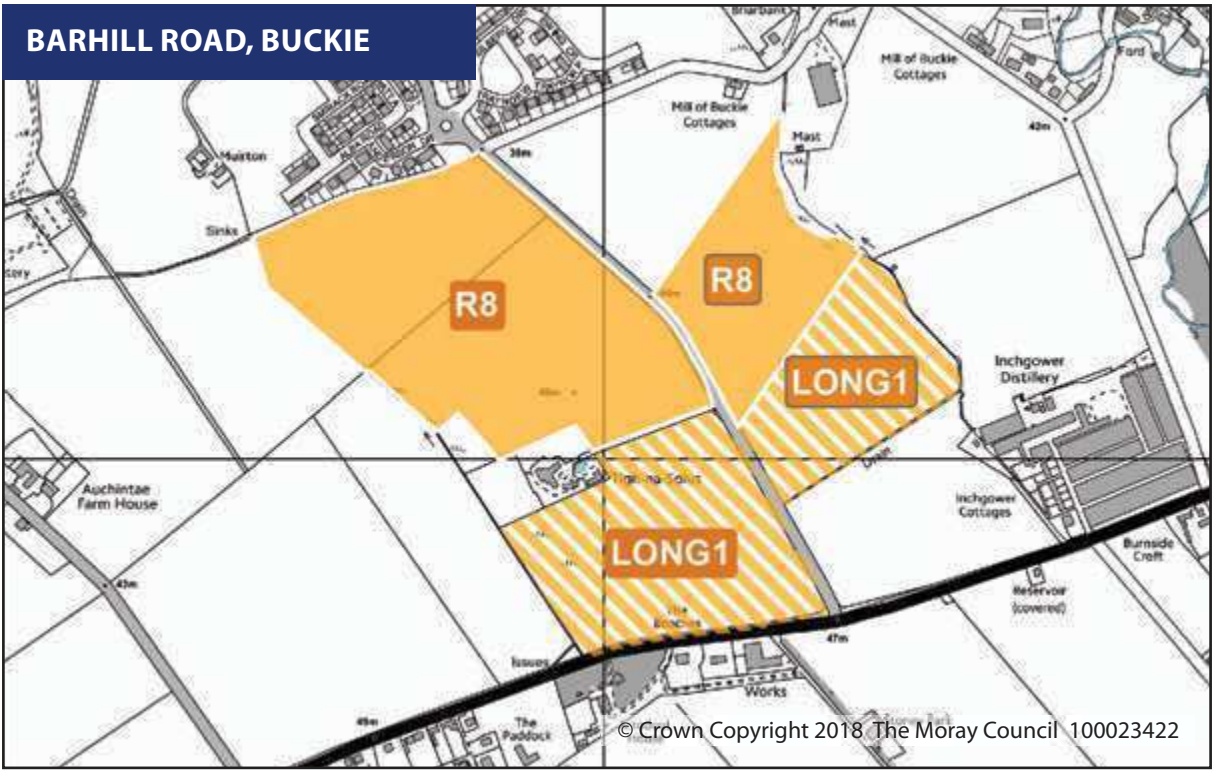
- Key target dates (to include peer review sessions, Committee Meetings, consultation events, key milestones).
- Arrangements for regular Core Stakeholder Team meetings
- Wider stakeholder consultation arrangements
- How and when the public will be involved in development of the masterplan
- Consultation of Draft Masterplan by Moray Council

Once planning consent has been achieved a Masterplan/Growth Area Delivery Group will be established (see action 3 above).

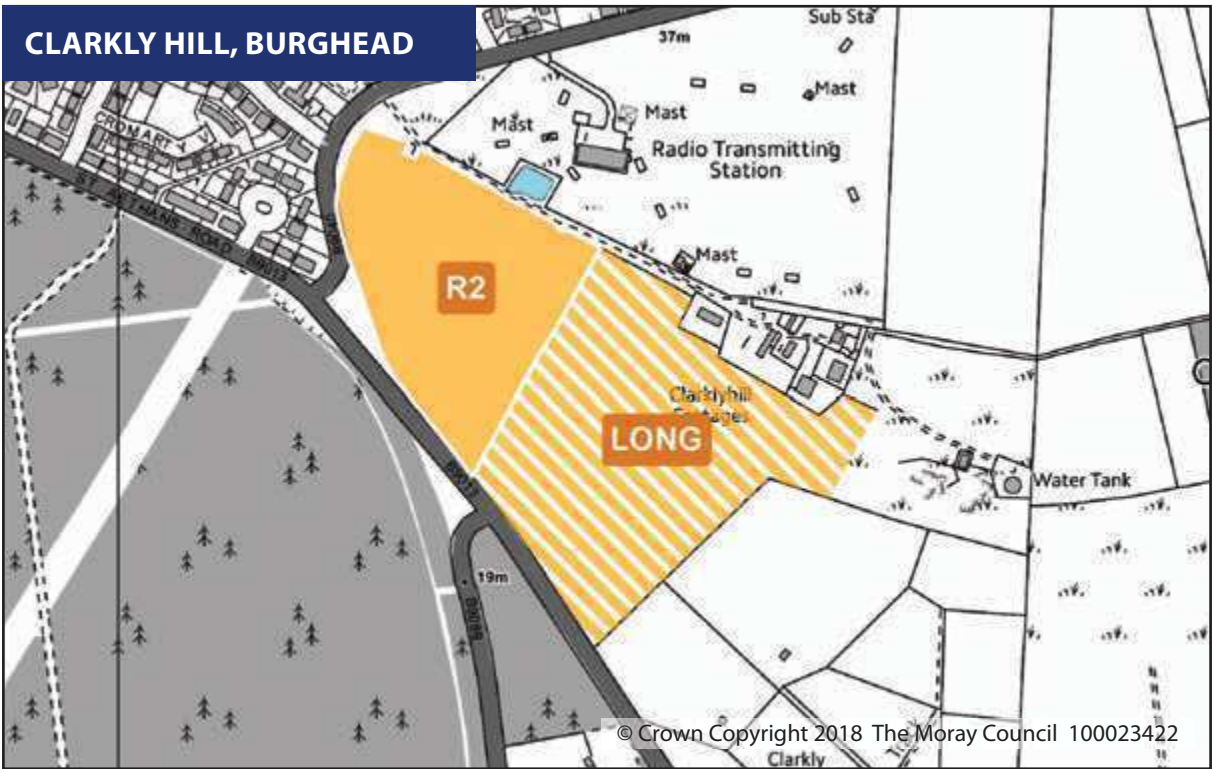
### SPEYVIEW, ABERLOUR



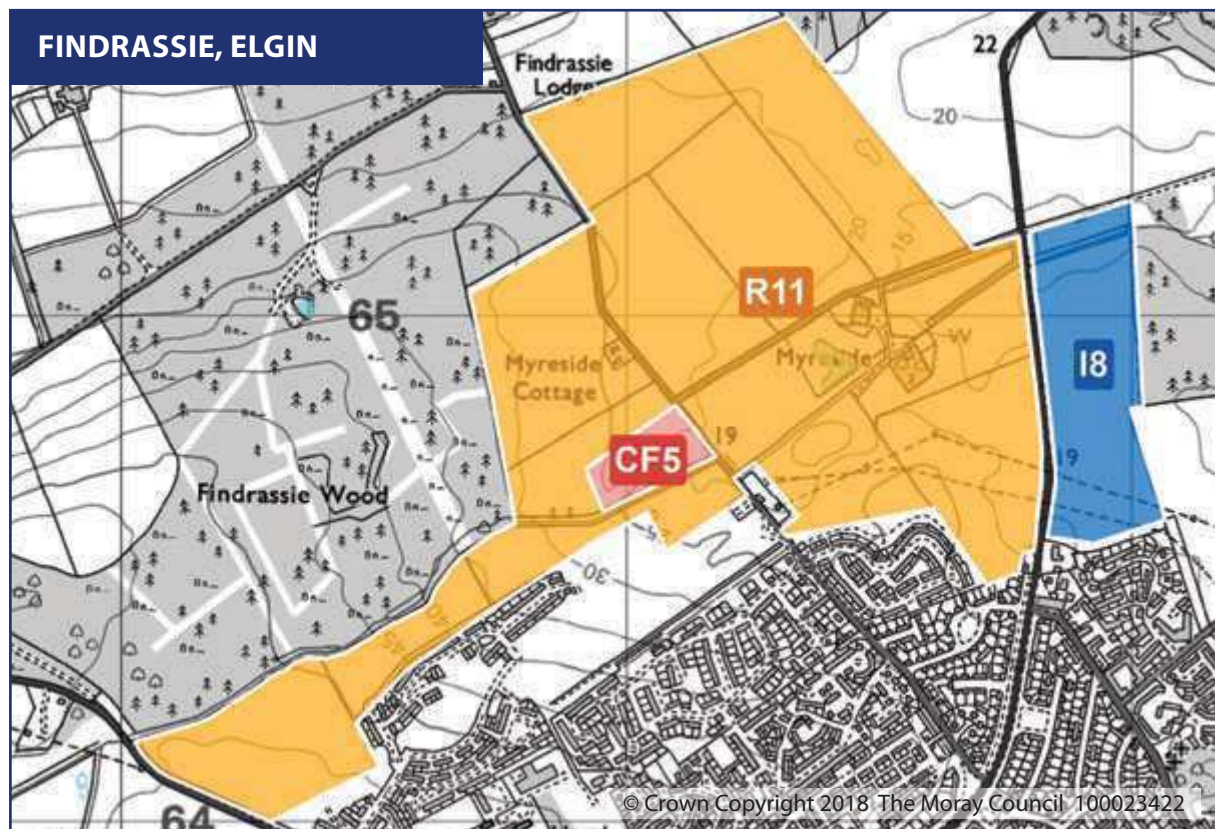
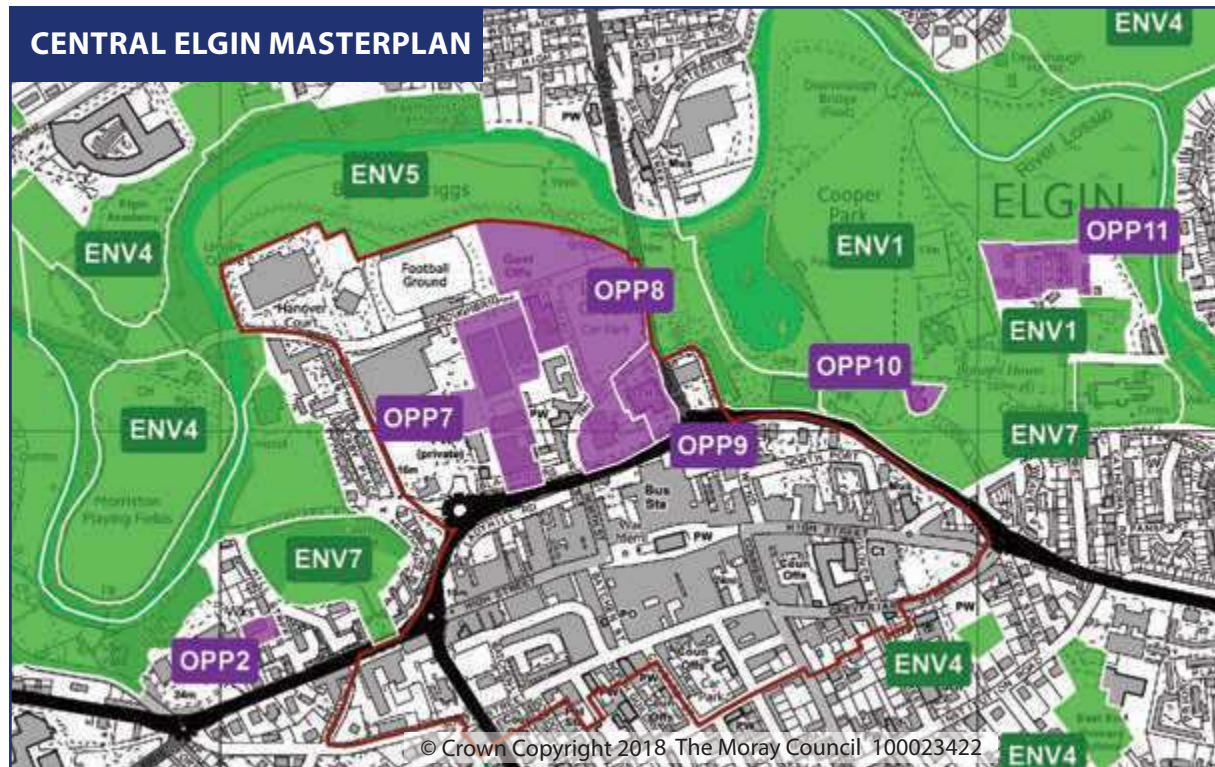
BARHILL ROAD, BUCKIE



CLARKLY HILL, BURGHEAD

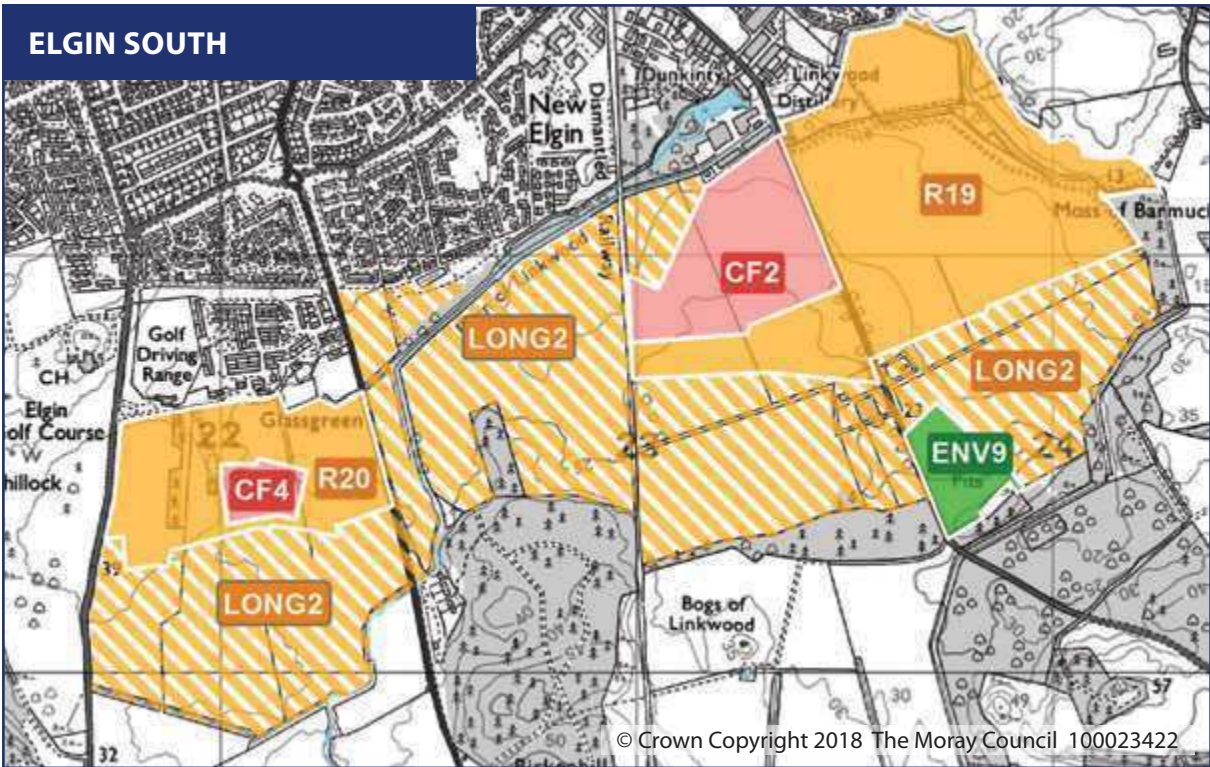




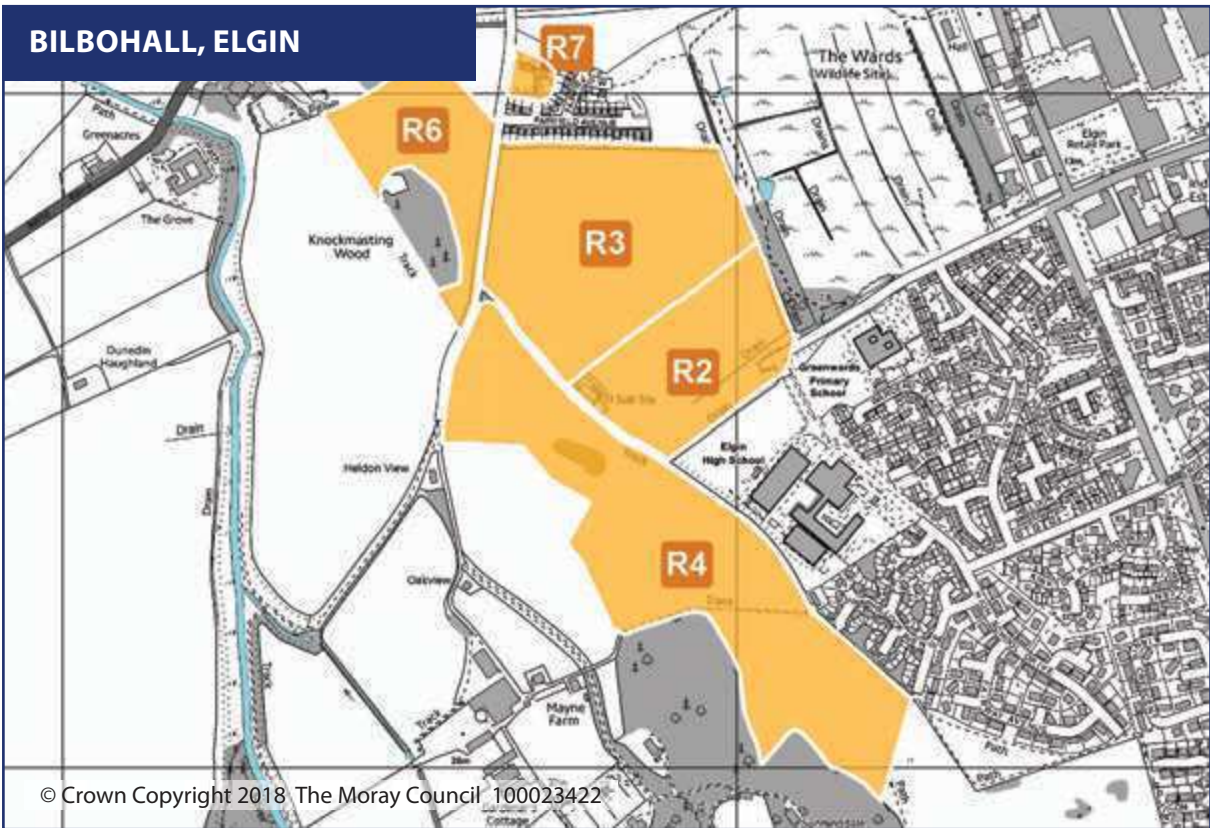




ELGIN SOUTH



BILBOHALL, ELGIN

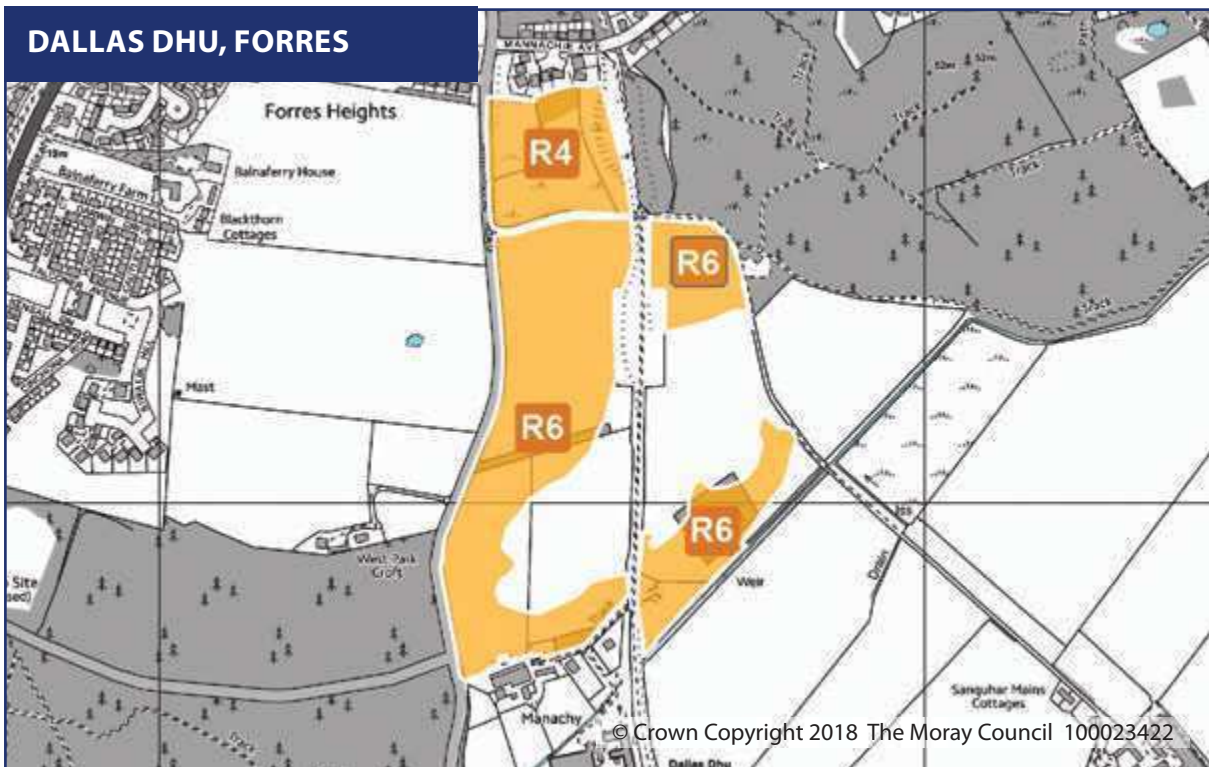




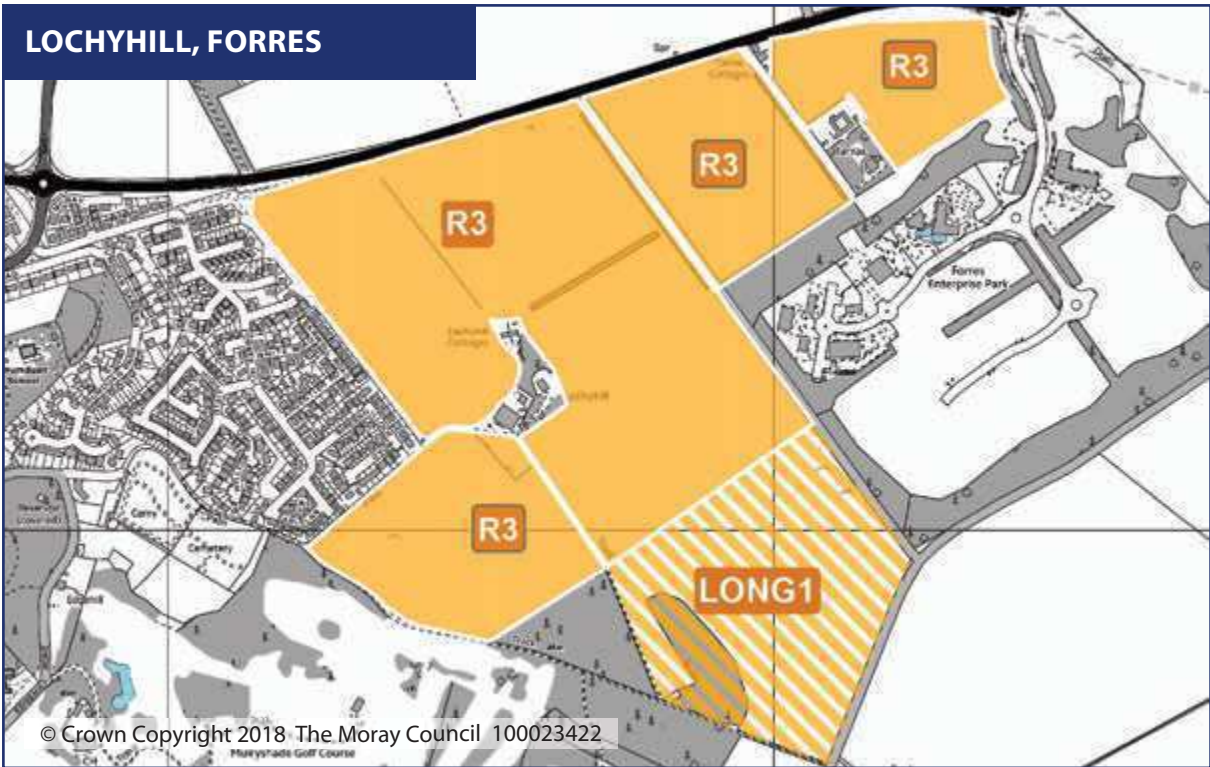
## FERRYLEA, FORRES



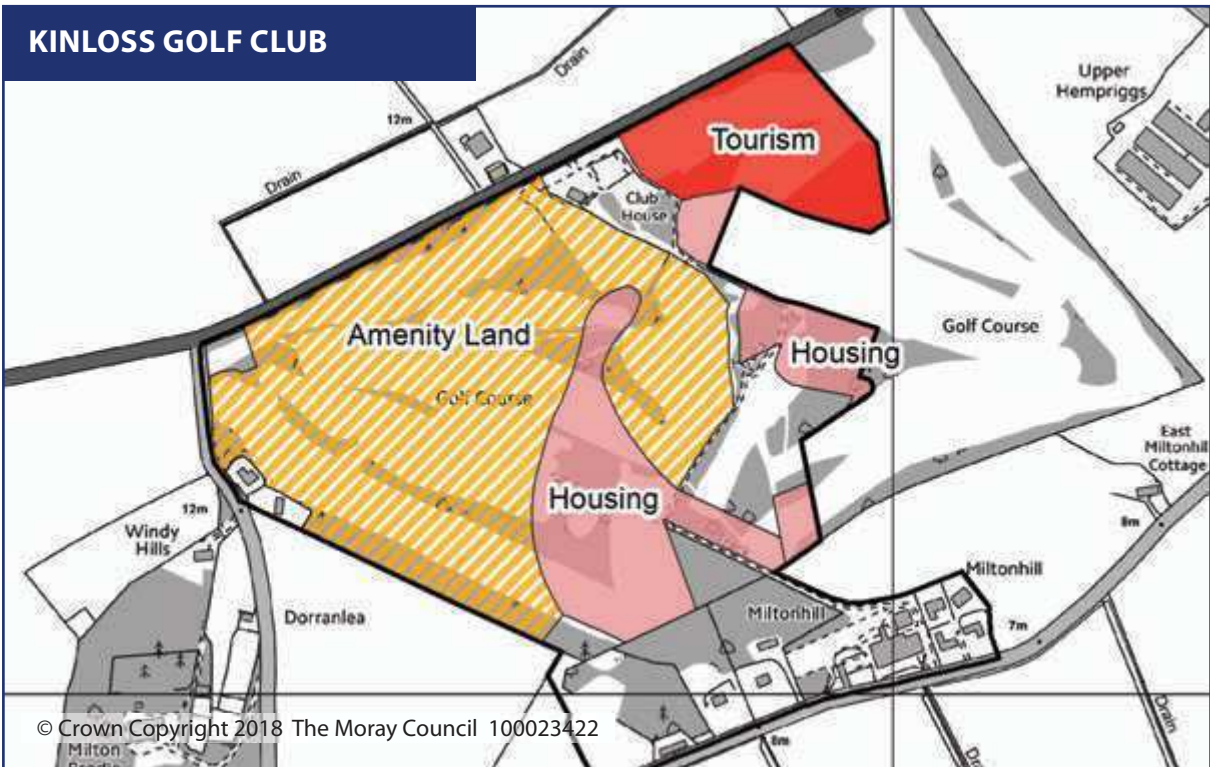
## DALLAS DHU, FORRES



LOCHYHILL, FORRES

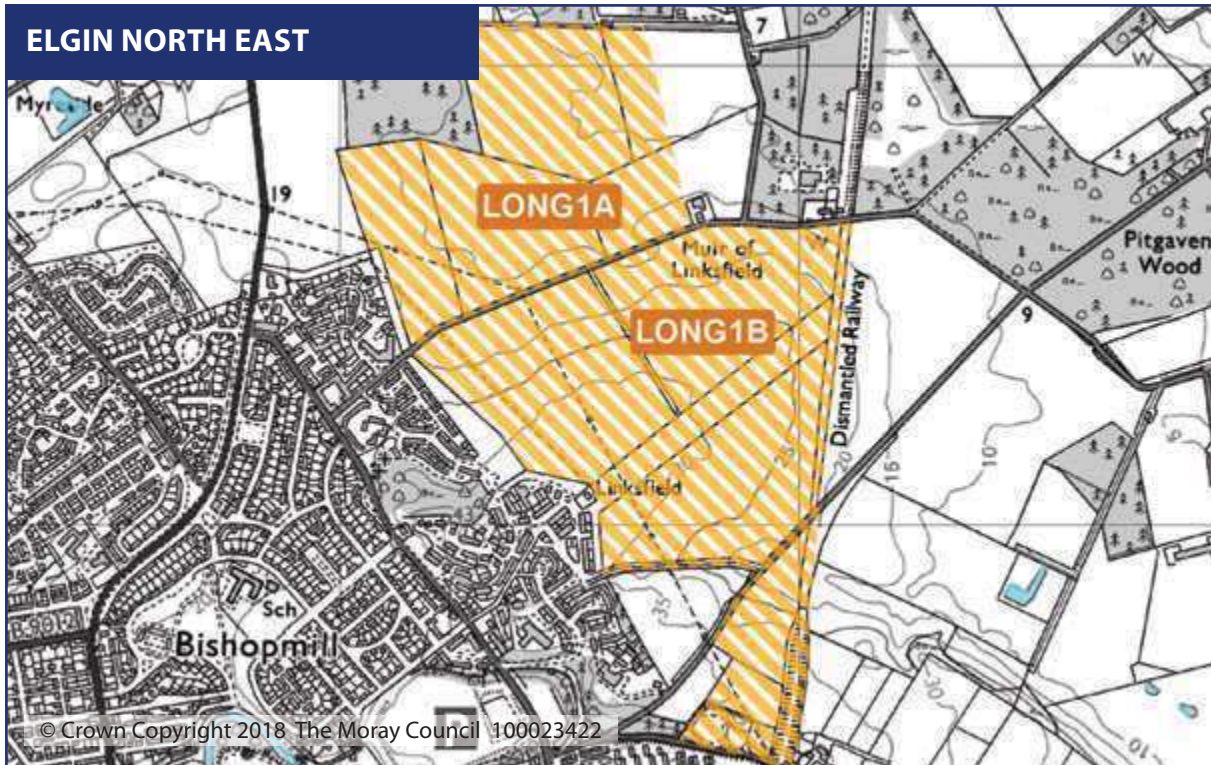


KINLOSS GOLF CLUB

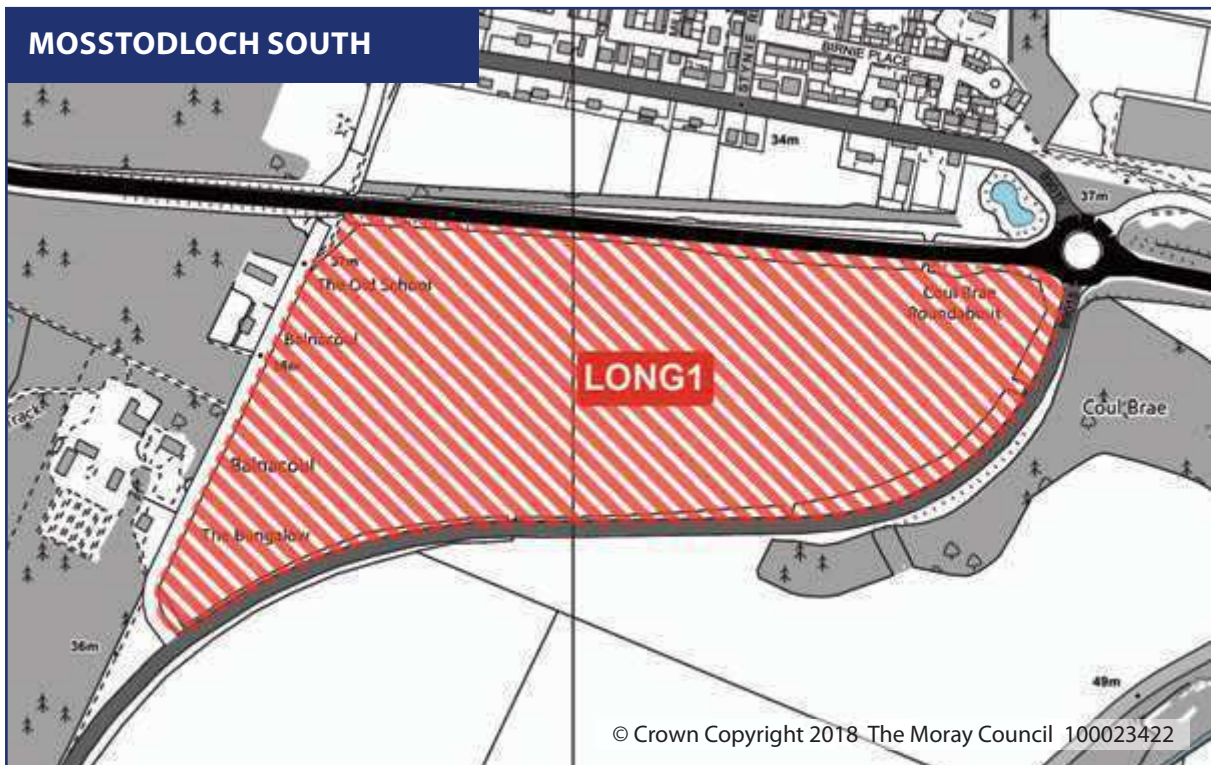


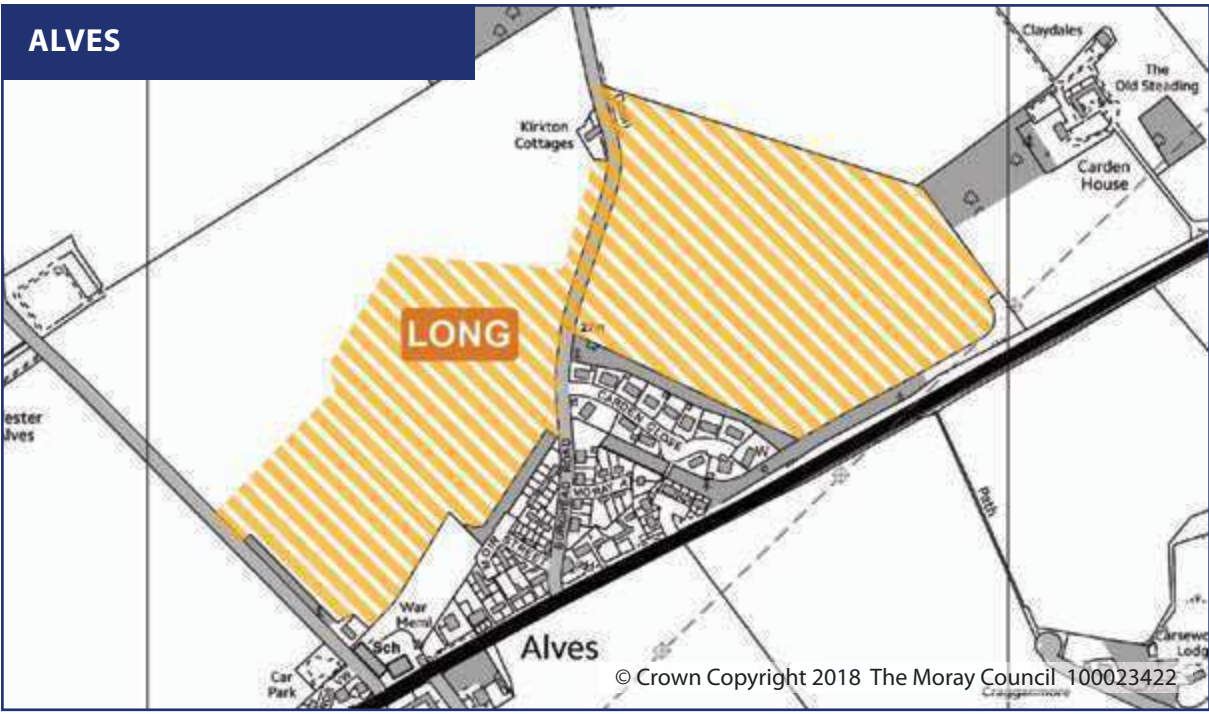


## ELGIN NORTH EAST



## MOSSTODLOCH SOUTH





**ACTION**  
**5**

**Complete Quality Audits**

A Quality Audit will be carried out on all applications of 10 units and above.

The Quality Audit aims to bring a consistent approach to the assessment of planning applications to achieve better Placemaking.

**WHO**

**LEAD: MC Planning and Development**

with MC Development Management, MC Transportation, MC Housing, SNH, MC Flood Risk Management

**TIMESCALE**

Dependent on submission of proposals





**ACTION  
6****Prepare Guidance on Achieving Multi-Benefits**

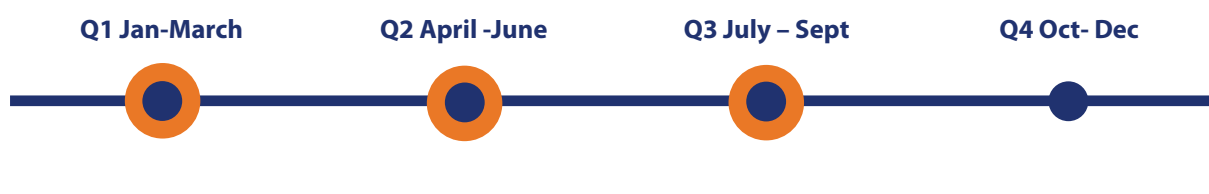
Prepare an illustrative guide with examples of green infrastructure and open space that provide multi benefits, biodiversity enhancements, and habitat creation.

**WHO****LEAD: MC Planning and Development**

with SNH, MC Flood Risk Management , SEPA

**TIMESCALE**

for 2019

**ACTION  
7****Prepare Food Growing Strategy**

Prepare and consult on a Food Growing Strategy for Moray, including allotments.

**WHO****LEAD: MC Planning and Development**

with MC Community Support Unit (CSU), Community Groups

**TIMESCALE**

for 2019

**TIMESCALE**

for 2020



5 Provide a generous supply of housing land to meet the needs of various sectors of the market.

LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, diverse and sustainable economy

LOCAL DEVELOPMENT PLAN POLICIES

- PP1 Placemaking
- PP2 Sustainable Economic Growth
- PP3 Infrastructure and Services
- DP1 Development Principles
- DP2 Housing
- DP3 Long Term Land Reserves
- DP4 Rural Housing
- DP6 Mixed Use (MU) and Opportunity Sites (OPP)
- DP12 Gypsy/Travellers/Travelling Showpeople

ACTION 8

Site Delivery Strategies and Monitoring of Site Effectiveness

For each site identified within the LDP the landowner/developer must submit a Delivery Strategy. The Strategy must set out the steps and timescales associated with progressing the site through to development on the ground. Guidance and a template will be produced by the Council to assist with this.

The Delivery Strategy must be submitted annually as part of the annual audit process, see below.

Where the effectiveness of a site has not been established removal of the site from the next Local Development Plan will be considered.

WHO

LEAD: MC Planning and Development  
with Landowners/Developers

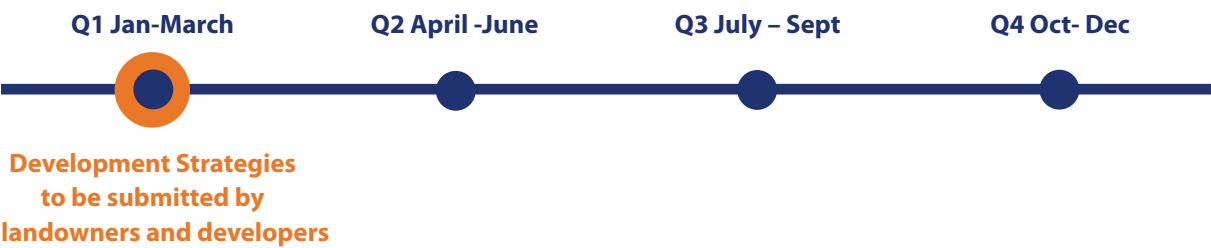
TIMESCALE

for 2019



TIMESCALE

for 2020 (and annually thereafter)





**ACTION  
9****Annual monitoring of supply through Housing Land Audit**

The Housing Land Audit is completed annually with a base date of January. The Housing Land Audit is prepared by MC Planning and Development using data collected from housebuilders, site visits and analysis of building warrant completions.

The draft Housing Land Audit is consulted on for a 4 week period. Comments received are reviewed and the finalised Housing Land Audit is reported to committee.

The report to Committee also considers if any triggers have been met that would mean the early release of LONG sites should be considered.

**WHO**

**LEAD: MC Planning and Development**  
with Landowners/Developers

**TIMESCALE** for 2020**ACTION  
10****Develop Programme to support delivery of Stalled Sites**

Identify stalled sites and investigate options to facilitate their delivery. Investigate alternative delivery mechanisms and develop action plan to aid site delivery. This may include purchase or use of Compulsory Purchase powers to secure an effective land supply.

**WHO**

**LEAD: MC Planning and Development**  
with Landowners, MC Estates, MC Housing, MC Legal

**TIMESCALE****ACTION  
11****Review of Vacant/Derelict Land and Empty Properties**

Review Vacant/Derelict sites and other empty properties. Consider opportunities and action for redevelopment and bringing back into use.

**WHO**

**LEAD: MC Planning and Development**  
with Landowners, MC Development Management, MC Estates, MC Housing, MC Legal

**TIMESCALE**

**ACTION  
12**

**Investigate options for longer term development beyond LDP2020**  
Investigate and assess options for longer term development beyond LDP2020, including consideration of options for a new town.

**WHO**

**LEAD: MC Planning and Development**  
with MC Transportation, SNH, MC Flood Risk Management, MC Access Manager, MC Education, MC Environmental Health, SEPA, Regional Archaeologist, Landowners/Developers

**TIMESCALE**



**ACTION  
13**

**Action 13: Site search and consultation for new Gypsy Traveller Halting site**  
Undertake a search for a Gypsy Traveller halting site and consult on options.

**WHO**

**LEAD: MC Planning and Development**  
with MC Housing , MC Equal Opportunities Officer

**TIMESCALE**





## 6 A strong framework for investment that provides sufficient land for development and supports sustainable economic growth (including the tourism economy).

### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Growing, diverse and sustainable economy

### LOCAL DEVELOPMENT PLAN POLICIES

- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP3** Long Term Land Reserves
- DP5** Business and Industry
- DP6** Mixed Use (MU) and Opportunity Sites (OPP)
- DP8** Tourism Facilities and Accommodation
- DP10** Minerals

### ACTION 14

#### Site Delivery Strategies and Monitoring of Site Effectiveness

See action 8 above regarding submission of annual Delivery Strategy by landowners and developers.

### ACTION 15

#### Annual monitoring of supply through Employment Land Audit

The Employment Land Audit is completed annually with a base date of January. Data is collected on completions from developers, through site visits and analysis of building warrant completions. A liaison meeting with MC Estates and Highlands and Islands Enterprise (HIE) is held to discuss sites and review market demand.

The draft Employment Land Audit is consulted on for a 4 week period. Comments received are reviewed and the finalised Employment Land Audit is reported to committee.

### WHO

#### LEAD: MC Planning and Development

with MC Estates, HIE, Landowners/Developers

### TIMESCALE

for 2019



# ACTION 16

## Prepare and Review Development Frameworks

The Council will work collaboratively with landowners/developers and their agents in the preparation and delivery of Development Frameworks on key employment sites (see below).

Strategic Framework	Sites	Timescales	Progress
Barmuckity, Elgin	I7	Complete	
Burnside of Birnie, Elgin	I16, LONG3	Dependent on preferred route of A96 dualling	
Waterford, Forres	I4	Dependent on preferred route of A96 dualling	
Easter Newforres	LONG2	Dependent on preferred route of A96 dualling	
West Mosstodloch	I3, LONG2	2020	Core Stakeholder Team to be established
Greens of Rothies	I5	2019/2020	Core Stakeholder Team to be established

## WHO

A Core Stakeholder Team will be established at the outset for each framework. The Core Stakeholder Team members will depend on the opportunities and challenges of each site but is likely to include the following stakeholders

### CORE STAKEHOLDER TEAM

#### Lead MC Planning and Development

MC Transportation, SNH, MC Flood Risk Management.

### OTHER STAKEHOLDER SITE DEPENDENT

HIE, MC Access Manager, MC Education, MC Environmental Health, SEPA, Regional Archaeologist.

## TIMESCALE

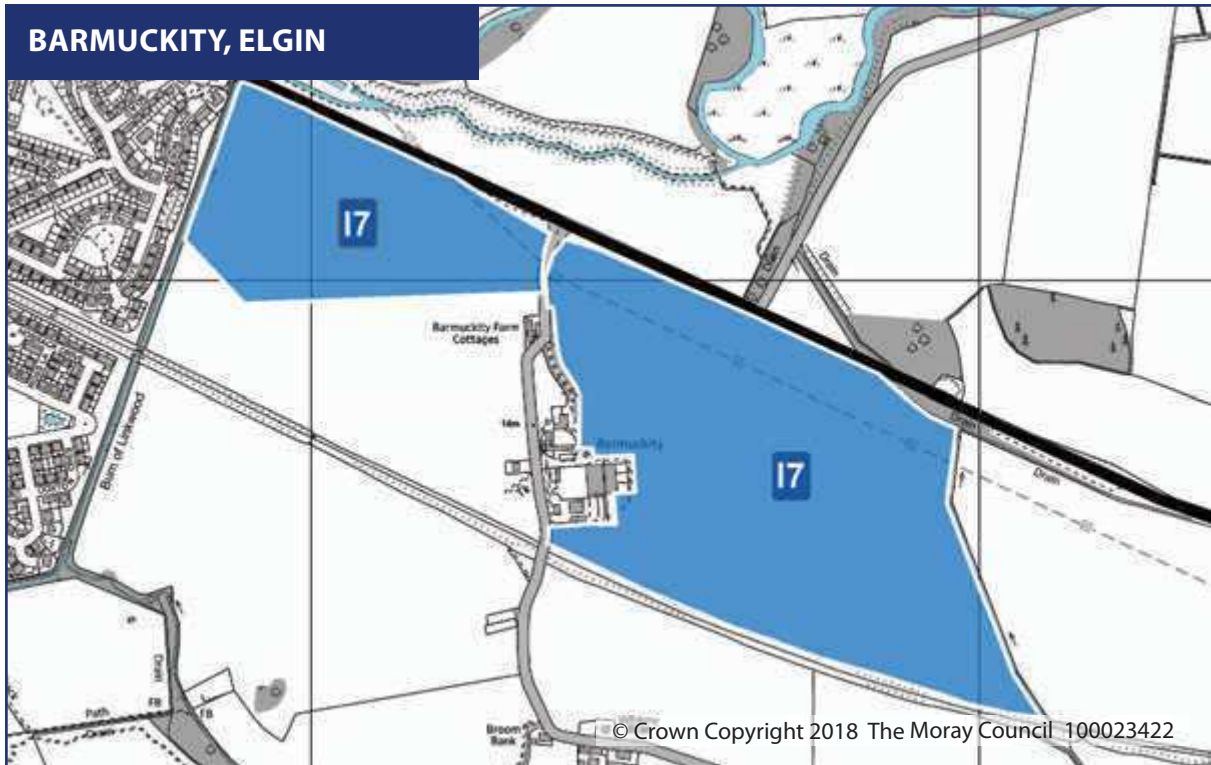
A Project Plan and key dates will be agreed with the Core Stakeholder Team at the outset. This will set out

- Key target dates (to include review sessions, Committee Meetings, consultation events, key milestones).
- Arrangements for regular Core Stakeholder Team meetings
- Wider stakeholder consultation arrangements
- How and when the public will be included in development of the framework
- Consultation of Draft framework by Moray Council

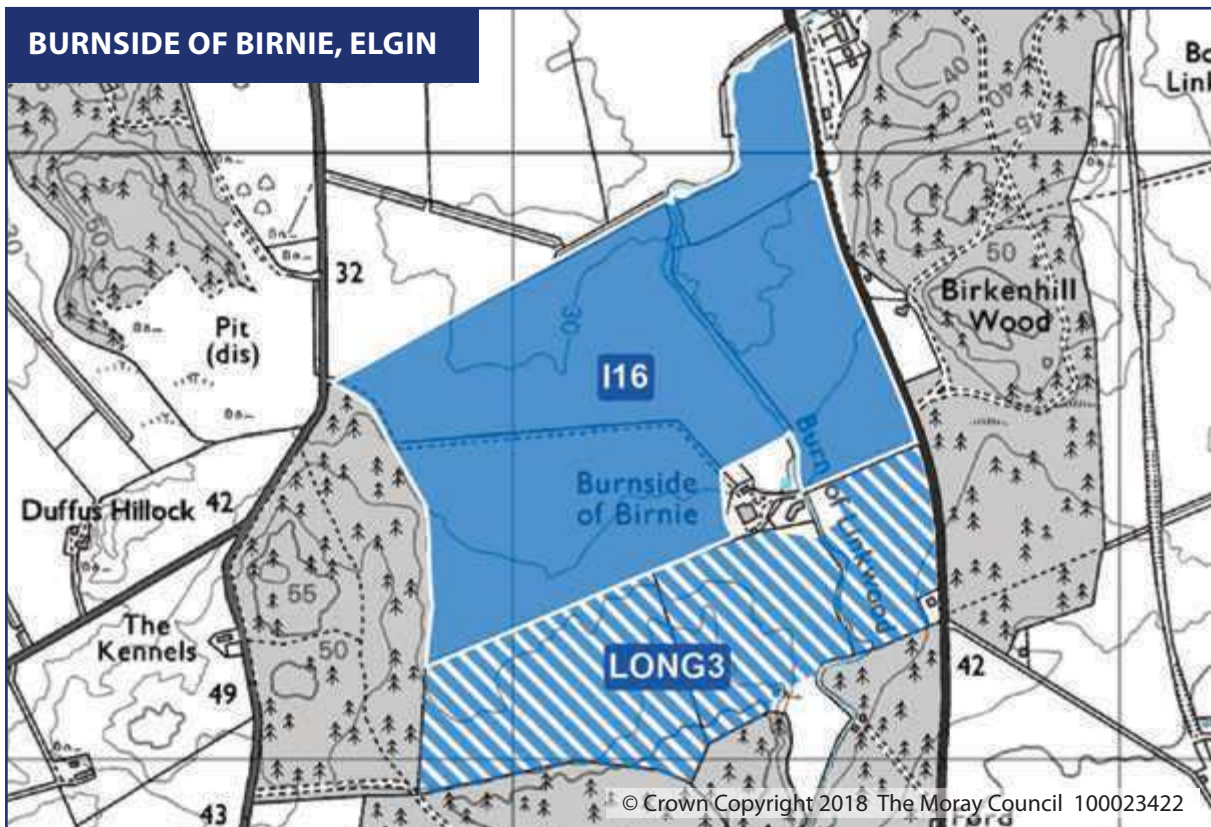




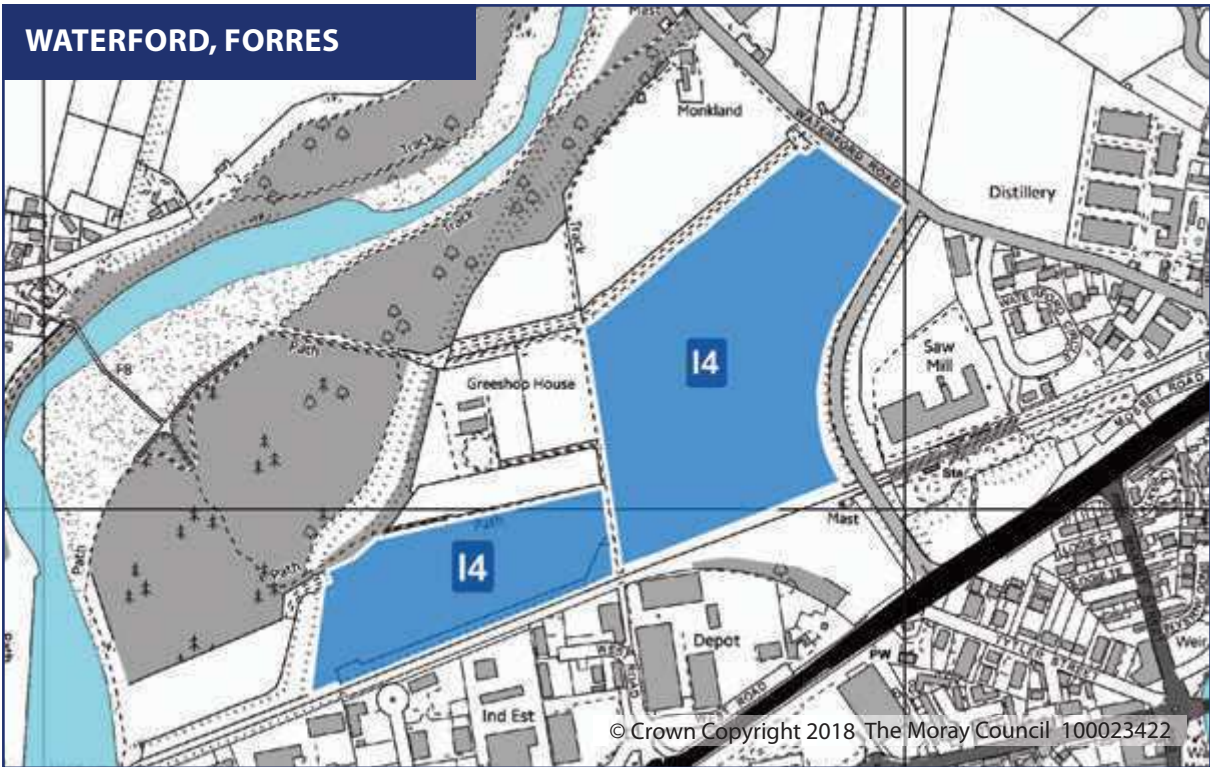
# BARMUCKITY, ELGIN



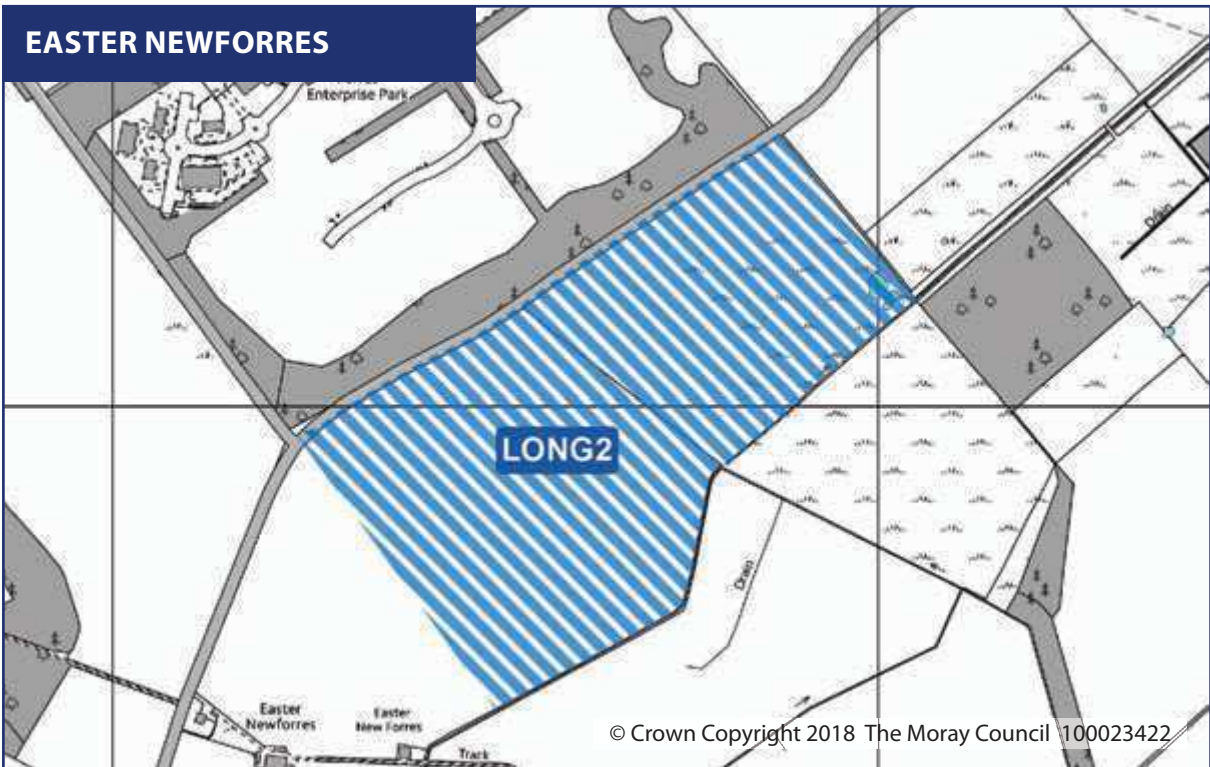
# BURNSIDE OF BIRNIE, ELGIN



WATERFORD, FORRES

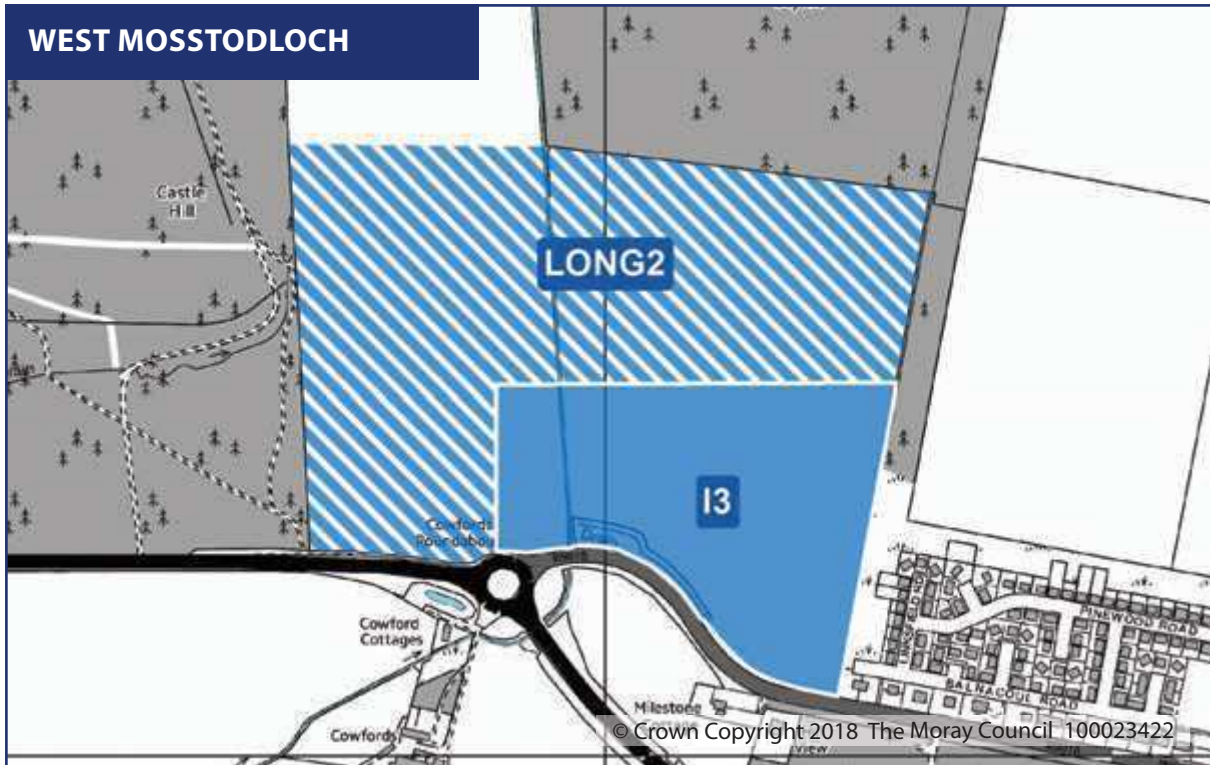


EASTER NEWFORRES

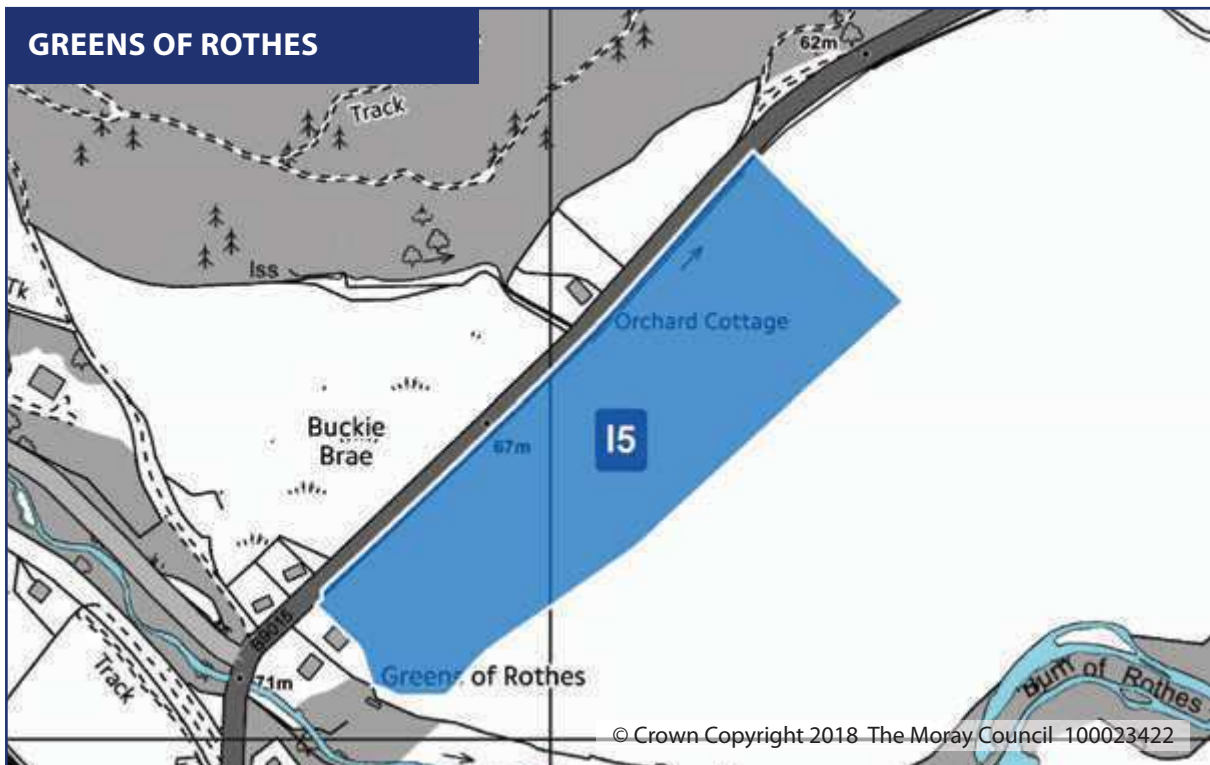




## WEST MOSSTODLOCH



## GREENS OF ROTHES



## ACTION 17

### Large Scale Rural Inward Investment Sites Identification

Identify and assess sites with the potential to accommodate Large Scale Rural Inward Investment.

## WHO

### LEAD: MC Planning and Development

with HIE, Landowners/Developers

Consultation on potential sites with: MC Transportation, SNH, MC Flood Risk Management, MC Access Manager, MC Education, MC Environmental Health, SEPA, Regional Archaeologist

## TIMESCALE

for 2021



## ACTION 18

### Woodland and Forestry Tourism and Recreation opportunities

Discussion with Forestry Commission and Moray Speyside regarding opportunities to take forward tourism and recreational opportunities identified within the Moray Woodland and Forestry Strategy.

## WHO

### LEAD: MC Planning and Development

with Forestry Commission, Moray Speyside Tourism

## TIMESCALE

for 2019



## ACTION 19

### Review Moray Woodland and Forestry Strategy

Review Moray Woodland and Forestry Strategy.

## WHO

### LEAD: MC Planning and Development

with Forestry Commission, Moray Speyside Tourism, HIE, Forestry/Woodland Stakeholders

## TIMESCALE





## 7 Identify and provide for new or upgraded social and physical infrastructure to support the expanding population whilst safeguarding existing infrastructure.

### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, diverse and sustainable economy

### LOCAL DEVELOPMENT PLAN POLICIES

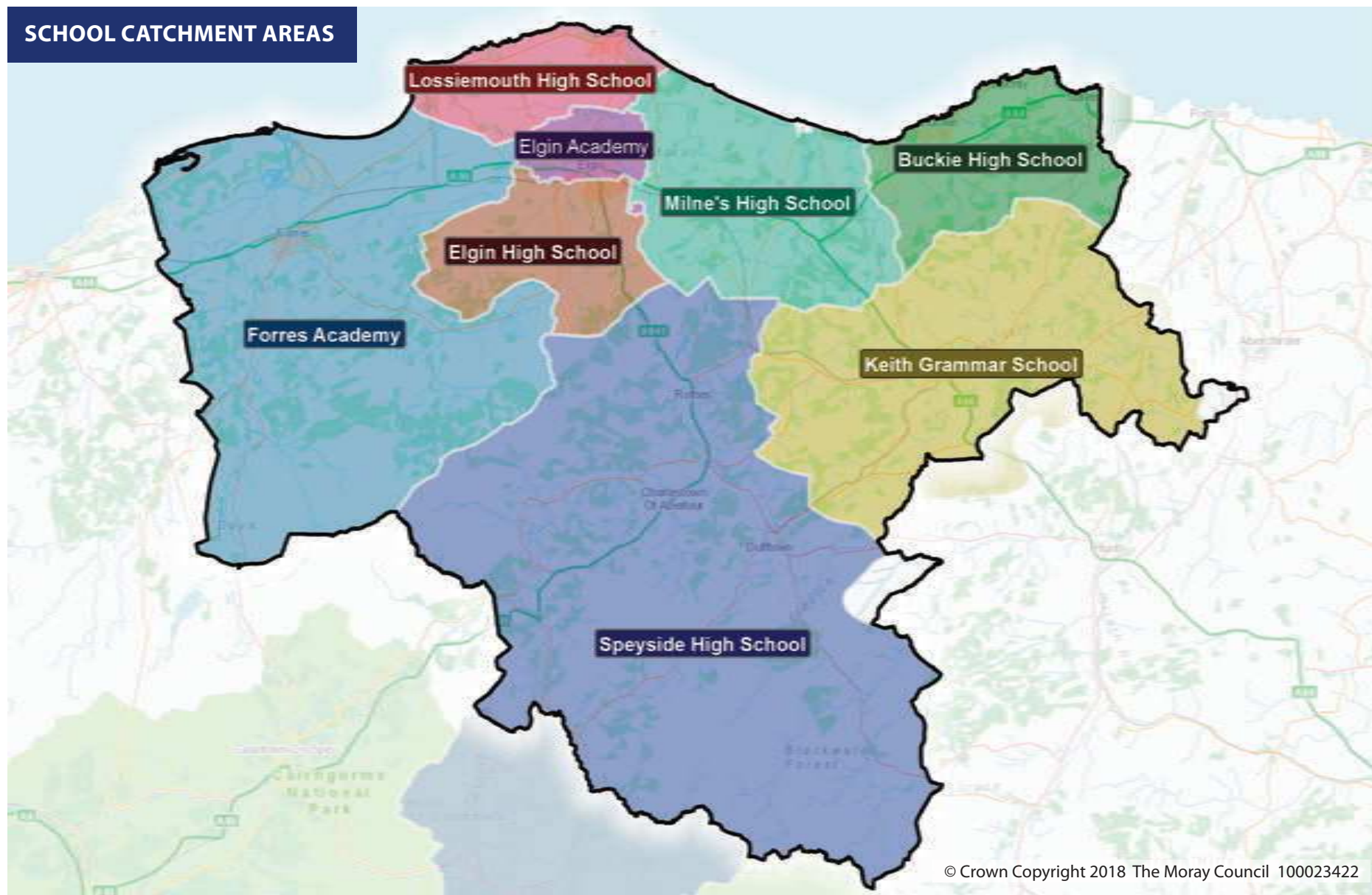
- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP1** Development Principles
- DP2** Housing
- EP5** Open Space
- EP12** Management of the Water Environment
- EP13** Foul Drainage

### ACTION 20

#### Delivery of Infrastructure

The following tables detail the infrastructure required to support delivery of development.



**SCHOOL CATCHMENT AREAS**



## EDUCATION

INFRASTRUCTURE REQUIREMENT	ASG	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>EDUCATION</b>									
<b>New Build</b>	Buckie	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Buckie R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, MU, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, OPP8, LONG1 Cullen R1, OPP1, OPP2 Findochty R1, R2, OPP1 Portgordon R1 Portknockie R1, OPP1		SES
<b>1 x Primary School – Findrassie Primary School</b>	Elgin Academy	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R11, R12		SES
<b>Extension to Bishopmill Primary School</b>	Elgin Academy	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R9, R22		SES
<b>Extension to Seafield Primary School</b>	Elgin Academy	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R13		SES
<b>Extension to Elgin Academy</b>	Elgin Academy	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4		SES
<b>1 x Primary School – Linkwood Primary School</b>	Elgin High	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	2019	£12,333,000 (estimate)	Moray Council	LONG2, R19	Planning Application submitted- 17/01422/APP	SES
<b>1 x Primary School – Glassgreen Primary School</b>	Elgin High	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R1, R3, R4, R5, R6, R7, R20, LONG2		SES
<b>Extension to Elgin High School</b>	Elgin High	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5		SES
<b>Extension at Pilmuir Primary School</b>	Forres	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	R1, R5, R7, OPP7		SES
<b>1 x Primary School</b>	Forres	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Forres LONG1		SES
<b>Extension to Kinloss Primary School</b>	Forres	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Kinloss R1, R2, R3, RC, OPP2		SES

\* SES - School Estate Strategy



INFRASTRUCTURE REQUIREMENT	ASG	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>Extension to Forres Academy</b>	Forres	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Alves LONG Dallas R1, R2, R3 Dyke R1, R2, R3 Findhorn R1, R2 Forres R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1 Kinloss R1, R2, R3, OPP2, RC Rafford R1		SES
<b>Extension to Hythehill Primary School</b>	Lossiemouth	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Lossiemouth R1, R2		SES
<b>Replacement Lossiemouth High School</b>	Lossiemouth	Preparation of long term sustainable School Estate Strategy	Moray Council Education Services	Spring 2020	£42,300,000 (estimate)	Scottish Futures Trust/Moray Council	Burghead R1, R2, LONG, OPP1 Cummington R1 Hopeman R1, R2, R3 Lossiemouth R1, R2, R3	Planning Application submitted- 17/01725/APP	SES

## Other Infrastructure including sports and recreation

INFRASTRUCTURE REQUIREMENT	ASG	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>Enclosed Floodlit Synthetic Turf (4G) Pitch</b>	Forres		Moray Council Education Services	To be confirmed	To be confirmed	To be confirmed	Alves LONG Dallas R1, R2, R3 Dyke R1, R2, R3 Findhorn R1, R2 Forres R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7 Kinloss R1, R2, R3, RC, OPP2 Rafford R1		
<b>Enclosed Sports Pitch</b>	Forres		Developers	To be confirmed	To be confirmed	To be confirmed	Forres LONG1		
<b>Floodlit Multi-use Games Area (MUGA)</b>	Forres		Developers	To be confirmed	To be confirmed	To be confirmed	Forres R3		





## HEALTH CARE

INFRASTRUCTURE REQUIREMENT	SETTLEMENT	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>HEALTH CENTRE</b>									
New Health Centre/ Hub Facility	Elgin	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5		
Extension to Maryhill Health Centre	Elgin	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4		
Extension to Elgin Community Surgery	Elgin	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Windfall Sites		
Extension to Forres Health and Care Centre	Forres	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Alves LONG Dallas R1, R2, R3 Dyke R1, R2, R3 Findhorn R1, R2 Forres R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1 Kinloss R1, R2, R3, RC, OPP2 Rafford R1		
Extension to Ardach Health Centre	Buckie	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Buckie R1, R2, R3, R4, R5, R9, R10, OPP1, OPP2, OPP3, OPP4, OPP5, OPP7, OPP8, MU Findochty R1, R2, OPP1 Portknockie R1, OPP1		
Reconfiguration to Seafield & Cullen Medical Practice	Buckie	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Buckie R6, R7, R8, LONG1, OPP6 Cullen R1, OPP1, OPP2 Portgordon R1		
New Build Health Centre	Keith	Prepare Initial Agreement	NHS	5-10 years	To be confirmed	To be identified	Keith R1, R2, R3, R4, R5, R6, R7, R8, R9, LONG1, MU, OPP1, OPP2, OPP3 Newmill R1, R2, OPP1 Rothiemay R1, R2, R3	Strategic Assessment completed and approved by NHSG Asset Management Group	
Extension to Moray Coast Medical Practice	Lossiemouth	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Burghead R1, R2, LONG, OPP1 Cunnington R1 Hopeman R1, R2, R3 Lossiemouth R1, R2, R3		
New Build Health Centre	Fochabers	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Fochabers R1, R2, R3, R4, LONG, OPP1, OPP2 Garmouth R1 Mosstodloch R1, R2, R3, LONG1 Lhanbryde R1, R2 Urquhart R1, R2, LONG1, LONG2		
Reconfiguration to Rothes Medical Centre	Rothes		NHS	2018		NHS: Developer Obligations: £326.91	Rothes R1, R2, OPP1	Work completed	



INFRASTRUCTURE REQUIREMENT	SETTLEMENT	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
Extension to Rinnes Medical Practice	Dufftown	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Dufftown R1, OPP1, OPP2, OPP3		
Reconfiguration to Aberlour Health Centre	Aberlour	Improvement Grant	NHS	5-10 years	To be confirmed	To be identified	Aberlour R1, R2, OPP1 Archiestown R1, R2, R3, R4 Craigellachie R1, R2, R3		
<b>DENTAL CHAIRS</b>									
5 Additional Dental Chairs	Elgin	Strategic Assessment as part of the New Health Centre/Hub Facility proposed	NHS	5-10 years	To be confirmed	To be identified	Elgin 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		
2 Additional Dental Chairs	Forres	Strategic Assessment as part of the extension of Forres Health Centre	NHS	5-10 years	To be confirmed	To be identified	Alves LONG Dallas R1, R2, R3 Dyke R1, R2, R3 Findhorn R1, R2 Forres R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1 Kinloss R1, R2, R3, RC, OPP2 Rafford R1		
1 Additional Dental Chair (To be provided in Elgin)	Roths Dufftown Aberlour	Strategic Assessment	NHS	5-10 years	To be confirmed	To be identified	Aberlour R1, R2, OPP1 Archiestown R1, R2, R3, R4 Craigellachie R1, R2, R3		
<b>PHARMACY</b>									
1 Additional Pharmacy	Elgin South	Strategic Assessment as part of the new Health Centre/ Hub Facility proposed in Elgin	NHS	5-10 years	To be confirmed	To be identified	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5		
Reconfiguration of existing Pharmacy outlets	Forres	Improvement Grant	NHS	5-10 years	To be confirmed	To be identified	Alves LONG Dallas R1, R2, R3 Dyke R1, R2, R3 Findhorn R1, R2 Forres R1, R2, R3, R4, R5, R6, R7, OPP1, OPP2, OPP3, OPP4, OPP5, OPP6, OPP7, LONG1 Kinloss R1, R2, R3, RC, OPP2 Rafford R1		





## TRANSPORTATION AND ACTIVE TRAVEL

See Appendix 1 for Local Road Infrastructure (TSPs) action.

INFRASTRUCTURE REQUIREMENT	ACTIONS	WHO	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>NATIONAL INFRASTRUCTURE</b>								
A96 Dualling between Inverness and Aberdeen	Preferred option for the A96 Dualling Hardmuir to Fochabers scheme to be announced late 2018.	Transport Scotland/ Scottish Government	<p>The overall timetable for the dualling programme is set by the Scottish Government's commitment to dual between Inverness and Aberdeen by 2030.</p> <p>The construction phasing of individual elements will take shape during the future stages of design and development work.</p>	At this early stage of development it is difficult to give an accurate estimate of the cost of dualling between Inverness and Aberdeen. However, it is estimated that the cost of dualling will be similar to the dualling of the A9 (in the region of £3 billion). As the design and preparation is progressed a more detailed estimate will be developed.	Through the Infrastructure Investment Plan the Scottish Government has provided a commitment to dual the A96 between Inverness and Aberdeen. The design phase is being funded through the Scottish Government capital budget. In terms of future construction phases the Scottish Government / Transport Scotland will be considering the funding options that will be available and most appropriate.		<p>A96 Dualling Strategic Business Case published September 2014.</p> <p>Preliminary Engineering Assessment &amp; Strategic Environmental Assessment published May 2015.</p> <p>Route options assessment work on A96 Hardmuir to Fochabers scheme underway with preferred option expected to be announced in late 2018.</p> <p>Moray public engagement events were held in November 2013, May 2015, October 2016, June 2017 and February/March 2018.</p>	
Rail improvements between Inverness and Aberdeen		Scottish Government	<p>First phase: December 2019</p> <p>Whole Project: 2030</p>	£330 million (Phase One)	Scottish Government		<p>West End- New fully accessible station and loop extension at Forres completed in October 2017</p> <p>Extended platforms at Elgin to accommodate longer High Speed Trains</p> <p>Signalling enhancements between Nairn and Elgin</p> <p>East End- Infrastructure to facilitate new station at Kintore</p> <p>Redoubling the track between Aberdeen and Inverurie</p> <p>Extended platforms at Insch to accommodate longer high speed trains</p>	



WATER AND WASTE WATER

Submit a Pre-Development Enquiry (PDE) for Scottish Water to assess the ability to serve development and if further assessment required.

Submission of a Pre-Development Enquiry (PDE) is the initial action for all developments. The PDE may identify further assessments that may require to be undertaken, including Flow and Pressure Tests, Water Impact Assessment (WIA) and Drainage Impact Assessment (DIA).

Further information and application form can be found here <https://www.scottishwater.co.uk/business/connections/connecting-your-property/planning-your-development>

A growth project has been initiated by Scottish Water at the following facilities

Growth projects have been initiated at the following treatment works for the period 2021 -2027

Settlements covered	Treatment Work	Responsible	Timescale	Costs	Funding Source
Fochabers Mosstodloch	Fochabers Waste Water Treatment Work	Scottish Water	2021-2027	To be confirmed	Scottish Water/Developers
Garmouth	Garmouth Waste Water Treatment Work	Scottish Water	2021-2027	To be confirmed	Scottish Water/Developers
Keith Newmill	Keith Waste Water Treatment Work	Scottish Water	2021-2027	To be confirmed	Scottish Water/Developers
Rothies	Rothies Waste Water Treatment Work	Scottish Water	2021-2027	To be confirmed	Scottish Water/Developers

Strategic Drainage Assessment

Scottish Water are undertaking a Strategic Drainage Assessment and modelling work in the following settlements. The outcomes will identify intervention and mitigation measures required to support development.

Settlements	Responsible	Timescale	Progress	Comments
Buckie	Scottish Water	2020	Stage 1 to be completed in early 2019	
Forres	Scottish Water	2020	Stage 1 to be completed in early 2019	
Elgin	Scottish Water	2020	Stage 1 to be completed in early 2019	





**ACTION  
21****Update Elgin Traffic Modelling**

Undertake updated traffic modelling in Elgin to take account of new development proposals and also to take cognisance of the proposed A96 dualling. Modelling to be used to determine interventions required.

**WHO**

**LEAD: MC Transportation**

with Jacobs

**TIMESCALE**

for 2018

**TIMESCALE**

for 2019

**ACTION  
22****Investigate improving East-West connections Buckie**

Investigate options and feasibility of improving east-west vehicular and non-vehicular connections from the Barhill Road area across the Burn of Buckie.

**WHO**

**LEAD: MC Planning and Development**

with MC Transportation, MC Access Manager

**TIMESCALE**

for 2019

**ACTION  
23****Sports and Recreation Facilities Strategy**

Prepare and consult on a Sports and Recreation Facilities Strategy.

**WHO**

**LEAD: MC Planning and Development**

with MC Education, MC Lands and Parks, Community Councils, Community Groups

**TIMESCALE**

for 2021



## ACTION 24

### Prepare Development Frameworks for Moray Harbours

Prepare Development Frameworks for all Moray Harbours, including investigating development opportunities.

## WHO

### LEAD: MC Transportation

with MC Estates, MC Planning and Development, MC Flood Risk Management, SEPA, User Groups

## TIMESCALE

for 2019



## ACTION 25

### Developer Obligations Supplementary Guidance Review

Review and update the Developer Obligations Supplementary Guidance.

## WHO

### LEAD: MC Planning and Development

with MC Legal, MC Finance, NHS, Scottish Water, Transport Scotland, MC Transportation, MC Education, MC Housing

## TIMESCALE

for 2019



## ACTION 26

### Developer Obligations Assessment and Management of Funds

Continue to assess development proposals in line with Developer Obligation Supplementary Guidance and collect funds from developer. Align funds with the Capital Plan.

Review funds annually with Local Development Plan Delivery Group and report to Committee.

## WHO

### LEAD: MC Planning and Development

with MC Legal, MC Finance, NHS, Scottish Water, Transport Scotland, MC Transportation, MC Education, MC Housing

## TIMESCALE

Assessments ongoing and dependent on applications

## TIMESCALE

Report on funds to Committee Annually in Quarter 1 Jan-March





## 8 Promote the vitality and viability of town centres.

### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Empowering and connecting communities
- Growing, diverse and sustainable economy

### LOCAL DEVELOPMENT PLAN POLICIES

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP6** Mixed Use (MU) and Opportunity Sites (OPP)
- DP7** Retail/Town Centres

### ACTION 27

#### Central Elgin Masterplan

A masterplan will be prepared for Central Elgin. This must take forward the key concepts of the Central Elgin Regeneration Public Design Charrette 2015 including

- Focus on bringing people into Central Elgin
- Improve 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.
- Cooper Park Masterplan and enhancement of green networks.
- Identify and consider opportunities for vacant buildings and land.
- Opportunities for town centre living.

### WHO

#### LEAD: MC Planning and Development

with MC Transportation, MC Lands and Parks, MC Estates, MC Development Management, Historic Environment Scotland, Elgin BID, MC Economic Development

### TIMESCALE



## ACTION 28

### Town Centre Action Plans Buckie and Forres

Prepare Town Centre Action plans for Buckie and Forres, including identifying opportunities for vacant buildings and land.

## WHO

### LEAD: MC Planning and Development

with MC Transportation, MC Lands and Parks, MC Estates, MC Development Management, Historic Environment Scotland, MC Economic Development

## TIMESCALE



## ACTION 29

### Monitoring the Health of Town Centres

Town Centre Health Checks are carried out every two years and are completed by MC Planning and Development with assistance from MC Economic Development. Health Checks are completed for Buckie, Elgin, Forres, Keith and Lossiemouth. In Aberlour, Dufftown, Fochabers and Rothes only the Space in Use Survey is completed.

## WHO

### LEAD: MC Planning and Development

with MC Economic Development

## TIMESCALE

for 2020





## 9 Encourage efficient use of land and promote low carbon and sustainable development.

### LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, diverse and sustainable economy

### LOCAL DEVELOPMENT PLAN POLICIES

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP1** Development Principles
- DP9** Renewable Energy
- DP10** Minerals
- EP5** Open Space

### ACTION 30

**Assess development proposals through criteria within Quality Audit and against relevant policies. See section 4, action 5 in respect of Quality Audit assessment.**

### ACTION 31

#### Encourage Active Travel

Several projects are ongoing that support Active Travel. These include Forres Active Travel Routes, Pinefield (Elgin) Active Travel Routes, Linking Communities (Lossiemouth and Hopeman) and Linking Communities (Rothes and Craigellachie).

### WHO

**LEAD: MC Sustainable Travel Officer**

### TIMESCALE

for 2018



### TIMESCALE

for 2019



# 10 Protect and enhance the built and natural environment

**LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY**

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, diverse and sustainable economy

**LOCAL DEVELOPMENT PLAN POLICIES**

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP1** Development Principles
- DP4** Rural Housing
- EP1** Natural Heritage
- EP2** Biodiversity
- EP3** Special Landscape Areas and Landscape Quality
- EP4** Countryside Around Towns
- EP5** Open Space
- EP7** Forestry, Woodlands and Trees
- EP8** Historic Environment
- EP9** Conservation Areas
- EP10** Listed Buildings
- EP11** Battlefields, Gardens and Designed Landscapes
- EP12** Managing the Water Environment
- EP13** Foul Drainage
- EP14** Pollution, Contamination and Hazards
- EP16** Geodiversity Soil Resources

**ACTION 32**

**Tree Preservation Orders**

Establish a programme to review the need for new Tree Preservation Orders. Serve Tree Preservation Orders where appropriate.

**WHO**

**Lead MC Planning and Development**  
with MC Legal

**TIMESCALE**





**ACTION  
33****Compensatory Planting Areas**

Assess areas and prepare schedule of areas suitable for compensatory planting.

**WHO****LEAD: MC Planning and Development**

with Woodland Trust, Community Councils, Community Groups

**TIMESCALE**

for 2019

**ACTION  
34****Review of Local Nature Conservation Sites**

Review of Local Nature Conservation Sites including establishing baseline of information and consideration of new sites.

**WHO****LEAD: MC Planning and Development**

with SNH, Woodlands Trust, RSPB

**TIMESCALE****ACTION  
35****Wards Wildlife Site Management Plan**

Prepare and consult on Management Plan for the Wards Wildlife area.

**WHO****LEAD: MC Planning and Development**

with SNH, Scottish Wildlife Trust, RSPB

**TIMESCALE**

**ACTION  
36**

**Conservation Area Appraisals**

Develop programme of Conservation Area Appraisals. Complete and consult on Appraisals in line with programme.

**LEAD**

**LEAD: MC Planning and Development**  
with MC Development Management



**ACTION  
37**

**Set up group to progress built heritage projects**

Set up group to progress various built heritage projects including consideration of options for vacant buildings (both Listed and within Conservation Areas) and establishing a programme to review the listing of buildings (including consideration of delisting).

**LEAD**

**LEAD: MC Planning and Development**  
with MC Development Management, Historic Environment Scotland





# 11 Improve resilience of the natural and built environment to climate change

## LOCAL OUTCOMES IMPROVEMENT PLAN – MORAY PRIORITY

- Building a better future for our children and young people in Moray
- Empowering and connecting communities
- Growing, diverse and sustainable economy

## LOCAL DEVELOPMENT PLAN POLICIES

- PP1** Placemaking
- PP2** Sustainable Economic Growth
- PP3** Infrastructure and Services
- DP1** Development Principles
- EP5** Open Space
- EP12** Managing the Water Environment

### ACTION 38

**Assess development proposals through criteria within Quality Audit and against relevant policies. See section 4, action 5 in respect of Quality Audit assessment.**



# APPENDIX 1

## Roads Infrastructure Improvements (TSPs)





# APPENDIX 1

## Roads Infrastructure Improvements (TSPs)

See Local Development Plan for TSP maps

INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>ABERLOUR</b>								
<b>TSP 1</b> - Dowans Road- footway provision from R1 to A95	Design to be progressed by developer	Developer of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer.	R1	Condition of planning permission for Site R1	
<b>TSP 2</b> - A95(T)/C59H Ruthrie Road- Improvements required to allow further development via Ruthrie Road junction	Constraint to providing development with access onto Ruthrie Road	Developer				Various		
<b>TSP 3</b> - C59H (Aberlour - Edinville Road)- Emergency access to Site R1	Safeguarding	Developer of R1				R1	Condition of planning permission for Site R1	
<b>TSP 4</b> - U103H Ruthrie Road- Second point of vehicular access required for Site R2	Design to be progressed by developer	Developer of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer.	R2		
<b>TSP 5</b> - Active Travel connection between Site R2 and Sellar Place	Design to be progressed by developer	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer.	R2		
<b>TSP 6</b> - A95(T)- New access junction to Speyview	Developer to consult with Transport Scotland	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer.	R2		
<b>BUCKIE</b>								
<b>TSP 1</b> - Barhill Road-New junction to access Site R8 (East and West of Barhill Road)	Scheme under construction	Developers of R8	To be completed during 2019		New infrastructure to be provided as part of development at cost to developer.	R8		
<b>TSP 2</b> - Barhill Road- Two new accesses to serve Site R6 and R8	It is required to safeguard for a future roundabout at one of the two access locations	Developers of R6, R8	Dependent on development coming forward		New infrastructure to be provided as part of development at cost to developer.	R6, R8	Planning permission granted-16/00620/APP	
<b>TSP 3</b> - High Street/A98- Possible junction improvements required	Junction improvement to be developed as part of Transport Assessment	Developers of R5, MU	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5, MU		
<b>TSP 4</b> - High Street- New junction onto A942 to serve R5 and MU	Design to be progressed by developer	Developers of R5, MU	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5, MU		
<b>TSP 5</b> - March Road North- Improvements required associated with Sites R3 and R4	Design to be progressed by developer	Developers of R3, R4	Dependent on development coming forward	To be determined by developers	Road upgrades to be provided as part of development at cost to developer	R3, R4		



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 6</b> - March Road- Two new points of access to serve industrial areas	Under construction	Developers of I3, I4	To be completed late 2018/early 2019	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	I3, I4	Road layout has been approved (planning ref 17/00193/APP)	
<b>TSP 7</b> - March Road/A98 junction improvements - possible right turn ghost island	Possible improvements required as a result of I3 & LONG2 developments - Transport Assessment is required to consider	Developer of I3/LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure/ road upgrades to be provided as part of development at cost to developer	I3, LONG2		
<b>TSP 8</b> - Harbour-Safeguarded	Safeguarding							
<b>TSP 9</b> - A98/Barhill Road- Junction improvements may be required	To be assessed by development sites via submission of Transport Assessment	Developers of R7, R8, LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R7, R8, LONG1		
<b>TSP 10</b> -St Andrew`s Square- Double mini roundabout	To be assessed by development sites via submission of Transport Assessments. Potential improvements to pedestrian facilities.	Developers of R7, R8, LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer  Potential for funding from Community Links	R7, R8, LONG1		
<b>TSP 11</b> - March Road roundabout	To be assessed by development sites via submission of Transport Assessment	Developers of I3	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	I3		
<b>TSP 12</b> - Whispering Meadows- New Junction to access Site R5	Design to be progressed by developer	Developers of R5	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5		
<b>TSP 13</b> - March Road- New Junction to access Site LONG2	Design to be progressed by developer	Developers of LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG2		
<b>TSP 14</b> - Two points of access from Golf View Drive and Alba Road. Road Improvements required	Design to be progressed by developer	Developers of R7	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R7		
<b>BURGHEAD</b>								
<b>TSP 1</b> - Burghead- Newton Road B9013- New access junction onto B9013 to provide access to Site R2	Transport Statement is required	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2		
<b>TSP 2</b> - Burghead Harbour-Safeguarded	Safeguarding							





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 3</b> - Burghead- Newton Road B9013/B9089 junction- New roundabout junction to provide access to Site LONG and pedestrian connection along site frontage	Developer to design access	Developers of LONG	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG		
<b>TSP 4</b> - Pedestrian connection from Site R2 to existing footway on St Aethans Road and to Headlands Rise	Design to be progressed by developer	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2		
<b>CRAIGELLACHIE</b>								
<b>TSP 1</b> - 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.	Design to be progressed by developer	Developers of R3	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3	Planning permission granted	
<b>CULLEN</b>								
<b>TSP 1</b> - Seafield Road- New priority junction to access Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>TSP 2</b> - B9018- New junction required to access Site I1	Design to be progressed by developer	Developers of I1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	I1		
<b>DUFFTOWN</b>								
<b>TSP 1</b> - Hill Street- Improvements (including road width, surfacing, drainage, footways and lighting) to serve Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R1		
<b>TSP 2</b> - Conval Street/Conval Crescent- New junction arrangements required to support release of Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>TSP 3</b> - Hill Street/Balvenie Street- Junction improvements	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure/improvements to be provided as part of development at cost to developer	R1		
<b>DYKE</b>								
<b>TSP 1</b> -C7E-Improvements required to serve further development in Dyke, to include localised widening and/or passing place provision on C7E between Dyke and the Barleymill Junction (C7E/U76E)	Design to be progressed by developer	Developers of R1, R2, R3	To be determined	To be determined	New infrastructure to be provided as part of development at cost to developer	R1, R2, R3	Condition of Planning Permission for Site R1	Third party land required
<b>TSP 2</b> - Barleymill Junction (C7E/U76E)- Junction improvements required to serve further development in Dyke	Design to be progressed by developer	Developers of R1, R2, R3	To be determined	To be determined	New infrastructure to be provided as part of development at cost to developer	R1, R2, R3		Third party land required



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>ELGIN</b>								
<b>TSP 1</b> - A96/ Morriston Road junction improvement including MU1 Riverview access	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R21, R22, I8, MU1, MU2, LONG1A, LONG1B	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R21, R22, I8, MU1, MU2, LONG1A, LONG1B		
<b>TSP 2</b> - A96/Wittet Drive junction	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R3, R4, R5, R6, R7	Dependent on development coming forward	To be determined	Any junction improvement to be provided as part of development at cost to developer.	R2, R3, R4, R5, R6, R7		
<b>TSP 3</b> - Bilbohall Road/Mayne Road/Fleurs Road/Wards Road improvements to Railway Bridge and junctions to serve Bilbohall development	Transport Assessment required as part of overall Bilbohall Masterplan to determine acceptable means of access and required mitigation/ improvements	Developers of R2, R3, R4, R5, R6, R7	Dependent on development coming forward	To be determined	Access improvements and new infrastructure to be provided as part of development at cost to developer with some funding from Scottish Government as site has significant proportion of affordable housing	R2, R3, R4, R5, R6, R7		
<b>TSP 4</b> - Bilbohall Road widening to serve Bilbohall development	Transport Assessment required as part of overall Bilbohall Masterplan to determine acceptable means of access and required mitigation/ improvements	Developers of R2, R3, R4, R5, R6, R7	Dependent on development coming forward	To be determined	Access improvements and new infrastructure to be provided as part of development at cost to developer with some funding from Scottish Government as site has significant proportion of affordable housing	R2, R3, R4, R5, R6, R7		
<b>TSP 5</b> - A96/South Street/Pluscarden Road junction	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8		
<b>TSP 6</b> - A96/A941 Hay Street/High Street junction	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8		





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 7</b> - A96/Haugh Road/Tesco Access junction	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8		
<b>TSP 8</b> - A96/A941 Cumming Street junction	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8		
<b>TSP 9</b> - A96/Pansport Road/Maisondieu Road junction	Impact on this junction from development sites to be considered via LDP Traffic Modelling and Transport Assessments. Design of any required mitigation measures to be agreed with Transport Scotland.	Developers of R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer or developer obligations subject to agreement with Transport Scotland.	R2, R3, R4, R5, R6, R7, R11, R12, R13, R16, R21, R22, LONG1A, LONG1B, LONG2, I7, I8, I16, MU1, MU2, OPP7, OPP8		
<b>TSP 10</b> - A96/Barmuckity- New footway/cycleway to connect development to Elgin	Design to be progressed by developer	Developers of R16, I7	Dependent on development coming forward	To be determined	New infrastructure to be provided as part of development at cost to developer	R16, I7		
<b>TSP 11</b> - Morriston Road/Duffus Road junction improvements required to serve development	Design to be informed by a Stage 1/ 2 Road Safety Audit. Ghost island junction acceptable for Area 1 of Development R11- traffic signals required for Findrassie Masterplan development	Developers of R11, R12, R22	Dependent on development coming forward	To be determined	Junction improvement to be provided as part of development at cost to developer	R11, R12, R22		
<b>TSP 12</b> - A941 North Street/Morriston Road junction improvements required to serve development	Initial improvement to mitigate impact of Area 1 of R11 development to be designed by developer of R11 Area 1. Design to be informed by a Stage 1/ 2 Road Safety Audit. Further improvements of traffic signals required for Findrassie Masterplan development.	Developers of R11, R12, R22, LONG1A, LONG1B, I8, MU2, OPP7, OPP8	Dependent on development coming forward	To be determined	Initial junction improvement to be provided as part of development at cost to developer.  Further improvements to accommodate traffic associated with development in North Elgin to be provided as part of development at cost to developer or developer obligations.	R11, R12, R22, LONG1A, LONG1B, I8, MU2, OPP7, OPP8		Third party requirement to provide full mitigation of R11/I8 development.



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 13</b> - Westerfolds/Covesea Road junction and road improvements required in association with Findrassie development	Impact on Westerfolds Road and Westerfolds/Covesea Road junction to be assessed as development progresses for wider R11/R12 site	Developers of R11, R12	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12	Improvements not required for Area 1 of R11 development. Further consideration required for development of area North of Myreside Road.	
<b>TSP 14</b> - Myreside Road/Covesea Road junction and road improvements required in association with Findrassie development	Junction and road to be upgraded as part of development of internal road network associated with Site R11. Design to be informed by Stage 1/ 2 Road Safety Audit	Developers of R11, R12	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12		
<b>TSP 15</b> - Covesea Road- New junction required in association with Findrassie development	Road to be upgraded as part of development of internal road network associated with R11.  Design to take consideration of proposed access point to R5 (Hamilton Gardens). Design to be informed by Stage 1/ 2 Road Safety Audit.	Developers of R11, R12	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12		
<b>TSP 16</b> - A941 Lossiemouth Road/Covesea Road junction improvements required in association with Findrassie development	Detailed design of signal controlled junction required to accommodate Masterplan development at R11. Design to be informed by Stage 1/ 2 Road Safety Audit.	Developers of R11, R12, I8, MU1	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12, I8, MU1		
<b>TSP 17</b> - A941 Lossiemouth Road/Lesmurdie Road junction improvements required in association with Findrassie development	No intervention required to serve Area 1 of development R11. Full Masterplan development at R11 will require upgrade to provide additional capacity- design of traffic signal junction to be agreed as development progresses.	Developers of R11, R12, LONG1A, LONG1B, I8, MU2	Dependent on development coming forward	To be determined by developers	Junction capacity improvement to be provided as part of development at cost to developer	R11, R12, LONG1A, LONG1B, I8, MU2		





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 18</b> - A941 Lossiemouth Road- New junctions to provide access for Findrassie development	Area 1 of development at R11 to provide priority junctions. Full Masterplan development will require design and delivery of traffic signal junction. Design to be informed by Stage 1/ 2 Road Safety Audit.	Developers of R11, I8	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, I8		
<b>TSP 19</b> - A941 Lossiemouth Road/Myreside Road closure of junction to vehicular traffic in association with Findrassie development	Developer to design detailed proposal	Developers of R11, I8	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, I8		
<b>TSP 20</b> - Lesmurdie Road/Linksfeld Road- Junction improvements associated with development in North Elgin	Junction improvement to be developed as part of Transport Assessment	Developers of R11, R12, LONG1A, LONG1B, I8, MU2	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12, LONG1A, LONG1B, I8, MU2		
<b>TSP 21</b> - Lesmurdie Road/Calcotts Road- Potential junction improvements associated with development in North Elgin	Junction improvement to be developed as part of Transport Assessment	Developers of R11, R12, R13, LONG1A, LONG1B, I8, MU2	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R11, R12, R13, LONG1A, LONG1B, I8, MU2		
<b>TSP 22</b> - Linkwood Industrial Estate pedestrian and vehicular access to be provided between Site I1 and I6	Monitor progress on I6 as individual planning applications come forward	Developers of I6	Dependent on development coming forward	To be determined by developers	New pedestrian/vehicle link to be provided as part of development at cost to developer	I6	Development permitted to date does not trigger requirement for link	Final plots of I6 remain undeveloped
<b>TSP 23</b> - A941 Rothes Road- New junction to serve Burnside of Birnie	Design to be progressed by developer	Developers of I16	Dependent on development coming forward	To be determined by developers	New junction improvement to be provided as part of development at cost to developer	I16		
<b>TSP 24</b> - A941 Rothes Road- New junction to serve Burnside of Birnie	Design to be progressed by developer	Developers of LONG3	Dependent on development coming forward	To be determined by developers	New junction improvement to be provided as part of development at cost to developer	LONG3		
<b>TSP 25</b> - Linksfeld/Caysbriggs Road- Widening and upgrading with footway/cycleway provision to serve development at LONG1A and LONG1B	Design to be progressed by developer	Developers of LONG1A, LONG1B	Dependent on development coming forward	To be determined by developers	Road widening and new infrastructure to be provided as part of development at cost to developer	LONG1A, LONG1B		
<b>TSP 26</b> - Edgar Road extension to form primary access to Bilbohall development	Extension of Edgar Road partially complete to serve Elgin High School. Remainder to be provided as part of development of Site R2, R3, R4, R5, R6, R7	Developers of R2, R3, R4, R5, R6, R7	Dependent on development coming forward	To be determined by developers	Extension to Edgar Road to be provided as part of development at cost to developer with some funding from Scottish Government as site has significant proportion of affordable housing	R2, R3, R4, R5, R6, R7	Bilbohall Masterplan Supplementary Guidance	



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 27</b> - Edgar Road/The Wards/Glen Moray Drive- Junction improvements associated with Bilbohall development and Site LONG2	Junction upgrade will be required as part of development of Sites R2, R3, R4, R5, R6, R7, LONG2	Developers of R2, R3, R4, R5, R6, R7, LONG2	Dependent on development coming forward	To be determined by developers	Junction improvement to Edgar Road to be provided as part of development at cost to developer with some funding from Scottish Government as site has significant proportion of affordable housing	R2, R3, R4, R5, R6, R7, LONG2		
<b>TSP 28</b> - Glen Moray Drive/Springfield Road/ Sandy Road - Potential junction improvements associated with development to the south of Elgin	To be assessed by development sites in South side of Elgin via submission of Transport Assessment	Developers of LONG2	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	LONG2		
<b>TSP 29</b> - A941 Main Street/Birnie Road/Thornhill Road junction	To be assessed by development sites in South side of Elgin via submission of Transport Assessment	Developers of LONG2, LONG3, I16	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG2, LONG3, I16		
<b>TSP 30</b> - A941 New Elgin Road/Edgar Road/Linkwood Road junction (ETS Scheme- I3A)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£1,328,933 (estimate)	Moray Council, Developer Obligations	All Sites		
<b>TSP 31</b> - A941 New Elgin Road/Station Road/Maisondieu Road junction (ETS Scheme-I3A)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£1,328,933 (estimate)	Moray Council, Developer Obligations	All Sites		
<b>TSP 32</b> - A941 Hay Street/Wards Road junction	To be assessed by development sites in South side of Elgin via submission of Transport Assessment	Developers of LONG2	Dependent on development coming forward	To be determined by developers	Any junction improvement to be provided as part of development at cost to developer	LONG2		
<b>TSP 33</b> - Reiket Lane/ Linkwood Road junction improvements associated with development to south of Elgin	Junction improvement to be developed as part of Transport Assessment	Developers of LONG2	Dependent on development coming forward	To be determined by developers	Any junction improvement to be provided as part of development at cost to developer	LONG2		





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 34</b> - Reiket Lane/Linkwood Road/Thornhill Road junction	To be assessed by development sites in South side of Elgin via submission of Transport Assessment	Developers of I16, LONG2, LONG3	Dependent on development coming forward	To be determined by developers	Any junction improvement to be provided as part of development at cost to developer	I16, LONG2, LONG3		
<b>TSP 35</b> - Elgin Bus Station Safeguard, potential re-location (ETS Scheme - M3B)	Part of Elgin City for the Future	Moray Council Transportation Services	Dependent on available funding	£2,545,848	Moray Council, Developer Obligations	All Sites		
<b>TSP 36</b> - Station Road and Maisondieu Road pedestrian crossing improvements (ETS Scheme-M1B)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£229,126 (estimate)	Moray Council, Developer Obligations	All Sites		
<b>TSP 37</b> - Market Drive connection from Site OPP5 to existing cul-de-sac	Design to be progressed by developer	Developers of OPP5	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	OPP5		
<b>TSP 38</b> - Elgin Lorry Park- Potential re-location	Possible part of Central Elgin Masterplan	Developers of OPP8	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	OPP8		
<b>TSP 39</b> - Moss Street- convert to one-way, widen footways, provide cycle lanes (ETS Scheme- I2A)	Design scheme.  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£661,921 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	All Sites		
<b>TSP 40</b> - Station Road cycle lanes (ETS Scheme- I4F)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£81,467 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	All Sites		



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 41</b> - Edgar Road pedestrian crossing improvements (ETS Scheme- M1A)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£66,192 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	All Sites		
<b>TSP 42</b> - Thornhill Road pedestrian crossing improvements (ETS Scheme- M1D)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£229,126 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	I16, LONG2, LONG3		
<b>TSP 43</b> - New Road Link- Ashgrove Road to Maisondieu Road (ETS Scheme- I1B)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£10,188,737 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	All Sites		
<b>TSP 44</b> - New Cycle Link over Railway Line at Ashgrove Road (ETS Scheme- I4B)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	£4,641,082 (estimate)	Moray Council, Sustrans/Community Links, Developer Obligations	All Sites		
<b>TSP 45</b> - Linkwood Road cycle lanes (ETS Scheme- I4H)	Develop options  To be assessed by development sites via submission of Transport Assessment to inform level of developer obligations	Moray Council Transportation Services	Dependent on available funding	To be determined	Moray Council, Sustrans/Community Links, Developer Obligations	OPP1, OPP4, OPP5, LONG2		
<b>TSP 46</b> - Pinefield to East End Primary School active travel route (ETS Scheme- I4K)	Feasibility Study to be undertaken	Moray Council Transportation Services	Dependent on available funding	To be determined	Moray Council, Sustrans/Community Links, Developer Obligations	Tbc		





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 47</b> - A96/Moss of Barmuckity junction closure to vehicular traffic once new A96 roundabout to access Barmuckity has been completed	Application for stopping up order to be made once roundabout complete	Developers of I7	Dependent on development coming forward	To be determined by developers	Works to facilitate closure to be provided as part of development at cost to developer	I7		
<b>TSP 48</b> - Calcots Road/Pitgaveny Road junction improvements required to development to the east of Elgin	Junction improvement to be developed as part of Transport Assessment	Developers of R13, LONG1B	Dependent on development coming forward	To be determined by developers	Improvements to be provided as part of development at cost to developer	R13, LONG1B		
<b>TSP 49</b> - Pitgaveny Road widening and provision of footway/cycleway in association with development to the east of Elgin	Improvement scheme to be developed as part of Transport Assessment	Developers of R13, LONG1B	Dependent on development coming forward	To be determined by developers	Road widening and new infrastructure to be provided as part of development at cost to developer	R13, LONG1B		
<b>TSP 50</b> - Calcotts Road/Pitgaveny Road footway/cycleway provision from development to existing infrastructure at Lesmurdie Road	Improvement scheme to be developed as part of Transport Assessment	Developers of R13, LONG1B	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R13, LONG1B		
<b>TSP 51</b> - Railway Station	Safeguarding							
<b>TSP 52</b> - New Road Link with footway/cycleway provision from Elgin South to Barmuckity	New Road Link to be developed as part of Transport Assessment	Developers of R16, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R16, LONG2		
<b>TSP 53</b> - Linkwood Road replacement bridge over Linkwood Burn with footway/cycleway provision	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R19, LONG2	Condition 39 of Elgin South Planning Permission	
<b>TSP 54</b> - Linkwood Road widening with footway/cycleway on both sides of the road from Reiket Lane to southern extent of Elgin South (LONG2)	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	Road widening and new infrastructure to be provided as part of development at cost to developer	R19, LONG2	Condition 39 of Elgin South Planning Permission	
<b>TSP 55</b> - Linkwood Road- New accesses to serve Elgin South development	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R19, LONG2		
<b>TSP 56</b> - Core Paths EG06 and EG60- Upgrade to provide surfaced and lit pedestrian and cycle access to Elgin South development	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R19, LONG2	Condition 25 of Elgin South Planning Permission	
<b>TSP 57</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.	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R19, LONG2	Condition 42 of Elgin South Planning Permission	



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 58</b> - Birnie Road- New junctions to serve Elgin South development, including LONG2	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R19, LONG2		
<b>TSP 59</b> - Birnie Road widening to serve Elgin South development and provision of footway/cycleway to connect development to existing network	Design to be progressed by developer	Developers of R19, LONG2	Dependent on development coming forward	To be determined by developers	Road widening and new infrastructure to be provided as part of development at cost to developer	R19, LONG2	Condition 44 of Elgin South Planning Permission	
<b>TSP 60</b> - A96 Route of Proposed Dualling	Safeguarding							
<b>FINDOCHTY</b>								
<b>TSP 1</b> - A942-New junction to provide access to Site R1	Developer to design access	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>TSP 2</b> - A942- Pedestrian/cycle connection along frontage of Site R1 to connect to Sustrans Route T3	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>TSP 3</b> - Burnside Street- Upgrade to provide access to Site R2	Design to be progressed by developer	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure/ required upgrades to be provided as part of development at cost to developer	R2		
<b>TSP 4</b> - Connection to Sustrans Route for Site R2	Design to be progressed by developer	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2		
<b>FOCHABERS</b>								
<b>TSP 1</b> - High Street-Potential junction improvements at West Street/High Street, associated with development to the South of Fochabers	Requirements for mitigation/improvements to be confirmed via submission of Transport Assessment	Developers of R1, R2, R4 and LONG	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R1, R2, R4, LONG		
<b>TSP 2</b> - Ordiquish Road- New accesses to serve Site R1, R2, R4, LONG	Design to be progressed by developer	Developers of R1, R2, R4 and LONG	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1, R2, R4, LONG		
<b>TSP 3</b> - High Street-Potential junction improvements at Charlotte Street/High Street, associated with development to the South of Fochabers	Requirements for mitigation/improvements to be confirmed via submission of Transport Assessment	Developers of R1, R2, R4 and LONG	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R1, R2, R4, LONG		
<b>TSP 4</b> - High Street-Potential junction improvements at East Street/High Street, associated with development to the South of Fochabers	Requirements for mitigation/improvements to be confirmed via submission of Transport Assessment	Developers of R1, R2, R4 and LONG	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R1, R2, R4, LONG		
<b>TSP 5</b> - Lennox Crescent- Access required for potential new healthcare site (OPP2)- including provision for footway on Eastern side of the road	Design to be progressed by developer	Developers of OPP2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	OPP2		





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>FORRES</b>								
<b>TSP 1</b> - A96/B9011 Nairn Road junction	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R1, R2, R4, R6, R7, OPP1, I2, I3, I4	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1, R2, R4, R6, R7, OPP1, I2, I3, I4		
<b>TSP 2</b> - A96 Controlled Crossing	Developers of Sites to the North of A96 investigate options for enhanced crossing to A96 in consultation with Transport Scotland is	Developers of I3, I4	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	I3, I4		
<b>TSP 3</b> - Railway Station and Bus Terminus- Safeguard and seek to enhance and improve facilities to encourage use of sustainable transport	Safeguarding							
<b>TSP 4</b> - A96/A940 Market Street junction	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R1, R2, R4, R6, R7, LONG1, OPP1, OPP7, I2, I3, I4	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1, R2, R4, R6, R7, LONG1, OPP1, OPP7, I2, I3, I4		
<b>TSP 5</b> - A96/Findhorn Road junction	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R3, LONG1, LONG2, BP1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2, R3, LONG1, LONG2, BP1		
<b>TSP 6</b> - Drumduan Road/R3-Potential secondary connection to the development for a limited number of dwellings	Impact of development to be considered via submission of Transport Assessment	Developers of R3	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3		
<b>TSP 7</b> - A96-R3-New Roundabout junction to access Site R3	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R3	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3		
<b>TSP 8</b> - A96- Westbound bus layby on A96 to serve Site R3 and BP1	Detailed design and cost estimate	Developers of R3 and BP1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3, BP1	Design accepted in principle by Transport Scotland	



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 9</b> - A96-Eastbound bus layby on A96 to serve Site R3 and BP1	Detailed design and cost estimate	Developers of R3 and BP1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3, BP1	Design accepted in principle by Transport Scotland	
<b>TSP 10</b> - U83E Balnakeith- Widening of U83E/ additional passing place provision and extension of footway and cycleway to serve Sites R5, R7 and OPP7	Design to be progressed by developer	Developers of R5, R7 and OPP7	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5, R7, OPP7		
<b>TSP 11</b> - Balnakeith/Pilmuir Road West-Footway/cycleway improvements at junction of Balnakeith Road/Pilmuir Road junction and between junction and Pilmuir Primary School	Design to be progressed by developer	Developers of R5, R7, OPP7	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5, R7, OPP7		
<b>TSP 12</b> - A940- New junction access to OPP7. Existing U83E to Whiterow access onto A940 to be stopped up the vehicular traffic and new connection to be made through OPP7 between U83E and A940	Existing access road (U83E Mannachie to Pilmuir Road) to be stopped up	Developers of OPP7	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	OPP7	Planning application for first part of development on this site, including new junction onto A940	
<b>TSP 13</b> - A940/Mannachie-Pilmuir Road-Junction Improvement/closure	Design to be progressed by developer	Developers of R1, R2, R4, R5, R6, OPP7	Dependent on development coming forward	To be determined by developers	Junction improvement/closure to be provided as part of development at cost to developer	R1, R2, R4, R5, R6, OPP7		
<b>TSP 14</b> - A940/Mannachie-Pilmuir Road-Road improvements to U83E Mannachie/Pilmuir Road	Design to be progressed by developer	Developers of R2, R4, R6	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2, R4, R6		
<b>TSP 15</b> - A940/R1- Access from A940 to Site R1 and relocate speed limit and widening of the A940 along the frontage of Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>TSP 16</b> - Balnakeith Road/A940 junction improvements may be required in association with development in the South West of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of R5, R7, OPP7	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R5, R7, OPP7		
<b>TSP 17</b> - Mannachie Road/Grantown Road junction improvements in association with development in South West of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of R1, R2, R4, R5, R6, R7, OPP7	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer	R1, R2, R4, R5, R6, R7, OPP7	Signalisation in association with Health Centre development completed.	
<b>TSP 18</b> - Orchard Road/Thornhill Road/Grantown Road junction improvements required in association with development in the South West of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of R1, R2, R4, R5, R6, R7, OPP7	Dependent on development coming forward	To be determined by developers	Junction improvement to be provided as part of development at cost to developer or by developer obligations	R1, R2, R4, R5, R6, R7, OPP7	Preliminary design prepared, some developer obligations have already been secured. Further developer obligations required to implement works	





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 19</b> - C14E Mannachie Road/R2/R6- New junction on C14E Mannachie Road to provide secondary access to Sites R2 and R6, extend existing footway/cycleway, widening road from R2 Link Road	Design to be progressed by developer	Developers of R2 ,R6	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2, R6		
<b>TSP 20</b> - C14E Mannachie Road/R6- Potential new access to Sites R6, extend existing footway/cycleway, widening road from R2 Link Road	Design to be progressed by developer	Developers of R6	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R6	Dallas Dhu Masterplan confirms access to be priority junction	
<b>TSP 21</b> - 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	Design to be progressed by developer	Developers of R2, R4	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2, R4	Road widening under construction with cycleway on Western side of road	
<b>TSP 22</b> - Mannachie Road- new cycleway provision associated with Sites R2, R4, R6	Design to be progressed by developer	Developers of R2, R4, R6	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer or developer obligations	R2, R4, R6		Third party land required
<b>TSP 23</b> - Orchard Road/St Leonards Road junction improvements may be required in association with development in the South of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of OPP6, LONG1, LONG2	Dependent on development coming forward	To be determined by developers	Any junction improvement to be provided as part of development at cost to developer	OPP6, LONG1, LONG2		
<b>TSP 24</b> - Forbeshill/R3/ LONG 1- Potential connection to Earlsland Crescent (U173E) to access Site R3 and LONG1	Design to be progressed by developer	Developers of R3, LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3, LONG1		
<b>TSP 25</b> - Rafford Road/ (B9010)/Brodies Hill-Califer Road (U94E) junction improvements may be required in association with development South and East of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of LONG1, LONG2	Dependent on development coming forward	To be determined by developers	Junction improvements to be provided as part of development at cost to developer	LONG1, LONG2		
<b>TSP 26</b> - U94E/U96E junction improvements may be required in association with development South and East of Forres	Impact of development to be considered via submission of Transport Assessment	Developers of LONG1, LONG2	Dependent on development coming forward	To be determined by developers	Junction improvements to be provided as part of development at cost to developer	LONG1, LONG2		
<b>TSP 27</b> - R3/LONG1- Southern Access onto Tarras Road	Design to be progressed by developer	Developers of LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG1		
<b>TSP 28</b> - LONG2-Access onto Scotsburn Road- New Forres Road (U96E)	Design to be progressed by developer	Developers of LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG1		



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 29</b> - Scotsburn-New Forres (U96E)- Road closure to vehicles to east of LONG2 access	Design to be progressed by developer	Developers of LONG1, LONG2	Dependent on development coming forward	To be determined by developers	Works to facilitate road closure to be provided as part of development at cost to developer	LONG1, LONG2		
<b>TSP 30</b> - Upgrades to Waterford Road- Widening pedestrian and cycle access	Design to be progressed by developer	Developers of I2, I3, I4	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	I2, I3, I4		
<b>TSP 31</b> - A96 Route of Proposed Dualling	Safeguarding							
<b>HOPEMAN</b>								
<b>TSP 1</b> - B9040- New junction to provide access to Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
<b>KEITH</b>								
<b>TSP 1</b> - A96/A95 Banff Road/Mid Street Crossroads- Junction improvement required associated with development in the North East of Keith	Impact of development to be considered via submission of Transport Assessments, in consultation with Transport Scotland	Developers of R2, R4, R9, MU, I4, I5, I11, LONG2	Dependent on development coming forward	To be determined by developers	Improvements to be provided as part of development at cost to developer	R2, R4, R9, MU, I4, I5, I11, LONG2		
<b>TSP 2</b> - A96/Drum Road- Junction improvements may be required associated with development in the North East of Keith	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R4, R9, MU, I4, I5, I11, LONG2	Dependent on development coming forward	To be determined by developers	Improvements to be provided as part of development at cost to developer	R2, R4, R9, MU, I4, I5, I11, LONG2		
<b>TSP 3</b> - A96/Union Terrace- Junction improvements may be required associated with development in the North East of Keith	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R4, R9, MU	Dependent on development coming forward	To be determined by developers	Improvements to be provided as part of development at cost to developer	R2, R4, R9, MU		
<b>TSP 4</b> - Keith Railway Station- Safeguard and seek to enhance and improve facilities to encourage use of sustainable transport	Safeguarding							
<b>TSP 5</b> - Keith Railway Sidings- Safeguard and seek to enhance and improve facilities to encourage use of sustainable transport	Safeguarding							



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>TSP 6</b> - Banff Road- New junction onto A95/Banff Road to serve Site R4 and MU- to include extension of footway/cycleway and relocation of speed limits once the roundabout has been constructed	Design to be progressed by developer	Developers of R4, MU	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R4, MU	Planning permission has been granted for Site R4- initial priority junction agreed to serve that site, with safeguarding of land for future roundabout provision for both sites	
<b>TSP 7</b> - Edindiach Road- Improvements to include road widening, footway provision and street lighting	Works under construction	Developers of R5, R9	Progress on site halted due to developer insolvency. Dependent on development restarting.	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R5, R9	Planning consent for 55 houses.  Works under construction.  Progress on site halted due to developer insolvency.	
<b>TSP 8</b> - Drum Road- Additional access to serve Site MU	Design to be progressed by developer	Developers of MU	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	MU		
<b>TSP 9</b> - Auchoynergie Road- New junction to access Site R9	Design to be progressed by developer	Developers of R9	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R9		
<b>TSP 10</b> - A96/Bridge Street junction improvements may be required to mitigate the impact of sites in East Keith	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R9, LONG2, I4, I5, I11, MU	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R2, R9, LONG2, I4, I5, I11, MU		
<b>TSP 11</b> - Seafield Park and Land Street- Upgrades required to serve Site LONG1 (road widening, footway provision)	Design to be progressed by developer	Developers of LONG1	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	LONG1		
<b>TSP 12</b> - A96/Den Road/Seafield Road junction improvements may be required to mitigate the impact of sites in South and East Keith	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R8, LONG1	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R8, LONG1		
<b>TSP 13</b> - A96/Dunnyduff Road/Broad Lane junction improvements may be required to mitigate the sites in East Keith	Impact of development to be considered via submission of Transport Assessment, in consultation with Transport Scotland	Developers of R2, R6, R9	Dependent on development coming forward	To be determined by developers	Any improvements to be provided as part of development at cost to developer	R2, R6, R9		



INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
<b>LOSSIEMOUTH</b>								
<b>TSP 1</b> - B9135/Kinnedar- New junction to serve Site R1	Construction to commence	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1	Planning permission has been granted. Access partially completed	
<b>TSP 2</b> - Connection to Boyd Anderson Drive	Construction commenced	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1	Secondary access points to Site R1 agreed- Fisher Place and Halliman Way	
<b>TSP 3</b> - Elgin Road- New junction to serve Site OPP1 (and for future connection through to R1)	Design to be progressed by developer	Developers of R1, OPP1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1, OPP1		
<b>MOSSTODLOCH</b>								
<b>TSP 1</b> - Garmouth Road-Access/junction required onto Garmouth Road to serve Site R2	Design to be progressed by developer	Developers of R2	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R2		
<b>TSP 2</b> - B9015- Two new points of access required to access Site I3	Design to be progressed by developer	Developers of I3	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	I3		
<b>TSP 3</b> - Stynie Road- Improvements (including road widening, provision of footways/cycleways, relocation or provision of new speed limits) associated with Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1	Site has planning permission.	
<b>TSP 4</b> - Stynie Road- Two new points of access/junctions required to access Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1	Site has planning permission	
<b>TSP 5</b> - B9015 Rothes to Kingston Road- Two access points to serve Site LONG1	Design to be progressed by developer	Developers of LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG1		
<b>TSP 6</b> - U11E Balnacoul Road- Access point to serve Site LONG1	Design to be progressed by developer	Developers of LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	LONG1		
<b>TSP 7</b> - Provision of footway/cycleway between Main Street (B9015) and underpass, and between underpass and Sites R3/LONG1	Design to be progressed by developer	Developers of R3 , LONG1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R3, LONG1		
<b>TSP 8</b> - A96 Route of Proposed Dualling	Safeguarding							





INFRASTRUCTURE REQUIREMENT	ACTIONS	RESPONSIBLE	TIMESCALE	COSTS	FUNDING SOURCE	RELEVANT SITES	PROGRESS	RISKS
PORTGORDON								
TSP 1- Reid Terrace-Upgrade existing road and provide footway to serve Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
PORTKNOCKIE								
TSP 1- Wood Place- Access Point 1 of 3 to serve Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
TSP 2 - Addison Street- Access Point 1 of 3 to serve Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
TSP 3 - Craig View Road- Access point 1 of 3 to serve Site R1	Design to be progressed by developer	Developers of R1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	R1		
TSP 4 - Patrol Road- footway widening to 2 metre provision of missing section of footway	Design to be progressed by developer	Developers of OPP1	Dependent on development coming forward	To be determined by developers	New infrastructure to be provided as part of development at cost to developer	OPP1		













## **Moray Local Development Plan 2020**

# **VOLUME 5 Supplementary Guidance Flood Risk and Drainage Impact Assessment for New Developments**



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## 1 INTRODUCTION

Flooding is an act of nature, which cannot be completely eradicated but can be managed to reduce the potentially devastating effect on people, property, business and cultural heritage. Within Moray, there are a number of areas at risk of flooding from all sources, including rivers, the sea, surface water and ground water.

The Flood Risk Management (Scotland) Act 2009 (the Act) places a duty on Local Authorities to exercise their functions with a view to managing and reducing overall flood risk.

In line with the requirements of the Act, the Council wants to steer new development away from areas at risk of flooding by requiring developers to consider, at an early stage in the planning process, the susceptibility of their development to flooding and the impact it would have on flood risk elsewhere.

### **Role and Purpose of Document**

Scottish Planning Policy (SPP) requires planning authorities to take account of flood risk when considering new development. This document provides advice to developers on the information required to support development applications. Flood risk and drainage must be assessed at an early stage in the development process by a competent and experienced professional. The location, layout and design of new developments are critical factors when determining the probability and impact of flooding and designing drainage systems.

Detailed information on the concept of 'flood risk' i.e. the probability that a particular magnitude of flood will occur sometime in the future is available from publications such as CIRIA C624 and SEPA's [Technical Flood Risk Guidance for Stakeholders](#).

## **2 HOW TO USE THIS DOCUMENT**

The aim of this document is to improve the design and implementation of developments with regard to flood risk and drainage. This guidance is aimed primarily at developers but its themes may be of interest to the wider public. It explains the Council's position regarding flood management and the responsibilities of other parties (refer Appendix 4) with an interest, including developers, landowners, Scottish Government, Scottish Water, SEPA and individual householders.

This guidance provides information on the issues that must be considered with regard to flood risk and drainage when planning a new development and the documentation developers are required to submit in support of a planning application. The level of detail required is proportionate to the complexity of the flood risk mechanisms, the site and the severity of the risk, which is affected by its location and to an extent the vulnerability of the proposed development.

It is expected the information submitted will demonstrate that the proposed development is not at risk of flooding and will not increase flood risk elsewhere. The application must also include robust and sustainable drainage proposals. This information must be completed by an appropriate professional, as set out in this document. If the proposed development does not comply with this Supplementary Guidance the application may be refused.



### **3 PLANNING AND REGULATORY FRAMEWORK**

Scottish Planning Policy (SPP) requires planning authorities to take into consideration the probability of flooding from all sources and the risks involved when preparing development plans and determining planning applications. Scottish Government's [Online Planning Advice on Flood Risk](#) provides advice on good practice and other relevant information.

Moray Council's general approach to flood risk is to encourage developers to avoid development on flood risk areas, specify the requirements for assessing flood risk where appropriate and to embrace a sustainable approach to flood management.

This Supplementary Guidance sets out guidelines for developers on what must be considered before planning a development and information regarding flood risk that may be required to support a planning application.

Moray Council's Local Development Plan 2020 policy regarding drainage and flood risk management is provided below:

#### **EP12 MANAGEMENT AND ENHANCEMENT OF THE WATER ENVIRONMENT**

##### **a) Flooding**

New development will not be supported if it would be at significant risk of flooding from any source or would materially increase the possibility of flooding elsewhere. For development at or near coastal locations, this includes consideration of future flooding that may be caused by sea level rise and/or coastal change eroding existing natural defences in the medium and long term.

Proposals for development in areas considered to be at risk from flooding will only be permitted where a Flood Risk Assessment (FRA) to comply with the recommendations of Scottish Planning Policy and to the satisfaction of Scottish Environment Protection Agency and the Council is provided by the applicant.

There are different levels of FRA dependent on the nature of the flood risk. The level of assessment should be discussed with the Council prior to submitting a planning application.

Level 1 – a flood statement with basic information with regard to flood risk.

Level 2 – full FRA providing details of flood risk from all sources, results of hydrological and hydraulic studies and any appropriate proposed mitigation.

Assessments must demonstrate that the development is not at risk of flooding and would not increase the probability of flooding elsewhere. Level 2 FRAs must be signed off by a competent professional. The Flood Risk Assessment and Drainage Impact Assessment for

New Development Supplementary Guidance provides further detail on the information required.

Due to continuing changes in climatic patterns, the precautionary principle will apply when reviewing any application for an area at risk from inundation by floodwater. Proposed development in coastal areas must consider the impact of tidal events and wave action when assessing potential flood risk.

The following limitations on development will also be applied to take account of the degree of flooding as defined in Scottish Planning Policy;

- a) In areas of little to no risk (less than 0.1%), there will be no general constraint to development.
- b) Areas of low to medium risk (0.1% to 0.5%) will be considered suitable for most development. A flood risk assessment may be required at the upper end of the probability range i.e. (close to 0.5%) and for essential civil infrastructure and the most vulnerable uses. Water resistant materials and construction may be required. Areas within this risk category will generally not be suitable for civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during flooding events.
- c) Areas of medium to high risk (0.5% or above) may be suitable for:
  - Residential, institutional, commercial and industrial development within built up areas provided that flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood management plan;
  - Essential infrastructure within built up areas, designed and constructed to remain operational during floods and not impede water flow;
  - Some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place, and
  - Employment related accommodation e.g. caretakers or operational staff.

Areas within these risk categories will generally not be suitable for:

- Civil infrastructure and most vulnerable uses;
- Additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons e.g. for navigation and water based recreation, agriculture, transport or utilities infrastructure (which should be designed to be operational during floods and not impede water flows); and
- An alternative, lower risk location is not available; and



- New caravan and camping sites

Where development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome. Water resistant materials and construction must be used where appropriate. Land raising and elevated buildings on structures such as stilts are unlikely to be acceptable as they are unsustainable in the long term due to sea level rise and coastal change.

#### **b) Surface Water Drainage: Sustainable Urban Drainage Systems (SUDS)**

Surface water from development must be dealt with in a sustainable manner that has a neutral effect on flooding or which reduces the risk of flooding. The method of dealing with surface water must also avoid pollution and promote habitat enhancement and amenity. All sites must (except single houses) be drained by a sustainable drainage system (SUDS) designed in line with CIRIA guidance. Drainage systems must contribute to enhancing existing “blue” and “green” networks while contributing to place-making, biodiversity, recreational, flood risk and climate change objectives.

When considering the appropriate SUDs design for the development the most sustainable methods, such as rainwater harvesting, green roofs, bio retention systems, soakaways, and permeable pavements must be considered first. If it is necessary to include surface water attenuation as part of the drainage system, only above ground attenuation solutions will be considered, unless this is not possible due to site constraints.

If below ground attenuation is proposed the developer must provide a robust justification for this proposal. Over development of a site or a justification on economic grounds will not be acceptable. When investigating appropriate SUDS solutions developers must, where possible, integrate the SuDs with allocated green space, green networks and active travel routes to maximise amenity and biodiversity benefits.

Specific arrangements must be made to avoid the issue of permanent SUDS features becoming silted-up with run-off. Care must be taken to avoid the spreading and/or introduction of invasive non-native species during the construction of all SUDS features. On completion of SUDs construction the developer must submit a comprehensive Operation and Maintenance Manual. The ongoing maintenance of SUDs for all new development will be undertaken through a factoring agreement, the details of which must be supplied to the Planning Authority.

All developments of less than 3 houses or a non-householder extension under 100 square metres must provide a Drainage Statement. A Drainage Assessment will be required for all developments other than those identified above.

#### **c) Water Environment**

Proposals, including associated construction works, must be designed to avoid adverse impacts upon the water environment and Ground Water Dependent Terrestrial Ecosystems and should seek opportunities for restoration and/or enhancement, if appropriate. The Council will only approve proposals impacting on water features where the applicant

provides a report to the satisfaction of the Council that demonstrates that any impact (including cumulative) on water quality, water quantity, physical form (morphology), river hydrology, sediment transport and erosion, coastal processes (where relevant) nature conservation (including protected species), fisheries, recreational, landscape, amenity and economic and social impact can be adequately mitigated.

The report must consider existing and potential impacts up and downstream of the development particularly in respect of potential flooding. The Council operates a presumption against the culverting of watercourses and any unnecessary engineering works in the water environment.

A buffer strip of at least 6 metres between any new development and all water features is required and should be proportional to the bank width and functional river corridor (see table below). This must achieve the minimum width within the specified range as a standard; however, the actual required width within the range should be calculated on a case by case basis by an appropriately qualified individual. These must be designed to link with blue and green network, including appropriate native riparian vegetation, and can contribute to open space requirements.

Developers may be required to make improvements to the water environment as part of the development. Where a Water Framework Directive (WFD) water body specific objective is within the development boundary, or in proximity, developers will need to address this within the planning submission through assessment of potential measures to address the objective and implementation, unless adequate justification is provided. Where there is no WFD objective the applicant should still investigate the potential for watercourse restoration along straightened sections or removal of redundant structures and implement these measures where viable.

Width to watercourse (top of bank)	Width of buffer strip (either side)
Less than 1m	6m
1-5m	6-12m
5-15m	12-20m
15m+	20m+

The Flood Risk Assessment and Drainage Impact Assessment for New Development Supplementary Guidance provides further detail on the information required to support proposals.



The Building (Scotland) Regulations 2004, as amended states under mandatory standards 3.3 Flooding and Groundwater: - Every building must be designed and constructed in such a way that there will not be a threat to the building or the health of the occupants as a result of flooding and the accumulation of groundwater.

## **4     CONSIDERATIONS FOR NEW DEVELOPMENTS**

Before a planning application is lodged for a new development the following flood risk and surface water management matters must be considered:

1.    Is the development site at risk of flooding from any source?
2.    Will the development lead to increased flood risk elsewhere?
3.    Is it possible to provide safe access and egress during flood events?
4.    How will surface and ground water from the site be managed during and post-construction?
5.    Can surface and ground water be managed in a sustainable way, in line with the requirements of CIRIA SUDS guidance (currently CIRIA C753 The SuDS Manual) and CIRIA C768 Guidance on the construction of SUDS), the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) (as amended), (refer to CAR practical guide), and Local Development Plan Policy EP6 during and after construction and who will be responsible for the ongoing management of the SUDS?
6.    How will the development proposals impact on the water environment, with regard to habitat, protected species and protected areas?
7.    Are there opportunities to enhance and connect with blue green infrastructure, providing multiple benefits such as enhanced biodiversity, amenity and education, while managing surface water?



## 5 FLOOD RISK ASSESSMENT (FRA)

Where Development Management, in consultation with the Flood Risk Management Team, considers there might be a risk of flooding to a proposed development or that the development may increase flood risk elsewhere, it will require a FRA to be submitted in support of the application. If the application does not have the required supporting information then it may be refused.

It is advisable that anyone wishing to apply for planning permission first check if the proposed development site is considered to be at risk of flooding. Information on flood risk can be found at <http://www.sepa.org.uk/flooding.aspx>.

Listed below are the basic requirements for a FRA. This is not exhaustive as proposed developments will be assessed on the particular characteristics and complexity of the flood risk mechanisms of the site. It should be noted that if the FRA indicates the proposed development site is at risk of flooding, development will not be permitted.

### 5.1 Flood Risk Management Guidelines for Developments

- The FRA must demonstrate the development is not at risk of flooding during a 1 in 200 year flood event (including an allowance for climate change). A key requirement of the FRA is it must consider all sources of flooding (with the specific exclusion of internal sewer flooding as defined in the Act). With regard to coastal flood risk this should allow for surge and wave action as well as the astronomical tide level.
- As set out in SPP “Land raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area. Compensatory storage may be required.”
- The adoption of flood mitigation measures may be acceptable in some circumstances (such as a Brownfield site) but avoidance would be the Council’s primary objective.
- In circumstances where mitigation is considered acceptable, the developer must demonstrate the measures will not increase flood risk elsewhere for the lifetime of the development, taking into account the potential effects of climate change and should include an allowance for freeboard.

### 5.2 Levels of Flood Risk Assessment

There are different levels of FRA, dependent on the complexity of the flood risk mechanisms, the site and the severity of the risk, which is affected by its location and to an extent the vulnerability of the proposed development. FRA’s should be required for development in medium to high areas, and in some cases for medium to low areas.

- Level 1 is a flood statement with basic information with regard to flood risk.
- Level 2 is a full FRA providing details of flood risk from all sources, results of hydrological and hydraulic studies and proposed mitigation.

It is recommended that an appropriate level of FRA be carried out as soon as the site is considered for development. The level of FRA required must be discussed with the Council prior to submitting a planning application. The FRA must be completed by a professional with relevant experience in flood risk and drainage design. Guidance on appropriate levels of FRA required can be found in CIRIA Report 624 Development and flood risk – guidance for the construction industry, which can be purchased at [CIRIA online bookshop](#).



## **6 DRAINAGE IMPACT ASSESSMENT (DIA)**

Drainage is a material consideration at the planning stage of a development and due consideration must be given to the impact of the proposed development, both during and after construction. The Council will only consider the quantity of surface water runoff, i.e. flood risk, but the developer should also consider water quality (pollution).

A DIA is a report prepared by the developer, demonstrating the site specific drainage issues relevant to a proposal and the suitable means of accommodating these drainage needs. The DIA should cover surface water and foul drainage. Early discussions with the Council, SEPA and Scottish Water are encouraged for applications of a significant scale.

Surface water should be drained according to the principles of Sustainable Urban Drainage Systems (SUDS), in line with Scottish Planning Policy (Paragraphs 255 and 268). PAN 61 Planning and Sustainable Urban Drainage Systems and PAN 73 Water and Drainage. The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) make SUDS a requirement for all new development constructed after April 2007. The only exception to this is a single dwelling and its curtilage, or if the development discharge is to coastal waters.

The requirements for the DIA will be dependent on the site characteristics. The Council will usually request a Drainage Statement for smaller developments but a full DIA may be required for these developments if the surface water management for the site is challenging. The Drainage Statement and the DIA should be submitted with the planning application. If the required drainage information is not submitted with the application then it may be refused.

### **6.1 Drainage Statement**

All developments of less than 3 new dwellings or a non-householder extension under 100 square metres, will need to provide a drainage statement. This statement should describe the proposed drainage arrangements for the development, e.g. a private drainage system such as a soakaway or connection to Scottish Waters drainage network that complies with Section 3.6 of the Domestic Technical Handbook. Plans submitted with the application should include the proposed layout of the drainage proposals. If the proposed drainage system involves infiltration, information on ground conditions should also be provided. The statement should demonstrate, that the post-development runoff rate does not exceed the pre-development runoff rate or increase flood risk through discharge to a receiving watercourse.

### **6.2 Drainage Impact Assessment (DIA)**

A full DIA will be required for all proposed developments other than those identified above.

The DIA should meet the basic requirements listed below. Advice regarding specific requirements for major applications will be provided at pre-application consultation stage.

- The DIA should demonstrate that the surface water drainage system adopts SUDS principles and specifications in accordance with current legislation and guidelines, such as CIRIC C697 - The SUDS Manual, Sewers for Scotland 3<sup>rd</sup> Edition – A design and construction guide for developers in Scotland, and Water Assessment and Drainage Assessment Guide. Applicants should use the Simple Index Approach as described in Section 26.7.1 of The SUDS Manual.
- When considering the appropriate SUDS design for the development the most sustainable methods, such as rainwater harvesting, green roofs, bio retention systems, soakaways, and permeable pavements, must be considered first. If it is necessary to include surface water attenuation as part of the drainage system, only above ground attenuation solutions will be considered, unless this is not possible due to site constraints. If below ground attenuation is proposed the developer must provide a robust justification for this proposal. It should be noted that over development of a site or a justification on economic grounds will not be acceptable.
- The SUDS principles must conform to the Controlled Activities Regulations (CAR), which requires that all reasonable steps must be taken to ensure the discharge does not result in pollution of the water environment. The regulations provide for three types of authorisation, details of which can be found in the CAR practical guide; General Binding Rules; Registration; and Licenses, details of which can be found in the CAR practical guide.
- Any discharge to a watercourse must have the appropriate permission from the Council and Scottish Environment Protection Agency (SEPA), in terms of compliance with the relevant CAR General Binding Rule. Discharge to a sewer must be agreed with Scottish Water and the letter of agreement must be included in the DIA.
- Plans of the proposed drainage system must show:
  - drainage catchment and sub-catchment areas;
  - permeable and impermeable zones;
  - phasing details;
  - existing and proposed site sections and levels;
  - long and cross-sections for the proposed drainage system;
  - exceedance flow management routes;
  - finished floor levels; and
  - details of connections to watercourses and sewers.
- The DIA must demonstrate, that the post-development runoff rate does not exceed the pre-development runoff rate or increase flood risk through discharge to a receiving watercourse.



- Details of any flow limiting device(s) must be included in the DIA. If discharging to a body of water, the proposed rate of discharge, point of discharge and outfall structure must be included.
- Where infiltration is proposed, an acceptable infiltration assessment must be submitted, including geotechnical test results and evaluations. The infiltration test for proposed infiltration devices must be undertaken in line with the requirements in Building Research Establishment (BRE) Digest 365, which can be purchased at [BREbookshop.com](http://BREbookshop.com), or similar recognised methodology (developer to make clear which methodology has been used). These tests must be representative, i.e. they must be taken on or near the proposed area for infiltration.
- The requirements for drainage should be taken into account when determining the overall layout of the development. For large developments with separate zones that will be constructed at different stages or by different developers, a drainage master plan covering the whole development will be required.
- The capacity of the drainage system including attenuation measures such as SUDS features should be designed to withstand a 1 in 30 year event, without surcharging.
- Exceedance events up to and including the 1 in 200 year event plus climate change must be contained and managed on site, such that they do not increase flood risk. Details of the method used to manage this flow must be provided in the DIA. This method must also be shown on the general arrangement drawing.
- If attenuation systems take longer than 24 hours to drain completely, long duration events must be assessed to ensure that storage is not overwhelmed.
- To aid review and understanding, all calculations must be annotated to provide descriptive text of the logic, reasoning and methodology used.
- A schedule detailing inspection and maintenance arrangements for the entire drainage system must be submitted at the same time as the design. This document must include how the various elements are accessed for maintenance operations – as per Construction Design Management (CDM) 2015.
- The body responsible for management of the SUDs system must be identified in the DIA and a letter of agreement with the responsible body must be included. If the overall management of the system is to be undertaken by a factor employed jointly by the property owners, this arrangement must be made clear in the title deeds.
- An information and communications plan for the proposed SUDS scheme must

be submitted where appropriate. This plan must include;

- communication with and education of residents;
  - site and SUDS component specific information boards; and
  - local community education and education strategies (through schools).
- The DIA must include information regarding the foul drainage proposals, which must comply with Local Development Plan **Policy EP12**, identifying whether the foul will discharge into Scottish Waters network or a private system.

This is only likely to be required on larger sites and may be provided by the drainage approving body or the developer agreed between them.



## **7 DRAINAGE OF THE ROAD**

If the road is to be adopted by the Council the developer must consult the Council's Transport Development Section before submitting the planning application.

When producing a DIA, drainage of the road network must be considered. Roads are drained either by off-the-edge diffuse drainage to grass filter strips and swales or stone filled filter trenches; or by point collection in gullies and other off-lets for discharge to sewers, trenches, swales, etc. A more sustainable approach will be favoured by both Scottish Water and the Council as Roads Authority.

Road drainage is designed for the annual or 1 in 2 year return period storm, but systems must be able to accommodate up to a 1 in 30 year storm without flooding. Storms greater than 1 in 30 years will cause water to flow/pond on the road surface. These flows must be managed for up to and including 1 in 200 year event plus climate change, to reduce the risk of flooding to property.

Guidance on roads drainage is available in [SUDS for Roads](#)

## **8 FINAL DRAINAGE DESIGN**

As drainage/SUDS is an important part of development infrastructure, it must be considered at the start of the development process to ensure the development layout does not restrict the SUDS options available.

A final drainage design must be submitted and approved by the Planning Authority (in consultation with SEPA where applicable) before the commencement of any development.

Submission of this document will be required for full planning approval.

The Council must be given the opportunity to inspect drainage systems during and after construction. Built drawings of the drainage systems must be submitted to the Council's Flood Risk Management Team on completion of the development.



## **9 CERTIFICATION, CHECKLIST AND ACCURACY OF INFORMATION.**

Level 1 Flood Risk Statement and Drainage Statement may be completed and submitted by the applicant, architect or agent acting for the client.

Level 2 FRA and Level 2 DIA must be undertaken and signed-off by a competent professional who is a Chartered member of a relevant professional institution, with experience of flood risk/drainage assessment management.

The Council requires FRAs and DIAs to be submitted with a signed compliance certificate (refer Appendix 2 and 3) to certify the assessments have been carried out in accordance with this Guidance, relevant documents and legislation. An individual certificate is required for each assessment.

Evidence that the signatory holds Professional Indemnity Insurance, up to and including the value of £1,000,000, for each and every claim, must be submitted with each certificate. Evidence will take the form of a copy of the insurance policy, and a valid certificate of insurance.

It is the responsibility of the author(s) to ensure that the detailed calculations and computations are technically accurate.

A checklist providing a summary of key information in line with the Council's requirements (refer Appendix 1) must be attached to the front cover of the FRA and DIA.

## **10 ADOPTION OF SUDS**

The Scottish Government has charged Scottish Water and Local Authorities (as Roads Authorities) to make the most cost effective arrangements for draining new development sites. This will involve adopting the drainage scheme on completion of a development where the road is to be adopted. The ongoing maintenance of this system would then be agreed by Scottish Water and the Local Authority under Section 7 of the Sewerage (Scotland) Act 1968.

Details of the framework for these agreements are currently under discussion. Until such time as this framework is agreed, developers must provide details of the party responsible for the long term maintenance of the drainage system in each new development. If the overall management of the system is to be undertaken by a factor employed collectively by the property owners, this arrangement must be made clear in the title deeds. This information must be provided at detailed planning stage.



## 11 RIPARIAN BUFFER STRIP AND OWNERSHIP

The Council requires a buffer strip of at least 6m between the top of the bank of any body of water within an application site and the proposed new development (refer Policy EP12). Any request to reduce this requirement needs to be appropriately justified. This strip must be kept free from any development in order to allow access to the waterbody for the purpose of assessment and maintenance, to ensure bank stability and aid water and ecological quality. Riparian buffer strips may be secured by a planning condition.

SEPA requirements for buffer strips, as set out in its Development Management Water Environment guidance is provided below.

### Development Management requirement 1 : Buffer strips

A buffer strip must be provided between built development and the water environment.

The WFD defines the water environment to include all wetlands, rivers, lochs, transitional waters (estuaries), coastal waters and groundwater. Buffer strips are areas of land surrounding water which are maintained in permanent vegetation. Measurements outlined in the table below are the minimum buffer strips that apply in built up urban areas on a shallow gradient. Sites may come forward where wet poorly drained soils, steep slopes ( $>25^\circ$ ), the presence of sensitive water bodies, flood risk etc mean that SEPA consider buffer width should be increased.

In urban areas on a shallower gradient  $\leq 25^\circ$  the following minimum buffer widths apply. Any request from a developer to reduce this requirement needs to be appropriately justified.

Minimum buffer strip width for urban areas on a shallow gradient $\leq 25^\circ$	
channel width (this includes ditches and culverted watercourses)	
Up to 5m	6 m
Up to 15 m	12m
15m+	20m

In upland areas on a high gradient  $\geq 25^\circ$  producing high levels of surface water runoff, a buffer strip width of 50 m will apply.

Sites bordering still water (i.e. lochs and ponds) require a buffer strip of 6m for ponds and 12m for lochs.

Where SEPA are aware of site specifics relating to a proposal e.g. local ground conditions or the presence of sensitive water bodies (e.g. those with designations due to the presence of water-dependent species) and consider this merits a wider buffer strip requirement, this will be brought to the attention of the Planning Authority/applicant at the earliest opportunity.

A wider strip may be requested to allow for watercourse migration, in areas with erodible soils or steeply sloped river banks. The additional width required will be assessed on a case-by-case basis and will be proportionate to the nature of the watercourse at the development site and the associated risk. This request would be made in consultation with the Flood Risk Management Team.

Where a buffer strip is required there should be no encroachment of this strip during any stage of the development. Title to this area must not be sold to individual householders and must not form part of the garden ground, i.e. boundary fences and walls should be erected outside the buffer strip. Ownership and maintenance responsibility must stay with the developer or its factor.



## **12   DISCLAIMER**

This document is for information purposes only and is a statement of Moray Council's requirements in relation to FRA and SuDs. Applicants will be required to satisfy themselves as to the current statutory and/or legal requirements in relation to FRA and SuDs.

## APPENDIX 1      CHECKLIST

### Flood Risk

<b>Level 1 Flood Risk Statement</b>			
<b>Essential</b>	<b>Document Reference</b>	<b>Source</b>	<b>Signatory (e.g. Architect/ Applicant/Agent)</b>
<p>Brief statement/ screening.</p> <p>General description of the development, its size, location and surrounding topography.</p> <p>Description of existing drainage arrangements on site and any sewers.</p> <p>FR from all sources considered/ commented on (based on authors' knowledge/ observations/ experience).</p> <p>Reference to SEPA flood maps where applicable.</p>			



<b>Level 2 Flood Risk Assessment</b>			
<b>Essential</b>	<b>Document Reference</b>	<b>Source</b>	<b>Signatory (e.g. Civil Engineer/ Hydrologist or equivalent Chartered Member of professional institution e.g. ICE, CIWEM, ISTRUCTE)</b>
<p>As Flood Risk Statement providing a full report including drawings/ calculations/ figures.</p> <p>Flood risk from all sources considered.</p> <p>Desk study approach.</p> <p>Consultation with SEPA &amp; Scottish Water.</p> <p>Details of proposed development design/ mitigation measures.</p> <p>Results of hydraulic / hydrological modelling or justification why this is not required.</p> <p>Details of proposed flood resilient materials.</p> <p>Topographic survey data used to assess flood routing/depths.</p> <p>Calculations for provision of compensatory storage.</p>			.

## Drainage

<b>Level 1 Drainage Statement-</b> <3 (including) property developments Extensions between 25-100m <sup>2</sup> . Change of use (not involving substantial new hardstanding/ buildings).			
<b>Essential</b>	<b>Document Reference</b>	<b>Source</b>	<b>Signatory (e.g. Architect/ Applicant/ Agent)</b>
<p>Brief statement.</p> <p>General description of the development, its size, location and surrounding topography and land uses.</p> <p>Description of existing drainage arrangements on site and any sewers.</p> <p>A concept drawing of the development and proposed/ likely means of providing foul and surface water drainage.</p> <p>Evidence of proposed runoff rates and storage volumes for a variety of return periods.</p>			.



**Level 2 Drainage Impact Assessment-** A full DIA will be required for all proposed developments other than those identified for a Level 1.


<b>Essential</b>	<b>Document Reference</b>	<b>Source</b>	<b>Signatory (e.g. Civil Engineer/ Hydrologist or equivalent Chartered Member of professional institution e.g. ICE, CIWEM, ISTRUCTE)</b>
<p>Report including drawings/calculations/figures.</p> <p>Description of existing drainage rights/arrangements on site.</p> <p>Assessment of pre/post runoff rates, changes in impermeable areas.</p> <p>Evidence of proposed runoff rates and storage volumes for a variety of return periods.</p> <p>Outline Drainage Design showing use/application of SuDS supported by calculations/model results.</p> <p>Wastewater drainage proposals including a letter of agreement from Scottish Water to accept foul flows (if applicable).</p> <p>Reporting of onsite infiltration tests (where suitable).</p>			.

Proposals relating to discharge rate control methods, receiving water bodies, structures etc.			
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## APPENDIX 2

## FRA COMPLIANCE CERTIFICATE

	<b>Flood Risk Assessment</b> <b>Compliance Certificate</b>
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I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field have been exercised in carrying out the attached Assessment. I also confirm that I maintain the required Professional Indemnity Insurance\*. The report has been prepared in support of the below named development in accordance with the reporting requirements issued by Moray Council.

Assessment Ref No:

Assessment Date:

Assessment Revision:

**Name of Development:**

Planning Application No:

Name of Developer: Supporting Information

Name and Address of Organisation preparing this Assessment:

Signed:

Name:


Date: Position Held:

Qualification \*\*

\* Please attach appropriate evidence of Professional Indemnity Insurance

\*\* A chartered member of a relevant professional institution

### APPENDIX 3: DIA COMPLIANCE CERTIFICATE

	<b>Drainage Impact Assessment</b> <b>Compliance Certificate</b>
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I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field have been exercised in carrying out the attached Assessment. I also confirm that I maintain the required Professional Indemnity Insurance\*. The report has been prepared in support of the below named development in accordance with the reporting requirements issued by Moray Council.

Assessment Ref No:

Assessment Date:

Assessment Revision:

**Name of Development:**

Planning Application No:

Name of Developer: Supporting Information

Name and Address of Organisation preparing this Assessment:

Signed:

Name:

Date: Position Held:

Qualification \*\*

\* Please attach appropriate evidence of Professional Indemnity Insurance

\*\* A chartered member of a relevant professional institution



## **APPENDIX 4: ROLES AND DUTIES OF STAKEHOLDERS**

### **ROLES AND DUTIES OF STAKEHOLDERS WITH REGARD TO FLOOD RISK**

A number of organisations, including local planning authorities, SEPA and Scottish Water have a duty under the Flood Risk Management (Scotland) Act 2009 to work in partnership to reduce overall flood risk. One very important method employed by these organisations is to avoid increasing flood risk through promoting responsible development. Developers, landowners and householders also have responsibilities with regard to flood risk. A summary of the roles and responsibilities for each party is listed below.

#### **THE DEVELOPER**

1. Provide sufficient information to demonstrate their development proposals will not increase flood risk to the site and elsewhere, as per SPP 196 to 211.
2. Provide sufficient information to demonstrate their proposals will safeguard water quality
3. Provide details of the maintenance arrangements for sustainable features such as SuDS; and the party responsible for these arrangements.

#### **THE HOUSEHOLDER**

1. Protect their property from flooding.
2. Acquire home contents and building insurance.
3. Take action to prepare for flooding.
4. Maintain private drainage, including gullies and drains on shared private access roads/courtyards.

#### **LANDOWNERS**

1. Maintain watercourses and other water bodies within their property boundary.
2. Maintain private flood defences and private drainage systems.
3. Should not increase flood risk to other areas.

## MORAY COUNCIL

1. Prepare maps of water bodies and SuDS.
2. Assess water bodies for conditions likely to create a flood risk.
3. Undertake maintenance works in water bodies, including clearance of watercourses where the works will significantly reduce flood risk.
4. Maintain existing flood risk management assets.
5. Maintain drainage including gullies.
6. Assess proposed development.
7. Work with the emergency services in response to flooding.
8. Coordinate reception centres for people evacuated from their homes and arrange temporary accommodation if appropriate.
9. Coordinate the clear up operation after a flood.
10. Deal with road closures (except on trunk roads).
11. Prepare Flood Risk Management Plans.
12. Promotion of new flood risk management schemes, where these can be justified and funding is available. Local authority powers to protect properties from flooding under the Act are permissive; there is no obligation to do so unless the action is included in a Local Flood Risk Management Plan.
13. Update and implement the Council's emergency plan, which sets out action that will be taken during a flood event, including the provision of sandbags and emergency evacuation.
14. Provide advice to property owners in flood prone locations on how to protect their own property.
15. Prepare Surface Water Management Plans.

## SEPA

1. Provide a flood warning service for Scotland and operate flood line.



2. Provide advice to local authorities on flood risk and planning.
3. SEPA also has a role to coordinate flood risk management policy and activities across Scotland and this includes;
  - a. Development and publication of the National Flood Risk Assessment.
  - b. Development of flood risk management strategies.
  - c. Assessment of flood risk across Scotland including publication of flood risk and hazard maps.
  - d. Establishment of national and local flood risk advisory groups.
  - e. Preparation of maps of artificial structures and natural features.
  - f. Publishing of National Flood Risk Management Plans.

#### SCOTTISH NATURAL HERITAGE

1. Protect and enhance Scotland's natural heritage and to promote its understanding and sustainable use.
2. Advise on protected species
3. Advise on protected areas

#### SCOTTISH WATER

1. Maintain water supply and drainage infrastructure.
2. Manage the discharge of surface water that enters the public drainage system.
3. Work in partnership with the local authority and emergency services.
4. Deal with flood damaged mains and any flooding caused by burst and choked pipes.
5. Liaise with SEPA, local authorities and the emergency services during flood events to alleviate any flooding from public sewers.
6. Scottish Water is responsible for assessing the risk of flooding from surface water and combined (surface and foul) sewers. Once risks are identified, Scottish Water, working with local authorities and SEPA, will look for opportunities to reduce those risks through its capital investment programme. This will be coordinated with other work to address surface water flooding.

## MET OFFICE

1. Production of weather forecasts.
2. Warning of extreme weather events.
3. Provide a dedicated weather forecast service to SEPA's flood warning team.

## SCOTTISH FLOOD FORUM

1. The Scottish Flood Forum is a charitable organisation, currently funded by Scottish Government, which offers support and advice on flood protection, insurance, recovery, establishment of community flood groups and business continuity planning.
2. The forum also represents the interests of people affected by, or at risk of flooding.

## TRANSPORT SCOTLAND

1. Maintenance of gullies, gutter and drain covers for trunk roads.
2. Closure of trunk roads.

## SCOTTISH GOVERNMENT

1. Setting National policy on flood risk management and flood warning.
2. Setting Scottish Planning Policy.
3. Approve Flood Risk Management Strategies and Plans.

## POLICE

1. Coordinate the actions of all agencies involved during the course of a major flood incident.
2. Will control the scene at its outer limits by setting up cordon points and setting up a traffic management system in conjunction with the Local Authority.
3. Responsible for public safety, coordinating evacuation and public information.



## FIRE AND RESCUE

1. The Fire and Rescue Service has a duty to save lives, in the event of serious flooding that can cause or is likely to cause death, serious injury or serious illness. This includes rescuing people trapped or likely to be trapped by water and protecting them from serious harm.

## **APPENDIX 5        FRA REFERENCE DOCUMENTS**

Scottish Planning Policy, Scottish Government, Feb 2010

Planning Advice Note 51: Planning, Environmental Protection and Regulation

Planning Advice Note 69: Planning and Building Standards Advice on Flooding

Planning Advice Note 79: Water and Drainage

Scottish Environment Protection Agency – Technical Flood Risk Guidance for Stakeholders

Scottish Environment Protection Agency – Flood Risk Assessment checklist

Scottish Environment Protection Agency Policy No 22: Flood Risk Assessment Strategy

Scottish Environment Protection Agency Position Statement on Culverting of Watercourses

Scottish Environment Protection Agency Policy No 41: Development at Risk of Flooding: Advice and Consultation

The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) (as amended)

CIRIA C753: The SuDS Manual

CIRIA C768: Site Handbook for the Construction of SuDS

CIRIA C624: Development and Flood Risk Guidance for the Construction Industry

CIRIA R168: Culvert Design Manual

Dynamic Coast (<http://www.dynamiccoast.com/>)

Flood Estimation Handbook, Centre for Ecology and Hydrology, Wallingford

Flood Studies Report, NERC, London

[National River Flow Archive Website](#) for Gauging Station Data and the UK Coastal Flood Boundary dataset which is available from SEPA

SEPA [Flood risk guidance](#) supported by the [land use planning background paper on flood](#)



risk

SEPA [planning information note on proposed development protected by a flood protection scheme](#) explains how we consider development in these areas

Green Infrastructure Policies in the CSGN – A Review of Local Authority Policies on Green Infrastructure in Built Development (<https://www.gcvgreennetwork.gov.uk/publications/790-gi-policies-in-the-csgn>)

Edinburgh Design Guidance, The City of Edinburgh Council 2017  
([http://www.edinburgh.gov.uk/downloads/file/2975/edinburgh\\_design\\_guidance](http://www.edinburgh.gov.uk/downloads/file/2975/edinburgh_design_guidance))

Open Space and Designing New Residential Developments', South Ayrshire Council  
(<https://www.south-ayrshire.gov.uk/documents/planningopenspace.pdf>)

## **APPENDIX 6        DIA REFERENCE DOCUMENTS**

Scottish Planning Policy, Scottish Government, June 2014

Planning Advice Note 51: Planning, Environmental Protection and Regulation

Planning Advice Note 69: Planning and Building Standards Advice on Flooding

Planning Advice Note 79: Water and Drainage

Scottish Environment Protection Agency – Technical Flood Risk Guidance for Stakeholders

Scottish Environment Protection Agency – Flood Risk Assessment checklist

Strategic Flood Risk Assessment: SEPA Technical Guidance to Support Development Planning document

Scottish Environment Protection Agency Position Statement on Culverting of Watercourses

Scottish Environment Protection Agency Policy No 41: Development at Risk of Flooding: Advice and Consultations

The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) (as amended)

CIRIA C753: The SuDS Manual

CIRIA C768: Guidance on the Construction of SuDS

CIRIA C624: Development and Flood Risk Guidance for the Construction Industry

CIRIA C689: Culvert Design and Operation Guide

Dynamic Coast (<http://www.dynamiccoast.com/>)

Flood Estimation Handbook, Centre for Ecology and Hydrology, Wallingford

Flood Studies Report, NERC, London

[National River Flow Archive Website](#) for Gauging Station Data and the UK Coastal Flood Boundary dataset which is available from SEPA



SEPA [Flood risk guidance](#) supported by the [land use planning background paper on flood risk](#)

SEPA [planning information note on proposed development protected by a flood protection scheme](#) explains how we consider development in these areas

## APPENDIX 7

## GLOSSARY

<b>AEP</b>	Annual Exceedance Probability. For example a flood with a 1% AEP has a statistical probability of being reached or exceeded in each year of 1%. This is often referred to as the “once in 100 year flood”. It should be noted however, that the occurrence of a flood event does not change the statistical probability of another flood occurring.
<b>CAR</b>	Water Environment (Controlled Activities) Regulations 2011
<b>CIRIA</b>	Construction Industry Research and Information Association
<b>FEH</b>	The Flood Estimation Handbook is a Centre for Ecology and Hydrology publication, giving guidance on rainfall and river flood frequency estimation in the UK
<b>SEPA</b>	Scottish Environment Protection Agency
<b>Sources of Flooding</b>	<p>Fluvial – flooding originating from a watercourse either natural or culverted.</p> <p>Coastal – flooding originating from the sea (open coast or estuary) where water levels exceed the normal tidal range and flood onto the low-lying areas that define the coast line.</p> <p>Pluvial – urban or rural flooding which results from rainfall-generated overland flow before the runoff enters any watercourse, drainage system or sewer.</p> <p>Groundwater – flooding due to a significant rise in the water table, normally as a result of prolonged and heavy rainfall over a sustained period of time.</p> <p>Drainage – flooding as a result of surcharging of man-made drainage systems including combined sewers where the capacity of the system to discharge runoff has been exceeded.</p> <p>Infrastructure Failure – flooding due to failure of manmade infrastructure including hydro-dams, water supply reservoirs, canals, flood defence structures, underground conduits, water treatment tanks etc.</p>
<b>SPP</b>	Scottish Planning Policy
<b>SuDS</b>	Sustainable urban Drainage Systems
<b>SW</b>	Scottish Water
<b>MC</b>	Moray Council