



## Planning and Regulatory Services Committee

Tuesday, 25 October 2022

**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, 25 October 2022** at **09:30**.

### BUSINESS

1. **Sederunt**
2. **Declaration of Group Decisions and Members Interests \***
3. **Minute of Meeting of 16 August 2022** 5 - 22
4. **Written Questions \*\***  
**Guidance Note** 23 - 24
7. **Moray Local Development Plan** 25 - 28  
Report by Depute Chief Executive (Economy, Environment and Finance)
8. **Town Centre Improvement Plan** 29 - 298  
Report by Depute Chief Executive (Economy, Environment and Finance)
9. **Brownfield Sites - Shortlist** 299 - 306  
Report by Depute Chief Executive (Economy, Environment and Finance)
10. **Question Time \*\*\***  
Consider any oral question on matters delegated to the Committee in terms of the Council's Scheme of Administration.

## **Summary of Planning and Regulatory Services**

### **Committee functions:**

Town and Country Planning; Building Standards; Environmental Health; Trading Standards; Weights & Measures, Tree Preservation Orders, and Contaminated Land issues.

### **Watching the Meeting**

**Any person wishing to attend the meeting should contact customer services on 01343 563217 prior to the meeting as the number of attendees is restricted due to the recent Covid pandemic**

**You can however watch the webcast of the meeting by going to :  
[http://www.moray.gov.uk/moray\\_standard/page\\_43661.html](http://www.moray.gov.uk/moray_standard/page_43661.html)**

\* **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.

# **THE MORAY COUNCIL**

## **Planning and Regulatory Services Committee**

### **SEDERUNT**

Councillor David Gordon (Chair)  
Councillor Marc Macrae (Depute Chair)

Councillor Neil Cameron (Member)  
Councillor John Cowe (Member)  
Councillor John Divers (Member)  
Councillor Amber Dunbar (Member)  
Councillor Donald Gatt (Member)  
Councillor Sandy Keith (Member)  
Councillor Scott Lawrence (Member)  
Councillor Graham Leadbitter (Member)  
Councillor Paul McBain (Member)  
Councillor Derek Ross (Member)  
Councillor Draeyk Van Der Horn (Member)  
Councillor Sonya Warren (Member)

Clerk Name:	Lissa Rowan
Clerk Telephone:	07765 741754
Clerk Email:	committee.services@moray.gov.uk

**MORAY COUNCIL**

**MINUTE OF THE MEETING OF THE PLANNING AND REGULATORY SERVICES  
COMMITTEE**

**16 AUGUST 2022**

**COUNCIL CHAMBERS, ELGIN**

**PRESENT**

Councillors Gordon (Chair), Macrae, Cameron, Cowe, Divers, Dunbar, Gatt, Keith, Lawrence, Leadbitter, McBain and Warren.

**ALSO PRESENT**

Councillor Ross (agenda items 1-7).

**IN ATTENDANCE**

Head of Economic Growth and Development, Development Management and Building Standards Manager, Mr N MacPherson, Principal Planning Officer, Mr R Smith, Principal Planning Officer, Mrs D Anderson, Senior Engineer (Transportation), Ms L MacDonald, Senior Planning Officer, Legal Services Manager and Mrs L Rowan, Committee Services Officer as Clerk to the Committee.

**1. DECLARATION OF GROUP DECISIONS AND MEMBER'S INTERESTS**

In terms of Standing Order 20 and the Councillors' Code of Conduct, Councillor Dunbar declared an interest in item 14 "Erection of Fence Contrary to Approved Plan at Residential Property in Elgin" and stated that she would leave the Chamber during consideration of this item and take no part in its decision. Councillor Divers stated that he usually declares an interest in all developments linked to Springfield Properties PLC as his son works for the Company and noted that item 8 "22/00692/PAN – Phase 3 of Residential Development, Serviced School Site and Infrastructure at Elgin South, Elgin, Moray" was a Springfield development however, following advice from the Legal Adviser, was of the view that he could take part in consideration of this item as this development is a proposal at this point.

There were no declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda or any further declarations of Member's interests in respect of any item on the agenda.

**2. EXEMPT INFORMATION**

The meeting resolved that in terms of Section 50A (4) and (5) of the Local Government (Scotland) Act 1973, as amended, the public and media representatives be excluded from the meeting during consideration of the items of business appearing at the relevant paragraphs of this minute as specified below, so as to avoid disclosure of exempt information of the class described in the appropriate paragraphs of Part 1 of Schedule 7A of the Act.

<u>Paragraph No. of Minute</u>	<u>Paragraph No. of Schedule 7A</u>
13	13
14	13

### **3. MINUTES**

Under reference to the attendance recorded in the Minute of the meeting of this Committee dated 31 May 2022, Councillor Divers stated that he had queried the number of members on the Committee however this was not reflected in the Minute.

In response, the Clerk advised that she would look into this further and amend the Minute if required.

Thereafter the Minute of the meeting of this Committee dated 31 May 2022 was submitted and approved subject to any change required once the Clerk had reviewed her notes and the webcast.

Under reference to paragraph 3 of the Minute of the special meeting of this Committee dated 28 June 2022, Councillor Warren stated that she had queried when site visits would be reinstated and that this was not minuted.

In response, the Clerk advised that she would look into this further and amend the Minute if required.

Thereafter, the Minute of the special meeting of this Committee dated 28 June 2022 was submitted and approved subject to any change required once the Clerk had reviewed her notes and the webcast.

### **4. WRITTEN QUESTIONS**

The Committee noted that no written questions had been submitted.

### **5. PLANNING APPLICATION 22/00161/APP**

#### **WARD 5: HELDON AND LAICH**

**S42 to vary condition 1 (delivery of affordable housing) and 8-11 (phasing) of application reference 19/00100/APP at R1 Kinneddar Lossiemouth Moray for Tulloch Of Cummingston Ltd**

A report was submitted by the Appointed Officer recommending that, for reasons detailed in the report, planning permission be granted for a Section 42 Application to vary condition 1 (delivery of affordable housing) and 8-11 (phasing) of application reference 19/00100/APP at R1 Kinneddar Lossiemouth Moray for Tulloch Of Cummingston Ltd.

It was noted that the application had been referred to Committee in terms of the Scheme of Delegation as the application is on a housing site designated for 50

houses within the Development Plan and also as the application had previously been reported to Committee and the current proposal represents a significant change.

During discussion, it was noted that, as the original application had been considered against the Moray Local Development Plan (MLDP) 2015, fewer charging points for electric vehicles were required and it was queried, as this application was being considered against the new MLDP 2020, whether there could be an increase in charging points for the affordable housing part of the development as this was what the S42 was relating to.

In response, Mr MacPherson, Principal Planning Officer advised that the substation for the development was already in place and that any change to the number of charging points may have a significant impact on the substation.

The Legal Services Manager further advised that, although the S42 application was being considered in conjunction with the new MLDP 2020, it would be difficult to justify using it just for the EV charging point element and, in light of the potential changes to the sub-station, would not want the Council to raise expectations for an increase in charging points for the wider development.

The Committee noted the points made by Mr MacPherson and the Legal Services Manager however it was also noted that petrol and diesel vehicles are being phased out over the next 8 years and that a new substation may be required at that time anyway.

Thereafter, the Committee agreed to grant planning permission in respect of Planning Application 22/00161/APP subject to:

- (i) the modification of a legal agreement regarding developer obligations prior to the issue of consent; and
- (ii) the following conditions and reasons:
  1. For the avoidance of doubt, unless amended by the terms of this permission, the development shall be constructed and operated in accordance with the provisions of the application, the approved plans, and the supporting documents including inter alia the Noise Impact Assessment and Construction Traffic Management Plan submitted under 19/00100/APP.

**Reason:** In order to clarify the terms of permission.

2. As part of the permission hereby granted, the 76 affordable house units (as identified on approved drawing KM/S42/22/04 shall only be used for affordable housing purposes in accordance with the agreement(s) reached between the applicant/developer and Moray Council and/or any registered social landlord to enable the long term delivery of affordable housing on this site and shall remain affordable housing in perpetuity.

**Reason:** To ensure an acceptable form of development in terms of the required provision and delivery of the affordable housing units proposed for this site, wherein the benefits of such provision are passed on to serve the community in future years.

3. No works shall take place within the development site until the developer has

secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the Aberdeenshire Council Archaeology Service, and approved by the Moray Council (as Planning Authority). Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the Aberdeenshire Council Archaeology Service.

**Reason:** To safeguard and record the archaeological potential of the site.

4. Prior to the commencement of works a detailed plan of public access across the site (during construction and upon completion) must be submitted to and approved by the Council (as Planning Authority) in consultation with the Moray Access Manager. This must show:
  - a) Details of any existing paths within the site;
  - b) Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage, in relation to proposed buildings or structures;
  - c) All paths and tracks proposed for construction, for use by walkers, riders, cyclists, all ability users, etc. inclusive of the proposed link from the site towards Lossiemouth High School;
  - d) Any diversions or paths - temporary or permanent - proposed for the purposes of the development and;
  - e) Details of how public access and movement through the site will occur between the different approved Phases 1 - 11 of the development. The development must thereafter be carried out strictly in accordance with the approved public access plan unless otherwise agreed in writing with the Council as Planning Authority.

**Reason:** In order to ensure public access is maintained during and after the construction period.

5. Acoustically attenuated trickle ventilators shall be provided in the western, northern and southern elevations of lounge and bedroom apartments on plots 1 to 16, 81 to 93, and 94 to 98. They should have an element normalised level difference  $D_{n,e}$  of at least 39dB in the 500Hz octave band. If two trickle ventilators are to be installed in a given room, the  $D_{n,e}$  should be 42dB, and should four trickle ventilators be installed the  $D_{n,e}$  should be 45dB, as stated in accordance with Section 4.12 of the noise impact assessment supporting document dated 28th January 2018, titled "Report on Air Traffic Noise For Tulloch of Cummingston At Sunbank, Lossiemouth, Moray" and provided by Charlie Fleming Associates Limited, Acoustic Consultants, 5 Saltpans, Charlestown, Fife KY11 3EB.

The above mitigation, in combination with the overall building insulation, shall ensure that internal noise levels in the lounge and bedroom apartments at the development associated with external aircraft noise shall not exceed a sound pressure level  $L_{Aeq16h}$  (0700 to 2300 hours) of 35 dB, as determined with windows closed and trickle ventilators open.

**Reason:** In order to ensure adequate noise insulation is provided for residences closest to the airbase.



6. Unless otherwise agreed in writing with the Council (as Planning Authority), double glazed external windows installed in the western, northern and southern elevations of lounge and bedroom apartments on plots 1 to 16, 81 to 93, and 94 to 98 shall consist of 4mm and 8mm thick panes of normal float glass separated by a 12mm cavity. The specification and acoustic performance shall be in accordance with Section 4.13 of the noise impact assessment supporting document dated 28th January 2018, titled "Report on Air Traffic Noise For Tulloch of Cummingston At Sunbank, Lossiemouth, Moray", and provided by Charlie Fleming Associates Limited, Acoustic Consultants, 5 Saltpans, Charlestown, Fife KY11 3EB.

**Reason:** In order to ensure adequate noise insulation is provided for residences closest to the airbase.

7. Beyond the noise insulation requirements specified in conditions 4 and 5 above, prior to development commencing a further scheme of aircraft noise mitigation for the residences and commercial units must be submitted to and approved by the Council as Planning Authority (in consultation with the Ministry of Defence) incorporating the following noise insulation measures in all buildings:-
  - a) Acoustic lagging in the roof space,
  - b) Installation of an acoustic double glazing system which should be at least 6.4mm PVB (polyvinyl butyral) laminated for individual panes (12- 10mm together),
  - c) Installation of sound attenuating ventilation units (to provide a fresh air flow to the property whilst allowing the glazing to remain closed and provide maximum attenuation of the noise).

The development must thereafter be carried out strictly in accordance with the scheme of aircraft noise mitigation approved and be retained in perpetuity.

**Reason:** In order to ensure adequate noise insulation is provided for residences closest to the airbase.

8. Prior to the commencement of development a scaled plan (1:100) must be submitted for approval by the Council as Planning Authority in consultation with the Roads Authority which details the parking provision and allocation of spaces in accordance with Moray Council Parking Standards (including disabled, motorcycle and cycle parking provision) for the retail units and also details of the provision for deliveries and servicing of the retail units. The approved parking/access arrangements shall then be provided prior to any of the retail units coming into operation.

**Reason:** To ensure acceptable form of development and confirmation of parking and servicing arrangements.

9. The development shall be completed in accordance with the approved phasing plan KM/S42/22/04 unless otherwise agreed in writing with the Council as Planning Authority.

**Reason:** To ensure vehicular access is provided in accordance with phasing to ensure adequate servicing of the development.

10. No more than 24 housing units (4 existing + 20 new) in Phase 1 shall take

access from Fisher Place until the approved access is provided from the B9135 and a connection has been made and opened to the public between the B9135 and Phases 1 and 2 as shown on Drawing 02 Phasing Plan Rev J.

**Reason:** To ensure vehicular access is provided in accordance with phasing to ensure adequate servicing of the development.

11. No more than 23 housing units (5 existing + 18 new) in Phase 2 shall take access from Halliman Way until the approved access is provided from the B9135 and a connection has been made and opened to the public between B9135 as shown on Drawing 02 Phasing Plan Rev J.

**Reason:** To ensure vehicular access is provided in accordance with phasing to ensure adequate servicing of the development.

12. Phase 1 and Phase 2 of the development shall not be connected via the proposed development site roads until the approved access is provided from the B9135 and a connection has been made and opened to the public between the B9135 as shown on Drawing 02 Phasing Plan Rev J.

**Reason:** To ensure vehicular access is provided in accordance with phasing to ensure adequate servicing of the development.

13. Prior to commencement of construction on the 6th housing unit within Phase 1 the improvement works identified on plans at the junction of Coularbank Road with the A941 shall be completed to the satisfaction of the Council as Planning Authority in consultation with the Roads Authority.

**Reason:** In the interests of road capacity and the provision of off-site infrastructure required to support the development.

14. No part of the development taking access from the B9135 shall be connected to Boyd Anderson Drive via either Halliman Way or Fisher Place until evidence has been provided that the statutory process for the implementation of traffic calming on Boyd Anderson Drive has been concluded and any works required have been approved and delivered to the satisfaction of Council as Planning Authority in consultation with the Roads Authority.

**Reason:** To ensure acceptable development in the interests of road safety.

15. Construction traffic movements within the site shall accord with the principles set out within the approved Construction Traffic Management Plan unless agreed otherwise in writing with the Council as Planning Authority in consultation with the Roads Authority.

**Reason:** In the interests of road safety for all road users.

16. No boundary fences, hedges, walls or any other obstruction whatsoever over 1.0m in height and fronting onto the public road shall be within 2.4m of the edge of the carriageway.

**Reason:** To ensure acceptable development in the interests of road safety.

17. Parking provision shall be provided in accordance with Moray Council Parking

Standards as follows:

- a) 2 spaces up to 3 bedrooms.
- b) 3 spaces for 4 or more bedrooms.
- c) 1.5 spaces per flat (Private up to 2 bedrooms).
- d) 1 space per flat (Affordable up to 2 bedrooms).

**Reason:** To ensure there is acceptable parking provision within the development.

18. New boundary walls/fences shall be set back from the edge of the public carriageway at a distance of 2.0m.

**Reason:** To ensure an acceptable form of development, safeguarding the public road in the interests of road safety.

19. Housing units requiring 2 or more parking spaces shall have a driveway length of 6.0m minimum in front of any garage to permit a second car to park, unless alternative parking arrangements are submitted to and given prior written approval by the Council as Planning Authority (in consultation with Roads Authority). No part of the driveway shall be included in the public road.

**Reason:** To ensure an acceptable form of development.

20. Off-Street parking provision shall be outwith visibility splays.

**Reason:** To ensure acceptable development in the interests of road safety.

21. Driveways over service verges shall be constructed to accommodate vehicles and shall be surfaced with bituminous macadam.

**Reason:** To ensure an acceptable form of development.

22. Unless otherwise agreed with the Council as Planning Authority prior to commencement of development, the developer shall provide to the Council as Planning Authority:

- a) Acceptance in writing from Scottish Water that they shall adopt and maintain the surface water sewers and detention basins.
- b) Acceptance in writing from The Moray Council as Roads Authority that they shall adopt and maintain the roadside filtration trenches.

**Reason:** To ensure the surface water assets are properly maintained to an acceptable standard and to clarify where responsibility for them lies.

23. Unless otherwise agreed in writing with the Moray Council (in consultation with SEPA):-

- a) A minimum 600mm freeboard is maintained between the 1 in 200 year plus climate change water level and finished floor levels (unless otherwise agreed by the Moray Flood Risk Management Team).
- b) Watercourse crossings are appropriately designed to be able to convey the 1 in 200 years plus climate change flow without increasing flood risk elsewhere.
- c) If applicable, further information is submitted to and approved by the Moray Council (in consultation with SEPA) to demonstrate that any re-

profiling of watercourse banks, or land adjacent to the banks, would not increase flood risk elsewhere.

**Reason:** To protect people and property from flood risk.

24. No development shall commence on site until a site specific Construction and Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Council as Planning Authority in consultation with (SEPA (and SNH or other agencies as appropriate). All works on site must be undertaken in accordance with the approved CEMP unless otherwise agreed in writing with the Council as Planning Authority.

**Reason:** In order to minimise the impacts of necessary demolition/construction works on the environment.

25. No development shall commence until details of arrangements for the time-scale(s) for all new planting to be undertaken together with the arrangements for the long term maintenance of all proposed landscaping arrangements have been submitted to and approved by the Council as Planning Authority. Thereafter, the landscaping planting arrangements and maintenance arrangements shall be carried out in accordance with the approved details.

**Reason:** In order that detailed consideration can be given to the landscaping arrangements and to ensure ongoing maintenance is in place for the landscaped areas of the site.

26. In relation to the approved Landscape Scheme details, any trees or shrubs which (within a period of 5 years from the planting) die, are removed or become seriously damaged or diseased shall be replaced in the following planting season with others of similar size, number and species unless this Council as Planning Authority gives written consent to any variation of this planning condition.

**Reason:** In order to ensure that the approved landscaping works are timeously carried out and properly maintained in a manner which will not adversely affect the development or amenity and character of the area.

27. Prior to the commencement of development, details of an equipped play area (as identified within the Phase 5b of the approved Phasing Plan) including the means of separation from vehicular traffic and provision and maintenance arrangements shall be submitted for the written approval of the Council as Planning Authority. The equipped play area shall be completed and available for use prior to the occupation of the first housing unit in Phase 5b. All work shall be carried out in accordance with the approved details.

**Reason:** To ensure the adequate provision of an equipped play area in line with Moray Council Supplementary Planning Guidance - Developer Requirements for Housing.

28. Unless otherwise agreed in writing with the Council as Planning Authority (in consultation with the Ministry of Defence) for plots 77-93 and 119-130 no roof mounted or ground based solar panels, metallic superstructures, metal roof cladding or metallic garage doors shall be permitted on any of the dwellings or upon any outbuildings within these plots. Permitted development rights relating

to extensions, outbuildings and domestic renewable energy equipment for the above plots is hereby removed. Therefore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 2011 (or any order revoking or modifying that order) no development specified in Schedule 1, Parts 1, 1A (Page 8 of 17) and 1ZA, within Classes 1, 2B, 3A, 3B, 4A, 6A, 6B shall be carried out without the prior approval of the Council as Planning Authority. This restriction shall similarly apply to any future change or modification of the development types covered by the above specified Permitted Development Classes.

**Reason:** To ensure that no permitted development occurs within the affected plots (identified above), which may cause a distraction or hindrance to aircraft or air traffic control, in the interests of National Security.

29. The 20 housing units agreed and designated as the 'Accessible' units as defined in Moray Local Development Plan 2015 Supplementary Guidance - Accessible Housing shall remain as 'accessible' housing unless the prior written consent of the Council as Planning Authority in consultation with the Moray Council Head of Housing & Property has been granted.

**Reason:** To ensure an acceptable form of development in terms of the delivery of housing mix and provision of accessible housing.

30. The use of the four retail units identified within Phase 9 of the development shall relate to Class 1 Shops as defined under the Town and Country Planning (Use Classes)(Scotland) Order 1997 as amended and for no other purpose without the prior written agreement of the Council (as Planning Authority).

**Reason:** In order to avoid any ambiguity regarding the terms of this consent.

31. The surface water drainage system must be provided in accordance with the revised Drainage Impact Assessment (Revision E dated July 2022) and approved drawing KM/DR/22/01.

**Reason:** In order to ensure that surface water is appropriately managed.

32. Prior to any development commencing, the following details must be submitted to and approved in writing by the Council as Planning Authority (in consultation with the Ministry of Defence);-
- a) Specific landscaping and maintenance arrangements further to the submitted 'Landscaping' 06 Rev C must be submitted showing the use of and precise position of indigenous, non-fruit bearing tree species such as Birch, Hazel, Alder, Wych Elm or Scots Pine. Details must include the specific maintenance programme of keeping the height of trees to a height below 10m above ground level for the duration of their existence. These further landscaping details must be follow the guidance contained within the Civil Aviation Authority Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design'.
  - b) Confirmation of landscaping arrangements surrounding the detention ponds which must be managed cut grass or hard surfacing so as not to encourage the use of the basins by birds during any periods when they are holding water. The design of the basins must also ensure that flow rates allow the basins to empty within 48 hours following any periods of high rainfall, thereby minimising the period where birds could land on the

water. The management and maintenance of the Surface Water Sustainable Urban Drainage Scheme (SUDS) must be follow the guidance contained within the Civil Aviation Authority Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS).

**Reason:** To avoid endangering the safe movement of aircraft and the operation of RAF Lossiemouth through the attraction of birds and an increase in the bird hazard risk of the application site.

33. No construction traffic shall access the site from Boyd Anderson Drive.

**Reason:** To protect the residential amenity of neighbouring properties.

## **6. 22/01057/PAN**

### **Erection of class 5 purposes with ancillary class 4, the installation of bio-refinery plant, formation of car parking and associated infrastructure at North Street, Rothies, Aberlour, Moray**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 15 July 2022 on behalf of Celtic Renewables.

During discussion surrounding the proposal, the following points were raised and Mr MacPherson, Principal Planning Officer agreed to pass these on to the Developer for consideration before submitting the planning application:

- concern raised at the lack of engagement between the Developer and the community;
- concern in relation to the additional traffic movements on the A941, B9015 and B9013;
- concern in relation to noise pollution;
- concern in relation to acetone and ethanol odour;
- health concern in relation to the effects the use of butanol may have on nearby resident's respiratory system;
- safety concerns due to the use of ethanol and acetone which are highly flammable and a query as to whether a major incident plan will be put in place;
- confirmation that the Developer will be complying with the latest World Health Organisation (WHO) guidance;
- confirmation that controls will be put in place due to the use of hazardous substances;
- request that the design of the development be high quality and not a typical industrial development.

Thereafter, the Committee agreed:

- (i) to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Applicant in order to inform the development of their proposed formal application for planning permission:

- concern raised at the lack of engagement between the Developer and the community;
- concern in relation to the additional traffic movements on the A941, B9015 and B9013;
- concern in relation to noise pollution;
- concern in relation to acetone and ethanol odour;
- health concern in relation to the effects the use of butanol may have on nearby resident's respiratory system;
- safety concerns due to the use of ethanol and acetone which are highly flammable and a query as to whether a major incident plan will be put in place;
- confirmation that the Developer will be complying with the latest World Health Organisation (WHO) guidance;
- confirmation that controls will be put in place due to the use of hazardous substances;
- request that the design of the development be high quality and not a typical industrial development; and

(ii) that the matters raised by the Committee also be forwarded to consultees likely to be involved in any formal application for planning permission for the proposal.

Councillor Ross left the meeting at this juncture.

## **7. 22/00692/PAN**

### **Phase 3 of residential development, serviced school site and infrastructure at Elgin South, Elgin, Moray**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 6 May 2022 on behalf of Springfield Properties PLC.

During discussion surrounding the proposal, the following points were raised and Mr MacPherson, Principal Planning Officer agreed to pass these on to the Developer for consideration before submitting the planning application:

- confirmation that the development will not impinge on the new proposed route of the A96;
- reassurance that local services will be improved to accommodate the new housing development;
- consideration be given to improving the main road into the development;
- sufficient electric vehicle charging infrastructure be provided for both residents and visitors;
- sufficient cycle storage be provided;
- traffic calming measures be installed around the school;
- consideration be given to the narrowing of the A941 at the post office which causes congestion;
- provision of cycle pathways.

Thereafter, the Committee agreed:

- (i) to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Applicant in order to inform the development of their proposed formal application for planning permission:
- confirmation that the development will not impinge on the new proposed route of the A96;
  - reassurance that local services will be improved to accommodate the new housing development;
  - consideration be given to improving the main road into the development;
  - sufficient electric vehicle charging infrastructure be provided for both residents and visitors;
  - sufficient cycle storage be provided;
  - traffic calming measures be installed around the school;
  - consideration be given to the narrowing of the A941 at the post office which causes congestion;
  - provision of cycle pathways; and
- (ii) that the matters raised by the Committee also be forwarded to consultees likely to be involved in any formal application for planning permission for the proposal

## **8. 22/00900/PAN**

### **New distillery process building, bio-plant, offices, warehousing, access road and associated infrastructure at Miltonduff Distillery, Miltonduff, Elgin, Moray, IV30 8TQ**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 17 June 2022 on behalf of Chivas Brothers Limited.

During discussion surrounding the proposal, the following points were raised and Mr MacPherson, Principal Planning Officer agreed to pass these on to the Developer for consideration before submitting the planning application:

- assurance that noise levels will be minimal so that there is minimal disruption to activities in the Miltonduff Hall;
- consideration be given to potential wear and tear on the surrounding road network;
- consideration be given to a visitor centre being included in the development;
- consideration be given to the design of the development being sympathetic to local history.

Thereafter, the Committee agreed:

- (i) to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Applicant in order to inform the development of their proposed formal application for planning permission:
- assurance that noise levels will be minimal so that there is minimal disruption to activities in the Miltonduff Hall;



- consideration be given to potential wear and tear on the surrounding road network;
- consideration be given to a visitor centre being included in the development;
- consideration be given to the design of the development being sympathetic to local history; and

(ii) that the matters raised by the Committee also be forwarded to consultees likely to be involved in any formal application for planning permission for the proposal

## 9. 22/00920/PAN

### **Proposed primary school with nursery and ASN departments, associated facilities, new access to facilitate off-street car parking and drop-off, new external area for outdoor play on land to south of Myreside Cottage, Covesea Road, Elgin**

A report by the Depute Chief Executive, (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 21 June 2022 on behalf of the Moray Council Education, Resources and Communities Service.

During discussion surrounding the proposal, the following points were raised and Mr Smith, Principal Planning Officer agreed to pass these on to the Developer for consideration before submitting the planning application:

- consideration be given to installing traffic calming measures as the development is on the edge of the town whilst maintaining a steady flow of traffic on main roads;
- consideration be given to improving the junction on to the main road;
- sufficient electric vehicle charging infrastructure be provided for both residents and visitors;
- consideration be given to introducing 20 mph speed restrictions around the school both during and outwith school hours;
- request that Community Councils/Associations in the Heldon and Laich Ward be consulted if a planning application is received;
- sufficient connectivity paths to ensure 20 minute neighbourhoods;
- consideration be given for the provision of an amphitheatre, outdoor play areas and outdoor learning areas.

Thereafter, the Committee agreed:

(i) to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Application in order to inform the development of their proposed formal application for planning permission:

- consideration be given to installing traffic calming measures as the development is on the edge of the town whilst maintaining a steady flow of traffic on main roads;
- consideration be given to improving the junction on to the main road;
- sufficient electric vehicle charging infrastructure be provided for both residents and visitors;

- consideration be given to introducing 20 mph speed restrictions around the school both during and outwith school hours;
- request that Community Councils/Associations in the Heldon and Laich Ward be consulted if a planning application is received;
- sufficient connectivity paths to ensure 20 minute neighbourhoods;
- consideration be given for the provision of an amphitheatre, outdoor play areas and outdoor learning areas; and

(ii) that the matters raised by the Committee also be forwarded to consultees likely to be involved in any formal application for planning permission for the proposal

## **10.22/00935/PAN**

### **Proposed energy management and storage facility (with capacity of up to 50 mw) comprising battery energy storage system, transformers, inverters, cables, access track and boundary landscaping on land south of Westerton Road, Keith**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 20 June 2022 on behalf of Statkraft UK LTD.

During discussion surrounding the proposal, the following points were raised and Mr Smith, Principal Planning Officer agreed to pass these on to the Developer for consideration before submitting the planning application:

- assurance that there are no health risk as the proposed development is close to a school and playing fields;
- assurance that a major incident plan is in place due to fire risks;
- consideration be given to the blast wall being made from natural materials;
- consideration be given so that the electrical infrastructure is more aesthetically pleasing.

Thereafter, the Committee agreed:

- (i) to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Application in order to inform the development of their proposed formal application for planning permission:
  - assurance that there are no health risk as the proposed development is close to a school and playing fields;
  - Assurance that a major incident plan is in place due to fire risks;
  - Consideration be given to the blast wall being made from natural materials;
  - Consideration be given so that the electrical infrastructure is more aesthetically pleasing; and
- (ii) that the matters raised by the Committee also be forwarded to consultees likely to be involved in any formal application for planning permission for the proposal

## **11.MORAY COUNCIL ARCHAEOLOGY SERVICE 2021-22**

Under reference to paragraph 9 of the Minute of the meeting of the Economic Growth, Housing and Environmental Sustainability Committee on 13 April 2021, a report by the Deputy Chief Executive (Economy, Environment and Finance) informed the Committee of the activity Aberdeenshire Archaeology Service has provided Moray Council for the period 1 April 2021 to 31 March 2022 through the presentation of the Moray Council Archaeology Shared Service Agreement Annual Report.

Following consideration, the Committee agreed:

- (i) to note the content and high level of performance contained within the Moray Council Archaeology Shared Service Agreement Annual Report, as set out in Appendix 1 of the report; and
- (ii) agreed that planning conditions requesting photographic surveys for historic recording purposes are no longer used and replaced with supporting information being submitted prior to determination.

## **12. QUESTION TIME**

Councillor Warren stated that she had raised a question at the recent meeting of Moray Council in relation to the use of UPVC windows in conservation areas and queried whether consideration could be given for this being permitted given that UPVC windows are a more cost effective solution to replace windows and also in light of the cost of living crisis.

In response, the Head of Economic Growth and Development advised that the Chair had asked for training from Historic Environment Scotland for Elected Members to better understand the reasoning behind the current policy in terms of the use of UPVC windows in conservation areas and that the Council currently permitted the use of UPVC windows in conservations areas providing they were not on the front elevation of the building. He further stated that a review of the conservation areas in Moray was underway which would inform any change to the current policy which is a formal process and usually done at the time of changing the Moray Local Development Plan.

Councillor Warren asked if there was a timeline in which this should be completed as this is an important issue.

In response, the Head of Economic Growth and Development advised that it was hoped that the training from Historic Environment Scotland would take place next month. He further added that the Council recently approved place based funding grants which could be accessed by those wishing to replace windows with traditional wooden sash and case windows in conservation areas and on listed buildings.

Councillor Warren queried whether this fund was accessible now.

In response, the Head of Economic Growth and Development advised that it had recently been approved and should be available within a few months.

Councillor Gatt queried when the review of the conservation areas would take place.

In response, the Head of Economic Growth and Development advised that there was no time frame at present and that he would advise the Committee of this in due course.

Councillor Warren stated that, at the recent meeting of Moray Council, she had raised concern at the number of houses used for holiday lets in coastal villages in Moray and reiterated her concern and asked if there was a way to regulate the number of houses used for holiday lets.

In response, the Head of Economic Growth and Development advised that legislation had been introduced to implement control zones for short term lets however before these could be implemented, an evidence base was required and that it was hoped that the upcoming Housing Need and Demand Assessment would provide this information.

Councillor Warren asked if there was a timeline for this piece of work.

In response, the Head of Economic Growth and Development advised that the Housing Need and Demand Assessment was hoped to be completed by December 2022 and that work on control zones could be underway by the start of 2023.

### **13. Erection of Fence Contrary to Approved Plan at Residential Property in Elgin [Para 13]**

Councillor Dunbar, having declared an interest in this item, left the meeting at this juncture and took no part in the decision.

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the erection of a fence contrary to the approved plan resulting in the obstruction of a neighbouring property's driveway visibility splay.

Following consideration, the Committee agreed:

- (i) to Officers issuing a Planning Enforcement Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997; the Enforcement Notice will require the owner of the fence to remove the fence to allow the visibility splay from the neighbouring driveway to be achieved; and
- (ii) that should the Notice not be complied with then authority is given to take direct action to remove the fence.

### **14. Breach of Planning Control – Breach of Planning Conditions at Newmill, Keith**

Councillor Dunbar re-joined the meeting at this juncture.

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of a breach of planning conditions at land at Newmill, Keith.

Following consideration, the Committee agreed:

- (i) to Officers issuing a Breach of Condition Enforcement Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997;
- (ii) that the Breach of Condition Enforcement Notice will require the developer to fully comply with conditions 1, 2 and 5 of planning application reference number 14/02440/APP in relation to the provision of a landscaping plan, provision of the landscaping and a passing place respectively;
- (iii) to authorise direct action to remedy the breach of conditions in relation to the provision of a passing place and landscaping if the Enforcement Notice is not complied with within the specified time and recover costs from the developer.





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**GUIDANCE NOTE PRODUCED FOR PLANNING & REGULATORY SERVICES COMMITTEE  
MEETING OF 25 OCTOBER 2022**

**REPORT ON APPLICATION**

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**“Note for guidance of the Committee where the decision of the Planning and Regulatory Services Committee is contrary to the recommendations of the Director of Environmental Services in respect to a Planning Application.”**

Any Councillor putting forward a motion to refuse an application, contrary to recommendation, shall clearly state the reasons for refusal. These reasons should be based on policies contained in the approved Local Development Plan or some other material consideration. Time should be allowed to ensure that these reasons are carefully noted for minuting purposes.

Where Councillors put forward a motion to approve an application, contrary to recommendation, an indication should be given of any specific matters which should be subject of conditions along with reasons which should be based on policies in the approved Local Development Plan or some other appropriate consideration.

**Note for guidance where the decision of the Planning and Regulatory Services Committee is to depart from the Local or Structure Plan.**

Where a Councillor is convinced that there is reason to depart from Local Development Plan policy; then the Councillor's reasons for making the motion should be clearly stated for minuting purposes. Any matters which should be subject to conditions drafted subsequently by the Director of Environmental Services should be indicated. If the Committee remains of a mind to approve such an application then the whole matter will be subject to statutory procedures as apply. In such cases, Councillors should be aware that the application may require to be advertised as a departure and any objections reported to the next available meeting of the Planning and Regulatory Services Committee. It also may be necessary to convene a hearing to consider the views of objectors.

There are three potential consequences if Committee takes a decision where the proper procedures have not been followed in whole or in part. Firstly, the person aggrieved by a decision may apply to the Supreme Courts in Scotland for an Order either compelling the Council to act according to law, quashing the decision altogether or declaring a decision to be unlawful coupled with an order to prevent the decision being implemented. A referral to the Supreme Courts in these circumstances is known as applying for Judicial Review.

Secondly, in addition to the application for Judicial Review when questions of alleged failure, negligence or misconduct by individuals or local authorities in the management of public funds arise and are raised either by or with the External Auditor of the Council and where an individual can be blamed the sanctions available are:-

Censure of a Councillor or an Officer  
Suspension of a Councillor for up to one year  
Disqualification of a Councillor for up to five years

In the case of the Council being to blame, recommendations may be made to the Scottish Ministers about rectification of the authorities accounts. Ministers can make an order giving effect to these recommendations.

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Thirdly, whilst the Ombudsman accepts that Planning authorities have the freedom to determine planning applications as they wish procedural impropriety may be interpreted as maladministration. This can also lead to recommendations by the Ombudsman that compensation be paid.

Consistent implementation of departure procedures maintains public confidence in the planning system and is consistent with the time and effort invested in preparing the Local Development Plan.





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**REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON  
25 OCTOBER 2022**

**SUBJECT: MORAY LOCAL DEVELOPMENT PLAN 2027- BUSINESS NEEDS  
AND WOODLAND STRATEGY PROCUREMENT REQUIREMENT**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND  
FINANCE)**

**1. REASON FOR REPORT**

- 1.1 To ask the Committee to approve the appointment of external consultants to carry out a Business Needs Survey and a Woodland Strategy, which will both be used to inform the Evidence Report stage of the new Local Development Plan (LDP) and the Regional Spatial Strategy (RSS).
- 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 agrees the appointment of external consultants to undertake a Business Needs Survey and a Woodland Strategy for Moray.**

**3. BACKGROUND**

- 3.1 Early work has started on project and engagement planning for the Moray LDP 2027. This will inform the annual Development Plan Scheme and Participation Statement which will be reported to the meeting of this Committee in December and will represent the formal beginning of the review process.
- 3.2 The new planning system will be set out through the final version of National Planning Framework 4 (NPF4) and the Development Planning Regulations. Officers understand that the final version of NPF4 will be laid before Scottish Parliament in Autumn 2022 with adoption anticipated in late 2022 with the final version of the Development Plan Regulations following thereafter. The draft NPF4 and Development Plan Regulations were considered at a meeting of this Committee on 1 March 2022 (paras 9 and 10 of minute refers).

- 3.3 In advance of the Development Plan Scheme report in December there is a need to progress with the work on Business Needs Study and Woodland Strategy using existing revenue budget allocation this financial year.

#### **4. PROPOSALS**

- 4.1 It is proposed to use a Quick Quote process for the following studies;
- Business Needs Study- this will be used to set out current and projected future demand for commercial land and buildings including a review of property market data and survey of businesses and agencies working in the commercial property sector, to identify market gaps and highlight market failures. The Study is estimated to cost in the region of £20,000. The outcomes of the study will inform the Evidence Report for the new LDP, the Regional Spatial Strategy and provide narrative on issues encountered by businesses.
  - Woodland Strategy- this will be used to identify future woodland planting opportunities, balanced with other land use issues such as food growing, open habitat and land for development. This will explore the economic, environmental and social importance of Moray's woodlands for employment, tree nurseries, supply chain, tourism and recreation and their biodiversity value. The cost is estimated to be £45,000 and will be shared between Council, Scottish Forestry and Highlands and Islands Enterprise (HIE).
- 4.2 The studies will form part of the Evidence Report, which replaces the Main Issues Report stage of preparing the LDP. The Woodland Strategy will also inform the RSS which is a new strategic planning tool introduced through the Planning (Scotland) Act 2019.
- 4.3 In line with section 6.2.1 of the Moray Council Procurement Procedures (v19 December 2021) where a cost of appointing an external consultant exceeds £15,000 committee approval is required.

#### **5. SUMMARY OF IMPLICATIONS**

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

The studies will contribute towards achieving the corporate plan priority to promote economic development and growth, and growing a sustainable economy.

**(b) Policy and Legal**

The Planning (Scotland) Act and the draft Development Planning Regulations set out the new procedure for preparing local development plans, with the first key step being production of an Evidence Report.

**(c) Financial implications**

The cost of appointing external consultants for these studies will be met from the existing Local Development Plan revenue budget.

A financial contribution from HIE and Scottish Forestry towards the Woodland Strategy work has been secured.

**(d) Risk Implications**

There is a risk that if this work is not carried out then the evidence base would be insufficient and the Evidence Report would fail to progress through the new Gatecheck procedure, where Scottish Ministers will appoint an independent person (Reporter) to scrutinise the Evidence Report.

**(e) Staffing Implications**

Officers from Strategic Planning and Development will manage the consultancy work with input from other services as the work progresses including Procurement, Estates and Transportation.

**(f) Property**

The Business Needs Survey will include engagement with colleagues in Estates regarding the Council's industrial property portfolio and local commercial property market conditions. The Woodland Strategy will cover all of Moray, including Council owned land.

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

None arising from this report.

**(h) Climate Change and Biodiversity Impacts**

No impacts arising directly from the Business Needs Survey, however there will be impacts arising from how the survey results are addressed and these will be assessed and detailed when reporting on the Local Development Plan.

The Woodland Strategy will have climate change and biodiversity impacts as it will need to balance woodland expansion opportunities with other land uses, as well as consider carbon, biodiversity and biosecurity issues, local employment and local timber supply. A climate change officer within Strategic Planning and Development will be part of the Steering Group managing this work.

**(i) Consultations**

Depute Chief Executive (Economy, Environment and Finance), Head of Economic Growth & Development, Head of Financial Services, Asset Manager (Commercial Buildings), Assistant Manager Procurement, Legal Services Manager, Sophie Ward (Climate Change Officer), Equal Opportunities Officer and Tracey Sutherland (Committee Services Officer).

**6. CONCLUSION**

**6.1 This report sets out the requirement for external consultancy appointments to undertake a Business Needs Survey and Woodland Strategy to support the Evidence Report stage of the new LDP and the RSS.**

**6.2 The report asks the Committee to approve the procurement requirement and allow officers to progress with a Quick Quote process.**

Author of Report: Gary Templeton, Strategic Planning and Development Manager

Background Papers:

Ref:



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**REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON  
25 OCTOBER 2022**

**SUBJECT: TOWN CENTRE IMPROVEMENT PLANS**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND  
FINANCE)**

**1. REASON FOR REPORT**

- 1.1 To ask the Committee to note the representations received to the draft Town Centre Improvement Plans (TCIP) and agree the Council's response to these, approve the final TCIP for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth and Delivery Plan, and agree the allocation of funds for TCIP proposals as set out in section 5.4 of this report.
- 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 a Planning Authority.

**2. RECOMMENDATION**

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

- (i) notes the representations received to the public consultation on the draft TCIP for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth and agrees the Council's response to these set out in Appendix 1;**
- (ii) approves the final TCIP and Delivery Plan for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth set out in Appendix 2 and agrees that these will be a material consideration in the development management process; and,**
- (iii) agrees the TCIP projects set out in section 5.4 of this report are to be funded through the Place-based Investment Fund (PBIF) for the financial year 2022/23 and Economic Recovery Fund (ERF) for the financial year 2023/24.**

**3. BACKGROUND**

- 3.1 The draft TCIP for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth were approved at a meeting of this Committee on 18 January 2022 for an 8

week public consultation (para 10 of the Minute refers). The draft TCIP set out a range of proposals to support the regeneration of the town centres which included bringing vacant and derelict buildings and sites back into use, improving active travel connections, heritage trails, greening and other streetscape improvements in order to create vibrant, attractive, green, health, safer and inclusive town centres. The purpose of the TCIP is to provide a framework for investment and attracting external funding whether projects are led by the Council, a community group or a partnership of both.

- 3.2 The Elgin City Centre Masterplan (ECCMP) was approved at the meeting of this Committee on 16 November 2021 (para 12 of the Minute refers). The TCIP's were prepared as many of the issues identified for Elgin City Centre were common across other town centres in Moray.

#### **4. PUBLIC CONSULTATION**

- 4.1 The 8-week public consultation on the draft TCIP commenced on 18 January and ended on 14 March 2022. The draft TCIP were advertised via social media, press releases, letters and emails. Given the covid restrictions, the draft TCIP were subject to an online virtual consultation and supported by online interactive story mapping, which allowed people to click on mapped points to find out more information about each project and submit comments online. Hard copies of the draft TCIP were made available in local libraries and the mobile library.
- 4.2 Virtual 1-2-1 sessions with Council officers were held with Buckie Area Forum and Buckie Community Council, Forres Area Community Trust (FACT), Forres Heritage Trust, Friends of the Falconer Museum, Keith Community Council, Lossiemouth Business Association and Lossiemouth Community Development Trust. During the consultation period, covid restrictions eased slightly and officers were able to hold a public drop-in exhibition in Aberlour at the request of Speyside Community Council and attend meetings with Dufftown and District Community Association (DDCA), Dufftown and Mortlach Development Trust (DMDT), and Forres Area Forum. Comments are reflected in the representations received to the consultation.
- 4.3 A total of 243 representations were received (50 for Aberlour, 43 for Buckie, 19 for Dufftown, 28 for Forres, 75 for Keith, 24 for Lossiemouth, 3 responses from internal consultees and 1 response from a nature conservation group that applied to all TCIPs). A summary of the representations received and the Council's response to these is provided in **Appendix 1**. The key issues raised and the resultant changes proposed for each town are set out below:

##### **Aberlour**

- General support for play and recreation enhancements at Alice Littler Memorial Park; more cycle parking and Electric Vehicle (EV) charging points; and, streetscape/furniture improvements. These proposals have been retained in the final TCIP.
- Suggestions to relocate crossing point and install traffic lights on the A95. The A95 is the responsibility of Transport Scotland and Moray Council cannot make any changes to this road, including pedestrian

crossings. These concerns have been raised with Transport Scotland for future reference.

- Lack of support for proposal to enhance public realm around the Square (co-op/Gather'n) and for motorhome provision. These proposals have been removed from the final TCIP.
- Queries over the need for public Wi-Fi. This proposal has been removed from all TCIP's as further investigation has highlighted issues with future maintenance and revenue streams.

## **Buckie**

- General support for redevelopment and refurbishment of derelict and vacant buildings with suggestions that this should go beyond the town centre; shopfront improvements; public realm, public art and streetscape improvements such as enhanced seating, planting and signage; gateway improvements; lighting up important buildings and monuments to highlight the town's heritage; public conveniences; additional EV charging points with a number of locations suggested; and, Speyside Way enhancements. These proposals have been retained within the final TCIP.
- Lack of support for removal of parking spaces in north east quadrant of the Square to create an enhanced streetscape for pedestrians. This proposal has been removed from the final TCIP.
- Concerns regarding speed of traffic on West Cathcart Street and suggestions to install speed bumps. These concerns are noted and have been referred to the Council's Transportation Service for investigation.
- A recent review of the Buckie Locality Plan identified the community's aspiration for a community hub. This has been reflected in the final TCIP.

## **Dufftown**

- General support for refurbishment of Clock Tower and public realm improvements to the Square given it is a focal point; bringing vacant and derelict buildings back into use; shopfront improvements although some respondents cited concerns about the recent loss of shops; EV charging points; and, bike hire although concerns about proposed location at the Square. These proposals have been retained in the final TCIP.
- Concerns about lack of outdoor space with suggestions for a basketball court or outdoor gym. This is outwith the scope of the TCIP however, the open space requirements for Dufftown will be considered through the review of the Open Space Strategy (OSS) which will be subject to public consultation as part of the LDP review.

## **Forres**

- General support for a heritage trail; public realm improvements including Tolbooth Street/Museum Square and lanes; public art with suggestions for murals and installations; lighting up prominent historic buildings; public conveniences; bringing vacant and derelict buildings

back into use; enhanced signage; shopfront improvements; funding initiatives such as the Heritage and Place Programme; more cycle parking and EV charging points; and, active travel connections. These proposals have been retained in the final TCIP.

- Limited support for the introduction of street trees in the High Street given the lack of space. Alternative soft landscaping is currently carried out by community groups in the town centre and the final TCIP has been updated to reflect this.
- A number of respondents suggested that Grant Park be included within the TCIP given it is an important asset that draws people into the town centre. Grant Park has been included within the final TCIP.
- The reopening of the Falconer Museum was raised by a number of respondents. It is not the intention of the TCIP to revisit a previous Council decision to close this facility. The Council are seeking to establish an alternative delivery model for the Museum. The TCIP seeks to promote a package of proposals to support the High Street which are considered complementary to the potential reopening of the Museum. A statement has been included within the final TCIP reflecting this.

## **Keith**

- General support for bringing vacant and derelict buildings back into use with suggestions for specific premises; public conveniences; active travel connections/routes; shopfront improvements; enhanced signage and street furniture; promoting Keith's heritage including a heritage trail and lighting up important historic buildings; public art and opportunities to involve young people and for local artists to create niche markets; greening and local food growing opportunities; 'pop-up' shops; and, more cycle parking. These proposals have been retained in the final TCIP.
- Public realm improvements at Reidhaven Square attracted little support. This appears to be due to a perception that a significant number, or all, of the parking spaces would be removed from the Square. This is not the case and nor was this cited in the draft TCIP. The creation of a more attractive, user-friendly, inclusive environment with seating areas, greening, etc. would likely require the removal of 6-8 parking spaces. However, given the representations received on this proposal it has been removed from the final TCIP and public realm improvements will be limited to areas outwith the parking bays initially. The potential to expand into the car park to create a civic space for markets, events, etc. in the future will be explored with local stakeholders through the development of proposals by external landscape architects.
- St Rufus Park has been added to the final TCIP given its proximity to the town centre and potential to attract people to Keith. The regeneration proposals implemented by a local community group are welcomed and the Council will support further compatible proposals should these be forthcoming by a community group. Development options for the adjacent derelict Tourist Information building will be explored by the Council.



## Lossiemouth

- General support for public realm improvements along the Esplanade and Clifton Road (North-West) to make it more inclusive and pedestrian-focused with more seating and shower facilities; cycle hub and active travel proposals; greening; public conveniences; reinvigoration of Station Park with suggestions for a splash pad, outdoor gym and enhanced play equipment/area; EV charging points for bikes and vehicles; public art; heritage trail and improved waymarking/signage that is inclusive for people of all abilities;
- Lack of support to widen the use of James Square for community food growing, etc. as majority of respondents consider that this is currently a pleasant space that the proposal may detract from. This proposal has been removed from the final TCIP.
- Parking provision along the Esplanade and Queen Street and safety concerns has been raised in a number of representations. The needs of all road users (residents, visitors, businesses) will be taken into consideration at the detailed planning stage as well as identifying enhanced pedestrian crossing facilities for people of all abilities.
- Gregory Street car park has been resurfaced since the publication of the draft TCIP. Therefore, this proposal has been removed from the final TCIP. Comments regarding improved signage will be taken into consideration when reviewing signage in the town centre.
- A community well-being hub is currently being progressed by the Lossie 2-3 group. This proposal will provide a wrap-around service for the most disadvantaged. Given the proximity of the currently vacant building (Warehouse Theatre) and potential benefits for residents as well as the wider town centre, this proposal has been included in the final TCIP.

- 4.4 The majority of proposals have been retained in the final TCIP as set out in **Appendix 2**. Further work will be carried out to investigate the feasibility of larger proposals such as the redevelopment of vacant buildings some of which are included within a report on Brownfield sites subject to a separate report to this Committee. Where relevant, detailed plans for the proposals will be the subject of further public consultation.

## 5. DELIVERY/FUNDING

### **Place-Based Investment Fund (PBIF)**

- 5.1 A report to a meeting of the Moray Council on 10 August 2022 (para 20 of the Minute refers) allocated £130k from the Scottish Government funded Place-Based Investment Fund (PBIF) to commence delivery of projects contained within the TCIP's and to provide a small grant scheme for the fitting of traditional wooden windows in conservation areas. £80k has been identified for projects within the TCIP's and £50k for the windows grant scheme. The grant scheme is anticipated to be launched in October/early November.
- 5.2 The terms of the PBIF funding require that the PBIF allocation must be committed by the end of the 2022/23 financial year. This means that projects that are 'shovel-ready' can be supported. The refurbishment of the vacant Warehouse Theatre in Lossiemouth to create a community well-being hub is

at an advanced stage and scores highly in terms of the outcomes for PBIF. It is therefore proposed to allocate £50k towards this project. It is proposed that the remaining £30k will be the subject of a 'greening' grant scheme where community groups across the 6 towns will be able to bid for up to £5k each for small scale environmental improvements such as landscaping and food growing. Any funds not spent within a town will be redistributed to other towns where eligible proposals exceed £5k.

### **Economic Recovery Fund (ERF)**

- 5.3 As part of the Economic Recovery Plan which was agreed at the Economic Growth, Housing and Environmental Sustainability Committee on 6 October 2020 (para 9 of the Minute refers) £200k capital expenditure funded by Moray Council was allocated for works to improve and adapt town centres resulting from masterplanning. This is currently included in the indicative capital plan for 2023/24.
- 5.4 Whilst the timescale for spending the £200k is slightly longer, it is still relatively short given the lead-in time for projects. Therefore, subject to business cases being approved by the Asset Management Working Group, it is proposed to allocate:
- £35k to match fund the Town Centre Capital Fund (TCCF) for public realm improvements at Museum Square/Tolbooth Street in Forres. This supports the community's aspirations to create a Heritage Quarter for Forres which is part of a wider application to Historic Environment Scotland (HES) Heritage and Place Programme and the work being undertaken by FACT to refurbish the Town Hall. The creation of an attractive public space would also complement the setting of the A listed Tolbooth which is a popular visitor attraction. Landscape architects will be appointed to work with local stakeholders to develop and cost a design.
  - £10k for the refurbishment of public toilets in Aberlour. These are the only public toilets that have been subject to a Community Asset Transfer (CAT) in a TCIP. The importance of public toilets was highlighted through the public consultation on the draft TCIP's. Any underspend will be reallocated to upgrading seating and landscaping at the Square.
  - £75k towards bespoke signage, including a digital noticeboard, street furniture and other small scale environmental improvements that showcase Buckie's unique heritage. An artist will be appointed to work with the local community and young people to develop a Buckie 'theme' for the public realm works. This builds on the success of the Buckie Darling and community's aspirations to attract more visitors to Buckie.
  - £80k towards public realm including upgrading signage potentially incorporating opportunities for digital (QR codes) signage, street furniture, greening, food growing, etc. This will be used for projects at Reidhaven Square in Keith and the Square at Dufftown. Landscape architects will be appointed to work with local stakeholders on these projects to develop and cost designs.

### **Future/Other Funding**

- 5.5 The Delivery Plans sets out 'known' potential funding sources for the TCIP projects. The Council's allocation for PBIF and the UK Shared Prosperity Fund (UKSPF) for the financial year 2023/24 is awaited from the Scottish and UK Governments and further TCIP projects may be delivered through these funds. Other funding streams may become available and the Delivery Plan will be updated to reflect these should this occur.

## **6. SUMMARY OF IMPLICATIONS**

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

The proposals are intended to support the economic recovery and diversification of town centres as well as support healthy living and climate change mitigation.

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

Progressing the TCIP proposals supports delivery of the Moray Local Development Plan (MLDP) 2020 and town centre regeneration aims set out in national policy. Once approved the final TCIP will be a material consideration for development management purposes.

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

£130,000 to be spent this financial year as part of the Place Based Improvement Fund as agreed at a meeting of the Moray Council on 10 August 2022 (para 20 of the Minute refers). £80,000 of the £130,000 is to be spent on town centre regeneration proposals. Any funds not committed will result in the Council's allocation from the Scottish Government PBIF for the financial year 2023/24 being reduced by a commensurate amount.

£200,000 capital was approved as part of the Economic Recovery Plan which was agreed at the Economic Growth, Housing and Environmental Sustainability Committee on 6 October 2020 (para 9 of Minute refers) to be available towards works to improve and adapt town centres resulting from masterplanning and is included in the indicative capital plan for 2023/24. It is proposed to allocate the £200k to the projects identified in paragraph 5.4 of this report, subject to business cases being approved by the Asset Management Working Group.

To develop longer terms projects such as the redevelopment of vacant and derelict buildings, and public realm works external consultants will require to be appointed to carry out feasibility studies, develop detailed plans, etc. as the PBIF and ERF can only be utilised for capital works. This will be resourced from the LDP revenue budget, where possible.

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

Any underspend for the PBIF will result in the Council's allocation from the Scottish Government for the financial year 2023/24 being reduced by a commensurate amount, and the projected benefits of the projects in terms of town centre revitalisation, community led regeneration, tackling

inequality and disadvantaged groups, and transitioning to net zero, not being realised.

**(e) Staffing Implications**

Whilst the projects within the TCIP's will be carried out as part of the current workload by officers in the Strategic Planning and Development Team, Economic Development and Regeneration Team, Transportation Development Team and Community Support Unit, this will place additional demand on resources.

**(f) Property**

A number of properties referred to within the final TCIP are owned by the Council.

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

An EIA has been carried out on the final version of the TCIPs and Delivery Plan. The proposals are considered to have a positive impact on groups protected under the Equality Act 2010. More detailed EIAs will be carried out throughout the design phase of the various projects.

**(h) Climate Change and Biodiversity Impacts**

The final TCIP set out in this report strengthen local town centres, provide improvements to active travel, propose redevelopment of vacant and derelict buildings to encourage town centre living and therefore reduce car reliance helping to minimise carbon emissions. The proposals also include greening of the town centres by improving soft landscaping such as planting and exploring food growing opportunities to further enhance biodiversity. In addition, there might be opportunities to progress the decarbonisation of public buildings as part of the TCIP to achieve net zero emissions by 2030 as per Moray Council timescale or at the very latest have zero emissions heating by 2038 as per Scottish Government timescale. Carbon and biodiversity assessments will be undertaken on proposals at the detailed planning stage.

**(i) Consultations**

Depute Chief Executive (Economy, Environment and Finance), the Head of Economic Growth and Development, the Chief Financial Officer, the Legal Services Manager, the Development Management and Building Standards Manager, the Assets Manager (Commercial Buildings), the Economic Growth and Regeneration Manager, the Environmental Health Manager, the Communities (CLD) Manager, the Equal Opportunities Officer, the Consultancy Manager, the Senior Engineer Transportation, the Principal Climate Change Strategy Officer and Lissa Rowan (Committee Services Officer) have been consulted and comments received have been incorporated into the report.

## **7. CONCLUSION**

### **7.1 This report asks the Committee to approve the final TCIP's for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth and Delivery Plan as set out in Appendix 2. The final TCIP have been updated to reflect the**

**representations received to the public consultation on the draft TCIP as set out in Appendix 1. Given the short timescales to spend the funds allocated through the PBIF and ERF and lead-in time required to deliver projects it is proposed to allocate the funds as per the recommendations in para 5.4 of this report. This means that all towns will benefit from funding over the period 2022-24. Further funds may become available for proposals within the TCIP's and the Delivery Plan will be updated accordingly and reported back to a future meeting of this Committee for approval.**

Author of Report: Eily Webster, Principal Planning Officer (Strategic Planning and Development)

Background Papers:

Ref:



**Aberlour**

Name/Organisation	Theme	Comment	Response
Lauren Grant	General Comments	Fully support plans proposed and thankful for inclusion of Aberlour in plans.	Support is noted.
Catherine Garner		Unsure whether access to public Wi-Fi will be possible as could not get access as resident.	This proposal has been removed from all TCIP's as further investigation has highlighted issues with future maintenance and revenue streams.
Regional Archaeologist		Welcomes proposals to enhance public areas of the historic village of Aberlour. Highlights that any interventions proposed should take awareness of the listed buildings and historic character of the settlement. Any materials and designs should complement the historic fabric and character, minimise visual impact on the surrounding listed buildings.	Consideration will be given to materials and designs as projects progress to detailed design stage.
Fraser Dyer		Disheartened that it is unclear who owns what and who is responsible, effectively holding up progression. Public not engaged with enough and those who are not online or able to attend drop ins are not catered for.	<p>The Council will work closely with landowners and community groups to identify ownership of assets. A Delivery Programme which will identify potential funding sources and lead organisations will be reported with the final TCIP to Committee for approval.</p> <p>Following the approval of the draft TCIP by the Council's Planning and</p>

## Appendix 1: Summary of Representations and Council's Response

			Regulatory Services committee, the draft plan was subject to an extensive consultation for 8 weeks. The draft plan was circulated around local community groups and key stakeholders, advertised by press release and social media. Printed copies of the draft plan were placed at Aberlour Library, Elgin Library and copies were provided to the Mobile Library. Given covid restrictions, online 1-2-1 sessions were offered with officers to any members of the public, stakeholders or community groups who wished to discuss any of the proposals or suggest new ideas. Where people could not access online facilities, officers would have been happy to arrange to discuss via phone.
Speyside Community Council (Marion Ross)		Clear that improvements rely on agreement from elected members, external funding and co-operative landowners, some of whom who are unknown. Aspirations drawn up by Moray Council and much of the angst could be avoid had the community been involved in the process from the start. Council should have been clear that it does not have the money to fund the draft proposals. Not much can be	<p>The projects identified have been developed to address issues and concerns within the town centre that officers have awareness and experience of that have been raised as general queries and as part of other consultation events, including the Local Development Plan (LDP).</p> <p>Following the approval of the draft TCIP by the Council's Planning and Regulatory Services committee, the</p>



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		<p>done to improve the A95 and increasing commercial traffic which prevents living in green, healthy and inclusive spaces.</p> <p>Query need for Wi-Fi when mobile phones give access to internet.</p>	<p>draft plan was subject to an extensive consultation for 8 weeks. The draft plan was circulated around local community groups and key stakeholders, advertised by press release and social media. Printed copies of the draft plan were placed at Aberlour Library, Elgin Library and copies were provided to the Mobile Library. Given covid restrictions, online 1-2-1 sessions were offered with officers to any members of the public, stakeholders or community groups who wished to discuss any of the proposals or suggest new ideas. During the consultation period, covid restrictions eased slightly and a public 'drop-in' exhibition was provided in Aberlour at the request of Speyside Community Council to gather the public's views on the proposals which have been taken into consideration and reflected in the final TCIP.</p> <p>The purpose of the final TCIP is to provide a framework for investment and attracting external funding whether projects are led by the Council, a community group or a partnership of both. As part of the publication of the draft TCIPs, the Council clarified that potential</p>
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Appendix 1: Summary of Representations and Council's Response

			<p>funding sources for the projects, including external funding, would be identified as part of the final TCIP and Delivery Plan.</p> <p>The proposal for public Wi-Fi has been removed from all TCIP's as further investigation has highlighted issues with future maintenance and revenue streams.</p>
Edinvillie Community Hall Council (Pat Shanks)		Council's priority should be to the residents of Aberlour and its neighbouring communities before making dubious 'improvements' which would only cause unnecessary disruption with no guarantee of success.	<p>The primary function of the Aberlour TCIP is to enhance the town centre into a green, healthy and inclusive place that is easy and safe to move around for people of all ages and abilities – this includes residents and visitors alike.</p> <p>The projects identified have been developed to address issues and concerns within the town centre that officers have awareness and experience of that have been raised as general queries and as part of other consultation events, including the LDP.</p>
Sarah Thornhill		Suggested recommendations are not supported.	Disagreement with the draft TCIP is noted.
Lynsey Kimmitt		Entirely supportive of the plan and vision.	Support is noted.
Jenny Legg		Aberlour is a hub for surrounding communities - what happens in Aberlour doesn't just affect Aberlour	The primary function of the Aberlour TCIP is to enhance the town centre into a green, healthy and inclusive

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		on its own and needs to embrace its wider community. This involves embracing/accommodating cars rather than villainising them all the time.	place that is easy and safe to move around for people of all ages and abilities – this includes residents and visitors alike.
Claire Crookston		Why spend money the Council doesn't have on projects not needed.	<p>The projects identified have been developed to address issues and concerns within the town centre that officers have awareness and experience of that have been raised as general queries and as part of other consultation events, including the LDP.</p> <p>The purpose of the final TCIP is to provide a framework for investment and attracting external funding for projects led by the Council, a community group or a partnership of both. As part of the publication of the draft TCIPs, the Council clarified that potential funding sources for the projects, including external funding, would be identified as part of the final TCIP and Delivery Plan.</p>
Gary Browne		Concerned by desire to make all areas inclusive. Element of common sense has to be applied and cater for the majority of people.	The existing public realm currently creates a barrier to all abilities, especially those who have disabilities or have limited mobility. The TCIP seek address this and create a safer, inclusive environment

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			that is easy and safe for all abilities and ages to move around.
Lauren Grant	The Square	Parking area outside the Co-op is not fit for purposes and results in congestion on all roads around the square. Query whether a different solution can be evaluated for disabled and family parking.	As well as providing more space for all users, the project proposed a solution which would have introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
George Mackenzie		Do not support proposals for parking area outside the Co-op but would welcome levelling up and resurfacing of area.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP. Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.
Amanda Marie		Parking works well presently, changes made will result in congestion elsewhere. A lot of people who shop are from outlying areas. People only want the potholes fixed.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for

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			<p>respondents. This project has been removed from the TCIP.</p> <p>Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.</p>
Brian Doran		<p>Proposed changes to parking area outside the Co-op will not create a more efficient or safer environment. Proposals would disadvantage elderly residents and visitors. Commercial vehicles speeding along the High Street pose a greater risk to pedestrians. Land behind Church could be turned into useful and safe car park.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the TCIP.</p> <p>Given the need for projects to be carbon conscious and the sufficient amount of parking currently available in Aberlour, the provision of additional car parking is not considered a priority.</p>
Linda Murdoch		<p>Parking should be encouraged to keep people stopping in the village. Should be more tables in the Square and park to encourage picnics. Access down the park is perfectly satisfactory.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the TCIP.</p> <p>Support for seating areas is noted. This is a proposal within the final TCIP.</p>

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			Support for the existing access arrangements between the Square and Alice Littler Park (ALP) is noted. Following consideration, as the main connection between the two areas, the project will remain in the TCIP due to benefits associated in respect of creating a safer environment for all users.
Donald McLean		Parking area outside the Co-op needs to be resurfaced. Reducing parking in this area and the village centre would be detrimental to those from outlying areas and older people and would lead to increased congestion. Increasing pedestrian movement will increase the chances of accident. A lack of parking will drive business away from Aberlour into Elgin.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP. Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.
Kerry Doran		Removing parking from outside the Co-op will create absolute mayhem and would be extremely detrimental to the livelihood of Aberlour. Parking situation is already dire. Redesign the parking area without losing spaces and taking away a small area of the green space to provide parking, bike charging or seating should be considered.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.  The greenspace area of the Square is a high quality and important feature of the town centre. The removal of any element of this space to provide

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			parking will only increase the visual dominance of car parking in the town centre to the detriment of the amenity.
Ian Collie		Disabled and bike parking is not necessary. Parking area outside Co-op should be tarred. Land behind Church could be turned into a car park.	<p>Disagreement over the need of disabled and bike parking is noted.</p> <p>Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.</p> <p>Given the need for projects to be carbon conscious and the sufficient amount of parking currently available in Aberlour, the provision of additional car parking is not considered a priority.</p>
Erica Morton		People will not be able to shop if parking is removed from outside the Co-op. Other shops on the High Street will also suffer as the parking is essential for passing trade.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Brenda Davies		Suggestion of a one-way system around the north area of the Square (greenspace). Get rid of proposed central parking area but provide for family and disabled parking spaces immediately outside the Co-op and chevron-parking spaces to the north.	As well as providing more space for all users, the project proposed a solution which would have introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm

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			<p>around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>Due to constraints associated with unadopted roads and junction visibilities, the Council would not be able to promote a one-way order in this location at this time.</p>
Harriet Lilley		<p>Query whether removing parking will mean drivers use the bus stop. Request the bus stop and its users be included in the plan.</p> <p>Removing parking from outside the Co-op will push people to park on the High Street, making it harder for drivers to turn. Support the provision of disabled parking and increased space for those with limited mobility.</p>	<p>No specific proposal is suggested for the bus stop.</p> <p>As well as providing more space for all users, the project proposed a solution which would have introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>
Helen Green		<p>Agree that visibility is poor at the parking area outside the Co-op but does not support removal of parking space. Agree that a disabled parking</p>	<p>In order to improve visibility, there would be a need to remove some parking spaces. As well as providing more space for all users, the project</p>



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		<p>space is necessary. Suggest that more parking could be provided behind Church and improved bus services could be improved.</p>	<p>proposed a solution which would have introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>Given the need for projects to be carbon conscious and the sufficient amount of parking currently available in Aberlour, the provision of additional car parking is not considered a priority.</p> <p>The Bus Revolution project, as part of the Moray Growth Deal, aims to plug the gaps in services across Moray where public transport is poor or non-existent.</p>
Hazel Fraser		<p>Fill in potholes and drain the puddle. Parking spaces in front of the Co-op are required as people for outlying areas need to be able to park and load their shopping.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the TCIP.</p>

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			Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.
Catherine Garner		Not enough parking on High Street as it is. Frequently unable to park anywhere near property with heavy shopping. Leave access to Church for community events.	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the TCIP.</p> <p>Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.</p> <p>No element of the project proposes to restrict access to the Church.</p>
Michael Shanks		Object in strongest possible terms to proposed changes, in particular to the parking area in front of the Co-op. Prioritising pedestrians/cyclists shows appalling disrespect to those who use the Co-op and have no option but to travel by car. Forcing people to park on-street will lead to extra time spent having to walk a considerable distance to/from the car. The parking spaces on the High Street side of the parking area should be removed and replaced with pavement – with a railing to separate it from the parking area – to improve visibility.	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>Due to constraints associated with unadopted roads and junction visibilities, the Council would not be able to promote a one-way order in this location at this time.</p>

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		<p>Suggests a number of one-way traffic flow systems around the Square and adjacent streets (including Elchies Road). Traffic lights on the A95 should be removed and replaced with zebra crossings on either side of the Square. A 20mph speed limit should be applied between the Dentist and Ogg's Garage. Roads are in a disgraceful state and need to be resurfaced, with proper pavements to provide safety for road users and pedestrians.</p> <p>Suggests that cycle parking can be located between the trees behind the War Memorial.</p>	<p>The A95 Keith to Aviemore is the responsibility of Transport Scotland and maintained by Bear Scotland on their behalf. Moray Council therefore cannot make/force any changes to this road.</p> <p>Representations made in respect of the A95 have been sent to Transport Scotland for future reference.</p> <p>Suggestion of cycle parking location is noted and will be considered as part of the detailed design of the project.</p>
Fraser Dyer		<p>Proposals for parking area looks good however as it is at the junction of effectively 4 road endings and would be an accident waiting to happen.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>
Duncan McDowall		<p>Understand the underlying need to promote sustainable living and transport, however area is not well-served by public transport and surrounding by hills making every-day functional cycling not practice. Parking spaces must be retained or</p>	<p>In order to improve visibility, there would be a need to remove some parking spaces. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space</p>

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		<p>even increased around the Co-op. Suggest that layout could be vastly improved, with pavement moved over in line with main road and parking in a herring bone pattern, as current layout is inefficient and blocks view. Access to the Co-op is difficult as access ramps are higher than the street and needs to be improved. Believes there is low demand for seating outside the Co-op and should be focused in the greenspace area of the Square, with enhanced seating provision. Cycle parking could be enhanced but more useful between the Square and the Church, where vehicle parking could be removed.</p>	<p>for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP. Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.</p> <p>Suggestion of cycle parking location is noted and will be considered as part of the detailed design of the project.</p>
Speyside Community Council (Marion Ross)		<p>Parking outside the Co-op needs to be managed however the proposals are not acceptable. Exiting from either side of parking area is dangerous. Lack of parking will impact considerable on the Co-op's trade and could lead to its closure.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>
Gordon Holland		<p>Parking area in front of the Co-op provides essential car parking for residents from a wide catchment area who have no alternative to obtaining their food shopping by private car. The Dial-a-Bus service is only available at certain limited</p>	<p>Whilst accepting that not everyone can walk/cycle, the intention of the proposal was to encourage appropriate use of the parking area and prioritise provision for those who need it most. As well as providing more space for all users,</p>

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		<p>times and many elderly people from the outlying rural areas cannot manage to use the bus with many bags of shopping. There is no regular public transport provision on the A95 south of Aberlour and no provision at all in areas off the A95 where many of those using the Co-op reside. Agree that the public realm in this area is of poor quality, but this could be enhanced without totally changing the present function of the area and providing more space for cyclists who will always be in a significant minority in this location. Removal of the pedestrian ramps and guardrails may affect disabled access. Removal of the car parking spaces in this location would inevitably result in a number of outcomes. Local business will lose trade due to the current lack of car parking in the village centre. No evidence of significant pedestrian or vehicle incidents in this location and the removal of the existing car parking, with no alternative provision, will exacerbate the current situation of parking on double-yellow lines by displacing the parked cars to a variety of less suitable locations. This can only adversely affect road safety in an</p>	<p>the project proposed a solution which would have introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The Bus Revolution project, as part of the Moray Growth Deal, aims to plug the gaps in services across Moray where public transport is poor or non-existent.</p>
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		<p>area used by many pedestrians, school buses, delivery vehicles and all other road users.</p> <p>Proposals would discriminate against disabled shoppers and make life very difficult for the elderly. Aware of need to generally prioritise facilities for walking and cycling but common sense must be applied in rural village and consider all modes of transport in this situation. It is possible to retain parking provision, improve the appearance of the area and improve things for cycling and walking at this location. Funding could be used to provide good cycling and walking facilities closer to the park and the Speyside Way where they would benefit many more users. This arrangement would also allow able-bodied road users to walk from the park area to use village-centre facilities, yet those who need to use their cars for essential services, some of whom could not walk that distance, could continue to park close to the shop.</p>	
Terence Brooks		<p>Do not support proposals for parking area outside the Co-op as old and disabled people need to park their vehicles as close as possible. Parking</p>	<p>As well as providing more space for all users, the project proposed a solution which would have introduced dedicated disabled parking spaces. However, across the</p>

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		area should be resurfaced and potholes filled.	responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP. Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.
David Catto		Do not support proposals for parking area outside the Co-op as local businesses rely on parking being prioritised and maintained.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Edinville Community Hall Council (Pat Shanks)		Strongly disagrees with proposals for the Square. Parking is vital to outlying communities however area should be resurfaced. Suggest a one-way system around the Square to ease traffic congestion, subject to roads being resurfaced. Use of parking area for outdoor area should be focused on greenspace area.	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP. Responsibility for the maintenance of the parking area at the Co-op lies with the landowner.</p> <p>Due to constraints associated with unadopted roads and junction</p>

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			visibilities, the Council would not be able to promote a one-way order in this location at this time.
William Ritchie		Parking has always been a problem here as vehicles parked on the road side are a danger to vehicles exiting Queens Road. However, parking should not be removed from the front of the Coop because elderly need to park close to the shop. Moving parking away from the Coop could also make it difficult and dangerous if shoppers have to cross the road. Pedestrian crossing on the A95 should be made into a traffic light system allowing vehicles to exit Queens Road.	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The A95 Keith to Aviemore is the responsibility of Transport Scotland and maintained by Bear Scotland on their behalf. Moray Council therefore cannot make/force any changes to this road. Representations regarding the A95 have been sent to Transport Scotland for future reference.</p>
Lee Philip		Happy to see improvements for cyclists. Parking stations on the High Street would be useful for access to shops. Suggest that proper cycle parking facilities at the Community Centre would encourage people to cycle to the facility. Do not support proposals for parking area outside the Co-op as will cause congestion elsewhere. Improvements can be made through a one-way system and marked parking bays. Pedestrian	<p>Support for cycle parking is noted. Suggestion of appropriate location is noted and will be considered as part of the detailed design of the project.</p> <p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for</p>



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		crossing on A96 is in wrong place and could be relocated to one of the junctions with a proper traffic light system. Post box could be relocated from bus stop to prevent people using it to post a letter.	<p>respondents. This project has been removed from the final TCIP.</p> <p>Due to constraints associated with unadopted roads and junction visibilities, the Council would not be able to promote a one-way order in this location at this time.</p> <p>The A95 Keith to Aviemore is the responsibility of Transport Scotland and maintained by Bear Scotland on their behalf. Moray Council therefore cannot make/force any changes to this road.</p> <p>Representations regarding the A95 have been sent to Transport Scotland for future reference.</p>
Laura Strathdee		Do not support proposals for parking area outside the Co-op or Church, seating area or bike parking.	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The project does not propose any changes to parking arrangements around the Church.</p>
David Anderson		Understand wish to make area pedestrian and cycling friendly but has to be balanced with the interests	As well as providing more space for all users, the project proposed a solution which would have

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		of local shoppers. Elderly and disabled shoppers need spaces nearby to access the Co-op.	introduced dedicated disabled parking spaces and improved accessibility. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Liz Robson		Do not support proposals for parking area outside the Co-op as shops on High Street would lose business as a result.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Lynsey Kimmitt		Support vision of making the Square more pedestrian and cycle friendly as it can often feel dangerous. Appreciate that businesses rely on area for parking and support a balanced change which would create a safer environment. Support upgrading of existing seating areas.	Support of vision is noted. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.  Support for improvements to seating areas is noted.
Sarah Findlay		Do not support proposals for parking area outside the Co-op as outlying	Across the responses it is clear that proposals for enhancing the public

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		communities rely on parking and would discourage visitors and passing trade from stopping.	realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Brenda Cooper		<p>Parking area is used by outlying communities to do their shopping. If people cannot park and shop locally, local business will be lost. Public transport is not an affordable alternative for Speyside residents and the majority of cyclists in Aberlour are recreational cyclists. Encouragement of cycling and walking should not be done to the detriment of residents and outlying communities who rely on cars. Outdoor eating is already provided in the greenspace area of the Square. Query how the defined pedestrian lane outside the Church will impact on access and functions. If removing parking around the Church and the Square, then additional and adequate parking should be provide for parishioners to Church, residents in outlying communities, elderly, disabled, families, tourists and visitors. Pedestrianisation of the Square is all very well for a fit, able-bodied person. The grassed area to the north east of Aberlour church,</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The proposed pedestrian lane would be defined by use of street materials and will not be a physical barrier to access to the Church. The project does not propose any changes to parking arrangements around the Church.</p> <p>Given the need for projects to be carbon conscious and the sufficient amount of parking currently available in Aberlour, the provision of additional car parking is not considered a priority.</p>

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		could be used to create a space for bike storage facilities.	
Grant Hope		Do not support proposals for parking area outside the Co-op as locals need to be able to park and load their shopping, especially the elderly.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Alison Morrison		Do not support proposals for parking area outside the Co-op as it is a necessity for the elderly and disabled. Proposals will kill the town as shops and other businesses will have to close.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Angela Brown		Do not support proposals for parking area outside the Co-op as there is no parking as it is and the road is too dangerous to walk on if you like on the outskirts of the town.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Nicola Ewen		Removing parking would be irresponsible and create a much more dangerous environment for walkers, cyclists and drivers alike. Proposals will force cars to park on dangerous corners, double-yellow lines and bus stops. Proposals will	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for

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		put local businesses into more hardship.	respondents. This project has been removed from the final TCIP.
Aleta		Removing the dozen parking at the Square is discriminating against less able-bodied people and the removal of parking from the Church side will impact on church users. Visitors will be deterred from stopping if there is a reduction in parking. Plan refers to being all-inclusive but does not include people that have mobility issues who cannot be expected to walk from ALP car park to use the shops.	<p>The project does not propose to remove all the parking spaces in the area outside the Co-op. However, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The project does not propose any changes to parking arrangements around the Church.</p>
H. Sands		Do not support proposals for parking area outside the Co-op as it does not detract or cause congestion and current provision is perfect for residents and visitors to access shopping.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Louise Davidson		Whilst pedestrians and cyclists should be accommodated, consideration needs to be given to parking facilities. Reduction of parking would discourage people from accessing shops.	Whilst the project would have removed existing barriers to pedestrian and cyclist movement, across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is

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			not supported or not a priority for respondents. This project has been removed from the final TCIP.
Peter Kyte		Success of the Co-op has always been the ability to park in the area fronting the store. Making parking more difficult would stop passing trade and push more people towards Elgin. Haven't experienced any cyclists or pedestrians have any access difficulties except for the potholes and high kerbs.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Jenny Legg		<p>Do not support proposals for parking area outside the Co-op as it is difficult enough as it is for families, the elderly and infirm. Outlying communities rely on cars and parking outside the shop. Area should be raised to level with the A95.</p> <p>Hedges either side of the Square are used by lots of birds and removing these would create a sterile place in terms of wildlife.</p> <p>Picnic tables on the Square would help but must be easily moved or placed where local farmer/Christmas markets can take place.</p> <p>Cycle racks could be placed between areas of fountain/postbox and bus</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>There are no proposals to remove the hedges around the greenspace area of the Square.</p> <p>Consideration will be given to the wider uses of the greenspace when determining the location and form of street furniture.</p> <p>Suggestion of cycle parking location is noted and will be considered as part of the detailed design of the</p>

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		shelter. Not convinced about cycle racks for the rest of pavements as could impede progress of elderly pedestrians and discourages people from chatting to each other in the street as they'd constantly be asked to move aside for folk to pass due to the cycle racks substantially narrowing the pavements.	project. Proposals will not be placed in locations where they would block pavements.
Alister Campbell		Concerned at proposals to reduce parking as Aberlour serves as a hub for a large geographical area with very limited public transport and therefore for many, access to shops is by car only.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Claire Crookston		<p>Do not support proposals for parking area outside the Co-op as it will limit access for those living in outlying communities as well as families and the elderly. Removing parking will reduce the number of people shopping and lead to potential closures. The Square is already pedestrian friendly and wheelchair accessible. Levelling the area could prevent the kerbs damaging car doors.</p> <p>Perfectly good pavement on both sides of the Square from the High Street past the Church. Query</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>No element of the project proposes to restrict access to the Church.</p>

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		whether proposals and street furniture will prevent access to the Church.	
Ellie Davies		<p>Agree that priority for pedestrians and cyclists should be improved however alternative parking in an appropriate location must be provided. Incredible valuable to be able to pop into shop quickly, leaving kids in a car for a couple of minutes out the front.</p> <p>Suggest a pedestrian crossing that directly connects the two areas of the Square without having to cross many side roads.</p>	<p>Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The A95 Keith to Aviemore is the responsibility of Transport Scotland and maintained by Bear Scotland on their behalf. Moray Council therefore cannot make/force any changes – including pedestrian crossings – to this road. Representations regarding the A95 have been sent to Transport Scotland for future reference.</p>
Ian Wilson		Support proposals for parking area outside the Co-op. Suggest consideration is given to pedestrian crossing further east to accommodate displace vehicle users.	Support for the project is noted, however across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.



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			The A95 Keith to Aviemore is the responsibility of Transport Scotland and maintained by Bear Scotland on their behalf. Moray Council therefore cannot make/force any changes – including pedestrian crossings – to this road. Representations regarding the A95 have been sent to Transport Scotland for future reference.
L. M.		Do not support proposals for parking area outside the Co-op.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Gary Browne		Co-op is a convenience store and if convenience is removed to make area more attractive to walkers and cyclists is likely to detract from the convenience for local people.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This project will be removed from the final TCIP.
Moray Council Transportation		Area at The Square is not public road. Treatment will be key and any restrictions put in place would need to be enforceable.  Details for creating a demarked pedestrian route past Aberlour	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for

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		Parish Church will require careful consideration in terms of materials to be used and legibility to road users	respondents. This project has been removed from the final TCIP.  Comments on the demarked pedestrian route are noted and will be considered as part of the detailed design of the project.
Moray Council Open Spaces Section		Fully support the focus on improving the central area of Aberlour and modifying the spaces to give more priority to non-vehicle users and reducing the dominance of car parking spaces. Particularly important that, as suggested, the barriers to movement should be removed and this should include provision of smooth level surfaces and dropped kerbs where possible. Crucial that The Square is better linked to ALP and the Speyside Way which has been recently upgraded as the primary active travel route linking all the communities in this part of Speyside. With this in mind it is great that there is a proposal to create a defined lane from Aberlour Parish Church down to the park but this should be for multi-use and not just pedestrian as inferred in the document.	Across the responses it is clear that proposals for enhancing the public realm around the Square (outside the Co-op/Gather'n) to create a safe space for pedestrians and cyclists is not supported or not a priority for respondents. This element of the project has been removed from the final TCIP.  Comments on the defined lane are noted. There is limited space in this area and the priority will be to provide a safe space for the most vulnerable users in the first instance. Opportunities to expand this to multi-use will be consider as part of the detailed design of the project.
George Mackenzie	Alice Littler Memorial Park – Play & Recreation	Elchies Road should be re-tarred down to the car park. Do not support	Responsibility for the maintenance of Elchies Road from the Mash Tun

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		motorhome provision. No objection to Play & Recreation proposals – Aberlour Community Association happy to work with Council to secure funding.	down to the car park, which is private, lies with the landowner.  Initial feasibility investigation has determined that motorhome provision is not viable. This project has been removed from the final TCIP.  Support for Play & Recreation proposals is welcomed.
Oliver Lyon (Speyside Gardens Caravan Park)		Currently offer parking and services for motorhomes.	Noted.
Donald McLean		Support increasing the size of playing area but not removing existing equipment. Council money can be better spent on things with urgent need.	The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a Community Asset Transfer (CAT). TCIPs across Moray are promoting inclusivity, and this includes play equipment. The play park in Aberlour does not currently cater for those who are disabled or have limited mobility.  Potential funding sources for the projects, including external funding, have been identified in the Delivery Plan.
Erica Morton		Park needs to accommodate teenagers and desperately needs upgrading.	Support is noted.
Catherine Garner		Having to drive through a massive pothole by the Mash Tun is not	Responsibility for the maintenance of Elchies Road from the Mash Tun

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		conducive to parking away from the High Street.	down to the car park, which is private, lies with the landowner.
Michael Shanks		The recycling containers should be located elsewhere as they are an eyesore and are frequently overflowing. This could create a considerable amount of additional parking space.	Unmanned recycling points serve a valuable purpose to local residents and the Council. There is limited spaces to site such facilities and the most appropriate locations are utilised. The Council service these sites on a regular basis which minimises any potential impacts.
Jodie Mathers		Absolutely no need to remove play equipment, which would be a complete waste of money. Park already caters for all ages.	The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. TCIPs across Moray are promoting inclusivity, and this includes play equipment. The play park in Aberlour does not currently cater for those who are disabled or have limited mobility.
Fraser Dyer		Appalled that the proposal does not state what is being done wholly.	The TCIP is a strategic document that provides an overview of the project objectives. The Delivery Plan sets out timescales for the delivery of projects.
Duncan McDowall		Support enhanced facilities for the motorhomes that regularly park overnight however, this car park must not become an exclusive area for motorhomes. Services and disposals would need to be near existing recycling area and public toilets.	Support is noted, however initial feasibility investigation has determined that motorhome provision is not viable. This project has been removed from the final TCIP.

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Speyside Community Council (Marion Ross)		Confusion over status and ownership of ALP and concerns that Moray Council are investing into something it doesn't own. Position needs to be in the public domain.	<p>The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. The final TCIP has been updated to reiterate this and clarify the supporting role that the Council and other stakeholders will play in this.</p> <p>The purpose of the final TCIP is to provide a framework for investment and attracting external funding for projects led by the Council, a community group, or a partnership of both. As part of the publication of the draft TCIPs, the Council clarified that potential funding sources for the projects, including external funding, would be identified as part of the final TCIP and Delivery Plan.</p>
Edinvillie Community Hall Council (Pat Shanks)		Park being transferred to Aberlour Community Association who will be responsible for improvements. Road surfaces in a disgraceful state and requires resurfacing.	<p>The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. The final TCIP has been updated to reiterate this and clarify the supporting role that the Council and other stakeholders will play in this.</p> <p>Responsibility for the maintenance of roads in proximity of ALP, most of</p>

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			which are private, lies with the landowner.
Lynsey Kimmitt		Fully support proposals, especially in respect of motorhome provision.	Support is noted, however initial feasibility investigation has determined that motorhome provision is not viable. This project has been removed from the final TCIP.
Brenda Cooper		Welcome the majority of proposals however concerns regarding sufficient parking for cars and motorhomes in conjunction with The Square proposals. Car parking spaces must not be replaced by motorhomes spaces.	Support is noted. There are no concerns regarding parking provision in Aberlour. However, projects related to motorhomes and parking area at the Co-op have been removed from the final TCIP.
Louise Davidson		Improving the road surface leading to the car park may encourage more use. Few families use the play equipment, consultation with local primary school to choose equipment would be beneficial. Signage for visitors may help.	Responsibility for the maintenance of the road leading to the car park, which is private, lies with the landowner.  The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. This will include consultation with stakeholders in the development of detailed proposals.
Peter Kyte		Car park is already well used by tourists with motorhomes and is often difficult to find space for a car. Drainage in the park is non-existent, with flooding by the area nearest the bridge. Proposals should not look to increase motorhome provision. The	Objection to motorhome provision is noted. Initial feasibility investigation has determined that motorhome provision is not viable at this time. This project has been removed from the final TCIP.

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		recycling bins are a total eyesore and should be relocated.	Unmanned recycling points serve a valuable purpose to local residents and the Council. There is limited spaces to site such facilities and the most appropriate locations are utilised. The Council service these sites on a regular basis which minimises any potential impacts.
Jenny Legg		<p>Aberlour Community Association have done nothing with Alice Littler park other than provide a lick of paint for the totally unsuitable play park. More dog poop bins and seats are needed.</p> <p>The road to the car park is badly in need of improvement.</p> <p>Comments made about the CAT process, failure to select competing group and the intentions of the successful group.</p>	<p>The CAT process is currently ongoing and the transfer to ACA has not been concluded at this time.</p> <p>Responsibility for the maintenance of the road leading to the car park, which is private, lies with the landowner.</p> <p>Comments relating to the CAT and successful party are irrelevant to the proposals set out in the TCIP.</p>
Claire Crookston		<p>Play park desperately needs an overhaul. Unclear how revamping the park can form part of the Plan when it has been subject to a CAT.</p> <p>Resurface the car park and empty the recycling point there more often so it is less visually (and olfactory) offensive.</p>	<p>The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. The final TCIP has been updated to reiterate this and clarify the supporting role that the Council and other stakeholders will play in this.</p>

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			<p>Responsibility for the maintenance of the car park lies with the landowner.</p> <p>Unmanned recycling points serve a valuable purpose to local residents and the Council. There is limited spaces to site such facilities and the most appropriate locations are utilised. The Council service these sites on a regular basis which minimises any potential impacts.</p>
Ellie Davies		<p>Ensure that local kids and parents are involved in the design of the new play park. Key features like the big slide and climbing bridge that are unique to the park and make it stand out in the area.</p> <p>Toilet provision should be included in the Plan.</p>	<p>The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. This will include consultation with stakeholders in the development of detailed proposals.</p> <p>Toilet provision currently exists at the former Aberlour Station. Support for the refurbishment of public toilets that have been subject to a CAT has been included as a proposal in the final TCIP.</p>
Ian Wilson		<p>ALP has a good, natural ambience and pleasant rural feel, with little in the way of 'man made' objects and Plan should consider how best to retain this by limiting the amount of new built items, surfaces etc. that are introduced.</p>	<p>Proposals will respect the character of the surrounding area.</p> <p>The former Aberlour Station building was transferred to ACA in 2015.</p>



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		Old Station and platform should be re-energise to offer perfect focus for activities.	
Malcolm Newbould		Do not support proposals for motorhome provision.	Initial feasibility investigation has determined that motorhome provision is not viable at this time. This project has been removed from the final TCIP.
Gary Brown		Shocked by proposals that could compromise business at the Speyside Caravan Park.	The proposal sought to address an issue raised with officers. However, initial feasibility investigation has determined that motorhome provision is not viable at this time. This project has been removed from the final TCIP.
Moray Council Open Spaces Section		Existing equipment is approaching end of life and will require replacement. A specific community consultation should be carried out to determine age ranges and equipment to be catered for. New play equipment should be chosen carefully to reduce maintenance burden. All abilities accessible surfacing is hugely costly. Clarity on CAT process.	The proposals related to ALP reflect the intentions of ACA who are currently in the process of completing a CAT. The TCIP will be updated to reiterate this and clarify the supporting role that the Council, including Open Spaces, and other stakeholders will play in this.
Erica Morton	Carbon Conscious and Active Travel Provisions	Electric bike and car charging can be sited at the ALP car park as there is no need for it to be on the High Street.	Suggestion of appropriate location is noted and will be considered as part of the detailed design of the project.
Catherine Garner		Virtually no one cycles in Aberlour, with the exception of the Speyside	The proposal aims to build on existing carbon conscious and active travel provision in the town centre.

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		Way. Proposals are trying to cater for a minority group.	
Duncan McDowall		Support. Need to ensure that infrastructure in place to accommodate increased amount of electric cars that will come in the near future.	Support is noted.
Speyside Community Council (Marion Ross)		Support.	Support is noted.
Gordon Holland		Assumption that the proposed improvements are to be funded by grants specifically allocated for this type of green transport provision and would have been useful to identify the source of funding and any associated limitations in the consultation information to help consultees focus their comments appropriately. Don't oppose providing ample charging points for EV's and bikes in the village but all the current charging points are underused. Level of provision should also take into account the present level of use and the same applies to bike storage facilities. Plan describes the existing cycle parking/storage areas as "unmaintained" and query whether the proposals would ensure that this situation will be improved by adding to their number.	<p>Potential funding sources, including external funding, have been identified in the Delivery Plan which supports the final TCIP.</p> <p>The project seeks to investigate the potential to increase the network of EV chargers within the town centre for use by both residents and visitors. Need and demand will form part of the consideration.</p> <p>Existing cycle parking/storage provisions will be upgraded as part of the project. This will include consideration of ongoing maintenance as part of the detailed design of the project.</p>
Lynsey Kimmitt		Fully support proposals.	Support is noted.

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Alistair Campbell		Very supportive of increasing electric car charging facilities.	Support is noted.
Gary Brown		Electric car charging facilities is likely to compromise parking for local people even further. Appears counterintuitive to remove parking space and encourage walkers and cyclists only to encourage visitors to park near the centre of town to charge their vehicles.	It is considered that there is sufficient parking provision across the town centre. The network of EV chargers within the town centre will be available for use by both residents and visitors.

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### Buckie

Name/Organisation	Theme	Comment	Response
Mr Sinclair Duncan	General Comments	Yes I think the proposal is a great idea	Noted.
Regional Archaeologist		Welcome the overall vision for Buckie, including the statements “Embrace Buckie’s coastal and fishing heritage through the public realm and heritage interpretation panels.”, “Develop a Lighting Strategy to enhance the visual appearance and showcase Buckie’s heritage and public spaces to create a vibrant town centre.” and “Develop a Shopfront Improvement Scheme to ensure that traditional shopfronts are retained and improved to reflect the historic character of the town centre.” This approach ensures there is clarity in terms of the improvement works, and an embodiment of the best aspects of the history of Buckie in the improvement plan. As with any interpretation, wayfinding and lighting scheme, due consideration should be given to scale, appropriateness, and location in order to avoid any cluttering of street furniture or any negative impacts on the areas which they are intended to improve. Where such wayfinding and interpretation is sited, a simple but common palette of materials and design should be used to aid future maintenance and to ensure they do not detract from the historic places they are meant to be celebrating.	Noted. A comprehensive approach will be taken to public realm improvements and lighting.

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Stacie Stroud		Buckie is a lovely town but is starting to look a bit drab and outdated. It would be lovely to see the town and beachfront brightened up with more places to socialise and cafes. It would be lovely to see some new things for teenagers to do or better places for them to go so that they are not just hanging around. Let's brighten up Buckie give it some life make it look like a real seaside town.	Noted.
Sandra Simpson		On providing all these improvements to the Central Square and Speyside Way area of the town, will the Council be committed to the maintenance thereof on a regular basis or will this fall into neglect. If the area is not going to be maintained then I would support cleaning and repairing the existing stonework, installing a few extra benches, providing public conveniences and extra lighting.	Ongoing maintenance will be taken into account in public realm improvements or any proposals put forward by community groups.

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Arthur Herbert		My vision for Buckie (as a long-term resident of the town): a town centre that is safe, clean, attractive and accessible. I note proposals for new footpaths - but what about maintenance of the all existing footpaths, which is severely lacking. The introduction of new footpaths should be accompanied by extensive improvement works to existing footpath and a long-term management and maintenance plan should be implemented and upheld. The proposals are "cosmetic" and demonstrate a lack of understanding of the town of Buckie.	<p>Agreed, the Town Centre Improvement Plan's vision sets out a very similar vision for making Buckie town centre an attractive, safer, greener and well connected place.</p> <p>The proposals set out in the TCIP have been informed by officers' knowledge of community projects and aspirations with input from the Council's Community Support Unit who work with local community groups on a regular basis.</p> <p>Following the approval of the draft TCIP by the Council's Planning and Regulatory Services committee, the draft plan was subject to an extensive consultation for 8 weeks. The draft plan was circulated around local community groups and key stakeholders, advertised by press release and social media. Printed copies of the draft plan were placed at Buckie Library, Elgin Library, Mobile Library and Buckie Swimming Pool. Online 1-2-1 sessions were offered with officers to any members of the public, stakeholders or community groups who wished to discuss any of the proposals or suggest new ideas.</p> <p>The final TCIP provides a framework for investment and attracting external funding for projects led by the Council, a community</p>
Christine Allan		Concerns re lack of consultation period, lack of options to express concerns if not on line (for the community not on line). Sorry for repetition but consultation period and lack of options for the community to express their ideas is poor.	
Elaine Clark		<p>Think the proposals rather farfetched.</p> <p>Money would /be better spent on road resurfacing, more school improvements to cope with the next generation - after all they will be the future if Buckie in the years to come.</p>	

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Leanne Paton		Unnecessary suggestions and a waste of money. Leave the town as it is and spend the money on things that are much more important like children's education, building a new high school that is fit for our children to receive their education in, more bin collections, tending to roads that need resurfaced properly not just temporary measures	group or a partnership of both to support the economic recovery of town centres which are important for everyone. The Delivery Plan sets out potential funding sources, including external funding. Future feasibility studies will take into consideration any ongoing maintenance issues.
Capt. Kenneth Woods		In my opinion it would be prudent beneficial and constructive TO LISTEN TO THE LOCAL PEOPLE. Planning in the past for example the Buckie Drifter which has now been lying dormant and empty for many many years along with many other projects of which Planning was involved and turned out to be a joke or a laugh a minute to put it mildly as they did not listen to the local community and would appear the decisions was mas made previous to the consultations. IT WOULD THERE BE SUGGESTED THAT IT IS IMPERATIVE THE LOCAL PEOPLE BE INVOLVED AND "LISTENED TO" AND DEFINATELY NOT LEFT TO PLANNING FOR DECISION MAKING THEMSELVES.	The proposals will be mainly funded by external funding sources, which specifically focus on economic benefits, public realm, heritage, town centre recovery and therefore cannot be spent on anything else.
Buckie and District Community Council		As a community council we wanted to express our significant disappointments about how these consultations were run. As you will be aware, Buckie and district has a varied population, with older people, people lacking connectivity and dispersed population. By having a consultation which has been mainly virtually, we wish to express the significant disadvantage you have placed on our communities. Timescales for such a big consultation have also been very short, not	

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		<p>allowing people the opportunity to know about it and respond.</p> <p>We have had members of our community express those points relayed above and wish these to be noted.</p> <p>We also find it quite unfortunate that you have not fully interacted with local community councils, local community groups, and our local councillors.</p>	
Colleen Wood		<p>I agree that Moray Council needs to improve the town centre but also other areas of Buckie too to maximise tourism opportunities, investment, employment, and for the general health and well-being of residents. If you were a tourist visiting Buckie, where would you stay' Where would you eat' What is there to do and see' What exactly attracts visitors to Buckie' I think the planners need to look at this perspective to arrive at decisions which would be practical and beneficial.</p>	Noted.
Alex Moir		<p>I do not have all the answers to attract more people to visit the town centre but removing car parking spaces, putting raised flower beds that you do not want to service, and a few benches and seats will not attract visitors, think Moray Council needs to reduce rates for existing businesses and offer grants for start-up business ideas, but hey, that would make sense, and Moray Council and sense will never work together. This is my view of the proposals, not everyone's, but I feel if it's not voiced, then I cannot complain further if this ridiculous proposal goes ahead. If you actually spend some time walking along East Church Street and along West</p>	Noted.



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		<p>Church Street you will see a lot of run down properties where the owners have not bothered with repairs resulting in not so much weeds but trees growing from gutters and coping stones at the roofs of buildings, making for dangerous walking on the pavement where you want more visitors, maybe, and I'm just thinking out loud here, maybe it would be wise to have enforcement orders on the owners of these properties to have them repaired before even contemplating the ideas that someone has dreamt up about the quadrants of the square, I can only assume this person in Moray Council has nothing other to do so a project was given to them to justify their wages. I think Moray Council needs to reduce rates for existing businesses and offer grants for start-up business ideas, but hey, that would make sense, and Moray Council and sense will never work together. This is my view of the proposals, not everyone's, but I feel if it's not voiced, then I cannot complain further if this ridiculous proposal goes ahead.</p>	
Moray Council Transportation		<p>Transportation are generally supportive of the outline improvements set out in these plans, in particular improvements to assist movement of pedestrians and cyclists, additional cycle parking and inclusion of further electric vehicle charging facilities within these town centres and look forward to working with you to develop and deliver transportation related proposals. The use of footways for outside dining requires permission from the Roads Authority and will only be permitted where there is sufficient</p>	Noted.

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		footway width to ensure that there is no obstruction to pedestrians, in particular for those with impaired mobility or sight.	
Robert Harper	Transportation	Do a survey on bike riding, far too much emphasis on what is great for bike riders at disadvantage of others. Very few bicycles seen in town at any time. Shoppers aren't doing it on bikes and wont. Screw this up and you send people to shop in Elgin or Aberdeen, local shops will not benefit if you screw this up	The proposed widening of footways will in the main benefit pedestrians. Where numbers of cyclists are low these widened footways can be re-designated to enable use by cyclists. As set out in the Council's Active Travel Strategy 2022-27, an Active Travel Masterplan for Buckie will be undertaken to identify improvements that will encourage people to travel by foot and bike rather than car. The Active Travel Masterplan will be prepared in consultation with the public and local stakeholders.
Kevin Mayne		Buckie square, heading down brae old bus stops, if you want to encourage coach tourism, some paint and paint coach parking. 2 bays heading down or uphill, the welcome and statement made with minimal cost will give great help to get folk into Buckie on the NC250 when visiting moray coast.	This section on the A942 is on a steep slope on a busy section of road used by vehicles accessing the harbour and the main route along the coast. Whilst there has been historic bus stops present at this location, coaches parked for a significant length of time will restrict the forward sightlines and may present a road safety hazard. Furthermore the location is on a sloped section of road, and coach users can often have mobility constraints, it may not be the ideal location for a coach stop in terms of accessibility. The Council will work with local coach operators to identify a suitable location for a visitor coach stop-off to support the tourism industry in Buckie.

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Ian Anderson		Before all the fancy improvements to the eye. I would like to see an improvement in the roads in Buckie, the junction at the top of the main road is a disgrace as are quite a few of the streets and proper repairs are needed not just the tar and chuckie repairs we seem to be getting fed up having to get my car wheels tracking done every 6 months.	Noted. Comment has been shared with the Council's Transportation Service.
Elaine Clark	.Cluny Square	Pedestrianisation of the town centre and landscaping will not bring people into the town - shops are already closing and visitors will not come to the town centre if they have to park further away and there are no shops/restaurants to warrant their visit.	In light of the consultation responses received, the proposal to remove car parking from the North Church Hall quadrant has been removed from the final TCIP.  Instead, public realm improvements will be limited to around the Square (outwith parking bays) and to a section of the High Street whereby the area would be redesigned using different hard landscaping (i.e. paving) to make it into a more attractive, inclusive, and pedestrian friendly area.
Colleen Wood		Making the North Church quadrant at the Square could enhance the centre of town but we definitely need to keep the other 2 quadrants in the square for parking, for both residents and visitors.	
Lynne Sutherland		All positive changes for Buckie. I especially like the idea for a community space at Cluny Square. This would benefit locals and tourists alike. Plenty parking elsewhere in the town that can be used by 9-5 workers.	
Carol Duncan		Fantastic ideas proposed for the Cluny Square development. A safe haven for families to enjoy an ice-cream in the nice weather without the worry of traffic in that quadrant.	
Robert Harper		<i>Reducing the number of vehicle parking spaces in the Cluny Square will not improve business for local shop keepers.</i>	

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Sarah Revell		I think there are alternative areas which couldn't developed in the town such as the harbour area instead of taking away valuable parking spaces including disabled parking on the square. I feel this would discourage people from parking elsewhere and spending money in the town.	
John McKay		I think it's a disgrace closing the access to parking in the North Church part of the square. It is a very important part of Buckie for the church, and their activities which attracts people. Shopping is very much needed in the town and people who come from out about are always so pleased to have parking near the centre of town To put seating in the square, how many days in our climate are people going to use it. The seat at the part of the square at the back has been used by a few school children at lunch time and the gulls swoop down to get the food and then a mess is left. There are plenty places to eat safely where people are trying to make a living. That's what people coming to town want to know ....where is a good place to eat. In Aberdeen & Elgin there is no shopping in the mains streets as cars are not allowed. Why turn Buckie into the same and put everyone away to retail parks!	
Arthur Herbert		I disagree entirely with the proposal to remove car parking from Cluny Square as the town is very poorly served by public transport and car parking is already a problem in the town. The majority of visitors/tourists would arrive by car.	

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Julie McKay		<p>Taking away parking in the centre of the town will only distract visitors coming to shop and support the local high street as well as the church and all their groups, funeral teas, coffee mornings etc will all suffer with this idea. Elgin high street is dire and most visit the Elgin retail parks because of the accessible parking don't let it happen to Buckie high street too! The local businesses have had a hard couple of years with covid and don't need any more setbacks. There is not enough parking as it is especially the disabled and at the moment there is no parent and child spaces. Parking is a problem sometimes but maybe introduce timed parking instead of removing it all together. There is problems in the square with seagulls/vermin as it is without attracting more with litter from picnic tables. There is also seating already in Cluny Square (North Church side) and across the road at the memorial which no-one ever uses so why put more seating when the existing is never used' We have an annual Christmas Kracker every year for the community, how will all this seating help the business that pitch on the square for the day. There is plenty room at the local parks for picnic tables/water fountains and parking to enjoy these ideas you have.</p>	
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Kimberley Thompson		While I would agree with most of the suggestions, the removal of parking from the square next to the north church is something I do not agree with. At the most the strip of spaces to the side of the building could be removed and landscaped but not the other spaces. It is useful parking for elderly church attendees and young mums visiting the children's clothing shop.	
Adam Murray		As a whole, I feel that reducing and redevelopment of the town centre will have a huge detrimental impact on day to day life for the people of Buckie and visitors to the town. The quadrant that is to be developed into seating etc will impose a danger to funerals and weddings held at the north church. The ever growing Buckie Christmas Kracker and Christmas Lights will be impacted and possibly unable to hold such an event that is good to see in such a small town	
Archie Jamieson		Removing parking in square-I would like to object to this. The parking is used to capacity every day and is essential for people who may need to park close to facilities. Regeneration on the town will be further limited with limited parking. The street will be more congested when there is funerals.	
Alex Moir		Before even thinking of removing car parking to make way for visitors, please think, where will they park as these car parks at the moment are taken up mainly by office staff and local shop owners, if these are removed, the current users will, if common sense prevails, use the other car parks, which will in turn remove spaces for	

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		visitors, and they will see no space to stop so carry on through and out of Buckie.	
Annetta McKay		I think it is terrible to think of closing the North Church Square. It is the hub of the town. Visitors are so pleased to have parking in the centre of town and with 2 disabled parking. A couple of parent and child spaces would be welcome as well. The church used the square for disabled people coming to the Church and for coffee mornings on a Saturday and many disabled clubs come to that and a lot of more activities go on. There is also a garage and house and a shop which gets many deliveries. There is seating round the corner at the square and the only time it is used is by a few school children on a nice day and the seagulls go frantic for the food. Also they swoop on anyone eating and the cars are plastered with seagull droppings. There is plenty room if you need benches and tables further down the brae looking over the sea but the seagull will still be on the go there. Every town that has car parking taken away from the centre of the town that's the end of people coming to the town. We have been fortunate in Buckie and do not want to see any shops close because of a very foolish idea of taking away the heart of the town!	
Christine Allan		Concern re reducing parking in North Church quadrant for funerals, weddings plus the need for parking for disabled.	

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Graham Cormack		Against removing parking in the square - if you propose making a fancy seating area use the filled in railway line area of ground at the other side of the square beneath the Struan, which is already accessible from north high street. doing away with already limited parking is a backward step Council already abandoned the existing flowerbeds a couple years ago due to 'cuts' and left them an eyesore with 'wildflower' seeding – don't go creating more planting areas when you can't even maintain the existing ones, like the rose gardens in queen street that were ripped out and now being reinstated at more cost, and the small planting area on west church street beside the bowling green also seems abandoned, time you guys dreaming up these fantasy plans actually had a look at the town and sort out the existing areas before trying to instil your fantasy visions.	
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Anne McKay		I think it is ludicrous to take away parking from the square in Buckie parking is a problem at certain times and to remove more won't help the businesses. Also Moray Council cannot upkeep the seating areas in other parts of the town and they are hardly used (the two areas further along east church street for example) I am sure there are many ways to make the square more attractive without removing parking from another quadrant. The work Buckie Roots have put in in the quadrant the war memorial is in has been outstanding and they should be commended for it but not by giving them even more work to do! Also not forgetting that people actually live in flats around the quadrant mentioned and I'm sure no parking would make it difficult for them to sell these on.	
Alistair Farquhar		As current owner of two properties in Cluny Square in Buckie 16 and 17 need to confirm that I will still get access for deliveries. There is a house in that property and I may convert one back to housing. It is also used for funeral parking.	
Kim Duncan		I agree with and welcome all proposals except the one to reduce parking at the north church square. There is a lack of parking there as it is when there is a funeral or event at the church. There are also other businesses based in this square too.	

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Nikki Gray		<p>I have read through the plans and Would like to raise concerns on the plans for the square. Taking away valuable parking spaces and changing it into seating area i feel would not encourage people to come to shop in the town. I know that there are people who travel some distance to go to the baby shop in that square and if they don't know the town they would not know where other parking areas would be and having children with them having parking right outside the shop is very handy and encouraging for non-town members to drive to the area. I would also be concerned for the church losing the valuable parking spaces including disabled spaces, for the regular church goers and the meetings/clubs that also happen in the church hall such as the guild. There are often coffee mornings and soup and sweets held in the church hall for charity, if people are restricted on how they deliver to the hall this may have a huge impact on local charity funds. This car park is also used when there are funerals/weddings at the church. People need to have access for delivering flowers and also for catering. The car park is used for family members to park so they don't have to walk through the town at a distressing time, the bus for taking friends and family to the cemetery also uses this car park again to limit the distance grieving people have to walk in the main street. There is already a bench in this Square that is barley used. I also believe that this would just encourage seagulls to swarm and swoop in the middle of the town again something that would discourage people not encourage.</p>	
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Louise Williams-Thain		There is hardly any parking in Buckie as it is. There are also people who live and work in that part of the square in Buckie, myself included.	
Ann Murray		Do not agree with doing away with car parking in the north church quadrant. Where do church goers park their cars? The hall is used so again car park is needed. Funerals are held in the church so are mourners meant to park elsewhere and walk. Hedges etc in the other quadrants are not a good idea they will just cause accidents. There are plenty things needed in Buckie which don't all have to be about Cluny Square. Moray council are supposed to on their uppers so where is all the money coming from for all these improvements.	
Kathryn Cowie		<p>Complete waste of much needed elsewhere, money! Buckie has hardly any parking as it! The N.E. Quadrant is where our Church is - we host funerals where parking is a premium as we speak - our Church Hall hosts many community events - charity events almost every Saturday as well as weekly Church groups and fellowships, not to mention every election! No one will sit in the square at tables to eat because of the seagulls, which target people passing through now!!</p> <p>There's an ideal area below Struan House, behind Baptist Church, which would make an ideal 'Picnic Spot' if we need one. Buckie has only charity shops and eateries - nothing to offer visitors - Please think again Moray Council!!</p> <p>In the next couple of years Buckie North will be the only Church of Scotland in Buckie. Buckie South and West is to close which means parking</p>	

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		<p>around Buckie North will be needed more than ever. Rathven Church will also be closing so three congregations will be uniting in the near future. At the recent Keswick in Buckie Convention, all three quadrants of the Square were full every night for the whole week. Hopes that serious consideration will be given to this when making decisions.</p>	
Leanne Paton		<p>Taking parking away from the North Church is silly, where are people expected to park if they are attending the church, funeral wedding etc. Planting in the other quadrants so you can't see cars parked means you are also stopping visitors to the town seeing the shops that are in each quadrant. It will also be very detrimental to events such as the Buckie Christmas Kracker which relies on these spaces and successfully draws thousands into the town centre each year.</p>	

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Paul Tough		I think the improvement plan for Cluny square is wrong! There is so much more can be done, local businesses will be massively effected. My mum is disabled and is a TSB customer she struggles at the best of times to get a parking space beside the bank let alone if you take all of it away. And looks of the likes of the Christmas lights switch on. That's all based in the square. You did something a few years ago to bring people into the town centre not scare people away due to parking. That money could be better spent on other things such as up grading the local primary and secondary schools. You say you want to spend all this money then I saw an article today saying you need to find more money.... It does not make sense. Closing word... do not redevelop Cluny square Buckie.	
Damian Walker		I would strongly recommend not removing the car park Buckie already has a lack of parking this money should be spend better if you are going down the eco road maybe install charging points in the square one of the big things in Buckie is the Kracker and the light turn on removing this car park will just make less space for attractions at the Kracker and make it harder to put up the lights I see this car park every day full every day this is not a good idea.	

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Capt. Kenneth Woods		<p>The plan is to encourage people to come into town. When people come into town in their transport, WHAT DO THEY NEED, first of all they need PARKING facilities AND TOILET FACILITIES, and to do away with the parking facilities in the three squares North, South and South West is a joke and in addition LOOKING AT THE DISABLED SIDE OF THINGS for example, I don't think it is a good idea to park them outside of the square areas and make them walk or whatever extra distances to shopping areas, etc. WHERE WILL PLANNING REQUIRE THEM TO PARK???</p>	
Sandra Simpson		<p>Before doing anything to the Square, I would start by spending money on repairing and cleaning the existing stone work which would improve and freshen up the Square markedly. I would not close the North Church quadrant to traffic. There are weddings and funerals and this area is required for family of loved ones and for disabled people requiring access to the Church. Possibly the area at the west of the building could be restricted to parking and bespoke street furniture and planters located in this area. I don't approve of hedging in the north quadrants of the Square. They are a magnet for litter and the amount of litter produced at lunchtime by school children is a sight to behold. Bespoke planters would be a better idea.</p>	

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Buckie and District Community Council		<p>In response to the proposed changes to the current parking to the side of the North Church, we the Community Council do not feel that we can afford to lose these parking spaces. Rationale for this includes the fact that people within the community park as close as they can to shop for a variety of reasons: - disability, health conditions, lack of suitable parking within the body of the main street.</p> <p>We feel that there needs to be significant improvements to the current lineage of parking spaces to maximise the use of them in the main body of the town. Additional considerations are needed, such as allocation of parent and child, and disability friendly spaces.</p> <p>Members of our community have come forth about the significant concerns about losing the car parking in the proposed site, therefore we are opposed to these changes.</p>	
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Moray Council Transportation		<p>The removal of parking at the north-east part of Cluny Square and on-street to provide areas of enhanced streetscape will require careful balancing with demands for parking as Buckie serves a numbers of coastal villages and a rural hinterland where travel distances and the availability of public transport often mean that residents are reliant on private transport. We recommend that parking surveys are undertaken to inform and support any proposed changes, particularly where there is a requirement to amend a Car Park Order (which is a legal process). There was a scheme developed during 2014/2015 for the replacement of the roundabout at Cluny Square with a traffic signal controlled junction to improve pedestrian and cycle facilities. This was consulted on but not well received by the community and so not taken forward. This scheme could be reconsidered as part of the improvements in the town centre as the subsequent introduction of traffic signals at the High Street/Cathcart Street junctions have been seen as an improvement for pedestrians by the community.</p>	
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Moray Council Open Spaces Section		<p>It is appropriate that part of the vision for Buckie Town Centre is to improve pedestrian/cycling infrastructure to encourage active travel. It is important however not to just focus on walking/cycling but to also consider less able users, buggies/pushchairs etc. To do this effectively will include consideration of providing smooth level surfaces and dropped kerbs to maximise accessibility. The proposed enhancements to Cluny Square are to be supported and will make this a much more friendly user space for non-motorised users. It is important however that the plan also considers improvements in terms of how the central space will link to the surrounding radiating path routes and nearby NCN1 if the full benefits of active travel are to be realised. It should also consider provision of information points to raise awareness of these active travel opportunities. Cluny Square, additional greenspace upgrades will place an increase in maintenance pressures on an already very restricted team. Shrubs and hedging around car parking areas are not easy to maintain, become litter traps; people 'walk through' leading to gaps/ desire lines which end up looking untidy. Planters with an appropriate watering system would be preferred. Watering could not be carried out by Open Spaces section. There is a community group who have carried out improvement works to the green space in Cluny Square who would need to be consulted on further Greenspace improvements.</p>	
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Sarah Price		Permanent Pedestrian area from the Co-op to the square. This would give cafe and bars room for outdoor areas. It would give people more space instead of tight footpaths. You could also have some clear covered areas for the wet days. Lots more bins. Colourful, bird proof, and fun too.	This section of road is a key bus route in Buckie and there are no alternative routes to the east of Cluny Square which could accommodate buses and take passengers as close as possible to their desired destination. Footway widening through the removal of some parking bays could provide pedestrians with the extra space they require.
Archie Jamieson	Public realm improvements	Seating and picnic benches - There are benches overlooking the Firth already more can be added to this area leaving parking areas. Picnic benches will cause litter so gull proof bins are needed not just at this area but round the town.  Planting round parking area on south east quadrant. Some thought must be given to this and on-going budgets need to be made available and not planted and left to get out of hand or too dry. If sustainability is built into this colour is always a bonus.  Signage Paint work pavements - These all need to be a priority. Up to date accurate information board. A notice board for more community events to be added, painting and maintaining the paintwork. Barrier free pavements need to be in place it's so dangerous at the moment. Repair of existing walls need to be carried out.	The area overlooking the Firth is not part of the Town Centre area.  Noted.  New noticeboards are part of the identified public realm improvements. The potential for a digital noticeboard and bespoke signage will be explored.
Ello Wood		There needs to be more bins about the town, and recycle bins as well since we are meant to be going greener.	Noted. This comment has been shared with the Council's Waste Service.

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Alex Moir		<p>Now onto making more benches and tables for visitors to sit, enjoy and eat their food where seagulls swoop down, steal food and will make more of a mess than there is at the moment, so far, you the Council are making these problems I am highlighting. Another idea with putting in flower beds, who looks after the existing flower beds in the square, it's Not Moray Council, its volunteers which they do a magnificent job but you want to give volunteers more work, sounds a bit like a manager dreamt this up, more work but no involvement from Council, and the flower beds do not attract visitors, it's nice to see yes, but it's not the factor to get more people visiting Buckie.</p>	<p>The good work undertaken by community groups and volunteers is noted and welcomed. Projects within the final TCIP may be led and implemented by a community group(s) who will be responsible for future maintenance.</p>
Colleen Wood		<p>Street furniture - does this include the much needed extra bins for the litter problem and much needed extra dog poo bins for the increasing number of locals owning dogs' I think bins are more needed than benches. To help improve our community I think more resources are also needed to meet the needs of our younger residents. Surely, for the size of Buckie, there should be activity centres for all ages, not just the pool' What do the teenagers want and need' Perhaps the Moray Council could ask for their views at school' Why is there not a family-centred place like ten pin bowling/soft play area' There are plenty of vacant buildings, like the former Buckie drifter, which also has access to parking.</p>	<p>Street furniture could include providing additional bins.</p> <p>The opportunity sites identified do have a potential commercial use, which could include activity centres and other businesses, however, the council has no control over which businesses will come forward.</p> <p>The aspiration for a community hub has been identified through the review of the Buckie Locality Plan and this has been reflected in the final TCIP.</p>

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Kimberley Thompson		Also while you talk a good talk about landscaping etc. Buckie centre is looking fantastic because of dedicated volunteers. I would worry that these improvements would fall on their shoulders when they do enough as it is when funding inevitably gets cut down the line.	The good work undertaken by community groups and volunteers is noted and welcomed. Projects within the final TCIP may be led and implemented by a community group(s) who will be responsible for future maintenance.
Buckie and District Community Council	Public realm improvements/Lighting Strategy	As the community council, we are in agreement that if the plans increase accessibility and appearance of the town, we are quite happy for this proposal of highlighting the town's heritage and encourage active travel and tourism to Buckie. We would like to be involved in further consultation about what would be appropriate to light up and develop upon.	Noted. A bespoke approach to street furniture and the public realm that showcases Buckie's heritage would potentially help to attract visitors to the town which supports local businesses. Further consultation on a Buckie 'theme' would be carried out with the local community and the Community Council.
Stephanie Moffatt	Lighting	Lighting at the end of the Inchgower estate at the a98 would also be welcome as this is the darkest and most dangerous turn in the dark hours.	Noted, although this area is out with the town centre and therefore the scope of this improvement plan. The comment has been shared with Transportation Services.
Sandra Simpson		The Square would benefit from attractive lighting.	Noted.
Archie Jamieson		Lighting at monument - Very much in favour of this.	Noted.
Stephanie Moffatt	Public Toilets	Along with centre improvements there should be inclusion in the plans to further enhance and bring current the toilet block including the	Noted. The final TCIP has been updated to include a proposal to support the refurbishment of public toilets that have

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		<p>accessible toilets which are located near the other car park closer to the Lidl and police station. This toilet block has been a disgrace and is rarely cleaned. There is no soap nor sanitizers available and rarely is their loo roll in place unless myself and some others provide it. I have complained on this issue twice before. There is not enough signage to ensure folk known this is a toilet. It is run down and becoming quite disrepaired. Also in the towns square Cluny square if you are making more seating available near the war memorial why not consider reopening the former toilets either side of the red sandstone as you progress down the hill towards the sea front"</p>	<p>been the subject of a Community Asset Transfer (CAT).</p> <p>In addition, the Council have been assisting communities in working with Visit Moray Speyside and local businesses to take ownership of public conveniences following the budgetary decisions for 2021/22 taken by the Council. Visit Moray Speyside have produced a toolkit to provide advice on how community groups can take ownership and run these facilities. Prior to Covid the Council also contacted local businesses to promote the Comfort Scheme which is run in partnership with the Run Our Loos scheme who provide a 'welcome pack' which includes a map showing the location of participating businesses who allow public access to their toilets. Improved signage to the public toilets will form part of an overall review of signage in the town.</p>
Sandra Simpson		<p>There is no mention about public conveniences. The only ones we have are at Newlands Lane which is hidden away and needs a lot of TLC. I have never ventured near the harbour toilet as I was of the view that it was only for harbour users and does not look inviting to the general public. If we are to encourage people to come to Buckie for a walking experience we desperately need decent public conveniences that are clean and well sign posted.</p>	
Buckie and District Community Council	Digital infrastructure	<p>In response to this proposal, we the community council feel that the connectivity within the town and surrounding villages is a significant issue, and there needs to be work done between agencies to improve the connectivity issues to allow for more fluid and stable connections.</p>	<p>Noted. The proposal for public wi-fi has been removed from all TCIP's as further investigation has highlighted issues with future maintenance and revenue streams.</p>

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Robert Harper	Electric Charging Points	Putting electric charging points in Cluny Square will not be beneficial to local business as parking spaces at these EV points will be taken up for long periods. Suggest you Increase EV points near the library and Fishing Heritage Centre.	The location for new EV charging facilities will be subject to a further detailed investigation which will be based upon demand forecasts provided by Scottish Government.
Buckie and District Community Council		In regard to charging points, there are only a handful of points located beside the library and feel that more will be needed to encourage people to use our town in an environmentally friendly way. Due to the increasing population and the potential number of people purchasing electric or hybrid vehicles, it is important that there are plenty of affordable charging points within the main body of the town.	
Moray Council Transportation		Our preference is for EV charging to be provided within public car parks rather than on-street. EBike charging facilities and cycle parking will require careful siting to ensure there is sufficient space around them so their use does not cause obstruction to pedestrians.	Noted.
Capt. Kenneth Woods	Speyside Way	LAND SCAPING THE SPEY SIDE WAY. As it stands at the moment and for many years it is a mess. WHY IS IT A MESS is because there is no maintenance programme to look after it along with many other areas of similar standing. Why is this, the same old and usual response is there is no money in the pot or budget for the work to be carried out. In the majority of these cases if it was not for the pensioners, disabled and volunteers who have a pride in their town to try and do something, things would generally be in one big mess. MAYBE THERE IS A POSSIBILITY THE	Any upgrades to the Speyside Way would be subject to community consultation and would involve working closely with community groups to ensure that any works would be able to be maintained.

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		PLANNERS WILL ADVISE THE COMMUNITY HOW THEY PLAN TO MAINTAIN THESE PROPOSALS VERBALLY AND IN WRITING. Await response to this one with great interest. Landscaping will it be left like the rest of the projects a mess, no maintenance, no budget.	
Christine Allan		Speyside way have already 2 signage indicators i.e. granite type large stones and metal frame.	Signage would relate to more comprehensive signage and waymarking across the town centre.
Moray Council Open Spaces Section		It would also be worth considering enhancements to the start of Speyside Way at Cluny Park to establish a quality space and a stand out feature to match the status and significance of this national long distance route (LDR). Enhancements could include not just seating as suggested but also a public art 'landmark' and mobile phone photo view facility to capture a lasting memory at the start/finish of the LDR. The art could take the form of a striking sculpture which interprets local landscape and the physical character of the LDR. It would be ideal if this were created by a local artist. Soft landscaping should not introduce slopes of 25 degrees or more in order for maintenance to be carried out without additional maintenance pressures.	Noted.
Nikki Gray		I believe that if you feel it is important to having a seating area such as this in the town it would be better at the Speyside way garden. There are nice sea views, its enclosed in a garden and is in the middle of the town but more private for people to feel comfortable to eat rather than eating in front of everyone walking/driving past in the	Noted.

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		main street as I know that I wouldn't like to sit in that area to eat right in front of a busy shop and a busy roundabout.	
Buckie and District Council		We feel that this area would be a suitable area for rewilding, potentially creating bee and butterfly friendly gardens to improve the appearance and make this area a viewpoint for out across the Moray Firth. Therefore we welcome suggested improvements and would encourage these.	Any changes would be subject to further community consultation and options for suggestions of rewilding brought forward.
Sandra Simpson		Heritage Trails. There are some sculptures behind Eat Mair Fish which are really nice but these have been neglected over the years and look very sad. It would be great if this area was tidied up and maintained and ties in with your Buckie walks.	Potential ties to other heritage trails could be investigated as part of the Speyside Way projects and a wider Moray-wide interpretation trail.
Agnieszka Markuszewska	West Cathcart Street	Speed bumps on West Cathcart street, several times I've been out a walk with my children and the speed drivers go through that street is dangerous, also was putting my child into my parked car on that street and my car door got damaged/hit because driver was speeding and reckless!	<p>The West Cathcart Street area was not included within the draft Town Centre Improvement Plan, however concerns are noted and have been shared with the Council's Transportation Service.</p> <p>West Cathcart Street has raised junctions in the vicinity of the schools which assist with reducing vehicle speeds around the schools. Previous surveys found that average vehicle speeds were well below the speed limit. Further surveys can be undertaken to</p>
Vicky Butcher		Speed bumps down West Cathcart Street as it's such a small road with cars being parked and a lot of pets are getting hurt.	
Sylvia Munro		Speed bumps all the way along West Cathcart Street not just school area as too many cars use it as a racetrack!	



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Sarah Munro		Suggest Speed bumps to secure the safety of local children and animals on West Cathcart Street. Myself, partner and neighbours have all experien/ced lots of traffic flow throughout the street and has led to damaged property of cars and nearly life threatening injuries to our cats. Not to mention the high school students and Cluny primary students walking home and or downtown for lunch have nearly been struck by vehicles exceeding the speed limit. I think either making the entire zone a 20 mph would help but think speed bumps would be a definite solution to this problem.	determine if there has been a significant change in vehicle speeds.
Buckie and District Community Council	Shopfront Improvement Scheme	Economic concerns were raised during our discussion of this proposal. There have been improvements made to the shop frontage within Buckie Town. Further enhancements would be advantageous to the appearance of the town. However, when we are in perhaps the greatest economic crisis, we worry about the uptake of this. We are seeing our shops in Buckie becoming more and more vacant and have heard that leases and length of these have put businesses off.	Noted. Given the benefits that a shopfront improvement scheme would have for Buckie town centre, this proposal has been retained in the final TCIP.
Regional Archaeologist	Derelict/Vacant buildings	OPP2 Blairdaff Street – while noting the site is considered to be suitable for residential redevelopment it would be beneficial to see a commitment to the retention of the original Old Lemonade Factory building owing to its contribution to the character of the area, rather than an implied option for complete demolition and development of the site.	The Council has been undertaking work on identifying vacant and derelict sites. The list contains the existing Opportunity (OPP) sites as identified within the MDLP 2020, sites identified in the Scottish Government Vacant and Derelict Land Survey and Buildings at Risk Register. This work forms part of a separate report being presented to the

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Colleen Wood		Yes we need to transform vacant sites but not just for residential use but also for businesses.	Planning and Regulatory Services Committee on 25 October 2022.
Arthur Herbert		A survey should be undertaken to identify all vacant and derelict buildings in the town centre and proposals developed with owners with regeneration or disposal - beyond the few included in the TCI plan.	The Council also has an Empty Homes Scheme, where help is offered to private owners to help bring their empty properties back into use. The final draft TCIP includes a proposal to explore opportunities to transform vacant buildings and bring them back into use through identifying and engaging with property owners.
Christine Allan		Concern re developing residences at the old gas works c/o contaminated ground.	OPP2 and OPP3 sites were included within the draft TCIP due to their prominent nature. The public consultation was seeking views/opinions of the proposals, and any other ideas to be put forward. Therefore, it was hoped that during the consultation, community groups, residents and members of the public could make suggestions of any potential gap/vacant sites and/or vacant derelict buildings that they would like to bring into the Council's attention to further investigate. The Community Council was approached following their consultation response whether there are any other vacant/derelict sites that they would suggest for the Council to investigate, but unfortunately no response was received.
Ann Murray		Agree with development of vacant buildings for housing etc.	
Capt. Kenneth Woods		BARREN STREET AND ADJACENT GROUND WHICH HAS BEEN LYING DERELICT FOR YEARS. Adjacent ground it may be a good idea to put a coffee and craft shop all in one there along with car parking area of which there is a wonderful view at that site and would be popular with visitors and locals	
Buckie and District Community Council		Our final point remains about the land development consultation on Barron Street, and Blairdaff. We remain concerned about the	In terms of usage, the draft TCIP suggests, but not restricts use to residential only for the OPP2 and OPP3 sites.

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		<p>consultation on ground that is privately owned and find that quite inappropriate to consult on.</p> <p>We received further representations about the ground under OPP2 and OPP3. We find the fact they have been part of a wider consultation disrespectful to the landowners and will not be making comments on either of these points. We felt, wider public questions could have been asked of communities about other suitable sites in our town centre.</p>	<p>In relation to OPP2, the draft TCIP does not imply the demolition of this building, rather explains that redevelopment of this building should be compatible with the residential character of the surrounding area as set out in the MLDP 2020.</p> <p>Whilst OPP3 is indeed a difficult, contaminated site to develop, but it was included within the draft TCIP due to its close proximity to the town centre. The MLDP 2020 sets out the various assessments that need to be carried out in relation to developing this site, such as contamination assessment.</p>
Arthur Herbert	Harbour	<p>A number of buildings are in Council ownership, e.g. the Fishmarket, the Drifter - what thought has been given to regeneration/reuse or disposal of these buildings. Many of the traditional buildings in the harbour present a risk to health &amp; safety, with unsafe roofs, guttering etc due to owner neglect. This should be pursued with the owners, with greater encouragement of maintenance and upkeep of buildings in this area and the upper town centre.</p>	<p>The Harbour is not part of the Town Centre Improvement Plan, because it is being looked at as a standalone, separate project, and a Buckie Harbour Masterplan is under preparation.</p> <p>Various sites have already been purchased by Moray Council to redevelop and some developments will be coming forward in the near future to regenerate the Harbour</p>

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Colleen Wood		These derelict sites should also be transformed in the harbour area too. The harbour is the reason Buckie thrived due to the fishing industry and in recent years with links to trade, wind farms and the oil industry. There are buildings along the harbour which are not only an eyesore but a health hazard. Please prioritise this area and transform it.	frontage and sites beyond within the next 10 years.
Ann Murray		Have already submitted but omitted to mention the harbour. The whole area is needing to be raised and tidied up with development opportunities. The market is an eyesore which came along too late to be of much use to what is left of any fishing fleet. The Drifter is a white elephant which could be used for various options which have already been suggested to the council but been vetoed. The harbour could be an attraction to visitors. Other places have managed it so why not Buckie.	
Stacie Stroud		The harbour could be a lovely place that could draw in tourism and job opportunities if it was restored a little, all the abandoned buildings do not look nice and because of that people do not treat the area with respect.	
Capt. Kenneth Woods		HARBOUR AREA. One big mess with derelict buildings that is rotting away, roofs caving in and pavements filled with pigeon droppings. It may be a good idea to put some seats along the harbour area where visitors and residents can have a seat and in addition as the town was built on the fishing industry a statue of a fisher wife similar to the one in Nairn and Peterhead be installed at the	

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		harbour for all to see. With reference to the buildings should be pulled down or tidied up to make the area look respectable and SAFE for pedestrians to walk on the pavements.	
Buckie and District Community Council		We are aware of the harbour developments and a possible fund to look at improvements to the appearance of the harbour area and this is something that we welcome fully.	
Ello Wood		Walking down the harbour, The derelict buildings Are an eye sore, the pavements are full of pigeon/seagull poo which is dangerous to dogs paws and the pavement near the ex oil company, is full of oil which is very slippery when wet. All that is just on one stretch of road. It also puts businesses off from investing due to the run down looking street. Please do something with the old drifter, such a waste of space/building being closed.	
Roxanne Atkins		I think if there was something to be done down at the harbour front to all of the derelict/dangerous buildings that would be lovely to see some life down there and a pleasant area during walks and to attract tourists. Currently it is dangerous with numerous amounts of broken glass making it look run down and neglected.	
Arthur Herbert		The town centre vision outlined needs to be expanded to include the harbour area, particularly to enhance and expand on the fishing heritage aspect.	

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Kevin Mckay	Gateways	The roundabouts mentioned are Barhill Rd and High street. It might be prudent to try and get a sponsor to advertise on these. The income would be used to enhance the roundabouts.	Noted.
Capt. Kenneth Woods		BARHILL ROAD ROUNDABOUT. With all the new build and present build it would be prudent and beneficial to have some shops in that area as there is none to present. Maybe planning could use a common sense approach to that suggestion.	The requirement and location for shops in the Barhill Road area will be addressed as part of the Buckie South Masterplan as a planned, strategic approach for a long term growth area.
Buckie and District Community Council		At present the gateways in Buckpool and entering the town are majorly made up of concrete with no focal points. We agree that these need to be improved in appearance to make the town more welcoming and sustainable. With points in relation to the wider Buckie South Masterplan, we feel that the gateway position coming into Buckpool would change, potentially up towards the junctions onto the A98. Presently the Buckpool roundabout is large, uninviting and not pleasant to look at, which is similar to the Buckie Tesco roundabout. Both should be improved aesthetically, but with consideration of future plans.	Noted.
Moray Council Transportation		When considering any changes to or landscaping of islands at the gateway roundabouts, please include an area safely to park a maintenance vehicle.	Noted.

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Moira Christie	Other Town Areas	The footpath from Buckie to Findochty via Strathlene beach is falling into disrepair and walkers have been repairing with stones. At present parts of the walk are dangerous underfoot. This path could be extended and seats could be placed for viewing points. This path is widely used by dog walkers, cyclists and others and could be an extension of other walks locally. As an example the walks at Cullen past the pet cemetery is excellent why can we not have the coastal route upgraded'	This area is out with the scope of the Town Centre Improvement Plan, but comments have been passed onto the Council's Lands and Parks Team.
Sarah Price		I live and work here on the Moray Firth. I would like to see a promenade from Cullen to Portgordon. This would give safe access for all to our spectacular coast. We need more areas to enjoy the outdoors. It could have activity spaces all the way along. Such as boules games area; chess tables; viewing scopes; bbq areas; benches; turning the lido into an area for toy boats; viewing spot that explains what your view is of; history and wildlife boards; restorations of harbours and warning lights and other historical elements etc. I would also like to see the small areas of waste ground in the town become courtyard squares with fragrant trees and seating. Remote control car race track. For children not into football or skateboarding. Everyone seems to agree that getting out, moving, socialising is good for your all-round health. I would like to see far more options for everyone to get out, not need money, and enjoy this amazing coastline.	This area is out with the scope of the Town Centre Improvement Plan. The Council also has no control over which businesses will come forwards.

**Dufftown**

Name/Organisation	Theme	Comment	Response
Dennis McBain, Siebette Wester	General Comments	Support for proposed town centre improvements.	Support noted.
Michael Fitzgerald		Support for most of proposed town centre improvements.	Support noted.
Siebette Wester		More information needed on choices and priorities for proposed improvements.	The Delivery Plan set out information on potential funding sources, including external funding, timescales and short term priorities.
Karen Vidler		Suggests wardens should be employed on a rotational shift basis between Dufftown, Craigellachie and Aberlour to kerb anti-social behaviour and stop kids vandalising property and being a general nuisance. Considers that examples should be set by fining people for littering and preventing/deterring dog mess.	The issues raised are matters for the police and out with the scope of the Town Centre Improvement Plan.
Patricia MacPherson		Support for improvements to the town but considers that the biggest issue is the lack of shops, bank and post office. The improvements will not attract people to a town that has no facilities. Suggests that tourists pass through Dufftown as there is nothing for them to see and do. Considers that recent investors have done little for the town when they promised to rejuvenate it.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant building back into use, improving the appearance of shops and public realm and supporting the refurbishment and reuse of the clock tower help can help create a vibrant and attractive centre. This will also hopefully encourage private investment within the town centre in



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			shops, restaurants and cafes as well as making the town centre an attractive place to spend time in.
Tessa Petrie		Support for town centre improvements however questions whether this is what the residents of Dufftown need. Considers that there is a need for more Council housing, better child care facilities, and things to keep young teens interested and engaged.	The focus of the plan is on the town centre and the scope would not be able to address issues such as council housing or childcare facilities.
May Wood		Would like Dufftown to be more inviting for tourists as trade has been lost given buses have nowhere to park easily and toilets are often locked.	A review of parking will be completed and this should also consider coach drop off.
Jill Smithhurst		Considers that there is nothing for tourists to see, do or eat.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant buildings back into use, improving the appearance of shops and public realm and supporting the refurbishment and reuse of the clock tower help can help create a vibrant and attractive centre. This will also hopefully encourage private investment within the town centre in shops, restaurants and cafes.
Shonagh Janisics		Basic services required.	The focus of the plan is on the town centre and therefore the scope is limited in the issues and services it can look to address.

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Susan McDonald		Town Centre and surrounding areas of Low Road/Fife Street require more dog waste litter bins.	The proposals to improve public realm will include street furniture including bins. However, it is noted that if there isn't a dog waste bin available dog waste can be put in any suitable litter bin. It is an offence for anyone in charge of a dog to allow it to foul in any public place.
Madelaine Lamport		Supports any encouragement to bring more shops and tourism to the area.	Support noted.
Alison Williams		Considers that whilst shops remain empty there is no reason for visitors to come to Dufftown. Negative comments regarding Truerlein.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant buildings back into use and improving the appearance of shops and public realm can help create a vibrant and attractive centre. This will hopefully encourage private investment within shops in the town centre.
June Donald		Considers that tax from the whisky industry should be re-invested in Dufftown. Concerned that after the appearance of the town is improved Dufftown will be neglected by the Council again and the town will revert to being shabby. Negative comments regarding Truerlein. Suggests the following proposals would make a real difference to Dufftown: Improved and affordable transportation links, training and	Fiscal matters are outwith the scope of the Town Centre Improvement Plan.  The ongoing maintenance of proposals will be considered in the design of proposals.  Existing bus services in Dufftown are provided on a commercial basis. The Moray Growth Deal project Bus

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		education opportunities provided in Dufftown via peripatetic evening or day classes in local halls to avoid costly public transport trips to Elgin, better (more and affordable) childcare provision, traffic calming/reduction measures and the return of the lollipop person, and building and letting small business units. Considers that this is not a real consultation as the Council has already made up their mind.	<p>Revolution seeks to enhance public transport in rural.</p> <p>The focus of the plans is on the town centre and the scope would not be able to address issues such as council housing or childcare facilities.</p>
Moray Council Transportation		Generally supportive of the outline improvements set out in the plan, in particular improvements to assist movement of pedestrians and cyclists, additional cycle parking and inclusion of further electric vehicle charging facilities within the town centre.	Support noted.
Dennis McBain	Refurbishment of the Clock Tower	Support for refurbishment and reuse of Clock Tower but not for use as a heritage museum as the building is too small and not fit for purpose. Concerns about how people will move around the Clock Tower without an elevator and that if this was installed it would take up a significant amount of floor space. States that Dufftown already has a Whisky Museum.	<p>Note the support for refurbishment of the clock tower.</p> <p>Dufftown and District Community Association took ownership of the clock tower in 2020. Their proposals include an aspiration to use the clock tower as heritage museum. However, it is acknowledged that the wording within the TCIP could be widened to support other potential sustainable uses that are brought forward that would secure the clock</p>

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			towers future. This has been reflected in the final TCIP.
Regional Archaeologist		Support for refurbishment and reuse of Clock Tower.	Support noted.
Siebette Wester		Support for refurbishment and reuse of Clock Tower but more important to fund building work to stop it from deteriorating further. Careful consideration needs to be given to how the Clock Tower would be accessed given this is the busiest part of Dufftown with traffic as all the main roads connect here and lots of HGV's go through the town.	Support noted.  A key aim of the proposal is to ensure the building does not fall into further disrepair to ensure it remains a focal point for the town.  Improvements to the public realm around the clock tower will consider how the clock tower can be safely accessed.
Madelaine Lamport		Considers that the Tower Clock lit up would look brilliant.	Supported noted. Lighting up the clock tower is included as a potential option with the improvements to the public realm.
June Donald		States that Moray Council allowed the Clock Tower to fall into disrepair.	The clock tower is now owned by the Dufftown and District Community Association who are looking to secure the future of the clock tower.
Siebette Wester	Improvement of Public Realm at the Square	The Square is not nice/relaxed to sit/lounge due to the high volumes of traffic. Careful consideration would need to be given to safely visit the Square.	The Square is subject to high volumes of traffic as a result of the location on a key junction. Rationalising the road space at The Square will provide a more legible layout for both motorists and pedestrians and to provide an enhanced public realm area around the Clock Tower.

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Elizabeth Hewawitharana		There is traffic conflict at the Square. Considers that this could be solved by introducing a one way system (clockwise) turning left at Glenfiddich Distillery, going along Low Road to the bottom of Fife Street, then up Fife Street and down Balvenie Street. This would help older/less able people as the new route would allow buses to collect them from the bottom of the town to where the existing bus stop is at the Square. States that they have witnessed many times people going the wrong way around the Square and trying to do 360' turns causing a problem for them and other traffic, especially in winter. Suggests that one side of the Square could be closed to provide parking, easily accessible EV charging points and a safer area for other users.	Introducing a one way system via Castle Road/Low Road is a considerable diversion for traffic and would re-introduce some larger vehicles that currently use the Castle Road to avoid the main built up area, onto Balvenie Street and into The Square. However consideration can be given to rationalising the road space at The Square to provide a more legible layout for both motorists and pedestrians and to provide an enhanced public realm area around the Clock Tower.
Madelaine Lamport		Welcomes the ideas to make the Square a better place to gather.	Support noted.
Angela Brown		Considers that the Square needs a lot of work as it is the focal point of Dufftown. States that the buildings around the Square are empty and look horrible so the whole area needs to be a main priority.	Priority attributed to the project is noted. Bringing buildings back into use around the square and within the wider town centre is a separate but complimentary project within the Town Centre Improvement Plan.
June Donald		Considers that the Square is not an attractive place to sit given the level of traffic and associated smell and	Many of the HGV's passing through Dufftown are already avoiding the centre by using Castle Road.

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		<p>noise. Suggests the town would be greatly improved as a place to live by reducing the speed limit to 20mph and HGV's removed from the centre. Concerned that traffic does not adhere to speed limit and given there are no pedestrian crossings and an ageing population there is a significant safety risk. No support for public art at the Square.</p>	<p>However some require access to the businesses within Dufftown. At this time there are no proposals to introduce any new 20mph limits within built up areas in Moray and such limits will generally only be introduced where the road conditions are suitable. The level of traffic flows and pedestrian movements would not justify the introduction of a signalised pedestrian crossing. However build outs have been constructed on Balvenie Street to assist pedestrians crossing the road and any review of the Square will seek to enhance opportunities for pedestrians to cross the road.</p> <p>The proposal does not specifically reference public art however depending on the detail of designs an element of public art may be incorporated. Public art can significantly contribute to a community's identity and enrich cultural heritage.</p>
Moray Council Transportation		<p>Parts of the Square are not public road and so will need community input. The levels at the Square are challenging and dealing with surface water flows can be an issue. In terms of roadspace reallocation to</p>	<p>As part of the development of designs for The Square the comments and issues raised will be taken into account.</p>

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		increase the pavement area for pedestrians and businesses, scope for narrowing the carriageway rather than removing parking spaces should be investigated. The use of footways for outside dining requires permission from the Roads Authority and will only be permitted where there is sufficient footway width to ensure that there is no obstruction to pedestrians, in particular for those with impaired mobility or sight.	
Moray Council Open Spaces Section		The central island at the Clock Tower is the starting point for a number of signed path routes featured on the map board currently located at the Clock Tower. Any refurbishment of the space should take account of this perhaps incorporating a replacement map board that fits with the overall design concept. Consideration should also be given to introduce a public art feature to highlight the start of the path trails with the objective of raising awareness of the access opportunities available around Dufftown.	
Siebette Wester	Vacant and Derelict Buildings (i.e. Old Bank)	Support for redevelopment of Old Bank, especially for affordable housing. Considers that there are plenty of empty properties for sale for commercial purposes.	Support noted.

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Madelaine Lamport		Welcomes the ideas to utilise the empty properties around the Square.	Support noted.
David Williams		Considers that Dufftown is in a bad state with decaying and neglected empty buildings and paving in poor condition. States that this is a disgrace given Dufftown is the Whisky Capital of the World and the tax revenues collected from the whisky industry. Considers that the great potential for an even busier tourist town is crumbling away.	The proposed project would start to tackle some of the issues raised with a specific focus around the Square where the issue is particularly visible given the number of vacancies and condition of the buildings.
Claire Couttie		Seeks more clarification regarding the redevelopment of the Old Bank which is a grade 2 listed building.	Further work is required to develop the project including analysis of potential uses and feasibility. The Delivery Programme and future feasibility studies for the proposals will consider the listing of the building.
Angela Brown		States that the buildings around the Square are empty and look horrible.	The proposed project would start to tackle the issue raised with a specific focus around the Square where the issue is particularly visible given the number of vacancies and condition of the buildings.
June Donald		Commends encouraging town centre living however raises concerns about where people will park.	Support noted. The Council's parking standards will require to be met as set out within the Local Development Plan.
Regional Archaeologist	Shopfront Improvement Scheme	Support for the shopfront improvement scheme.	Support noted.
Siebette Wester		Support for shopfront improvement scheme but considers that empty	Support noted.



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		shops/buildings is a bigger problem and this won't make a difference if the new shopfronts are surrounded by derelict buildings. Considers that it would be better to spend money encouraging owners of empty properties to sell or refurbish them or demolish them to make way for more public parking.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant building back into use and improving the appearance of shops and public realm can help create a vibrant and attractive centre. This will hopefully encourage private investment within empty shops in the town centre.
Jill Smithhurst, June Donald		Considers that Dufftown needs shops (i.e. butcher, post office, pub/restaurant, chip shop) not shopfront improvements. Negative comments regarding Truerlein.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant building back into use and improving the appearance of shops and public realm can help create a vibrant and attractive centre. This will hopefully encourage private investment within shops in the town centre.
Elaine Stephen		Considers that Dufftown needs shops more than shopfront improvements, especially a post office that could cater for banking.	The aim of the projects is to support the regeneration of the town centre. Measures including bringing vacant building back into use and improving the appearance of shops and public realm can help create a vibrant and attractive centre. This will hopefully encourage private investment within shops in the town centre.
Siebetta Wester	Bike Hire	Support for bike hire but considers that the Square is not the most suitable location. DDCA started bike hire but not well publicised and not well-used partly due to lack of cycling lanes.	As part of the development of designs for the Square the scope for incorporating bike hire will be explored. It is acknowledged that the restricted space and other functions to be accommodated may limit

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			opportunities but the options to make the bike hire more central and visible should be explored.
Elaine Stephen		Questions whether bike repair stand that was located at the Square will be reinstated. Suggests the bike hire was removed due to road works.	The Bike Repair stand has now been reinstated.
Moray Council Transportation		EBike charging facilities and cycle parking will require careful siting to ensure there is sufficient space around them so their use does not cause obstruction to pedestrians.	As part of the development of designs for the Square the scope for incorporating bike hire will be explored. It is acknowledged that the restricted space and other functions to be accommodated may limit opportunities.
June Donald		Concerns about encouraging people to hire bikes given the state of the roads and speeding. Suggests the lorry companies should be charged for repairing roads as they create the damage.	Dufftown and District Community Association operate a bike hire scheme. Encouraging more sustainable forms of transport is key to tackling the Climate Emergency.  Fiscal matters, such as road tax, cannot be addressed by the Town Centre Improvement Plan.
Siebetta Wester	EV Charging	Support for EV charging but the Square is not the most suitable location as there is no space for this. A public car park would be more appropriate.	The location for new EV charging facilities will be subject to detailed investigation which will be based upon demand forecasts provided by Scottish Government.
Karen Vidler		Suggests an EV charging point should be installed at the Railway Station.	The location for new EV charging facilities will be subject to detailed investigation which will be based upon demand forecasts provided by Scottish Government.

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Michael Fitzgerald		Support for EV charging points given rise in electric vehicles.	Noted.
Elaine Stephen		Considers that EV charging points should be provided at Memorial Hall rather than Square as this would reduce the number of cars parked at the Square and would be better for pedestrians.	The location for new EV charging facilities will be subject to detailed investigation which will be based upon demand forecasts provided by Scottish Government.
Moray Council Transportation		Our preference is for EV charging to be provided within public car parks rather than on-street. To date solutions for on-street charging are not well developed and in Moray we have only one on-street charger on the A95 in Aberlour. There are few public off street parking opportunities within Dufftown Town Centre where EV charging could be provided. A solution may be for the Glenfiddich Distillery parking to become an EV charging hub as tourists and visitors usually spend a significant amount of time at that location.	Comments regarding on-street charging noted and reference will be removed.  Glenfiddich Distillery is out with the scope of the Town Centre Improvement Plan where the focus is on the centre of Dufftown.
Siebette Wester	Parking	Considers that there is a serious lack of car parking in Dufftown which is not helpful when attempting to attract visitors to the town. Suggests money should be used to demolish empty buildings to create a public car park which would be a more suitable place for EV charging.	A review of parking will be completed.  Removing existing buildings to accommodate parking would require careful consideration to ensure this did not impact negatively on the historic core of Dufftown.

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Kevin Mayne		Speyside's Whisky Capital has nowhere for parking to drop off visitors and let them wander around the town to spend their money and sample the whisky. Considers this is an embarrassment as some visitors are invited by global brands.	A review of parking will be completed and an action has been included in the final TCIP to work with local coach operators to identify a suitable coach drop-off.
June Donald		Dufftown does not have regular, easily accessible and affordable public transport, and people cannot live and work in the town without their own transport. Concerned about the level of parking in the Square particularly during the tourist season and considers that the proposals will make this worse. Suggests improvements to public transport availability and cost should be undertaken before encouraging people to live in locations where it is difficult to park.	Existing bus services in Dufftown are provided on a commercial basis. The Moray Growth Deal project Bus Revolution seeks to enhance public transport in rural.  A review of parking will be completed and this should also consider coach drop off.
Tessa Petrie	Public Wi-fi	Support for internet electric points that are being promoted by DDCA.	The proposal for public wi-fi has been removed from all TCIPs as further investigation has highlighted issues with future maintenance and revenue streams.
Regional Archaeologist	Historic Fabric	Welcome proposals to enhance public areas, however, any proposals must take awareness of listed buildings and historic character of Dufftown. Any materials and designs should complement the historic fabric and character, minimise the	As part of the development of designs for the projects the listed buildings and historic character of Dufftown would be taken into account.

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		visual impact on the surrounding listed buildings.	
Michael Fitzgerald	Open Space	Considers that more outdoor space is sorely required. Suggests that a basketball court should be provided for community use and an outdoor gym should be provided as this would benefit residents of all ages to keep them active. Suggests a safe running route should be provided as running on the road, especially during winter requires extra vigilance due to the HGV's associated with the whisky industry.	This area is out with the scope of the Town Centre Improvement Plan where the focus is on the centre of Dufftown. Future review of the Open Space Strategy will consider the open space requirements at Dufftown.  Maintenance be taken into account at the detailed planning stage.
Moray Council Open Spaces Section		Any planters should have an appropriate watering system as watering could not be carried out by the Open Spaces section.	

**Forres**

Name/Organisation	Theme	Comment	Response
Friends of Falconer Museum	Falconer Museum	The museum is not directly referenced within the document. The town centre plan cannot be fully realised without a Falconer Museum being reopened. A functioning museum is an essential part of the proposed heritage trail, it is an anchor point with the town centre to attract visitors to Forres. It is one of only a few covered venues. It is a rotten corpse beginning to deteriorate and the Council must support reopening. Falconer has a multi-functional space that could be used in colder wetter weather to host indoors events.	It is accepted that the Falconer Museum has a role to play in revitalising Forres town centre and specifically proposals around cultural heritage. The Forres Town Centre Improvement Plan is not intended as an opportunity to revisit the Council's decision to close the Falconer Museum.
Chris Bridgeford		Crucial to improvement to the town centre attracting visitors and locals alike is the immediate re-opening of The Falconer Museum. The unused Bus Stop at the top of Tolbooth Street must be removed and accessible car parking spaces put in its place.	The Council is seeking to establish an alternative delivery model for the museum. Whilst exploring this option the Forres Town Centre Improvement Plan seeks to promote a package of proposals to support the High Street that are considered complementary to the Falconer Museum reopening when an alternative operating model has been put in place.
Alasdair Joyce		It seems inconceivable that a proposed heritage trail for Forres would include a closed museum. The	A sentence has been added to the final TCIP stating that the Council is seeking an alternative delivery model for the Falconer Museum.

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		<p>continued closure, and consequent decay of the collections in, the Falconer Museum, given the three-quarter-million expenditure of public money on it in 2008, is an utter disgrace upon the Council that cannot and must not be allowed to continue. The Council needs to urgently put in place plans for the reopening of the museum on a sustainable basis, not reliant upon volunteer effort, core funded by the Council, to provide a focal point for visitors to the town centre. There is currently an obvious competition both for resources, and strategic position, between the Heritage Trust (Nelson Tower and Tolbooth); FACT (The Town Hall); and the Falconer Museum that has been allowed to develop. Most alarmingly, the Heritage Trust is even now establishing collections of its own in spite of having no museum status, and no accreditation, supported by an Elected Member who is both a FHT Trustee, and a Member of the Council that has starved the Museum of resources leading to its closure. This kind of conflict of interests has been unacceptable since its outset, yet allowed to continue and to influence decisions.</p>	
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Nick Molnar		<p>The Council needs to address the situation with the Falconer Museum as an urgent priority, in opening up the town to attract new visitors and bring back local audiences post-Covid.</p> <p>A solution to reopen Falconer Museum needs to be found.</p>	
Henrietta Grant-Peterkin		<p>Seems utterly absurd when the stunning historical treasure of The Falconer Museum lies closed and locked up. The Council's first move should be to re-open the museum to the people of Forres and everyone visiting Forres.</p>	
Dan Puplett		<p>Would like to see the Falconer Museum re-opened this is a unique and valuable part of the high-street experience, and supports both our cultural and natural heritage.</p>	
Tanya Parker		<p>Would like to see the falconer museum opened. Investment is needed.</p>	
Malcolm Campbell		<p>Brief mention is made of the Falconer Museum - but no plans provided as to reopening it. The museum is a major asset attracting</p>	



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Ruth Fishkin		<p>people to the town and it should feature in the plans.</p> <p>It would be ridiculous to attempt a high quality heritage interpretation trail over the decaying corpse of the closed Falconer Museum, which was until 2020 a vibrant, internationally important and locally loved facility. It served many hundreds of people every year, including local families, schoolchildren, elders and students, and tourists, scholars and researchers from around the world. All of these people find its absence a great gap in the fabric of Moray heritage and culture. Any heritage or cultural plan for Forres must start with the reopening of the Falconer, allowing it to be available as the hub and resource it was until so recently. The Museum can be opened and run on a budget that represents a modest fraction of the funding needed for town centre regeneration and will pay back many times over in benefit to locals and visitors. Everything old is not necessarily bad and in need of replacement. Local people value their memories, and visitors often come looking for roots and history. The Falconer is the keeper of a</p>	
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<p>Alison Wright</p>		<p>precious local and global heritage. It will do the town and the region great good if it is allowed to open up.</p> <p>Extremely concerned that any efforts to develop a 'coherent, co-ordinated and well-connected heritage journey' will be thwarted by the closure of the Falconer Museum. Surely this is the logical start/end point for any trail, as suggested by the picture on page 3 of the plan' The Museum is a treasure-trove of local stories and also explains why Forres has a place on the national and international stage through the pioneering work of Hugh Falconer and his contemporaries. Community engagement with the Museum and its collections dates back to the opening of the Museum and the loss of this superb facility to the town is a matter of deep regret. Efforts to reopen the Museum need to be made as a matter of urgency to ensure that this gem in the heart of Forres is once more accessible to all.</p>	
<p>Mark Thomson</p>		<p>Proposals include a heritage trail but yet don't include a visitors attraction like the Falconer Museum due to removing the funding for it. Funding</p>	

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Jane Johnston		<p>could be restored and then you have an added attraction.</p> <p>Regeneration plans provide an opportunity to reopen The Falconer Museum (which until closed through council financial constraints, was the only 5 star visitor attraction in Moray) and reinstate it as the historic, cultural and educational heart of Forres. This opportunity could and should be seized. It would be the ideal starting place for your projected heritage trail and the centre for attracting visitors, who once again would have access to the outstanding collection - a wealth of Forres' heritage as well as its internationally recognised artefacts. The building 'A Victorian Gem' (Moray Heritage Connections/Moray Council) is externally neglected, and rapidly deteriorating, with crumbling stonework a potential safety risk. At present the Museum's continuing closure means there is a serious loss to the town of its internal space. In addition to the displays, many community groups valued it for exhibitions, talks and lectures, concerts, educational visits and children's holiday activities.</p>	
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Forres Area Forum		Without a functioning Falconer Museum, there will remain a cultural void in the High Street.	
Simon Beeson		<p>Why is the Falconer Museum not identified as a project or referenced within the plan and supported like the town hall. What is the point in upgrading Museum Square when the Falconer Museum remains closed.</p> <p>Note no mention of the Falconer Museum, other than the public space outside. This should be an anchor institution for the town, providing local interest and education for our community and visitors. A plan to save and re-open the museum should form part of the town centre plan. Options for establishing the Museum under other forms of governance (e.g. as a charitable trust) may form part of this. As the plan implicitly acknowledges, a town centre is for more than commercial activity; it is the place we meet, where we welcome visitors, where we travel to and from, and where all generations gather. The museum should be seen as an extension of this public function. This is a project the local authority must take an active lead in.</p>	

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Dr John R Barrett	Heritage Trail	<p>The trail will require considerable research and historical expertise if the ambition of a high quality experience is to be realised and the many defects and errors of heritage trails in other locations are to be avoided. High quality historical research and skilled historical authors to generate content, and a historical editor to ensure consistency, accuracy and relevance. Willing to contribute my own considerable expertise as a professional archivist, archaeologist and historical researcher and request that historians like myself are formally consulted and editorial expertise recruited to ensure the success of the project.</p>	<p>Support for the heritage trail proposal is welcomed and the suggested themes has been noted. A significant amount of work was undertaken through the National Lottery Heritage Fund (NHLF) funded Discover Moray's Great Places project which identified 6 characters and associated interpretive themes. This material provides scope to develop a heritage trail across Moray to provide a coordinated and consistent approach to interpretation. If the Historic Environment Scotland Heritage &amp;Place Partnership application is successful, there is potential to create a heritage trail in Forres with input from various local heritage groups and the community. The route could travel from Nelson's Tower, Sueno's Stone, Witches Stones through the High Street incorporating the Tolbooth, Falconer Museum (the Museum is currently closed until an alternative operation model is established) and link to Castlehill with themes around MacBeth. Depending on the shape and form that this trail takes, there may also be opportunities for the</p>
Alison Wright		<p>Delighted to see that a heritage trail is one of the proposals for Forres town centre. Given the town's history and the number of outstanding buildings that are still visible, this has the potential to add significantly to how locals and visitors perceive the centre.</p>	
Forres Heritage Trust		<p>Forres Heritage Trust have already devised and set up the Mystery Trail</p>	

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Regional Archaeologist		<p>which covered some of the heritage in the town, where there are QR codes attached to the clues. This project could be developed into a heritage journey through the town centre and beyond but at least it has been started. FHT started doing trails a few years ago and are offering to continue this heritage work and will continue to liaise with other groups in the town regarding it.</p> <p>Welcome the overall vision for Forres, welcome in particular the intended outcome of develop a coherent, co-ordinated and well-connected heritage journey through Forres town centre working with local heritage groups.</p> <p>The linking of key historic places across the town via a single trail will realise the potential of what the town as to offer in this respect. Note caution over the use of an app given the technological challenges required to keep it compatible with software updates etc. Furthermore, who is the app going to be aimed at as local residents are unlikely to use it and visitors are unlikely to discover it. Perhaps a cheaper and less</p>	community to develop complementary bespoke local heritage trails. This work would complement the establishment of a Heritage Quarter within Forres.
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<p>Friends of Falconer Museum</p> <p>Henrietta Grant-Peterkin</p> <p>Judith Binney</p>		<p>technologically demanding option would be the placement of the heritage trail online as a pdf/webpage of the trail which can be downloaded instead, combined with the physical distribution of heritage trail leaflets through the traditional distribution nodes.</p> <p>Heritage trail could include detail around Forres Castle and King Duncan. Not sure about use of QR codes, availability of wi-fi and long terms maintenance of an app.</p> <p>Heritage Interpretation Trail must highlight the stunning wrought iron gates close to the Forres Post Office and leading into the park area around the Thompson Memorial. These beautiful gates were designed in 1936 by the renowned architect, Alistair MacDonald, eldest son of former Prime Minister, Ramsay MacDonald.</p> <p>The interpretation trail idea is sound, but reading the Forres Conservation Plan interpretation trail notes it focuses very much on the role of men in the town (apart from the witches,) and should perhaps be thought about a little more carefully.</p>	
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Gordon Scott		Heritage trail should link in and be developed strategically as part of one whole package for the town, satisfying both locals and visitors. The days of individuals/groups doing their 'thing' without sharing, so that we end up with a mishmash of landscaping, planting, logos & straplines, etc. must stop.	
Tanya Parker		Creating a cultural and heritage trail and focusing on the historic aspects of the high street to boost tourism is a good idea.	
Friends of Falconer Museum	Public Realm Improvement	Public realm improvements must be high quality and respect the townscape and Conservation Area. Agree lanes need attention. What about the addition of Bank Lane it needs to be addressed. Consider reintroducing lane names (Keith)	Agree that public realm improvements must be high quality and reflect the heritage of Forres.
Forres Area Forum		There is a need to promote the Conservation Area status of the High Street as not many people appreciate it is a Conservation Area.	The package of projects identified (subject to funding) including signage and interpretation, street furniture, shopfront improvements and repairs to historic buildings and re use of vacant buildings will help to protect and enhance the Conservation Area.



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Forres Heritage Trust (FHT)		<p>Lighting of prominent buildings. FHT are already at an advanced stage with this, planning permission has been sought to illuminate Nelson's tower, The Tolbooth and the Mercat Cross. Funding is starting to grow and this project demonstrates that Forres and the FHT have been thinking ahead of others with respect to its town centre and environs.</p> <p>Initial steps have been taken by the Trust in auditing what signage there is already in the town and ideas for expanding on this. Interpretation boards with QR codes is on our list. Some of the signs belong to other community groups so it would be a case of working closely with these parties. New boards to mark the Centenary of the Grant Park and an information /interpretation board for Nelson's Tower required.</p>	<p>Welcome the positive actions of Forres Heritage Trust. Like the heritage trail there is need for all interested community groups to work together with the Council on a co-ordinated approach to lighting, signage, etc. that creates a cohesive vision that connects all the projects. Comments in respect of creating high quality interpretation, wayfinding and lighting are noted.</p>
Regional Archaeologist		<p>Any interpretation, wayfinding and lighting scheme, due consideration should be given to scale, appropriateness, and location in order to avoid any cluttering of street furniture or any negative impacts on the areas which they are intended to improve. Where such</p>	

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		<p>wayfinding and interpretation is sited, a simple but common palette of materials and design should be used to aid future maintenance and to ensure they do not detract from the historic places they are meant to be celebrating.</p>	
<p>Moray Council Transportation</p>		<p>Proposals around Museum Square should take into account that there is a dedicated area for buses (tourist) to discharge and pick up passengers. Alternative provision would be required if that facility was to be removed.</p>	<p>Comments in respect of bus layby are noted. The Transportation section will be consulted on any proposals for Museum Square.</p>
<p>Gill Farmerey</p>		<p>Do something about the very ugly big black wall on the High Street between the community centre and the flats, if totally spoils the entrance to the town from Grant Park direction. Can it be removed or can some clever paintwork minimise/disguise it. Can the ugly harling be removed to expose traditional stone underneath. A large printed poster of historical/little known facts about a town, displayed in an empty shop window creates a focal point. Could this be part of the Macbeth theme. Perhaps even just a large map of the</p>	<p>There are no specific proposals for the areas identified. That's not say that any public realm improvements (subject to funding) could not address some of the issues raised. The suggestions/ideas for signage and interpretation are noted.</p>

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Gordon Scott		<p>immediate area with tourist type info.</p> <p>There is clearly an opportunity and a good ambition to develop a gathering space, Museum Square and around the Tolbooth, where some interesting initiatives are taking place. Need to employ external expertise e.g. landscape architects, and to do a little well rather than a lot lacking in quality, given the budget will no doubt be tight.</p>	<p>Agree that any proposals for Museum Square must be high quality and that suitably qualified professionals will need to be involved in developing proposals.</p>
Gill Farmerey		<p>Is there space to include a cafe with outdoor seating in Falconer Museum Would this create enough income to open it again.</p>	<p>The Falconer Museum is currently closed and the Council is looking for an alternative delivery model. At present there are no proposals for a café.</p>
Nick Molnar		<p>A reimagined Tollbooth Street could accommodate a farmers market to encourage more people into the High Street. Something like the mosaic mural on the side of the Little Theatre , Fishertown, Nairn created by a local artist would be good to see.</p>	<p>Proposals for Tollbooth Street (subject to funding) would aim to create a multi-functional civic space that could be used to host events including farmers markets</p>
Anna Henderson	Public Toilet Provision	<p>Cannot find any reference to the public toilets in Forres. Access to functioning, well maintained toilets</p>	<p>Noted. The final TCIP has been updated to include a proposal to support the refurbishment of public</p>

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		<p>is key to welcoming both tourists and locals alike, and improvements to the ones in Grant Park as elsewhere in Moray, are long overdue. Need to get the basics covered before other issues are tackled. Closure of public toilets is repeatedly an issue in council budget cuts, and they've clearly not been maintained. Vandalism has also been an issue here and reconnection of the street lighting in Grant Park and adjoining car park might help with this issue.</p>	<p>toilets that have been the subject of a Community Asset Transfer (CAT).</p> <p>In addition, the Council have been assisting communities in working with Visit Moray Speyside and local businesses to take ownership of public conveniences following the budgetary decisions for 2021/22 taken by the Council. Visit Moray Speyside have produced a toolkit to provide advice on how community groups can take ownership and run these facilities. Prior to Covid the Council also contacted local businesses to promote the Comfort Scheme which is run in partnership with the Run Our Loos scheme who provide a 'welcome pack' which includes a map showing the location of participating businesses who allow public access to their toilets. Improved signage to the public toilets will form part of an overall review of signage in the town.</p>
Regional Archaeologist	Vacant and Derelict Buildings	<p>Welcome the proposal to bring vacant and derelict buildings back into use, rather than demolishing what would otherwise be key</p>	<p>Supportive comments noted. Reference to the Victoria Hotel has been removed from the final TCIP.</p>

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Kath Fraser		<p>positive contributors to the town's character and sense of place.</p> <p>The Victoria Hotel is not vacant. It is currently open as a bar and is up for sale. There is no right to state this building in the regeneration programme.</p>	
Regional Archaeologist	Shopfront Improvement Scheme	Welcome the aims of the Shopfront Improvement Scheme which will reflect the historic character of the town centre and the conservation area.	Supportive comments noted.
Gill Farmerey	Conservation Areas Regeneration Scheme (CARS)	<p>Cosmetic clean up of both bank buildings, remove weeds &amp; algae, remove spaces for old cash points. Install cheerful posters to obscure the windows refresh paintwork. Anything to remove the look of neglect.</p> <p>There is no longer a Conservation Areas Regeneration Scheme. It has been rebranded as People and Places Fund.</p>	Suggestions for improvements to buildings are noted. Reference to CARS will be replaced with Historic Environment Scotland Heritage and Place Programme.
Forres Area Forum			
Forres Area Forum	Grant Park	Why has Grant Park been omitted from the plan the park is immediately adjacent to the town centre and draws people into the town?	It is accepted that Grant Park is an important asset to the town centre and hosts numerous events that attract people into the town. On that basis the boundary for the town centre improvement plan will be extended to include Grant Park.
Diane McGregor			

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		Why is Grant Park not included in these plans it's such an important part of the High Street.	
<p>Moray Council Open Spaces Section</p> <p>Forres Area Forum</p> <p>Nick Molnar</p> <p>Mark Thomson</p>	Greening the High Street	<p>Is there enough space for street trees and varieties need to be carefully chosen? Lots of large high traffic goes up and down High street – a tree canopy could prevent this. Adequate root protection/restriction measures and watering provisions would be needed. There would be an increase in maintenance pressures. The rain garden and food growing schemes would have to be community led with large amounts of community involvement, it is not a project the Open Spaces section could assist with/manage/maintain with our current limited resources.</p> <p>Where is the space for tree planting within the High Street? What are raingardens and who will maintain them? Incredible Edibles could work with the local schools.</p> <p>Welcome reference to Incredible Edible and food growing embedded within the town centre.</p>	<p>There is limited support for the introduction of street trees within the High Street and identified issues in relation to species choice, space for trees and long term maintenance. On that basis reference to street trees will be removed from the plan.</p> <p>There are other means of introducing greenery into the High Street. It is accepted that Forres in Bloom already maintain and undertake a lot of planting in and around the High Street. Going forward initiatives to introduce further planting will be undertaken in consultation with the local groups and organisations involved.</p> <p>Incredible Edibles are seeking to find an alternative space for food growing and options at Castlehill adjacent to the post office are being explored.</p>

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<p>Wilf Schenk</p> <p>Diane McGregor</p> <p>Judith Binney</p> <p>Dan Puplett</p>		<p>I feel some of this isn't required like trees down the High Street</p> <p>I would love to see trees in the high street along with wind sheltered seating areas.</p> <p>Note intention to plant trees in the High Street. Where will lorries be able to access and unload along the High St and who will maintain these trees? They will just become litter bins as the other tubs in the High St and like the ones in Elgin which have been left to own devices. Would it not have been an idea to consult with local people before setting out what will happen.</p> <p>Increase landscaping by introduction of street trees and for food growing will be wonderful, but the planters should be solidly built, not made of wood as in the pictures. It will rot and cost too much to maintain. They should also be carefully placed so that they do not cause an obstruction to walkers as at the top of Tollbooth street now.</p> <p>Support your plans to enhance biodiversity in Forres. I think that a designated wildflower meadow area</p>	<p>The Council is currently promoting a number of wildflower/wild/unmown areas and the suggestion of Grant Park as a potential area has been shared with the Open Space Manager.</p>
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		in Grant Park (with appropriate educational signage) would be an important part of this.	
Moray Council Open Spaces Section	Active Travel	Support that promotion of sustainable travel is part of the overall vision. This is evident from the proposal to create a cycle lane along High St which currently is a missing link in the Forres active travel network. Falconer Square is the start point of both the Dava Way and the Moray Coast Trail which link together to form the Moray Way. The Dava Way and Moray Coastal Trail are two of Scotland's Great Trails and more should be done to raise their profile in the town. This could be achieved by introducing a public art feature in Falconer Square which highlights the starting point of the routes. Also new map board could be introduced which shows the Moray Way including the Dava Way and the Moray Coastal Trail. This map board could also show the Core paths which radiate from the central area and NCN1. Surface improvements should also cater for	Opportunities for additional signage/information to highlight the Dava Way and Moray Coast Way will be fed into any public realm improvements and signage review.



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Malcolm Campbell		<p>the less able. Surfaces should be smooth and level with dropped kerbs at all road crossing points.</p> <p>Support the active travel aims - in particular "Explore opportunities for creating a safe and attractive cycle lane connection through Forres High Street connecting to the Dava Way and Findhorn to Kinloss cycle routes." However, in line with Sustrans standard for the National Cycle Network that a cycle route should be safe for a sensible unaccompanied 12 year old, that means the cycle lane would need to be segregated from motorised traffic. That aspiration will not be possible unless the High Street is pedestrianised or it becomes a "shared space" where vehicles are required to travel slowly.</p>	<p>The Transportation section has identified that there are issues with space to accommodate a cycle lane of an appropriate width through the High Street. A review of parking provision will be undertaken. There may be opportunities to remove some of the parking on the High Street and use that road space to widen footways to enhance the pedestrian experience whilst still enabling access for vehicles.</p>
Judith Binney		<p>Promote sustainable travel and improve pedestrian experience Improving the approaches into the High Street through the lanes is also needed. At the moment visitors are uncertain about where to go, especially from the far ends of the car parks. Signage at regular intervals could help. The addition of safe cycle routes into town and</p>	<p>Improvements to the lane approaches to the High Street are identified within the plan. A review of signage for the town centre is also identified and both of these projects would be subject to securing funding. To promote increased journeys by bike and on foot there are proposals for high quality cycle parking, electric bike charging,</p>

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<p>Simon Beeson</p> <p>David McRobie</p>		<p>secure weatherproof cycle storage helps everyone, while a bike maintenance/showers area helps the long distance visitor.</p> <p>Need to significantly increase cycling parking as well as addition of electric bike charging.</p> <p>Consider pedestrian and bike use when crossing green spaces; it is obvious where paths should be - usually towards/from town centre - and there is mud and poor drainage on the preferred routes across grassed areas. Put paving where paths should be and they will be used.</p>	<p>drinking station, seating, toilet facilities and a bike repair station.</p> <p>As the plan is for the town centre there are no proposals for wider networks outwith the immediate area.</p>
Moray Council Transportation	Transportation	<p>Widening of footways on the High Street will need to take into account that the route needs to accommodate buses and delivery vehicles for the businesses.</p> <p>Tollbooth Street/Museum Square proposals will require careful consideration to ensure that streetscape changes retain access for deliveries to businesses and provide a safe environment for vulnerable road users.</p>	<p>It is accepted that footpath widening can only be undertaken where there is space and there is a need to ensure larger vehicles can still navigate the High Street.</p> <p>The Transportation section will be involved in any detailed design work to take forward proposals for Tollbooth Street/ Museum Square to ensure transportation issues are addressed.</p>

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Forres Area Forum		The vibrancy of the High Street would be much improved by removing traffic in particular HGV's to create a shopping area.	Many of the businesses on the High Street require deliveries by HGVs, the route is the only suitable route for buses (other routes are too narrow/would not take passengers directly to the shops). Access to the car parks to the rear of the High Street would also be reduced with traffic having to use more residential roads to access them. However removing some of the parking on the High Street and using that road space to widen footways would enhance the pedestrian experience whilst still enabling access for vehicles.
Gill Farmerey		Make sure the existing car parks are retained, could the old Tesco site become a car park for tourists (including camper vans) and those who don't live in the town centre need somewhere to park while shopping/eating.	There are no proposals that impact on existing car parks. The old Tesco site Caroline Street is not within the Council's ownership and there are planning proposals for housing on the site.
Wilf Schenk		Traffic calming measures would make the high street more pedestrian friendly and would deter speeding.	There is no evidence of excessive vehicle speeds on the High Street. The presence of buses and parked vehicles helps with keeping traffic speeds low.

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<p>Gordon Scott</p> <p>Judith Binney</p> <p>Diane McGregor</p>		<p>Traffic reducing measures could be introduced, if only occasionally and on a trial basis.</p> <p>Changing road priorities to increase the use of Castlehill /Orchard Road rather than the High Street would also slow traffic at that junction. Free car parking is important in Forres, but spare places where and when shoppers need them is a big problem. Often the same cars are parked in prime spots on or very close to the High Street for days, or for the whole of every working day, leaving shoppers who need one or two items quickly to look elsewhere. The 'disk' system of 'limited time' free parking in prime areas, longer time further away and unlimited in the least useful spots is very little bother, free to all, (except for printing the discs,) ensures easy access to encourage shoppers and is used successfully in many similar sized towns.</p> <p>By trying to keep cars out of town centre you will just make people shop out of town and the High Street will die on its feet.</p>	<p>Castlehill /Orchard Road is a T junction with historic buildings very close to the road. To introduce a change in priority which would be complied with would require changes to the geometry of the junction, for which there is insufficient space.</p> <p>Forres does have adequate parking and there are no plans to introduce any time restrictions for spaces on the High Street at this time. The plan offers the opportunity to introduce Blue Badge Holder parking spaces at appropriate locations, in consultation with the businesses and local mobility groups.</p> <p>There are no proposals to remove cars from the town centre but instead the proposals seek to make improvements to support walking and cycling and review current parking arrangements on the High Street. Proposals for Museum</p>
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			<p>Square to create a civic space to host events would only result in a road closures on a temporary basis (most likely at weekends) whilst an event is taking place.</p>
<p>Forres Area Forum</p> <p>Friends of Falconer Museum</p> <p>Forres Heritage Trust</p>	General	<p>Any proposals taken forward must be subject to community consultation. What happened to the plans and funds from the Town Centre Regeneration Funds.</p> <p>The plan lacks ambition, is poor and does nothing for local businesses.</p> <p>Overall positive about the proposals in the plan and agree with the content.</p> <p>Heartening to read that the main aim is to support a vibrant, attractive, green, healthy, safe and inclusive town centre and the examples given also highlighted the thought put into this. A lot of the examples align themselves with the thinking and indeed action of the Forres Heritage Trust and other local community groups. Forres is not just a lovely town but has a very caring</p>	<p>Identified projects taken forward will be developed with input from the community.</p> <p>In terms of the Town Centre Capital Fund (TCCF), several projects have been severely impacted by COVID 19 restrictions which has led to a focus on other COVID related work within the Council, externally it has affected available tradespeople and latterly a sharp increase in construction costs and lack of availability of building materials. The money is still committed and it is anticipated that projects will be completed and objectives met in due course however there is no specific timescale for at this time.</p> <p>The package of proposals set out within the town centre improvement plan seek to improve the attractiveness of the High Street and</p>

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Gordon Scott		<p>and supportive community which makes it unique. It would be wonderful if this draft plan could become a reality however FHT are realistic and a lot of it is down to available finance. Restoration of buildings. Both the Tolbooth and the Town Hall are CAT which demonstrated that the community of Forres is keen to look after its heritage. The Tolbooth will be opened to the public by volunteers in the springtime.</p> <p>Forres is a small town and to be successful must work hard and collaboratively to develop a single and convincing overarching voice and product, based on research and evidence not whim. If you want an example of how not to do it, the new Forres railway station provides an excellent one; whereas, Town Hall (FACT) and Tolbooth (FHT) are encouraging. Town centre infrastrucure is a good place to start. Moray Council's role should be catalyst, then to stand aside. Forres is lucky to have Forres in Bloom, Forres Business Association , Glasgow School of Art Campus and the Falconer Museum, etc; and it is</p>	<p>increase the number of visitors to the town centre and the length of their stay. It is also hoped this will increase spend within the town centre supporting local businesses.</p> <p>Supportive comments in relation to the aims and objectives of the improvement plan are welcomed.</p> <p>In preparing the town centre improvement plan the Council is seeking to have an agreed package of proposals and use this to attract funding to support project delivery and/or enable the community and third sector organisations to secure funding and deliver projects.</p> <p>There are no proposals for the Rose Garden within the TCIP.</p> <p>Proposals for pop up shops have been successful elsewhere and could be replicated within Forres. Proposal for Museum Square seek to create a large civic space that could host craft markets and farmers markets. This could also be used to host events and activities for children and young people</p>
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Nick Molnar		this voluntary sector that should do the delivery.	Incredible Edibles are seeking to find an alternative good growing space on the edge of the High Street.
Kath Todd		Rose Garden – Bring it back into use. Community orchard didn't work but potential for arbour.	It is not considered there is a suitable location within the High Street to locate play equipment for small children.
Jennifer Walker		Various mobile shops should come to town it would encourage more business in the town centre if a parking space was designated for them to book and an electronic sign to advertise their times. It could be people like fishmongers and greengrocers in the day and caterers in the evening. It would bring people to the town centre and allow small businesses to develop. Could areas be made available for the incredibly edible group'	
Judith Binney		It is nice to see an effort being made to improve Forres. Previously leased a property in the High Street and there was not enough footfall to be viable long term. Find it ridiculous that grants have been handed to new starts. Too many airy-fairy ideas, that do nothing to encourage locals onto the high street.	
		Very much in favour of the aims of this plan and would like to ensure	

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Matthew Slinger		that the best quality most long lasting changes are made so that our high street becomes fit for purpose. For tiny children some play equipment should incorporated into the design.	
Ellie Fetch		Love the plans.	
		Need stuff for kids to do. There is a ridiculous amount of complaining that kids and teens are walking the streets at nights, yet proposals have given us nothing to do. It's simply ridiculous and actually quite hurtful when you see people on Facebook complaining about ALL teenagers giving us a bad name.	
Diane McGregor		What happened to previous projects and the money which was assigned to them e.g. CARS.	



**Keith**

Name/Organisation	Theme	Comment	Response
Victoria Butler	Reidhaven Square	Please do not change parking in the square	<p>The Reidhaven Square proposal included in the draft TCIP was a concept not a detailed proposal nor related to a planning application. The proposal set out high level objectives for how Reidhaven Square could be improved in terms of how it looked (paving, seating, planting, etc.) and how it functioned as a space (potential for outdoor café/seating area, markets, etc.) with the overall aim of attracting more people to the town centre.</p> <p>The project sought to make the square more attractive, user friendly and inclusive with better seating areas. As alluded to in some of the comments, one potential option for public realm improvements could have been for outdoor seating areas for existing businesses such as the cafes as well as the entranceway into Mid Street. While there may not be a demand for outside space within the square at this time there may be in the future and improving the public realm could allow this to happen.</p>
Linzee Johnstone		People park illegally on Mid Street. Reducing parking in Reidhaven Square will have minimal effect.	
Lynsey Bremner		Keith already struggled for parking in the town centre so taking away more spaces centrally will encourage people to park on side streets which will cause more destruction. Agree on cleaning the square up though.	
Jodie Moir		Does not think reducing / removing parking on the square is a good idea and that will only cause further problems on nearby streets and amount of visitors stopping in the town.	
Claire Smith		Ridiculous to remove the car park spaces from Reidhaven Square when they are clearly always in use. Not sure what sort of public events you are referring to that the square could be used for since no events have taken place with any sort of public interest for a while.	

<p>June Green</p>		<p>Shoppers, residents, tourists and employees of businesses all use these spaces and I'm not sure where exactly you plan for them to park if you remove the spaces.</p> <p>The money could be much better spent in other areas of the town, the heritage that you so frequently mention. The area around the auld brig is a complete disaster with the trees having been chopped down and now resembling a wasteland. The auld brig is featured on so many articles and publications advertising the town but if anyone visited they wouldn't believe it was the same brig. Could money not be spent on improving this area where tourists would want to sit and enjoy lunch or for locals to enjoy too. The same could be said for the grounds leading up from the train station. It is dire and there is no signage for any town amenities there or maps. Hopefully people have google maps on them because otherwise they wouldn't have a clue.</p> <p>Think it would be a waste of money, there has already been a lot of money spent on the square and</p>	<p>The purpose of the project was not to be "anti car" and the objectives did not state that it was proposed to remove "all" car parking from the square as is alluded to it many of the comments received. The project sought to strike a balance between potentially removing some small elements of car parking (potentially 6-8 bays) and dead space to make overall public realm improvements.</p> <p>It is acknowledged from the consultation responses that the square provides one the main areas in Keith to park to visit the town centre and for people to access businesses as well as for residents living in close proximity to the square who use it for parking. It is also acknowledged that Keith is in a rural location and people need to use and park their car. This has been reflected in the final TCIP.</p> <p>The proposal for Reidhaven Square has been amended in the final TCIP to limit public realm improvements including seating area to areas outwith parking bays initially. This reflects the lack of support for the</p>
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Moira Milne		<p>taking away the parking would not be beneficial in my opinion.</p> <p>Some improvements could be made to the parking layout in the square to allow the leisure/hospitality expansion whilst retaining parking spaces. Better signage required to existing car parks off mid street. The facade of the Longmore Hall would benefit from modernisation to encourage wider, multi-functional use e.g. weddings.</p>	<p>removal of parking spaces received through the public consultation on the draft TCIP.</p> <p>A future review of parking provision will be undertaken to monitor usage and to identify whether there is potential to create a temporary public space for events such as Saturday markets, given the benefits this would bring to businesses in the town centre. Detailed plans will be prepared by external landscape architects and publically consulted on.</p>
Arthur Herbert		<p>Disagree that Reidhaven Square parking is removed as it is essential that the town centre is accessible to car users. The town is poorly served by public transport, with the majority of users/visitors/tourists arriving by car.</p>	<p>Comments regarding the need for better signage and public realm within the square are welcomed. A review of signage will be undertaken.</p>
Jenna Collins		<p>Car parking in the square should not be reduced it is essential to businesses and residents in the square and Mid street. There is ample space for people especially given it is rarely used. Better improvements for the square would be to reopen the toilets and grant an outside licence to the Crown Inn. I work in the tourist industry in Keith and improvements are sorely</p>	<p>Future improvements to the Square will include providing adequate EV (subject to an operator) and active travel infrastructure such as cycle parking and storage. These requirements are embedded in the LDP, meeting the Council's climate change aspirations through reduced car trips, and encouraging active travel.</p>

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		<p>needed to make the town more attractive to holiday makers, which in turn improves it for residents. The square would be much improved if all 3 hospitality establishments could operate outside service in the square to create a European style 'cafe culture' atmosphere with ample parking right there. Further to this more should be done to encourage hotel, B&amp;B and hospitality establishments to elevate their offerings to reflect those in the rest of Moray.</p> <p>Does not support removing car parking from Reidhaven Square unless extra parking is provided elsewhere. The carparks off Mid Street are nearly always full already and not easily accessible for first time visitors to the town.</p> <p>Taking away parking areas in the square has the potential to be very detrimental to shops and businesses in the square and down the steet. Due to the traffic warden being removed a number of years ago parking has become diabolical within the street with some vehicles parking from 9am to 5 pm up to 5 or</p>	<p>Any improvements made to the square in terms of parking or public realm improvements would and must take into account users of all mobilities to meet the Council's aims of creating inclusive town centres.</p> <p>Comments relating to the public toilets, empty buildings, and general town centre improvements are addressed below.</p>
<p>Sandra Fawcus</p> <p>Linda Harper</p>			

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Sheila Johnstone		6 days a week. Concern as to where visitors are to park.	
Caroline Allan		<p>We need the parking spaces, especially for visitors. We want to encourage folk to stop in Keith and they won't stop if there's nowhere to park.</p> <p>Does not support removing car parking spaces. All the streets surrounding it are already busy with cars. Land street is a complete nightmare and so is the top end of mid street. This is only going to add to the congestion of these streets. You should be putting the money to better use. I am all for smartening up the town as it looks awful with all the empty shops and derelict buildings but please reconsider your decision to remove parking from the square.</p>	
Mrs E Rettie		<p>The square should be returned to what it was with parking so people can stop without driving round town a dozen times to get a parking space, so that they can spend money at the few shops we still have. What is the point of planting trees there when at the same time cutting down the mature trees in</p>	

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Michele Le Mero		the parks etc. This plan is the usual hot air nonsense.	
Kelly Kellas		<p>We need to retain the parking spaces as no matter how many people are attracted to visit Keith, if there is no parking they won't stay.</p> <p>Leave the parking at the square as it is. There are only very minimal short term parking spaces on Mid street as it is, taking away the parking at the square, which I use several times a week myself, will be catastrophic to the few businesses left on Mid street and put people off trying to access shops. The money would be better spent on opening public toilets again and trying to fill more of the empty business premises on the street to attract passing trade.</p>	
Heather Winton		Taking away parking at the Keith square will make more cars parking on mid street and land street and moss street open public toilets again and give the whole town a clean and paint as well.	
Tracey Brown		Where are the residents supposed to park. We also have to cafe/restaurants on the square that	

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Lynette Chapman		<p>people need to park for. The business at the top of mid street also use the square for parking. This is a ludicrous idea and would affect the town centre very badly.</p> <p>Getting rid of the all the parking on Reidhaven Square would be awful. There is not enough parking down mid street as there is.</p>	
Jennifer Baird		<p>Keith needs to retain parking in Reidhaven Square and concentrate on opening up empty buildings, encouraging pop up and new businesses to occupy them to attract more visitors to Keith. Removing the parking in the square will only lead to frustration and drive people away due to lack of parking.</p>	
Linda Wilson		<p>The parking in Keith is in short supply as it is and the square is ideal for accessing the properties at the top of Mid St. Limited parking means less people can access and less people will visit</p>	
Martin Jamieson		<p>Need more parking not less.</p>	

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Ann Cameron		Taking car parking from Reidhaven Square will be detrimental to the town.	
Caitlin Sims		I believe this would be a terrible idea. Many people live in the square and visit hairdressers etc just off the square. I used to work in the paper shop in the corner of the square and I know if parking was removed from there I would find it quite scary walking up a dark lane at night alone to get to my car rather than returning to it outside my work in a well lit place.	
Irene Reid		Taking parking from Reidhaven square is ridiculous, it has already been updated. There are EV charge points there where tourists coming into town can park, charge their cars and spend their money in Keith. It is an attractive square already. The money would be far better spent re opening & upgrading the public toilets which would again encourage people to stop	
Louise Green		Parking is bad enough as it is without taking away the spaces in the square. Even less people will be able to visit mid street if there is even less parking available. Much	



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James Green		better things money could be spent on than that.	
Julie Henderson		Don't get rid of the parking.	
		As a small business owner the idea of making reidhaven Square suitable for markets is a very exciting idea. It's something I could see being very popular within the local community as other towns nearby have markets which are usually well attended and bring much needed foot traffic to the rest of the local shops. It would be nice for other local businesses to expand their outdoor dining areas also. The derelict buildings are in desperate need of a revamp as they really bring down the look of the town and do not intice visitors passing through to stop and have a look around, it would be wonderfull if they could be used in a way that reflects the vibrant and varied businesses we have here in Keith.	
Melanie Foley		Do not take away car parking in the square. The businesses at the top of the street rely on this parking for longer than the 30 mins on mid street as there is no other parking close by for the top of mid street. Boat and barn, square roots, corner	

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Tammie Morrison		<p>shop and the hairdressers rely on this parking for their businesses. Removing it could seriously impact their income.</p> <p>As a resident of Keith area the parking in square is very important. Like so many residents and visitors to Keith we use hairdressers, cafes, other shops due to mid street only allowing 30 min parking. Taking away parking as it is currently you are then going to discourage visitors to Keith.</p>	
Gillian Grant		<p>Reidhaven square needs to retain the parking spaces.</p>	
Joyce Cook		<p>I think removing cars and parking on Reidhaven Square should not be an option. The available parking spaces serve mainly residents and also patrons of several businesses located on the Square. If the parking was removed people would have no option but to find spaces on adjacent streets. These streets are already nose to tail with parked cars seven days a week. The bus services to Aberdeen and Inverness also leave from the Square and the bus terminal is situated well away from the busy main road, providing a safe</p>	

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Alannah Simpson		<p>environment to board and alight. I think enhancements could be made to incorporate parking and perhaps, to accommodate a market, partly closed off maybe one a month.</p> <p>Please keep one if the car parks next to shears hairdressers.</p>	
Irene Grant		<p>I urge you to leave the square as it is. We need all the parking to help service the businesses at the top of the town.</p>	
Gail Horne		<p>Please do not remove the parking in our square. The parking in that area helps people access the shops and cafes at the top end of mid street. I cannot see how getting rid of the parking will help draw in more people when the council won't even maintain and keep open the toilets in that very same area. Perhaps reopening the toilets and leaving the parking would encourage more people. Especially since there are a great deal of walks that start and end in the Reidhaven square.</p>	
Anya Hoffman		<p>The proposed pedestrianisation of Reidhaven Square would result in a lack of parking spaces and would be</p>	

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Tracey Whiteaker		<p>detrimental to the surrounding businesses.</p> <p>Parking is a premium commodity in Keith and to reduce parking would make Mid Street an unlikely destination on which to shop. I also believe many such schemes have been mooted in the past and none have been awarded any merit. Try sticking to the basics in these difficult times and build a community that will embrace change not make divisive decisions that residents do not want or need.</p>	
Alison Purdie		<p>Loss of car parking at Reidhaven Square would be a real loss and deter people from attending mid street and drive away from centre.</p>	
Colleen Gilbert		<p>There is not enough parking to access Mid Street so to take the parking spaces away from the square would be awful.</p>	
Lorraine Webster		<p>My main concern is regarding parking. Removing parking from Reidhaven square is detrimental to the businesses on Mid Street as cars can only park on Mid Street for half an hour and there isn't a lot of parking in the town as it is.</p>	

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Dawn Christie		<p>Please keep parking in the square as there is already limited parking for customers visiting the shops and beauty places in Keith as mid Street is only 30 minutes. A lack of visible accessible parking will put a lot of people off visiting the main shopping street and local trade will suffer. It will also encourage illegal parking which will be a danger to all. Cars may then park in residential streets and block junctions and/or access to private properties.</p>	
Dana Moir		<p>This parking is essential and will cause problems if you take it away.</p>	
Calum McWilliam		<p>Yes, return Reidhaven square to what it used to be, a large flat space with no curbing or fixtures, that could be used for many diverse purposes (funfairs, farmers' markets, etc.) I assume that this would also mean returning the bus stop to the side of the road instead of the buses detouring into the square (snarling up traffic as they leave &amp; return to the road!).</p> <p>Try to avoid curbing - it would restrict movement &amp; event options - coloured paving/tar might be a better option. Also minimal seating</p>	

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		<p>(we don't want that to get in the way either - perhaps just seating outside businesses (especially pubs), &amp; at the toilets/bus stops. Yes, returning the signage to a more traditional 1940s look! More wooden or painted signs (or at least looking like they're painted), like in Edinburgh's Old Town (where I think it is mandatory, &amp; plastic signs are banned). This would hopefully make Keith more attractive as a tourist attraction &amp; film/TV location.</p>	
Lorraine Shand		<p>Absolutely ridiculous getting rid of car parking in the square. This will kill business as a lot of people park there for eg hairdressers at the top etc</p>	
Jodie Mathers		<p>Removing car parking facilities in Reidhaven square is deeply concerning to me. What about the disabled parking? Where is the closest access to disabled parking if this is removed? Do you realise how difficult it is for someone on a wheelchair to even cross a road in Keith? Having to find a bit of pavement that is low down, navigate across speed bumps/ cobbles on mid street. Even pushing a wheelchair up the hill in mid street</p>	

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Janice Meldrum		<p>is a challenge in itself. What about the electric charge point for cars, will people still be able to access that in cars? Plant some fruit trees cheap, good for environment and people can enjoy, a fresh water drinking station so people can have access to fresh water and stop having to buy plastic water bottles.</p> <p>Shocked at removing parking in Keith Square. There are 4 thriving businesses in the square who rely on people being able to park outside their premises. Keith Square is a "working" area which is transversed by roads leading to and from different areas of the town as well as access for the essential No. 10 bus route. Many people park in the square to catch the bus to take them for hospital appointments at Dr Grays or ARI. The idea of Keith square being a meeting place is not viable as access would have to be restricted. I would have thought that supporting the businesses that are in the square and at the top of Mid Street would be a priority. Keith &amp; District Heritage Group have placed interpretive panels in both squares and at other historical locations in Keith already. They also</p>	
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Shirley Morrison		<p>have an audio walk around Keith with lots of historical information, which would need some small changes but would be easily done to be uploaded onto an app. They have also produced a set of six walk leaflets around the town. Mid Street has had quite a face-lift with the beautiful artwork produced by the local schools and mounted on many of the empty shops. Maybe this could be expanded to cover rest of empty shop fronts.</p> <p>Would welcome some clarity on the above noted objectives and proposed outcomes. It is not clear to me what is meant by "for people and civic use" or "to reclaim it for people rather than cars". Perhaps with more information and clarity I will be able to form a considered opinion on the matter. In the absence of this, however, I can only form my personal opinion on the information I have. I do not believe that it is in the best interests of the town or its people, to remove car parking from the square. This area provides much needed car parking space in the town, evidenced by the fact that it is usually full. It is frequently the case that the other</p>	
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Joan McBeath		<p>car parks in the town are also full. A town square is often the first obvious place to look for a place to park when visiting an unfamiliar town. People living in rural locations around Keith rely on it for parking when catching a bus and it is also an ideal space to set up a pram/pushchair if visiting several shops in Mid Street. Important for the 3 businesses in the square - 2 cafes and 1 convenience store. Surely it is crucial to support our local businesses in any way that we can. In my opinion, some of the improvements which were carried out some years ago have actually been detrimental to the square.</p> <p>The square is full of cars because that is what is needed. There are houses and businesses round the square which all need parking spaces. The streets round the square are also full of cars. Where do you envisage these cars going? People park in the square in order to catch the bus to ARI, Dr Grays and many other places. The car parks off Mid Street are usually very full so could not cope with more cars. The square is closed off twice a year at the moment for long</p>	
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<p>Lesley Morrison</p> <p>Linda Gorn</p>		<p>established events. We have tried markets in Keith in the past and they have not been a success so reducing parking isn't going to help that. The square could be made more attractive by adding to the existing flower displays, reopening the toilets and improving the bus shelter. The electronic display seldom works. Providing a heritage trail using an App is a good idea. The Heritage Group provided one previously so it should be easy to update it. The Heritage Group was also responsible for the Interpretation panels. A discussion with them should be very useful. There are very few empty buildings compared with other towns and several of them have been covered with artwork done by local children. They have been admired by many. This could maybe be extended.</p> <p>Please do not remove parking options from Keith's Reidhaven square. The parking is required daily for business's at top of mid street and square residents.</p> <p>To propose taking away parking in Reidhaven Square is ludicrous. The square is extremely busy all day</p>	
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		<p>with resident parking, cars parked where people then catch the bus to work or for shopping. Any improvements to the square should be to remove two of the disabled car parking spaces and make it for normal parking as they are rarely used.</p> <p>I am also replying on behalf of United Keith and suggestions are that we could do with an electric charger in the car park behind the Keith Kilt and Textile Centre off Mid Street and another in Regent Square in Fife Keith. If there was another disabled parking space in the same car park this would be of benefit to Mid Street shoppers. I would suggest that you also update your pictures of some buildings in the town. Some of them are out of date and the old tourist office I believe is the council's responsibility, one that has been highlighted many times and the council has done nothing about it. What I would suggest is that if you want to improve the appearance of the town that you remove the pigeon poo off the street, clean the algae off Mid Street in particular in front of what was the Institute and the moss off</p>	
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<p>Geraldine McKillop</p>		<p>the car park at the back off the Keith Kilt and Textile Centre. These have all been highlighted to the Chief Executives office.</p> <p>Many shoppers park in the square and walk down mid street to access all the shops. Many of them are not comfortable using the lanes to access the car parks which are full of workers cars anyway. If you proceed with this plan at least put a shuttle bus in place to assist the ageing population in Moray.</p>	
<p>Stephen Simpson</p>		<p>The existing parking spaces are used regularly to the point that there are none available at times. If we lose these what is the alternative' There is a car park behind where the TSB used to be in Mid Street which is usually full and the other down the lane from the Clydesdale bank which has only a few spaces. If this was to happen Cars might instead park on Moss Street and that would be a huge inconvenience on the main thoroughfare ie A96 Shop staff on Mid street use the square and if there were no spaces they would have to park on mid street which would leave no parking for customers</p>	

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Susan Thirnton		I think, the square if enhanced with landscaping and seating would have to be wholly pedestrianised with no traffic. Remove the roundabout and redirect traffic. No one wants to sit with traffic moving around them. This brings into question how delivery vehicles will access the shops in Mid Street. One solution would be to reverse the one way system and have traffic accessing Mid Street from the A96 at the North	
Linda Stuart		I agree that parking at Reidhaven Square should be limited and the area utilised for people. There are two cafes in this area and outdoor seating would be a major boost and more beneficial than more parking spaces. More greenery to this area would also be an improvement and visually more pleasing.	
Ian Grant		To do away with the parking on the square will only fill the streets with cars. That includes the A96.	
Ester Green		I don't agree with the plans to do away with parking spaces in the square, town needs every parking space available.	

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		<p>The Square is the gateway to the town centre. Let people park there freely to discover the town, for shopping, work or recreation. There are three businesses on the Square and the Aberdeen-Inverness bus arrives and departs from the Square. It might not fit sustainability agendas, but people choose cars over public transport in rural areas like Moray and Aberdeenshire. We don't have the public transport infrastructure that will move visitors/shoppers onto trains and buses from their cars.</p>	
Marianne Johnston		<p>Objects to vision for Reidhaven Square. Leave the parking as it is, keep the area clean and tidy. There are business - on the whole street/square who rely on the squares parking facility, the link to the bus network gives locals is essential but some require to park in the square to use this, take it away and they will not use the public transport moving forward. Parking spaces were already been taken away in the last revamp.</p>	
Diane Tandon		<p>Is all 4 car parking spaces being removed? If so where do my customers park for coming to my</p>	

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Jim Talbot		<p>shop? I own the premier and this would be a massive blow to my business.</p> <p>Whilst approving of the plan for Reidhaven Square in principle, in practise alternative car parking is needed somewhere nearby since the square acts as a vital transport hub for buses between Aberdeen and Inverness and other locations. Make the changes but keep the bus stop and improve it, and provide a park and ride facility.</p>	
David Gordon		<p>There is nothing in Reidhaven Square and it is currently not busy with cars (except the odd bus) so I think you are over exaggerating the supposed problem. The only solution would be to put a glass roof over it and turn it into a Piazza with outdoor cafes and entertainments.</p>	
Denise Forbes		<p>Where I think some of the plans for Keith and improving it are good, such as derelict buildings be reused the square parking proposition bothers me. There is no parking on Mid Street and doing away with the square parking will force even more people out onto land street. Land Street is residential but over the last</p>	

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Michael Collins		<p>five years it is extremely congested with parking.</p> <p>Considers that whilst removing the Square (and world) of cars and turning it into a green and public space is wonderful, that it won't work in Keith. Considers that there are more people living in the Square now than at any time in the last 60+ years especially given recent residential development at Greigs corner and the old Masonic Hall corner. States that most people living in the Square and Mid Street do not have dedicated parking spaces, and when added to the parking required for nearby local businesses for staff and customers the Square is full or almost full on most working days. Questions whether the alternative parking at 'nearby public car parks' are those behind the old TSB bank, Clydesdale Lane or Strathisla Bakery Lane. If so, considers that the distance to these is too far and that the spaces are often difficult to find. States that the idea of using the Square as an outdoor space for public events and markets has been around for years without a response. For example, if a 'farmers market' were</p>	
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Lee Wright		<p>to go ahead then it would necessitate only part of the Square being cordoned off. The two performance areas already earmarked from an earlier Council regeneration plan are rarely used. Supports public art to promote Keith's heritage and attractions/amenities along with soft landscaping but considers that a disservice will be done to local residents and visitors to shops if a lot of parking is removed from the Square.</p> <p>Do not reduce parking in Reidhaven Square. The last 'upgrade' was poorly thought out and reduced parking by installing kerbs and paths that weren't required.</p>	
Angela Grant		<p>Questions why parking spaces are to be removed in the Square when it is almost full at lunchtime with customer parking for local businesses (café, shops, hairdresser).</p>	
Councillor Donald Gatt		<p>Totally against any proposal to reduce the level of car parking in Reidhaven Square or anywhere else for that matter. Parking is already short in Keith with people parking at</p>	

		<p>TESCO and walking over to Mid Street. If parking is further reduced it will have a negative effect on the businesses in the town by deterring people from coming to Keith, they will go elsewhere (example; Elgin High Street verses Elgin Edgar Road). What civic use and by whom, Keith already has a number of parks for civic use and they are under used and do attract anti-social behaviour.</p> <p>Clearly these proposals are anti-car and therefore anti-individual private freedoms. The quote from the document "one of the key aims will be to reconfigure the car parking arrangements to reclaim the space for people rather than cars" makes me wonder if the author has been to Keith? If car parking is removed where do the residents park? Where do visitors park?</p> <p>Keith does benefit from a number of town centre car parks; however they are usually pretty full with the vehicles of the residents of flats and the Royal Mail. I would fully support the cleaning and improvement of these car parks and perhaps the addition of electric</p>	
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<p>Moray Council Open Spaces Section</p>		<p>vehicle chargers. Car parking needs to be enhanced and improved for residents and visitors alike.</p> <p>Reidhaven Square currently has two cafes, one public house and a corner shop at the A96 end of the square, it is a cold and windy area even in summer, why would anyone wish to hold public events in the square? Previous events in the square just result in Councillors getting complaints from residents. The ability to hold markets is mentioned, have local business suggested this? What is the evidence that this is wanted or required? External market traders would likely take business away from Mid Street and take money out of the town, that is not "keeping it local"</p> <p>It is great that the plan focuses on enhancing Reidhaven Square, particularly for non-vehicle users. Reducing the dominance of car parking spaces is a good step forward to achieving this goal. Reidhaven Square is the hub for the local network of paths around Keith as featured on the existing map board outside the toilet block. This</p>	
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<p>Moray Council Transportation Service</p>		<p>is also the starting point for the Isla Way and Fishwives Path. The current map board is incomplete and the unit housing is showing signs of age. It would be worth making more of the location by providing updated map board information featuring all the routes. The intersection of path routes at Reidhaven Square could be given a higher profile by installing a public art feature which reflects the character of the local access routes.</p> <p>The removal of parking from Reidhaven Square and on-street parking to provide areas of enhanced streetscape will require careful balancing with demands for parking as Keith serves a number of villages and a rural hinterland where travel distances and the availability of public transport often mean that residents are reliant on private transport. Recommend that parking surveys are undertaken to inform and support any proposed changes, particularly where there is a requirement to amend a Car Park Order (which is a legal process).</p>	
<p>Linzee Johnstone</p>	<p>General</p>	<p>I believe there are more beneficial proposals that could be put forward</p>	<p>Comments of support are welcomed.</p>

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Neil Johnson		<p>to enhance the town and the folk that live in Keith. I don't want to be negative but with high rates of vandalism and anti social behaviour my concern would be this money would be spent incorrectly.</p>	<p>The various projects set out within the town centre improvement plan seek to improve the attractiveness of the town centre and increase the number of visitors. It is hoped this will increase spend within the town centre to support local businesses.</p>
Alfred Falconer		<p>The plan seems very sensible. One area that always frustrates me in Keith is the terrible exit from Mid Street on to the A96. Would it be possible to reverse the flow so that cars turn off the A96 onto Mid Street They can then park in Reidhaven Square etc if they have not been able to park on Mid Street.</p>	<p>The purpose of the TCIP is to provide a framework for investment and attract external funding for projects led by the Council, a community group or a partnership of both. The TCIP will put the Council and/or a community group in a better position to secure external funding to regenerate the town centre.</p>
Jenna Collins		<p>The plans are not reflecting what the town needs. Look to encourage a site for motor homes etc to encourage more visitors into the town.</p>	<p>Any issues relating to access from the A96 would require to be addressed by Transport Scotland or if any detailed projects came forward that would impact on the trunk road.</p>
Sandra Fawcus		<p>Reopen the toilets and pavilion at St Rufus park and creating a cafe area at the Sports and Community centre.</p>	<p>Issues such as vandalism and antisocial behaviour are a matter for the police.</p>
		<p>In full support of Moray Council deciding to improve Keith for visitors and residents alike. There is</p>	<p>Support for the regeneration of St Rufus Park and opportunities for</p>

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<p>Sheila Johnstone</p> <p>Tracey Cooper</p> <p>Anne Grant</p>		<p>no mention in your draft as to the general clean-up of the streets, parks and public gardens. This should be attended to first and then as an ongoing programme. Mid street particularly is not a pleasant, clean area. The institute building and royal mail sorting office are particular eye sores. Attractive signage and art works are all very commendable, but ongoing maintenance of these is essential. e.g the poor state of the information board at Milton Lodge and others.</p> <p>The money could be used to clean up the town, especially the pavements in Mid Street and beside the Auld Brig.</p> <p>Better cycle/walking paths to connect towns along the A96 and encourage country walks to attract a healthier lifestyle for locals and tourists alike. Keith lacks family activities for tourism and locals.</p> <p>Improve carparks by adding cycle parking. Improve roads free of potholes, leave carpark in Square,</p>	<p>food growing is welcomed. St Rufus Park has been included within the final TCIP to provide support should further appropriate proposals by community groups be forthcoming. Development options for the adjacent old Tourist Information building, including demolition, will be explored by the Council.</p> <p>Issues relating to the cleanliness of towns and litter are important however it is a separate issue from the Town Centre Improvement Plans. The proposals will be mainly funded by external funding sources for capital works not revenue.</p> <p>Comments regarding the proposed signage improvements are welcomed and will be fed into any review/upgrades (subject to securing funding).</p> <p>The lighting up of prominent buildings and spaces would be undertaken in consultation with community groups and property/land owners. These would be brought forward as external funding became available.</p>
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		<p>open and upgrade and modernisation public toilets. Reduce rental rates to make more attractive to businesses. Continue to involve young people to design and develop community e.g. the Doric designs and pictures made by primary school pupils could be extended to Fife Keith. Create open space designated for older young people, involvement with Keith Grammar school to design and take responsibility for e.g. an outdoor den with sitting area, recyclable bin and a designer mural / graffiti wall and lighting. Have planters with herbs, vegetables, fruit and plant fruit trees for locals to pick and eat. Create more walking and cycle paths with lighting and seating rest areas with sensory plants fruit plants fruit trees with bike repair stations and fountain for drinking water and recharge electronic devices and bikes. Keith has loads of key attractions, have heritage trail maps to encourage local interactive with historical landmarks /buildings/places and people. Improve pavements that are wheelchair and pushchair friendly. Band stand area currently under used fenced space, turn it into a</p>	<p>Detailed plans for public realm projects will take account of ongoing maintenance.</p>
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Mark Scott		<p>seating area, bins, picnic area and again planters with fruit and sensory plants with Water play feature.</p> <p>Excellent to see the planned improvements for the town, while preserving the heritage. Will benefit both visitors and the local community.</p>	
Dana Moir		<p>I agree with most of the plans set out for Keith, shop fronts do need attending to and signage is a must.</p>	
Calum McWilliam		<p>Lighting – It would be best if any external or street lighting was sympathetic to the age of the buildings &amp; a retro-look. Flood-lighting everything to look like Disney-land would not be in character with the town, &amp; would be a waste of energy/money, as well as contributing to light pollution affecting residents, neighbouring areas, &amp; wildlife.</p> <p>Tourist Sign boards are always a good idea, but perhaps the art on them could use more of a pen &amp; ink drawing approach. The watercolour looking style seems to age badly &amp; become unclear rapidly (less</p>	



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		<p>contrast, so less durable, or clear to those with poorer eyesight). An additional recommendation - large fly-posting bollards. You'll see these in Paris, &amp; there are a couple on the Royal Mile in Edinburgh, large (over 2m high) cylindrical bollards providing a space for anyone to stick events posters or public notices. A great, easy, low-maintenance way to spread news of events happening in the area, which in turn will encourage more events. Good for the community &amp; good for businesses.</p>	
<p>Susan &amp; Kevin Sellers</p>		<p>Suggests that lighting system on steps from Turner Hospital into the Old Town is improved. The bollard lights are constantly being vandalised and replaced. Simple metal standard lamps would be a more practical solution along with bins at the top and bottom of the steps. This is a well-used pedestrian thoroughfare and would benefit from some attention.</p>	
<p>Janice Meldrum</p>		<p>Directing people from Strathisla distillery to the town centre would be good maybe an interactive map at the Strathisla car park might be useful. Money to tidy gardens and</p>	

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Linda Stuart		<p>up keep flower beds would enhance overall image and impression of town.</p> <p>Mid Street needs more colour from planters, etc. making the town centre more attractive along with street cleaning. The volume of traffic on Mid Street needs to be looked at. This is one of the reasons I don't shop regularly, it's not relaxing when cars are driving through and accessing all connecting side streets etc. This has to be looked at when trying to improve the appeal to locals/visitors.</p>	
Marianne Johnston		<p>Signage is a requirement but not sure the street art is - especially if it is anything like the monstrosities similar to Elgin's plain stones.</p>	
Jackie Gauld		<p>A look at The Pantiles, Tunbridge Wells would be to your advantage in seeing how a town thoroughfare can become a destination. The shop fronts are traditional Victorian, it is pedestrianised with green spaces and communal areas, with outdoor seating. It is tucked away, in the town, but is a destination for locals and tourists alike. Cheaper rents</p>	

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<p>Lee Wright</p>		<p>for local artisans would add to the feel and offer something different from generic High Street shops. Don't just do the obvious, and usual... Signs etc. This is a chance to make Keith uniquely different from all other towns in the area. Introducing artisan shops attracts visitors and has been proven.</p> <p>Tree planting – Seafeld Avenue used to be a tree lined avenue but has had most of the trees removed and the pavement tarred. It would definitely look better with trees planted.</p>	
<p>Michael Collins</p>		<p>Considers that the term 'realm' is outdated. An important plan like this needs to be directly relevant to the community and have an exciting drive to market the future whilst recognising the community's strengths from its past. Keith, like many other places, has suffered by a lack of vision at local government level, meaningful connections with the community, and a lack of drive from the community itself. Moray has also suffered from the lack of financial support from the Scottish Government that has brought local</p>	

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<p>Councillor Donald Gatt</p>		<p>authorities and public services to its knees. Whilst the improvement plan may repair some damage, concerns that this is only cosmetic. Queries how much money is available for the improvement plan. Support for local amenities requires taking care of them. Seafield Park, Fife Park and the Old Gasworks have suffered from Council cutbacks in recent years and look scruffy. Commends community group that has planted flower tubs and introduced colour to the town.</p> <p>The public realm would be better enhanced if the streets, pavements and car parks were cleaned and maintained better (this is not a reflection on any Council department, who are only doing what they can within allocated budgets). Unblock gullies, reopening the Public Toilets, gull proof waste bins and improved car parking.</p> <p>What will the public realm "strategy" entail and how will it be maintained in future years? Not against heritage interpretation panels, a good idea if people can be</p>	
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<p>Moray Council Open Spaces Section</p>		<p>attracted to Keith and they have somewhere to park their vehicles?</p> <p>A vibrant town centre is created by private business and enterprise who offer goods and services at a quality and price that people wish to purchase. How are private business and enterprise to be encouraged and supported? A lighting strategy is not required and would be a waste of taxpayers' money.</p> <p>Only minimum repairs should take place to rectify years of neglect caused by reduced Council funding due to Scottish Government cuts. Repairs to kerbs, gullies, road surface and parking area would be appreciated locally.</p> <p>Greenspace improvements around car parking/main roads – additional greenspace upgrades will place an increase in maintenance pressures on an already very restricted team. Shrubs and hedging around car parking areas are not easy to maintain, become litter traps, people 'walk through' leading to gaps/desire lines which end up looking untidy. Planters with an appropriate watering system would</p>	
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		be preferred as watering could not be carried out by the Open Spaces section. St Ruffus Park is a centrally located visitor attraction with poor seating, poor drainage and a vacant pavilion which should be considered for inclusion in town centre upgrades. This is an underused amenity area which could bring more people into the area if further upgrades were carried out on top of what has already been done by Community Groups in the past.	
Alfred Falconer	Empty shops	Need to look at the empty shops and whether they can be split up and encourage young entrepreneurs into small premises on cheaper rates. This will help them start their business and slowly grow it. We do not need to lose spaces in the squares.	Keith town centre faces the same challenges and pressures that town centres and High Streets are facing nationwide due to changing shopping habits and in particular online retailing. This has led to declining footfall and ultimately shop closures. The purpose of the TCIP is to enhance the attractiveness of the town centre to create a place where people want to visit and spend time for a range of activities.
Jodie Moir		Empty shop spaces need to be filled with potential for pop up shops. Bring back the Keith music festival.	
Janice Meldrum		Also funding for a "pop up" shop might bring more people to shop on Mid Street, this worked well before but funding is necessary. Signage directing people to Mid Street for shopping would be good.	
		Pop up shops have been successful in Keith and other town centres and is something that the Council would support to add vitality to the town centre.	

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Moira Milne	Longmore Hall	The facade of the Longmore Hall would benefit from modernisation to encourage wider, multi-functional use e.g. weddings.	<p>Given the importance of the Longmore Hall and proximity to the town centre it was included in the Town Centre Improvement Plan. This was to help with any potential future funding applications for improvements that the community may seek in the future should external funding become available. The Council will explore options to increase parking provision for the Hall.</p> <p>The plan does not propose to demolish the building.</p>
Lorraine Webster		Parking is an issue with the Longmore Hall. If the hall is altered so that more activities go on there, then the hall will require its own parking. As a Banff Road resident parking is becoming more difficult for us the more use the hall has.	
David Gordon		Why perfectly good buildings need to be knocked down I do not know. Maybe a refit, but otherwise no building lasts more than a few decades. More carbon footprint with new building.	
Councillor Donald Gatt		Moray Council could not afford to run this facility so it was scheduled for closure and then subsequently taken over by the community under the CAT process. Why is this being proposed, is the community group failing?	
Michael Collins		This should be an important community hub especially for bigger events although there are other community hubs in the town in the	

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		form of church halls, the community centre and Newmill village hall.	
Jack Gemmell	Heritage	Chivas Brothers is generally supportive of the Keith Improvement Plan and particularly interested in the heritage trail and how it would link the town with it's historic past. Signage directing visitors to the distillery has long been a concern and there is nothing to direct distillery visitors up into the town. We would like to be involved in any interpretive materials designed to showcase Strathisla Distillery and Glen Keith Distillery (which is not open to the public but plays a part in the town's history) and we can offer the services of our Archivist, who is based at Strathisla, to assist with this and any related information.	Comments of support for a future heritage trail are welcomed as reflecting on the traditional character and built heritage of Keith was a key part of the overall vision.  A significant amount of work was undertaken through Discover Moray's Great Places and the Council intends to develop this into a Moray-wide interpretation/heritage trail to provide a consistent and co-ordinated approach. There will be opportunities for local heritage groups to develop complementary bespoke trails and it is acknowledged the development of a heritage trail will require specialist input and offers from groups, individuals and businesses such as Chivas Brothers to be part of this and build upon work that has already taken place is welcomed. There is a need to involve all interested organisations to work in partnership in the development of a high quality trail (subject to securing funding) in a coherent and co-ordinated way that complements
Bruce Mann		Welcome the overall vision for Keith, including the statements "Embrace Keith's heritage through a Public Realm Strategy and heritage interpretation panels" and "Develop a Lighting Strategy to enhance the visual appearance and showcase Keith's heritage and public spaces to create a vibrant town centre." This approach ensures there is clarity in	



		<p>terms of the improvement works, and an embodiment of the best aspects of the history of Keith in the improvement plan. We note that the public realm improvements will also allow for improved signage and heritage interpretation boards, but that these are “subject to separate projects”. As with any such public realm scheme, the new interpretation, signage, and lighting elements must have due consideration for scale, appropriateness, and location in order to avoid any cluttering of street furniture or any negative impacts on the areas which they are intended to improve. Where such signage and interpretation is sited, a simple but common palette of materials and design should be used to aid future maintenance and to ensure they do not detract from the historic places they are meant to be celebrating. In this instance the implied separate projects must have common design elements between them all in order to avoid inconsistency for the visitor experience.</p> <p>In the section ‘Heritage Trail and Waymarking’ one of the proposed</p>	<p>the other projects such as signage identified within town centre improvement plan.</p> <p>Any signage will be respectful of the built heritage and surrounding heritage and avoid cluttering the streetscape.</p> <p>Comments regarding the use of a potential heritage “app” are noted. The form of any heritage trail will be developed in detail as funding is secured.</p> <p>Comment of support for lighting up buildings is noted. This would be progressed in consultation with community groups and property/land owners as external funding is secured.</p>
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Lynne Scott		<p>outcomes is to develop a heritage trail and app. While we are supportive of the development of a heritage trail and the opportunity it provides to engage with the local community, we would note caution over the use of an app given the technological challenges required to keep it compatible with software updates etc. Furthermore, who is the app going to be aimed at as local residents are unlikely to use it and visitors are unlikely to discover it. Perhaps a cheaper and less technologically demanding option would be the placement of the heritage trail online as a pdf/webpage of the trail which can be downloaded instead, combined with the physical distribution of heritage trail leaflets through the traditional distribution nodes. We welcome the aims of the Shopfront Improvement Scheme which will reflect the historic character of the town centre and the conservation area.</p> <p>Lighting strategy – this sounds interesting, but lacking details on this – is this floodlighting? There is great built heritage in Keith – St Thomas', St Rufus, Auld Brig, some</p>	
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David Gordon		<p>Mid Street properties, they would look great lit up in the dark long winter nights.</p> <p>Heritage trail - Who is going to use this? The only people who will benefit, will be a bunch of consultants from Edinburgh who will produce a report telling us a lot of stuff we know already and producing signage that will look scruffy in a few years' time.</p>	
George – Strathisla CC		<p>The Fisherwives Way is badly marketed. Reinstate the Keith to Buckie Railway line as a walking and cycling path which would link up to Fisherwives way giving a circular long distance walk. This ticks a lot of health and wellbeing, and usage of land that is going to waste.</p>	
Councillor Donald Gatt		<p>Fully support as long as it is not detrimental to the private vehicle user.</p>	
Michael Collins		<p>Considers that the connectivity between tourist attractions and the town centre is another idea that has been around for a long time but with little action. Supports the development of a formal tourist or</p>	

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		<p>heritage routs and considers this would be a major boost for Keith if properly planned and resourced. States that the main focus should be a heritage base in Mid Street, which could show visitors what there is in Keith and promote the written and picture archives of the Keith Heritage Group, which would of great interest to residents too. Considers that any heritage strategy should have the Auld Brig at its heart, which is the only remaining presence linked to the birth of the town of Keith and Fife-Keith. There are great stories about the Brig, the Isla, the Auld Toon and the Auld Kirk which deserve to be told. Considers this is a poorly regarded part of the town now, with the river banks a mess and a riverbank walking space overgrown for years which is a sad eyesore. Would like to see this area brought back to life as the centre of Keith's heritage, with the Auld Brig permanently lit up which would make Keith residents proud again.</p>	
<p>Jodie Moir</p> <p>Alfred Falconer</p>	Public Toilets	<p>Public toilets need to be reopened and upgraded.</p> <p>Public toilets needs upgraded.</p>	<p>Comments have been noted and the final TCIP has been amended to reflect support for the refurbishment of public toilets that have been subject to a Community</p>

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<p>Linda Harper</p> <p>Michele Le Mero</p> <p>Susan Thirnton</p> <p>Michael Collins</p>		<p>Public toilets need to be provided for visitors who come to the town.</p> <p>Year round toilet facilities are essential in the town and across Moray.</p> <p>The first thing that is needed for the town is the reopening of the public toilets in Reidhaven Square. If you are trying to encourage visitors this is a must. There is little point in enhancing the square without this.</p> <p>Rufus Park is a popular play area and has no public toilets. Public conveniences are an important amenity to any town and yet they are seen as an expense that cannot be borne of an improvement strategy.</p>	<p>Asset Transfer (CAT). There are known ownership issues associated with the public toilets in Keith and the Council will investigate this in order to help facilitate a CAT.</p>
<p>Claire Smith</p> <p>Arthur Herbert</p>	Shopfronts	<p>Not really sure what your issue is with shop fronts. Many local businesses take time and effort with their shop fronts and it is a complete insult to their hard work that you feel that is an issue.</p> <p>I agree that the proposals to improvement and development existing retail premises are essential and should be developed with</p>	<p>Original and traditional shopfronts make a valuable contribution to the character of the town centre and the Keith Conservation Area.</p> <p>It is acknowledged that shopfront improvements fall under the ownership of the individual business. However, the project is included in the Town Centre Improvement Plan to help secure</p>

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Jodie Mathers		<p>funding made available. The majority of proposals are purely cosmetic, would have little positive impact in the town and would be money down the drain.</p> <p>If shop fronts are functional and safe why try to change them? People can see through aesthetics, it is the actual business and service provided people need.</p>	<p>potential future funding for shop front improvements that businesses could apply for.</p> <p>The final TCIP proposal states that a design guide will be prepared to ensure that shopfronts conform and complement each other.</p>
Linda Stuart		<p>The Shop front signs on mid street are mixed and do not conform. A more uniformed appearance would be better for Mid Street and far more appealing for all shopfronts to have/retain traditional signs.</p>	
Councillor Donald Gatt		<p>Shop fronts and other buildings are entirely the responsibility of the owner, who should be encouraged to maintain them in a safe, clean presentable manner. I'll need some convincing on the use of taxpayers money? What evidence of demand is there from shop owners for this?</p>	
Michael Collins		<p>Supports shopfront conservation and improvements. Considers that it is just as important to have clean and tidy pavements which is the</p>	

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		responsibility of the Council and businesses, and that the state of some pavements in the town centre are a disgrace. Suggests that the windows of empty properties could be used for heritage purposes, as done successfully with the primary school drawings initiative.	
<p>Moira Milne</p> <p>Arthur Herbert</p> <p>Calum McWilliam</p>	Vacant Buildings	<p>The empty Bank of Scotland building is very visible to passing traffic and does nothing to entice visitors to stop.</p> <p>More street cleaning is necessary in the town centre and radical proposals need to be developed for vacant and derelict premises. A survey should be undertaken to identify such buildings, working with owners to develop plans for improvement and where possible use of existing powers to enforce buildings repairs eg on Listed buildings.</p> <p>Derelict buildings - please fix the old Tourist Information Office that has been sitting rotting away for decades. Restoring it either for its original use, or as a shop/office for rent, along with the old carpark next to it, would definitely be an</p>	<p>Support for bringing vacant properties back into use is noted. Bringing vacant buildings back into reuse is an important part of any townscape regeneration project and is a key element of the draft National Planning Framework 4. The comments regarding the Bank of Scotland building and old tourist information building are noted as these are visually prominent buildings within the town that are currently vacant.</p> <p>The Council will seek to engage and work collaboratively with landlords/property owners on any proposal to bring a vacant property back into use.</p> <p>While no financial assistance is available at the time of writing, town centre grants or other potential funding opportunities may</p>

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		improvement to the town! The empty shop on Mid-Street may be trickier, but hopefully if you make the square & street more attractive then those shops will be more attractive for new businesses (if they can compete with the internet).	become available that landowners or the Council could apply for.
Bruce Mann		We welcome the proposal to bring vacant and derelict buildings back into use, rather than demolishing what would otherwise be key positive contributors to the town's character and sense of place.	The use of pop up shops has been used before in Keith and other towns centres and have been successful and is something that the Council would support.
Lynne Scott		The old bank has a prominent corner site and if the owner allows, bring it into use, while it is being marketed for sale/lease. Perhaps use the windows as a gallery, with images from the local art group, KGS art pupils, or local photographers, or commissioned art linking with the Scots language, and lit up at night to make it look attractive to passers by. Or lease this premises as a pop-up shop' This has been done in Keith before so again not new of visionary but worth showing in the mix.	



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David Gordon		Shops that are vacant, should be sequestered from the owners and put to commercial use. They can have the rents, but the properties should be advertised for rent by the council and used as they are valuable shop fronts. It could be that the fact needs to be faced that town centres need to be re purposed. The simplest answer would be to convert to housing, therefore eliminating the need to build new in the countryside; which will also improve the carbon footprint of providing housing as buildings already exist.	
Lee Wright		Agree with derelict buildings. The old tourist information is abysmal.	
Councillor Donald Gatt		The number of vacant and derelict buildings in Keith does need to be reduced. The conservation areas designation is detrimental to this happening unless one is a multi-millionaire. As mentioned before the conservation area should face a full review to establish if it is actually required and to what geographical extent, current planning rules on conservation areas inhibit development, investment and business. Moray	

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		Council should lead on this by putting it's own house in order first by sorting out the former Keith Tourist Office on Church Street which has been closed since 2004 and has since been a drain on the taxpayer to the tune of tens of thousands of pounds. Given the current Scottish Governments anti-business stance and excessive tax policy it will become increasingly difficult to attract business without a change of political direction, lower non domestic rates and lower taxes in general.	
Moray Council Transportation Service	EV charging points and Active Travel Improvements	The plan does not mention EV charging or active travel improvements for Keith.	Opportunities to explore additional EV charging and cycle parking and storage have been included in the final TCIP.

### Lossiemouth

Name/Organisation	Theme	Comment	Response
Karin McGowan, Clare Hogan, Valerie McLennan, Brian Kelman	General Comments	Support for ideas	Support noted.
Karin McGowan		Consider outdoor gym equipment.	Consideration could be given to the provision of outdoor gym equipment with the redesign of the Old Station and has been added to the text in the final TCIP.

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Karin McGowan		Use the old bridge to make something for the town using local talent to develop project.	The former bridge has now been decommissioned. The demolition of the bridge was agreed by Moray Council at a meeting on 12 <sup>th</sup> May 2021.
George McLean		<p>Implement one way systems to aid parking and cycling.</p> <p>Local town centre for camper vans.</p> <p>Signage to marina.</p> <p>Covered space for buskers.</p>	<p>A review of parking along Clifton Road could be undertaken to investigate the reallocation of road space to enhance provision for pedestrians and cyclists. Changes to traffic movements in this area, e.g. introducing a one-way, would require careful consideration as there are no suitable, nearby alternative routes to provide access to properties and businesses due to the topography of this part of Lossiemouth.</p> <p>Proposals for overnight parking for motor homes/campervans do not form part of the proposals.</p> <p>A review of street signage will be completed.</p> <p>Incorporating outdoor performance space is included within the proposal to redesign the Old Station. The text in the final TCIP has been updated to specifically reference "covered" outdoor performance space.</p>

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Lorna Alexander		<p>Disappointed only eastern side of Lossiemouth considered for improvements and that disabled are being ignored. No ideas for improved toilets, more disabled parking, better pavements and paths for wheelchair users proposed for western side of town and west beach. Use of and improvement to Marine Park, West Beach, links to coastal path and proposed Lossiemouth/Hopeman cycle path, the plane spotting area and lighthouse and heritage centre should be encouraged. Lossiemouth needs looked at as a whole not just an area that already has good offering of café shops, facilities.</p> <p>Rely on volunteers to upkeep public area and keep toilets open but nothing is being done to help the volunteers.</p>	<p>The series of Improvement Plans focus on town centres and therefore the focus has been on Esplanade/Clifton Road and also Queen Street which is a key street for shopping. Addressing the items highlighted would require to be considered outwith the Town Centre Improvement Plans.</p> <p>Enhancing accessibility for all will be an essential component for proposals. Higher quality paving materials and wider paths should be designed to be inclusive.</p>
John Shearson		Lossiemouth (and other coastal towns) could all provide Aires for up to 5 campervans. People are already staying for free locally.	Proposals for overnight parking for motor homes/campervans do not form part of the proposals.
Ian Sloan		Supports proposals but need to have a way to stop people using car park and toilets as free caravan sites.	Proposals for overnight parking for motor homes/campervans do not form part of the proposals.
Valerie McLennan		<p>Would like to see more signage for Lossiemouth along the A96 displaying beaches, RAF, lighthouse as visitor attractions.</p> <p>If budget limited prefer to see the esplanade, development of station park and improved signage throughout the town to highlight Lossiemouth's other attractions and shopping</p>	<p>Tourist Destination signage on the A96 is a matter for Transport Scotland as the Trunk Road Authority.</p> <p>The priority in respect of the esplanade, station park and signage are noted. A review of signage across Lossiemouth will be completed as</p>

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		areas to ease congestion both footfall and car congestion on Clifton Road.	part of the proposals. Additional text has been added to the final TCIP.
Dawn Scott		<p>Larger dog poo bins with maps of beach and town to highlight their location.</p> <p>Signs showing how long plastics, glass, cigarettes etc take to decompose on beaches.</p> <p>Fire warnings for BBQ's near gorse.</p> <p>Working CCTV for bridge and lighthouse to discourage vandalism.</p>	<p>Creating a consistent and fresh approach to elements including bins and other street furniture will help to create a more cohesive and attractive space. Opportunities to encourage recycling and disposal of waste into bins will be considered in designs.</p> <p>It is noted that if there isn't a dog waste bin dog waste can be put in any suitable litter bin. It is an offence for anyone in charge of a dog to allow it to foul in any public place.</p> <p>A review of signage across Lossiemouth will be undertaken as part of the proposals. Additional text has been added to final TCIP.</p> <p>The bridge is well overlooked providing good natural surveillance which should help discourage vandalism.</p>
Marcia Viridi		<p>Outdoor gyms would be benefit to encourage exercise.</p> <p>Need for other public toilets in a different part of town.</p>	<p>Consideration could be given to the provision of outdoor gym equipment with the redesign of the Old Station and has been added to the text in the final TCIP.</p>

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			The series of Improvement Plans focus on town centres and therefore the focus has been on Esplanade/Clifton Road and also Queen Street which is a key street for shopping. Proposals for additional public toilets would need to be considered outwith the Town Centre Improvement Plans by a constituted community body given previous Council budgetary decisions.
Jaime Madden	Reinvigorate the Esplanade and Clifton Road (NW	Esplanade should be pedestrianised and made traffic free with outside sitting area, picnic benches for cafes and ice cream shops.	It is difficult to remove all traffic from The Esplanade as there are no suitable, nearby alternative routes to provide access to properties and businesses due to the topography of this part of Lossiemouth. A review of parking along Clifton Road will be undertaken with the reallocation of road space to enhance provision for pedestrians explored.
Donna Mcean		This should be priority. Esplanade/Clifton Road needs to be brought up to standard with the new bridge. Toilets need improved as current ones are old fashioned and do not create a positive image. Area should be more pedestrian focused with more seating on the grass and outside shops. Supports electric vehicle and bike charging, public Wi-Fi and shower for those coming off beach via the bridge.	The support for the proposal and the priority given to this is noted.  The proposal includes the potential for the refurbishment public toilets that have been the subject of a CAT. Incorporation of shower facilities could be considered as part of the refurbishment.

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			<p>The proposal for public wi-fi has been removed from all TCIP's as further investigation has highlighted issues with future maintenance and revenue streams.</p> <p>The proposals for the Esplanade will aim to make this area more pedestrian focused and enhance accessibility. Provision of new seating is proposed to encourage people to use the space to rest, take in views, picnic or enjoy an ice cream.</p>
Claudia De Oliveira Vasto		<p>Accessibility in this area, and across Lossiemouth, needs to be considered. Lower kerbs are required.</p> <p>Parking arrangement on Clifton Road need to be clearer and managed better to make more efficient use of space. This could be achieved by drawing parking areas with limits per vehicle along Clifton Road and the Esplanade.</p>	<p>Enhancing accessibility for all will be an essential component for proposals at the Esplanade. Higher quality paving materials and wider paths should be designed to be inclusive.</p> <p>A review of parking along Clifton Road will be undertaken with the reallocation of road space to enhance provision for pedestrians explored, including additional dropped kerbs where demand for crossing is apparent. Defining parking spaces within long parking bays can lead to less vehicles being able to park as the minimum length marked must be 6 metres.</p>

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Joanne Campbell		Parking along the Esplanade needs to re-assessed as meeting anything bigger than a car causes congestion. A one way system; parking on one side only; designated parking marked on roads could help alleviate this.	A review of parking along Clifton Road will be undertaken with the reallocation of road space to enhance provision for pedestrians explored, including additional dropped kerbs where demand for crossing is apparent. Defining parking spaces within long parking bays can lead to less vehicles being able to park as the minimum length marked must be 6 metres. Changes to traffic movements in this area, e.g. introducing a one-way, would require careful consideration as there are no suitable, nearby alternative routes to provide access to properties and businesses due to the topography of this part of Lossiemouth.
Frances Reddy		Once the new bridge is complete the Esplanade will need regeneration. The shrub beds planted over 40 years ago are well past their sell by date.	<p>The location of the new access bridge to East Beach gives an opportunity to reinvigorate this area to enhance accessibility and create an attractive sea front. The aim is to boost visitors to the area and encourage them to visit the cafes and shops.</p> <p>Designs will aim to create a consistent, fresh approach to signage, street furniture, public art, lighting and also planting to improve</p>



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			the general appearance and attractiveness of the Esplanade.
Marcia Viridi		Not enough thought given to parking as the bridge will make parking for shoppers difficult in an area that already has parking issues.	A review of parking provision along Clifton Road will be undertaken.
Isabella Nelson		Priority would be to upgrade the toilets and improve the Esplanade. Paths are uneven and a trip hazard. Current toilets on the Esplanade create a negative image.	The final includes the potential for the refurbishment of public toilets that have been subject to a Community Asset Transfer (CAT). The priority given to this is noted.  Enhancing the accessibility of the Esplanade and creating an attractive sea front is a key part of the project which will include introducing high quality paving material to widened paths.
Carolle Ralph		Makes sense that funding and improvements are in the area from the bridge to Station Park.  Esplanade toilets require improvement and would not take much to improve.  Esplanade itself needs upgraded. It is a valued green space used for sitting to enjoy views. Old plants and shrubs should be replaced with grass and planters. Suggestions this could be car parking are not supported.	The final TCIP includes the potential for the refurbishment of public toilets that have been subject to a Community Asset Transfer (CAT). The priority given to this is noted.  Proposals do not include making Esplanade into a carpark but looks to reinvigorate the area with updated paving, signage, street furniture and planting in a way that makes the space more welcoming and attractive to encourage people to

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		<p>Parking on Clifton Road/Esplanade should be time limited to ensure car parks are used for extended beach visits.</p>	<p>use the space to rest, take in views or picnic.</p> <p>Any introduction of time limited parking would need support from Police Scotland as they would be required to provide resources to enable enforcement of the restrictions.</p>
Lossiemouth Community Council		<p>Given the new bridge is soon to be open priority for resources should be improving and modernising the area around the Esplanade and Station Park.</p> <p>The grassy area of the Esplanade should be preserved. Bushes and shrubs should be replaced with grass and planter with picnic benches.</p> <p>Pavements and uneven slabs are a concern but it is noted that the Council are currently working on this. The edge of the Esplanade nearest the water is unsightly and will not be improved as part of the bridge works.</p> <p>Recycling bins at regular intervals between Gregory Place and Station Park are needed given increased footfall associated with new bridge. These could support the town's advertising campaign, reinforce social responsibility and principles of recycling.</p>	<p>The support for the proposal and the priority given to this is noted.</p> <p>The aim is to reinvigorate the area with updated paving, signage, and street furniture and planting in a way that makes the space more welcoming and attractive to encourage people to use the space to rest, take in views or picnic.</p> <p>The recently upgraded paving is noted. Designs will incorporate high quality paving materials and widen paths. Designs will need to consider the inclusivity of designs as well as any safety issues.</p> <p>Creating a consistent and fresh approach to elements including bins and other street furniture will help to create a more cohesive and attractive space. Opportunities to encourage recycling and disposal of</p>

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		<p>Working with Council to upgrade toilets on Esplanade and investment in these would be appreciate as they are in a poor state needing modernised.</p> <p>Support increasing EV charging opportunities but this would be better located at the industrial area at Coularbank or nearer the school.</p> <p>Anticipate parking will be a problem of Clifton Road when bridge opens and waiting time limited may need to be imposed to ensure access is available to local businesses and not extended beach visits.</p> <p>Support cycle hub and proposals that encourage walking and cycling.</p>	<p>waste into bins will be considered in designs.</p> <p>The final TCIP includes the potential for the refurbishment of public toilets that have been subject to a Community Asset Transfer (CAT). The priority given to this is noted.</p> <p>The phase-out date for the sale of new petrol and diesel cars and van is 2030 to help meet emission reduction targets. There will therefore be a shift towards electric vehicles. Increased provision of charging points will be required. These need to be provided at a variety of locations to meet demand and needs. Providing these solely within industrial areas would take visitors away from the centre of Lossiemouth. EV charging can also attract customers and may mean longer stays encouraging use of café, shops etc.</p> <p>Any introduction of time limited parking would need support from Police Scotland as they would be required to provide resources to enable enforcement of the restrictions.</p>
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			Support for the cycle hub and proposals to encourage walking and cycling.
Moray Council Transportation		<p>Preference is for EV charging to be provided within public car parks rather than on street.</p> <p>EBike charging facilities and cycle parking will require careful siting to ensure there is sufficient space around them so their use does not cause obstruction to pedestrians.</p> <p>The use of footways for outside dining requires permission from the Roads Authority and will only be permitted where there is sufficient footway width to ensure that there is no obstruction to pedestrians, in particular for those with impaired mobility or sight.</p> <p>There are currently works being undertaken at The Esplanade as part of the new bridge at Lossiemouth and support further improvements where required.</p>	<p>The preference for EV charging to be within car parks is noted. Reference to EV charging will be removed from the Esplanade proposal but retained for the redesign of the Old Station.</p> <p>The siting requirements for the cycle hub are noted and will be fed into design.</p> <p>Proposals on Clifton Road are a longer term project and the comment regarding outdoor dining is noted. Some of the existing businesses have outdoor seating and it may be that best solution when this is considered in the future is to enhance the experience within the existing locations through improvements to the public realm rather than seek to create new space for this. The wording of the final TCIP refers to enhancing the "existing outdoor café culture".</p> <p>The recent works are noted.</p>
Moray Council Open Spaces Section		Support proposals that encourage active travel. The Esplanade is currently part of the Moray Coast Trail which will eventually cross the new bridge. More needs to be done to promote this	The final TCIP reflects the positive contribution that public art can make within a town centre. A review of signage will seek to

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		<p>route. Public art within the streetscape could incorporate the concept of the Moray Coastal Trail helping to raise public awareness and capitalise on tourism opportunities.</p> <p>Improvement should address the undermining that exists all along the Esplanade. This results in the sea edge footpath being undulating and uneven.</p>	<p>promote the Moray Coastal Trail and potential to incorporate into public art.</p> <p>The impact of undermining on any improvements along the sea edge of the Esplanade will be explored at the time of detailed designs being drawn up.</p>
Jaime Madden	Redesign Old Station	Station Park should be used to its full potential and become a busy hub full of kids. In the past this had trampolines, crazy golf, and kids activities.	Increasing use and reinvigorating the space is the key outcome for the proposal.
Donna Mcean		Support reinvigoration. Seafest is a good example of good use of space and more events should be encouraged. Space to help promote these type of events would be ideal. Space for additional vibrant features for children and a more welcoming space for adults is an obvious extension of the Esplanade	Support for proposal is noted.
Sarah Grigor		An outdoor gym on the high grassy area along from the telescope.	Consideration could be given to the provision of outdoor gym equipment with the redesign of the Old Station and has been added to the text in the final TCIP.
Adele Boyle		Area would benefit from TLC and would be good to see it utilised more. A covered area for year round use could be incorporated.	The plan currently includes the potential for an outdoor performance space to be incorporated into designs.
Dawn Scott		More natural wood/timber play areas would fit in with new shrubs and trees.	Community involvement in the redesign of the play park is proposed. Station Park is currently the subject of an Expression of

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			Interest (EOI) for a Community Asset Transfer (CAT) by a local community body.
Amanda Nasser		Station Park could be amazing and need vision then a plan.	Support for project noted.
Frances Reddy		Recent repainting of railings at Station Park has brightened this but the rose beds need replanted.	Comments noted.
Marcia Virdi		Playparks in Ireland are super and make our play areas look mean.	The proposal includes providing an all-inclusive and welcoming play area.
Isabella Nelson		Play park needs improved.	The proposal includes providing an all-inclusive and welcoming play area. Community involvement with the design of the play park would be undertaken.
Carolle Ralph		<p>Station Park needs upgraded. The park could be refurbished or a splash park similar to Nairn's installed to encourage families to visit.</p> <p>Grass in front of the toilets could be car parking as this space is rarely used with other grass areas available for picnicking etc.</p>	<p>The potential for a splash park could be explored with the community. The proposal includes providing an all-inclusive and welcoming play area. Community involvement with the design of the play park is proposed.</p> <p>Plans for the proposal will consider the uses and functions across the site. This will include a review of the grass areas and the parking arrangements to ensure any decisions relating to these are in line with the overall vision for the site.</p>
Lossiemouth Community Council		Redevelopment and investment has been needed for some time.	Support for proposal noted.

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		<p>A splash park similar to that in Nairn would bring economic benefits to the town. Note that people travel from Moray to Nairn as it is a safe area to enjoy water play.</p> <p>A less costly option would be to invest in new play equipment with potential for year round use. An outdoor gym could be located on the grassy area behind the building.</p> <p>Grassy area to the left of the car park is rarely used and could be additional parking. The car park is often full and with the bridge opening additional parking would be a benefit including disabled and parent child spaces. Existing EV charging should be moved to create more parking.</p> <p>Notes there has been discussions and signage asking camper vans to stop for one night only. It was felt restricting this completely would result in parking on Clifton Road and local businesses were keen that campervans were not discouraged from the area at all.</p> <p>The community council look after the toilets, planters and some of the flower beds in the Station park.</p>	<p>The potential for a splash park could be explored with the community. The proposal includes providing an all-inclusive and welcoming play area. Community involvement with the design of the play park is proposed.</p> <p>Plans for the proposal will consider the uses and functions across the site. This will include a review of the grass areas and the parking arrangements to ensure any decisions relating to these are in line with the overall vision for the site.</p> <p>The comments regarding campervans are noted.</p> <p>The efforts and work of the Community Council is looking after the toilets, planters and flower beds is acknowledged.</p>
Moray Council Open Spaces Section		<p>If footprint of play area to remain the same recommend this caters for one age range (0-5 yrs or 5-12yrs). Alternatively it would be good to install provision for over 12's as there is a lack of</p>	<p>The recommendations regarding focusing on a specific age range is noted and the suitability of the site for over 12s. Community</p>

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		space for this age group. The Station Park has good natural surveillance, is relatively well lit and not too close to housing making this a good location for this use.	involvement with the design of the play park is proposed.
Kirsty Middleton	James Square	No improvement required. Wide open area enjoyed. Gardening group take care of it and make it stunning.	Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.
George McLean		Plots at James Square would be untidy. Space should be made suitable for performing and picnicking.	Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.  The proposed project was to engage with the community to consider deficiencies that could be addressed within the design of a revitalised Square. Community growing was included as a potential option that could have been incorporated.
Donna Mcean		Recognises space is under-utilised. Not convinced a community garden would be what is needed as plots can become an eyesore as the novelty wears off. Space could have more of a heritage feel as the current information boards are interesting but would benefit with being updated and more interactive.	Options for community growing would not necessarily incorporate allotment style plots but could include community orchards, raised beds and planters, or edible hedges.  However, across the responses it is clear that looking at options to



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			<p>widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p> <p>The comment regarding updated more interactive heritage information boards is noted and could be incorporated into the Heritage Trail project.</p>
Frances Reddy		<p>Limited budget better spent on other areas of town as the Square already serves the needs of the community.</p> <p>Square is a popular place to sit, picnic and play safely. Planting enhances and gives year round colour and interest to the Square.</p> <p>Signs reminding owners to pick up dog mess would be welcome.</p>	<p>Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>
Isabella Nelson		<p>The Square doesn't require improvement other than more shrubs, plants and lighting.</p>	<p>Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>
Carolle Ralph		<p>James Square is not a priority. A children's play area could be incorporated but understand area is valued as a peaceful green space in the centre of town.</p>	<p>Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.</p>

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Lossiemouth Community Council		Community Council has a leave for James Square but do not feel this is a priority project. Response from groups of older residents is that this is valued as pleasant central greenspace that should remain as such.	Across the responses it is clear that looking at options to widen the use of James Square is not supported or not a priority for respondents. This project has been removed from the final TCIP.
Cindy Bowie	Queen Street Public Realm Improvements	Widening pavements would impact on parking. The opening of the Co-op has meant more parking has become necessary as it is difficult for residents to park near home. Widening pavements and removing parking would make issue work and potentially create hazard for pedestrians and transport.	As part of the development of designs for Queen Street, the needs of all road users will be taken into account. The provision of enhanced pedestrian crossing facilities will be considered along with ensuring that access to the bus stops is retained.
Clare Hogan		Instead of traffic calming Queen Street needs fixed.	The projects within the Town Centre Improvement Plan are capital improvements and would not cover general maintenance. Any faults should be reported through the Council's "Roads Network Fault Reporting" online.
George McLean		Rather than spend money on traffic calming Queen Street should be made a 20mph zone and this enforced.	At this time there are no proposals to introduce any new 20mph limits within built up areas in Moray and such limits will generally only be introduced where the road conditions are suitable.
Adele Boyle		Support improving pedestrian experience on Queen Street especially if this considers wheelchair users. Area is difficult to navigate with wheelchair which is disappointing given shops in area.	As part of the development of designs for Queen Street, the needs of all users will be into account.

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Donna Mcean		Area could be tidied up but given limited funds Queen Street is less of a priority than other projects.	Note the lower priority given to the project.
Joanne Campbell		Pavements outside new Co-op need widened. This area is congested with the shop entrance, bus stop, parking outside entrance and shop signage. Parking arrangement are currently haphazard at present causing road safety issues with car parked against the flow of traffic or parking out into junctions.	As part of the development of designs for Queen Street, the needs of all road users will be taken into account. The provision of enhanced pedestrian crossing facilities will be considered along with ensuring that access to the bus stops is retained.
Isabella Nelson		Parking outside the new Co-op is a problem. A traffic island would help older residents crossing.	As part of the development of designs for Queen Street, the needs of all road users will be taken into account. The provision of enhanced pedestrian crossing facilities will be considered along with ensuring that access to the bus stops is retained.
Marcia Virdi		Any plans for Queen Street must include resurfacing the road. Not enough footfall on Queen Street to widen and do this up.	The projects within the Town Centre Improvement Plan are capital improvements and would not cover general maintenance. Any faults should be reported through the Council's "Roads Network Fault Reporting" online.  The proposal to widen pavements along with other measures such as new paving and planting is to help create a more pedestrian friendly environments and encourage footfall at this location.
Carolle Ralph		Area around the new Co-op has road safety issues. With bus stops, bank van, delivery	As part of the development of designs for Queen Street, the needs

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		vehicles, post box and busy shop crossing is difficult. A traffic island would help.	of all road users will be taken into account. The provision of enhanced pedestrian crossing facilities will be considered along with ensuring that access to the bus stops is retained.
Lossiemouth Community Council		Any traffic calming that could be introduced around the Co-op on the Square would be welcomed.  Notes diagonal parking slots down the side of the Square (Kinnedar/King Street) could be considered. The bus stopped should be relocated away from the shop entrance and a traffic island would help older people and children crossing. Disabled parking outside the shop and recycling bins would be welcomed.	As part of the development of designs for Queen Street, the needs of all road users will be taken into account. The provision of enhanced pedestrian crossing facilities will be considered along with ensuring that access to the bus stops is retained.
Moray Council Open Spaces Section		Question if there is enough space available for street trees on Queen Street. Varieties would need to be carefully chosen and there is potential a tree canopy could limit large tall vehicles using the street. Notes difficulties in establishing trees on the Esplanade and James Square in the past. Adequate root protection/restriction measures and water provision would be needed. Increase in maintenance pressures on an already restricted team would also be a concern.	The concerns raised regarding the suitability of Queen Street for street trees is noted. As part of the development of designs for Queen Street these issues will be taken into consideration.
Regional Archaeologist	Heritage Trail and Waymarking	Support project but highlight the importance of accessibility (in terms of design, language, height & positioning of installations etc) in the planning and design stage.	Support noted and the importance of accessibility in terms of design, language, height, and position will be taken into consideration at an early stage in the design.

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Donna Mcean		Support clear consistent signposting and encouraging visitors to explore other parts of town. Good to encourage visitors to walk around Lossiemouth – along the esplanade, past the golf course/Stotfield Hotel, up past the RAF base, back along past the sports centre up Prospect Terrace and down through James Square to the marina.	Support for project noted.
Isabella Nelson		Support project.	Support for project noted.
Lossiemouth Community Council		Notes that Community Council and Business Association have sought funding previously for a heritage trail but have been unsuccessful.	Noted.
Colin Allan	Gregory Place Car Park	If car park becomes pay and display consideration needs to be given to residents parking e.g. parking permits for residents parking. Area is already congested in summer with parking for residents impossible.	Charging for parking is an issue for the Council's Transportation service.
Donna Mcean		Support improving the car park. Visitors should be encouraged to park here rather than on the Esplanade.	Since publication of the draft Town Centre Improvement Plan the car park surface has been improved along with new steps and cycle stances installed. Therefore this project has been removed from the final TCIP however a review of street signage will be undertaken and consider the potential for improved signage to public car parks.
Lossiemouth Community Council		Do not see car park improvements as being a good use of money given other priorities. Notes other beach car parks around the world are in a similar state.	Note the priority and support for the proposal is low.  Since publication of the draft Town Centre Improvement Plan the car

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		Support equal access for people disabilities but suggest signposting to Station Park or providing disabled spaces at the Market Cross area adjacent to Gregory Place.	park surface has been improved along with new steps and cycle stances installed. Therefore this project has been removed from the final TCIP however a review of street signage will be undertaken and consider the potential for improved signage to public car parks.
Moray Council Transportation		Improvements to the surface at Gregory Place car park are supported.	Noted.

### General Comments Applicable to all TCIP

Name/Organisation	Theme	Comment	Response
Moray Council Open Spaces Section	Seating	There needs to be a sensitivity relating to existing memorial benches which cannot be moved or relocated. Detailed comments provided on specific towns.	Noted. This will be taken into consideration at the detailed planning stage.  Detailed comments and responses to these have been provided within the table for each town.
Moray Council Transportation Service	General	Transportation are generally supportive of the outline improvements set out in these plans, in particular improvements to assist movement of pedestrians and cyclists, additional cycle parking and inclusion of further electric vehicle charging facilities within these town centres and welcome working with the Strategic Planning and Development team to develop and	Supportive comments noted.  Detailed comments and responses to these have been provided with the table for each town.

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		deliver transportation related proposals. Detailed comments provided on specific towns.	
Huntly & District Swift Group	Protection of Swifts	<p>Concerned about loss of common swift nesting sites due to the reinstatement of derelict buildings, shop front improvements and redevelopment of vacant buildings, etc. Common swift numbers have dropped by 62% in the last 25 years, they are solely dependent on buildings for breeding success, and have in late 2021 been classified as a Red Listed species on the Birds of Conservation Concern 5* report 'The Current Status and Habits of the Common Swift apus apus'.</p> <p>Whilst swift conservation does not advocate buildings falling into disrepair, there are simple solutions that can be incorporated into upgrades if time is taken at an early stage. Preserving and retaining historical swift nesting sites in our aged and deteriorating urban areas is the key to swift conservation, as well as adding provision as buildings are constructed. The group offers to provide guidance on the early stages of development proposals, and access to records for some towns in Moray. Considers that lighting up buildings has a</p>	<p>Noted. The impact of proposals on protected species will be taken into consideration at the detailed planning stage. Nature Scot will be consulted on relevant planning applications and the Moray Local Development Plan 2020 contains a policy (EP1) that ensures there is no adverse impact on protected species. Welcome the offer to provide advice and guidance documents provided as part of the representation by the group.</p>

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		detrimental impact on bats, insects and birds that live or roost in structures. Lighting up our dark spaces adds to the already serious issue of light pollution and can have disastrous consequences for nocturnal species such as bat, bird, owl, moth and insects. Requests that document 'Artificial Lighting' is used to inform plans. States that building reliant species have been ignored worldwide in town planning upgrades and that loss can be turned around if we act now.	
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## Town Centre Improvement Plan **DELIVERY PROGRAMME**



## Town Centre Improvement Plan Delivery Programme

The series of town centre improvement plans set out a range of proposals to support regeneration which include bringing vacant buildings and sites back into use, improving active travel connections, heritage trails, greening and other streetscape improvements in order to create vibrant, attractive, green, health, safer and inclusive town centres. The delivery plan identifies how each project delivers the themes of “Accessible”, “Active” and “Attractive” reflecting the approach taken within Town Centre Toolkit.

The delivery plans below set out the actions to be taken toward implementing the projects identified in the Town Centre Improvement Plans. This includes timescales, potential funding sources and progress. The potential funding reflects potential sources currently available and this will be reviewed as new funding opportunities are opened. The actions will be delivered by a range of groups and organisations with the lead partner identified in bold. Priority projects are highlighted orange. Timeframes are short (1-2 years), medium (3-5 years) and long (5+ years).

### Acronyms:

<b>PBIF</b>	Place Based Investment Fund
<b>ERF</b>	Economic Recovery Fund
<b>RCGF</b>	Regeneration Capital Grant Fund
<b>JTF</b>	Just Transition Fund
<b>UKSPF</b>	UK Shared Prosperity Fund
<b>HES HPP</b>	Historic Environment Scotland Heritage and Place Programme
<b>HIE</b>	Highlands and Islands Enterprise
<b>SSE</b>	Scottish and Southern Electric
<b>CWSR</b>	Cycling Walking Safer Routes
<b>NLHF</b>	National Lottery Heritage Fund
<b>EVIF</b>	Electric Vehicle Infrastructure Fund

## ABERLOUR

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC1	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Aberlour including investigating connection to Alice Littler Park outside the Parish Church.	<b>Council</b> , community	Short (2)	Hi-trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	<b>Council</b> , community groups	Short (2)	Sustrans, CWSR	
		Attractive					
TC2	Enhancing streets and public spaces	Accessible	Square – Upgrade seating and additional planting	<b>Council</b> , community groups	Short (2)	PBIF, ERF	
		Active					
		Attractive	Alice Littler Park – Support Aberlour Community Association (ACA) plans for the park	<b>ACA</b> , Council	Medium	PBIF	
TC4	Improve signage and develop interpretation trail	Accessible	Signage – Review signage and upgrade to provide clearer directions to Aberlour's attractions and amenities.	<b>Council</b> , Visit Moray Speyside	Short (3)	PBIF, ERF, UKSPF	
		Active	Interpretation Trails – Build on work of the Moray's Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area.	<b>Council</b> , community groups, Visit Moray Speyside	Medium	NLHF	
		Attractive					

## ABERLOUR

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC7	Electric vehicle (EV) and bike charging points	Accessible	Investigate potential to increase EV charging.	Council	Medium	EVIF	
		Active					
		Attractive					
TC5	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT.	ACA, Council, Visit Moray Speyside	Short (1)	PBIF	
		Active					
		Attractive					
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	Council, relevant community groups, land/property owners.	Medium	PBIF	
		Active					
		Attractive					

## BUCKIE

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC1	Bring vacant buildings back into use.	Accessible	Identify vacant buildings and owners. Identify ways to work with owners to support bringing these back into use.	<b>Council</b> , owners	Medium	PBIF, JTF, VDLiP, UKSPF	
		Active					
		Attractive					
			Old Lemonade Factory Blairdaff Street (OPP2) – Identify owners and work with them to bring building back into use.	<b>Council</b> , landowners	Medium	PBIF, JTF, VDLiP, UKSPF	
			The Old Gasworks Barron Street (OPP3) - Identify owners and work with them develop strategy to bring building back into use.	<b>Council</b> , landowners	Medium	PBIF, JTF, VDLiP, UKSPF	
			Identify potential sites/buildings for a community hub.	<b>Council, community groups</b> , landowners	Medium/ Long	PBIF, JTF, VDLiP, UKSPF	
TC2	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Buckie	<b>Council</b> , community	Short (2)	Hi-trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	<b>Council</b> , Community groups	Short (3)	Sustrans, CWSR	
		Attractive	Speyside Way – enhance greenspace at start/end of Speyside Way.	<b>Community Groups</b> , Council	Medium	PBIF	

# BUCKIE

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC3	Enhancing streets and public spaces	Accessible	Cluny Square– Investigate feasibility and develop detailed plans to improve the entrances	<b>Council,</b> Community Groups	Medium	PBIF	
		Active					
		Attractive	Greening – develop proposals for soft landscaping	<b>Community Groups,</b> Council	Short (1)	PBIF	
TC4	Improve signage, develop interpretation trail and light up buildings	Accessible	Signage – Review signage and upgrade to provide clearer directions to Buckie's attractions and amenities. Develop bespoke 'theme' in consultation with the community for signage and street furniture that embraces Buckie's heritage	<b>Council,</b> Visit Moray Speyside, community	Short (2)	PBIF, ERF, UKSPF	
		Active	Interpretation Trails – Build on work of the Moray's Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area.	<b>Council,</b> community groups, Visit Moray Speyside	Medium	NLHF, Coastal Community Fund	
		Attractive	Investigate lighting up prominent and important buildings and spaces	<b>Council,</b> community groups, land/property owners	Medium	PBIF	
TC5	Develop a shopfront Improvement Scheme	Accessible	Develop a Design Guide and a Shopfront Improvement Scheme for premises on East and West Cathcart Street, North High Street and Cluny Square	<b>Council,</b> Visit Moray Speyside, property owners/businesses	Medium	ERF	
		Active					
		Attractive					

# BUCKIE

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC6	Electric vehicle (EV) and bike charging points	Accessible	Investigate potential to increase EV charging.	Council	Medium	EVIF	
		Active					
		Attractive					
TC7	Improving Gateways to the Town	Accessible	Create attractive entrances – develop proposals to enhance the entrances to the town at the High Street/Tesco roundabout and Barhill Road	Council, community groups, landowners	Medium/ Long	To be identified	
		Active					
		Attractive					
TC8	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT.	Constituted Community Body, Visit Moray Speyside, Council	Medium	SSE Beatrice Fund, UKSPF	
		Active					
		Attractive					
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	Council, relevant community groups, land/property owners	Medium	PBIF	
		Active					
		Attractive					
	Identify suitable tourist/visitor coach drop-off points	Accessible	Explore options for visitor coach drop-offs in consultation with Visit Moray Speyside and local tourism/bus operators.	Council, Visit Moray Speyside, tourism/bus operators	Short/ Medium	Visit Moray Speyside, Council	
		Active					
		Attractive					

## DUFFTOWN

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC1	Bring vacant buildings back into use.	Accessible	Identify vacant buildings and owners. Identify ways to work with owners to support bringing these back into use.	Council, owners	Medium	PBIF, VDLiP, UKSPF, JTF	
		Active					
		Attractive					
			Old Bank – Identify owners and work with them develop strategy to bring building back into use.	Council, owners	Medium	PBIF, VDLiP, UKSPF, JTF	
TC2	Clock Tower	Accessible	Support Dufftown and District Community Association (DDCA) to identify further sources of funding.	DDCA, HIE, Council	Short (1)	HES, RCGF	
		Active					
		Attractive					
TC3	Enhancing streets and public spaces	Accessible	Square– Public realm improvement at the Square around the Clock Tower.	Council , DDCA	Short (2)	PBIF, ERF, RCGF	
		Active					
		Attractive	Clock Tower – Investigate feasibility of lighting up the clock tower.	DDCA, Council	Short (2)	PBIF, RCGF	
TC4	Improve signage and develop interpretation trail	Accessible	Signage – Review signage and upgrade to provide clearer directions to Dufftown's attractions and amenities	Council, Visit Moray Speyside	Short (3)	ERF, UKSPF, PBIF	



## DUFFTOWN

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
		Active	Interpretation Trails – Build on work of the Discover Moray's Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area.	<b>Council</b> , Visit Moray Speyside, community groups	Medium	NLHF	
		Attractive					
TC5	Develop a shopfront Improvement Scheme	Accessible	Develop a Design Guide and a Shopfront Improvement Scheme for premises on Balvenie Street, Fife Street and Conval Street	<b>Council</b> , Visit Moray Speyside, property owners/ businesses	Medium	PBIF	
		Active					
		Attractive					
TC6	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Dufftown	<b>Council</b> , community	Short (2)	Hi-trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	<b>Council</b> , community groups	Short (3)	Sustrans, CWSR	
		Attractive	Bike hire – Explore the potential for dedicated bike hire at the Square – see project TC3	<b>DDCA</b> , Council	Medium	See above	
TC7	Electric vehicle (EV) and bike charging points	Accessible	Investigate potential to increase EV charging.	<b>Council</b>	Medium	EVIF	
		Active					
		Attractive					

## DUFFTOWN

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC8	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT.	<b>Constituted Community Body</b> , Council, Visit Moray Speyside	Medium	PBIF, UKSPF	
		Active					
		Attractive					
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	<b>Council</b> , relevant community groups, land/property owners	Medium	PBIF	
		Active					
		Attractive					
	Identify suitable tourist/visitor coach drop-off points	Accessible	Explore options for visitor coach drop-offs in consultation with Visit Moray Speyside and local tourism/bus operators.	<b>Council</b> , Visit Moray Speyside, tourism/bus operators	Short/ Medium	Visit Moray Speyside, Council	
		Active					
		Attractive					

## FORRES

TC1	Bring vacant buildings back into use.	Accessible	Identify vacant buildings and owners. Identify ways to work with owners to support bringing these back into use.	<b>Council</b> , owners	Medium	PBIF, VDLiP, UKSPF, JTF	
		Active					
		Attractive					
			Forres Town Hall – Support Forres Area Community Trust (FACT) and proposal to redevelop Town Hall into a performance and event space.	<b>FACT</b> , Council	Short/ Medium	RCGF, other external funding sources identified by FACT	Planning consent granted Reached second stage of RCGF

# FORRES

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC2	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Forres	Council, community	Short (2)	Hi-trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	Council, community groups	Short 3)	Sustrans, CWSR	
		Attractive					
TC3	Enhancing streets and public spaces	Accessible	Museum Square/Tolbooth Street– Public realm improvements to enhance Museum Square.	Council	Short (2)	TTCF, PBIF, ERF, HES HPP	
		Active					
		Attractive	Lanes – Investigate feasibility and develop options to improve lanes.	Council	Medium	PBIF	
			Greening - develop proposals for soft landscaping	Community Groups, Council	Short (1)	PBIF	
TC4	Improve signage, develop interpretation trail and light up buildings and spaces	Accessible	Signage – Review signage and upgrade to provide clearer directions to Forres’ attractions and amenities	Council, Visit Moray Speyside	Medium	PBIF, UKSPF	
		Active	Interpretation Trails – Build on work of the Moray’s Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area.	Council, Visit Moray Speyside, community groups	Medium	HES HPP, NLHF	
		Attractive	Investigate lighting up prominent and important buildings and spaces	Council, Community groups, land/ property owners	Medium	PBIF	

## FORRES

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC5	Develop a shopfront Improvement Scheme	Accessible	Develop a Design Guide and a Shopfront Improvement Scheme for premises on the High Street.	<b>Council</b> , Visit Moray Speyside, property owners/ businesses	Medium	PBIF, HPP HES	
		Active					
		Attractive					
TC6	Electric vehicle (EV) and bike charging points	Accessible	Investigate potential to increase EV charging.	<b>Council</b>	Medium	EVIF	
		Active					
		Attractive					
TC7	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT.	<b>Constituted Community Body</b> , Visit Moray Speyside, Council	Medium	PBIF, UKSPF	
		Active					
		Attractive					
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	<b>Council</b> , relevant community groups, land/ property owners	Medium	PBIF	
		Active					
		Attractive					

## KEITH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC1	Bring vacant buildings back into use.	Accessible	Identify vacant buildings and owners. Identify ways to work with owners to support bringing these back into use including the Old Tourist Information building.	Council, owners	Medium	PBIF, VDLiP, RCGF, UKSPF, JTF	
		Active					
		Attractive					
TC2	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Keith	Council, community	Short (2)	Hi-trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	Council, community groups	Short (3)	Sustrans, CWSR	
		Attractive					
TC3	Enhancing streets and public spaces	Accessible	Reidhaven Square – public realm improvements	Council, community groups	Short (2)	PBIF, ERF	
		Active					
		Attractive	St Rufus Park - support compatible proposals brought forward by community group(s)	Community Group, Council	Medium/ Long	PBIF	
TC4	Improve signage, develop interpretation trail and light up buildings and spaces	Accessible	Signage – Review signage and upgrade to provide clearer directions to Keith's attractions and amenities	Council, Visit Moray Speyside	Short (2)	PBIF, ERF, UKSPF	

## KEITH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
		Active	Interpretation Trails – Build on work of the Moray's Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area building on the Keith CARS and Mither Tongue projects.	<b>Council</b> , community groups, Visit Moray Speyside	Medium	NLHF	
		Attractive	Investigate lighting up prominent and important buildings and spaces	<b>Council</b> , community groups, land/property owners	Medium	PBIF	
TC5	Develop a shopfront Improvement Scheme	Attractive	Develop a Design Guide and a Shopfront Improvement Scheme for premises on Mid Street and Reidhaven Square	<b>Council</b> , Visit Moray Speyside, property owners/businesses	Medium	PBIF	
		Accessible					
		Active					
TC6	Electric vehicle (EV) and bike charging points	Attractive	Investigate potential to increase EV charging.	<b>Council</b>	Medium	EVIF	
		Active					
		Attractive					
TC7	Longmore Community Hall	Accessible	Support Keith and Strathisla Regeneration Partnership (KSRP) to develop proposal for Longmore Hall as a community hub. Investigate potential for further parking provision for the Hall	<b>Council</b> /KSRP	Medium	PBIF	
		Active					
		Attractive					

## KEITH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC8	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT. Investigate ownership of public toilets to help facilitate CAT	Council, Land/Property Owner(s), Constituted Community Body	Short/ Medium	Council	
		Active					
		Attractive					
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	Council, relevant community groups, land/ property owners	Medium	PBIF	
		Active					
		Attractive					

## LOSSIEMOUTH

TC1	Bring vacant buildings back into use.	Accessible	Identify vacant buildings and owners. Identify ways to work with owners to support bringing these back into use.	Council, owners	Medium	VDLIP, PBIF, UKSPF, JTF	
		Active					
		Attractive	The Warehouse Theatre – work with and support Lossie 2-3 Group to identify funding sources.	Lossie 2-3 Group, Council	Short (1)	HLF, RCGF, SSE Beatrice Fund, PBIF, Baxters	Planning consent granted Reached second stage of RCGF

# LOSSIEMOUTH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
TC2	Redevelopment of Station Park (Old Railway Station)	Accessible	Work with community bodies to explore the opportunities to redevelop Station Park to encourage more activity and use (e.g. events, play facilities, business/tourism).	Lossiemouth Community Development Trust, Lossiemouth Community Council, Council	Medium	RCGF, PBIF, HIE	
		Active					
		Attractive					
TC3	Enhancing streets and public spaces	Accessible	Esplanade – Public realm and car parking review.	Council, community groups	Medium	PBIF	
			Esplanade - Support community aspiration for art trail.	Lossiemouth Community Council, Council	Medium	PBIF	
		Active	Clifton Road (North-West) – Long term project to redesign public realm and traffic calming.	Council, community groups	Long	To be identified	
		Attractive	Queen Street- Develop strategy to identify measures to enhance pedestrian experience.	Council, community groups	Long	To be identified	
TC4	Improve signage and develop interpretation trail	Accessible	Signage – Review signage and upgrade to provide clearer directions to Lossiemouth's attractions and amenities	Council, Visit Moray Speyside	Short (3)	PBIF, UKSPF	



# LOSSIEMOUTH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
		Active	Interpretation Trails – Build on work of the Discover Moray's Great Places project and develop a heritage trail across Moray. Engage with local communities and groups to inform development of trail in their area.	<b>Council</b> , Visit Moray Speyside, Lossiemouth Heritage Association	Medium	NLHF, Coastal Communities Fund	
		Attractive					
TC5	Support walking and cycling	Accessible	Active Travel – Develop Active Travel Masterplan for Lossiemouth	<b>Council</b> , community	Short (2)	Hi- Trans	
		Active	Cycle parking and storage – Identify key locations for cycle storage and parking.	<b>Council</b> , community groups	Short (3)	Sustrans, CWSR	
		Attractive	Cycle hub – Identify potential operator for cycle hub.	<b>Council</b>	Medium	To be identified.	
TC7	Electric vehicle (EV) and bike charging points	Accessible	Investigate potential to increase EV charging.	<b>Council</b>	Medium	EVIF	
		Active					
		Attractive					
TC8	Public toilets	Accessible	Support the refurbishment of public toilets that have been the subject of a CAT.	<b>Constituted Community Body</b> , Visit Moray Speyside, Council	Medium	SSE Beatrice Fund/Visit Moray Speyside, UKSPF	
		Active					
		Attractive					

## LOSSIEMOUTH

	Project	Town Centre Toolkit Theme	Actions	Lead/Partners	Timescale (Short, Medium, Long) & Priority	Potential Funding Sources	Progress
Other	Make places and buildings accessible and inclusive	Accessible	Consult with relevant groups to identify accessibility barriers and implement appropriate actions (e.g. widening pavements, ramps, dropped kerbs).	Council, relevant community groups, land/property owners	Medium	PBIF	
		Active					
		Attractive					

# Aberlour Town Centre Improvement Plan

October 2022

## Vision

To enhance Aberlour town centre by making it a well-connected, accessible, inclusive, greener place that is easy and safe to move around for people of all ages and abilities.

## Aims

- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier and safer to use for people of all abilities (accessible), particularly between the Square and Alice Littler Park;
- Support the enhancement of Alice Littler Park;
- Improve the attractiveness of the streets and public spaces through enhancements to paving, street furniture, planting, etc. (the 'public realm');
- Improve signage and develop an interpretation trail that embraces Aberlour's heritage;
- Explore further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage; and,
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Aberlour in consultation with the community;
- Provide new and improved cycle parking at key destinations within the town centre.

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Aberlour.

Connections between the Square and Alice Littler Park are currently shared spaces for pedestrians, cyclists and vehicles. The main connection outside the Parish Church can become congested and conflicts can arise. A safer and more accessible environment could be created by clearly defining pedestrian and cycle paths through the use of different paving. The potential to introduce these measures will be investigated through the Active Travel Masterplan which will be developed in consultation with the community.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations in Aberlour identified in consultation with the community. Further facilities for storing and charging electric bikes will be investigated subject to finding an operator.

## **TC2 ENHANCING STREETS AND PUBLIC SPACES – THE SQUARE AND ALICE LITTLER PARK**

### **Proposed Outcomes**

- Make the centre of Aberlour more attractive, accessible and inclusive by upgrading street furniture (e.g. benches) at the Square; and,
- 'Greening' streets and public spaces through additional landscaping and planting.

The public realm includes streets, squares, green/open spaces, etc. The public realm is an important element that 'knits' together the town and is fundamental in creating an attractive place where people want to visit and spend time, which in turn increases footfall for businesses and facilities. The Council will explore opportunities to enhance the public realm in Aberlour and potential funding opportunities to implement proposals.



### **The Square**

The Square is a well-maintained and attractive space within the centre of Aberlour. However, the area would benefit from upgrading seating areas to make them more accessible and inclusive for people of all ages and abilities. There may also be opportunities for additional planting.





### **Alice Littler Park**

The Park is currently in the process of a CAT by Aberlour Community Association Council (ACA). The proposal supports ACA's aspirations to transform the play and recreational facilities within the park and create a more accessible and inclusive place that people of all ages and abilities can use. This includes replacing play areas and associated surfacing, seating including picnic benches, etc. to accessible/inclusive standards, and making play equipment vibrant and engaging for children. It is also proposed to upgrade the path network to encourage further use and support healthier lifestyles, and create routes that can be used by people of all mobilities. The Council will continue to support the ACA's plans for the park and seek to identify further sources of potential funding.

## TC3 IMPROVE SIGNAGE AND DEVELOP INTERPRETATION TRAIL



### Proposed Outcomes

- Work collaboratively with Visit Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage; and,
- Develop a cohesive interpretation trail based on local knowledge and Discover Moray's Great Places.

### Signage

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to attractions and amenities within Aberlour such as Alice Littler Park and the surrounding area.

### Interpretation Trails

An interpretation trail is important for tourism as well as promoting the heritage of the town for local residents. A significant amount of work was undertaken through the Discover Moray's Great Places project and the Council is intending to develop this into a heritage trail that will cover the whole of Moray. This will provide a coordinated and consistent approach/format for heritage trails. There will be opportunities for local communities and groups to inform the development of their part of the trail. Depending on the shape and form that these trails take, there may also be opportunities to develop complementary bespoke local heritage trails which further support tourism.



## TC4 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. Recent investment in a Speyside Low Carbon Hub has seen improvements in Aberlour to the Speyside Way, installation of bike repair stations and the provision of a hybrid electric car and two electric bikes for hire.

The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as public car parks in and around the town centre.





### **Proposed Outcome**

- Support the refurbishment of public toilets that have been the subject of a CAT.

The public toilets at the Square were the subject of a CAT by Aberlour Community Association (ACA). The Council will work collaboratively with Visit Moray Speyside and community bodies to support refurbishment plans and identify further funding sources for capital works.



## Vision

To improve Buckie Town Centre by making it a well-connected, inclusive, greener, attractive place that encourages people to visit and supports local businesses and facilities, and encourages healthier lifestyles.

## Aims

- Explore opportunities to bring vacant and derelict buildings and sites back into use for residential and/or community uses by working collaboratively with landowners and other relevant parties;
- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier and safer to use for people of all abilities (inclusive);
- Improve the attractiveness of the streets and public spaces through enhancements to paving, street furniture, planting, etc. (the 'public realm');
- Improve signage and develop an interpretation trail that embraces Buckie's unique heritage;
- Light up important and prominent buildings;
- Develop a shopfront improvement scheme to retain traditional facades and enhance the attractiveness of Buckie's main thoroughfares (West and East Cathcart Street, North High Street) and Cluny Square;
- Explore the opportunity to make the town centre more inclusive and pedestrian friendly through a review of parking provision and disabled parking;
- Explore further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage; and,
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).

### **Proposed Outcome**

- Redevelop and/or refurbish vacant and derelict buildings and sites for residential and/or community uses;

The Council will work collaboratively with landowners and other relevant parties such as Registered Social Landlords (RSL's) and constituted community bodies to explore opportunities to bring vacant and derelict buildings and sites that are in or in close proximity to the town centre back into use. This will help to encourage people to live in the town centre, support local businesses, and access community facilities.

Potential uses include residential (private and affordable) and/or community facilities as a recent review of the Buckie Central Locality Plan 'A Better Buckie' has identified the need for a community hub. The Council will work with the relevant constituted community body to identify a location for a potential hub and external sources of funding.

The old Lemonade Factory at Blairdaff Street and the old gasworks at Barron Street are two potential vacant/derelict buildings/sites suitable for redevelopment. The identification of other vacant/derelict buildings/sites and exploring potential opportunities with landowners to bring them back into use will be a continual piece of work for the Council.

### **The Old Lemonade Factory**

#### **(Site OPP2 Blairdaff Street – Moray Local Development Plan 2020)**

The old Lemonade Factory is located in close proximity to the town centre, shops and a bus route and is suitable for residential purposes, particularly affordable housing and/or community uses. It is identified as an opportunity site within the Moray Local Development Plan 2020 (MLDP 2020), and therefore the principle of housing on this site is acceptable.





## **The Old Gasworks**

### **(Site OPP3 Barron Street – Moray Local Development Plan 2020)**

This site has been vacant for some time given contamination issues with previous uses including a fuel tank, gas works and boatyard. This is an attractive site for residential, commercial or community uses given its close proximity to the town centre and harbour. The nearby commercial buildings, in particular the fish processing activities will need to be taken into account when redeveloping this site. It is identified as an opportunity site with the MLDP 2020.



## TC2 SUPPORT WALKING AND CYCLING (ACTIVE TRAVEL)



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Buckie in consultation with the community;
- Provide new and improved cycle parking at key destinations within the town centre (see TC6); and,
- Undertake improvements to start/finish of the Speyside Way to create an attractive area that will encourage community activity and direct people to the town centre.

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Buckie. The Council will continue to work with the community to deliver the strategy and secure external funding sources to implement.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations in Buckie identified in consultation with the community. Further facilities for storing and charging electric bikes will be investigated subject to finding an operator.

### Speyside Way

The Speyside Way path is in close proximity to the town centre and is bordered by gardens. Due to the constraints of the path in terms of space, few improvements can be made the path itself. However, within the green space close to the start/stop of the Speyside Way there is an opportunity for planting, either shrubs or a community garden possibly with raised beds and food growing opportunities. This would create a community area within an existing empty green space. The work that has been undertaken at the start/finish of the Speyside Way by the community is welcomed. The Council will support further compatible proposals should these be forthcoming by community groups. This will be complemented by improved seating (see TC3) and signage (see TC4).





### Proposed Outcomes

- Make the town centre more attractive and inclusive by upgrading and providing a cohesive approach to paving and street furniture, in particular the entrances to Cluny Square as this is a focal point for the town;
- 'Greening' streets and public spaces through additional landscaping and planting.

The public realm includes streets, squares, green/open spaces, etc. The public realm is an important element that 'knits' together the town and is fundamental in creating an attractive place where people want to visit and spend time, which in turn increases footfall for businesses and facilities. The Council will explore opportunities to enhance the public realm and potential funding opportunities to implement proposals.

Proposals that will be considered include Doric and memory walks (to be co-ordinated with signage and interpretation trails – see TC4 below), investigating food growing and allotment opportunities at East-West Cathcart Street, and public art (incorporating into paving and landscaping, wall art and murals, signage and street furniture, etc.). The Council will work with community groups to develop proposals and detailed plans will be publically consulted upon.

## **Cluny Square**

Cluny Square is the heart of Buckie's Town Centre and start/finish of the Speyside Way and other local walks. The Square is a busy junction as it is the meeting point of East Church Street, West Church Street, High Street, and North High Street. The Square is split into four quadrants with three of these being used for car parking. The Buckie War Memorial, seating and planting is located within the fourth quadrant.

Given the importance of the Square as a focal point for Buckie, it is proposed to improve the entrances particularly at High Street (south entrance) as this is a busy and often congested area, especially outside the Post Office. The Council will explore opportunities to redesign this entrance through widening the pavement and using different types of paving to make it more attractive and easier to use for people of all abilities. Any future plans would be publically consulted upon.

Although the proposal seeks to improve the entrances to Cluny Square this would not hinder any potential enhancement projects for the quadrants coming forward in the future should there be a review of parking and disabled parking in the town centre.

It is proposed to complement these improvements by exploring opportunities to light up the War Memorial, improving signage and street furniture, enhancing the 2 old bus shelters through public art, and installing an interactive display board.

## **'Greening'**

Soft landscaping such as shrubs, hedges and trees can enhance the attractiveness of the town centre as well as enhance biodiversity and contribute to carbon reduction. For example, hedging could be used to screen parking at Cluny Square reducing the dominant visual impact of parked cars, and planting at the start/finish of the Speyside Way will contribute to a more attractive environment.

## TC4 IMPROVE SIGNAGE, DEVELOP INTERPRETATION TRAIL AND LIGHT UP BUILDINGS



### Proposed Outcomes

- Work collaboratively with Visit Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage including a digital notice board;
- Develop bespoke signage/street furniture and an interpretation trail based on local knowledge/heritage and Discover Moray's Great Places; and,
- Light up important and/or prominent buildings/spaces to showcase Buckie's heritage.

### Signage

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to all of Buckie's attractions and amenities. Bespoke signage and street furniture that embraces Buckie's heritage will be developed in consultation with the community. This builds on the success of Buckie's Darling



### **Interpretation Trails**

Buckie has a unique heritage which an interpretation trail along with other public realm improvements (see TC3 above) would help to showcase, and attract visitors to the town. A significant amount of work was undertaken through the Discover Moray's Great Places project and the Council is intending to develop this into a heritage trail that will cover the whole of Moray. This will provide a coordinated and consistent approach. There will be opportunities for local communities to feed in their local knowledge and work with the Council in developing these trails. Depending on the shape and form that these take, there may also be opportunities to develop complementary bespoke local heritage trails.

### **Lighting Up Buildings and Spaces**

Lighting up buildings and important spaces can help showcase Buckie's heritage and make places feel safer. For example this could take the form of individual buildings fronting onto Cluny Square, or the War Memorial. Lighting can also be used to guide people through the town by lighting up key routes. The Council will explore opportunities to light up key buildings and spaces in consultation with the landowners and the relevant parties.

## TC5 DEVELOP A SHOPFRONT IMPROVEMENT SCHEME

### Proposed Outcome

- Develop a Design Guide and a Shopfront Improvement Scheme for premises on East and West Cathcart Street, North High Street and Cluny Square to enhance the visual appearance of Buckie's traditional shopfront.

Shopfronts play an important role in the appearance of the town centre and coupled with improvements to the public realm will create an attractive place in which people want to spend time. This helps to support local businesses by making Buckie's town centre an even more appealing visitor destination and boosting business confidence. The project involves developing a design guide for shopfront improvements and working collaboratively with Visit Moray Speyside to develop and implement a funding scheme, similar to those developed for Keith and Elgin through the Conservation Area Regeneration Scheme (CARS). The scheme would be applicable to premises located within the Core Retail Area (CRA) identified in the Moray Local Development Plan 2020 (LDP 2020) and cover the replacement of shopfronts and historical features.

## TC6 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as public car parks at Cluny Square and surrounding the town centre.

## TC7 IMPROVING GATEWAYS TO THE TOWN



### Proposed Outcome

- Create attractive entrances to the town.

The entrances or gateways to a town are an important element in portraying a positive perception of a place and attracting visitors. There are two main entrances to Buckie that would benefit from enhancements – High Street (at the Tesco roundabout) and Barhill Road (existing roundabout). The Buckie Darling (Deer) adjacent the Tesco roundabout has been a welcome addition to the High Street entrance and work is currently being undertaken by the Council to light up this sculpture. Further enhancements to the roundabout such as soft landscaping will be investigated to add to the attractiveness of the High Street entrance to the town.



Similarly, the Barhill Road entrance is an unattractive mono-blocked roundabout. Development to the south will help to create a more attractive entrance along Barhill Road and reduce the impact of this roundabout as a key feature. Complementary enhancements such as soft landscaping on this roundabout will be investigated to further add to the attractiveness of this gateway.



### Proposed Outcome

- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).

The Council will work with Visit Moray Speyside to support the refurbishment of public toilets that have been the subject of a CAT.





# Dufftown Town Centre Improvement Plan

October 2022

## Vision

Dufftown is an attractive traditional Scottish town situated at the heart of Speyside on the banks of the River Fiddich. Dufftown is known as the 'Whisky Capital of the World'. The Plan seeks to support the town centre to become a thriving place that capitalises on its associations with the whisky industry and supports businesses and services for residents and visitors, alike.

## Aims

- Explore opportunities with landowners and other relevant parties to bring vacant and derelict buildings, such as the Old Bank, and sites back into use to encourage people to live and use shops and facilities within the town centre;
- Support the refurbishment of the Clock Tower and develop it into a Heritage Museum (or other sustainable use) that showcases Dufftown's heritage, attractions and events;
- Improve the public realm at the Square to create an attractive, inclusive and safe area around the Clock Tower through paving, seating, and planting;
- Light up important and prominent buildings, such as the Clock Tower, and public spaces;
- Improve signage and develop an Interpretation Trail;
- Develop a shopfront improvement scheme to enhance the attractiveness of Dufftown's main thoroughfares (Balvenie Street, Conval Street and Fife Street) that converge at the Clock Tower;
- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier and safer to use for people of all abilities (inclusive);
- Explore the opportunity to make the town centre more inclusive and pedestrian friendly through a review of parking provision and disabled parking; and,
- Explore further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage.
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).



### Proposed Outcome

- Redevelop and/or refurbish vacant and derelict buildings and sites for residential and/or community uses;

The Council will work collaboratively with landowners and other relevant parties including constituted community bodies to explore opportunities to bring vacant and derelict buildings and sites that are in or in close proximity to the town centre back into use. This will help to encourage people to live in the town centre, support local businesses, access community facilities and reduce the need to make local journeys for daily needs by car.

### Old Bank

The Old Bank is an example of a vacant building that is suitable for redevelopment. This traditional stone building is situated in a prime location on the corner of the Square. The project would involve working collaboratively with the owner and interested parties to bring the property back into use for residential development and potentially commercial and/or retail space on the ground floor. Opportunities to bring other vacant buildings around the Square and within the town centre back into use will be explored further. The redevelopment or refurbishment of these premises would create a more attractive town centre and provide opportunities and more choice for people to live in the town centre.

## TC2 REFURBISHMENT OF THE CLOCK TOWER



### Proposed Outcome

- Refurbished Clock Tower that is the focal point within the Town Centre and develop into a Heritage Museum that showcases Dufftown's heritage, attractions and events (or any other sustainable use identified).

Dufftown and District Community Association (DDCA) acquired the Clock Tower in 2020 with the aim of restoring the landmark building and turning it into a tourist attraction. The DDCA are currently seeking funding from a range of sources including Historic Environment Scotland (HES) and local distilleries to finance the high costs of refurbishment. Given the benefits that the refurbishment of this prominent and iconic building would bring to Dufftown, and Moray as a whole, in terms of attracting tourists and supporting local businesses, this proposal is supported by the Council who will work with the DDCA to identify further sources of funding.

Supporting the refurbishment of the Clock Tower will also ensure the building does not fall further into disrepair and that it will remain an iconic focal point for future generations as well as safeguarding the heritage of Dufftown which contributes to the history of Moray, as a whole.



## TC3 ENHANCING STREETS AND PUBLIC SPACES - THE SQUARE



### Proposed Outcomes

- Improve the public realm at 'the Square' around the Clock Tower to make it a more attractive, safer and inclusive place for pedestrians and cyclists;
- Explore the potential to light up the Clock Tower; and,
- 'Green' streets and public spaces such as 'the Square' with additional planting.

The Square is a well-maintained space with attractive planting, however it lacks a cohesive approach to the public realm - paving, landscaping, street furniture (benches, bins) and signage - which contributes to a cluttered appearance. The central 'island' with the Clock Tower has a variety of functions including seating (benches and picnic tables), planting (large raised stone planters, barrel planters, potted shrubs), signage (road signs, storyboards, black direction signs and a community notice board) and a variety of paved surfaces (paved slabs and tarmac). It is proposed to redesign this area and create a cohesive theme where all elements complement each other. This will complement the refurbishment of the B-listed Clock Tower and create a more attractive, accessible and safer environment for people of all abilities to spend time. Potential traffic calming measures will be considered as part of detailed designs.



## TC4 IMPROVE SIGNAGE AND DEVELOP INTERPRETATION TRAIL

### Proposed Outcomes

- Work collaboratively with Visit Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage; and,
- Develop an interpretation trail based on local knowledge and Discover Moray's Great Places.

### Signage

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism



and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to all of Dufftown's attractions and amenities.

### Interpretation Trails

The opportunity to showcase Dufftown's whisky heritage through an interpretation trail along with other public realm improvements will be investigated. This is important for the tourist industry as well as promoting the heritage of the town for local residents. A significant amount of work was undertaken through the Discover Moray's Great Places project and the Council is intending to develop this into a heritage trail that will cover the whole of Moray. This will provide a coordinated and consistent approach. There will be opportunities for local communities to feed in their local knowledge and work with the Council in developing these trails. Depending on the shape and form that these take, there may also be opportunities to develop complementary bespoke local heritage trails which further support tourism.



### Proposed Outcome

- Develop a Design Guide and a Shopfront Improvement Scheme for premises on Balvenie Street, Fife Street and Conval Street to enhance the visual appearance of Dufftown's traditional shopfronts on the main routes that converge at the Clock Tower.

Shopfronts play an important role in the appearance of the town centre and coupled with improvements to the public realm will create an attractive place in which people want to spend time. This helps to support local businesses by making Dufftown's town centre an even more appealing visitor destination and boosting business confidence. The project involves developing a design guide for shopfront improvements and working collaboratively with Visit Moray Speyside to develop and implement a funding scheme, similar to those developed for Keith and Elgin through the Conservation Area Regeneration Scheme (CARS). The scheme would cover the replacement of shopfronts and historical features.



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Dufftown in consultation with the community;
- Provide new and improved cycle parking at key destinations within the town centre; and,
- Explore the potential for a dedicated bike hire area at the Square.

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Dufftown. The Council will continue to work with the community to deliver the Active Travel Strategy and secure external funding sources to implement.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations such as at the Square will be identified in consultation with the community. Further facilities for storing and charging electric bikes and the potential for a dedicated bike hire area at the Square will be investigated subject to finding an operator(s).



## TC7 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as the Square and public car parks surrounding the town centre.



### Proposed Outcome

- Work collaboratively with Visit Moray Speyside to support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).

The Council will work with Visit Moray Speyside to support the refurbishment of public toilets that have been the subject of a CAT.



## Vision

To strengthen Forres Town Centre's unique sense of place that incorporates a Heritage Quarter and is attractive, green, inclusive and easy to get around on foot and cycle.

## Aims

- Explore opportunities to bring vacant and derelict buildings and sites back into use for residential and/or community uses by working collaboratively with landowners and other relevant parties;
- Support the refurbishment and redevelopment of Forres Town Hall and creation of a Heritage Quarter within Forres;
- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier and safer to use for people of all abilities;
- Improve the attractiveness of the streets and public spaces through enhancements to paving, street furniture, planting, etc. (the 'public realm'), in particular Museum Square and the lanes to the High Street from surrounding car parks;
- Improve signage and develop an Interpretation Trail;
- Light up important and prominent buildings such as the Town Hall;
- Develop a shopfront improvement scheme to retain traditional facades and enhance the attractiveness of the High Street;
- Explore the opportunity to make the town centre more accessible, inclusive and pedestrian friendly through consultation with relevant groups and a review of parking provision and disabled parking;
- Explore further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage; and,
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).



## TC1 BRING VACANT BUILDINGS AND SITES BACK INTO USE



### Proposed Outcomes

- Redevelop and/or refurbish vacant and derelict buildings and sites for residential and/or community uses; and,
- Support the refurbishment and redevelopment of Forres Town Hall into a performance/event space by Forres Area Community Trust (FACT).

The Council will work collaboratively with landowners and other relevant parties including Registered Social Landlords (RSL's) and constituted community bodies to explore opportunities to bring vacant and derelict buildings and sites that are in or in close proximity to the town centre back into use. Key buildings and sites include the former Clydesdale Bank, Tytler Street and Caroline Street. The Council will explore opportunities to transform other vacant premises such as those above ground floor level within or in close proximity to the town centre by seeking to engage with property owners. This will help to encourage people to live in the town centre, support local businesses, access community facilities and reduce the need to make local journeys for daily needs by car.

## Forres Town Hall

The Forres Area Community Trust (FACT) have acquired the Town Hall through a Community Asset Transfer (CAT). The Trust are currently progressing plans to transform this iconic building within the town centre and establish a heritage quarter within the town. The proposal is to create a modern multi-purpose performance/event space and co-working spaces with improved access to the upper floors. The proposal has recently been the subject of a Regeneration Capital Grant Fund (RCGF) application for funding which has reached Stage 2 in the process. The Council will continue to work with and support the Trust in identifying funding sources for this proposal given the benefits for the town centre and the wider community.



## TC2 SUPPORT WALKING AND CYCLING (ACTIVE TRAVEL)



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Forres in consultation with the community; and,
- Provide new and improved cycle parking at key destinations within the town centre.

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Forres. This could include widening pavements within the High Street to support a wider range of users and a review of car parking arrangements within the High Street to create more disabled parking and promote park and stride from nearby car parks. The Council will continue to work with the community to deliver the strategy and secure external funding sources to implement.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations in Forres identified in consultation with the community. Further facilities for storing and charging electric bikes will be investigated subject to finding an operator.





### Proposed Outcomes

- Make the town centre more attractive, accessible and inclusive by upgrading and providing a cohesive approach to paving and street furniture, in particular Museum Square/Tolbooth Street as this is a focal point within the town centre and the lanes to the High Street from surrounding car parks as these are key approaches; and,
- 'Greening' streets and public spaces through additional landscaping and planting.

The public realm includes streets, squares, green/open spaces, etc. The public realm is an important element that 'knits' together the town and is fundamental in creating an attractive place where people want to visit and spend time, which in turn increases footfall for businesses and facilities. The Council will explore opportunities to enhance the public realm and potential funding opportunities to implement proposals.

### Museum Square/Tolbooth Street

Museum Square on Tolbooth Street is a focal point within the town centre, however, it currently has a tired appearance. Funding has been secured through the Town Centre Capital Fund (TCCF) for public realm improvements to the Square and there is an opportunity to build on this to create a larger civic space that could host events/markets and provide opportunities for outdoor eating and entertainment. This would involve upgrading paving, seating and signage as well as making the area more usable for people of all abilities. This would complement the work being undertaken by FACT to establish a heritage quarter and refurbishment of the Town Hall, and the adjacent A-listed Tolbooth which is a visitor attraction.

## Lanes

The lanes to the High Street are currently unappealing and improvements through new paving and lighting would encourage use and creating a welcoming and positive impression of the town centre. Key lanes include the Co-op which would benefit from repairs to paving, drainage, lighting and possibly interpretation panels on walls as well as the lane down the side of the Town Hall which is currently dominated by wheelie bins and would benefit from discreet storage and landscaping.

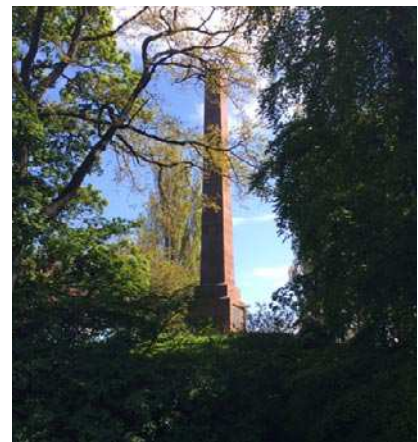
## 'Greening'

Soft landscaping such as shrubs, hedges and trees can enhance the attractiveness of the town centre as well as enhance biodiversity and contribute to carbon reduction. For example incorporating additional landscaping along the High Street to create a green network linking Grant Park (included within the Town Centre boundary) with Castlehill will improve the attractiveness of the street and help to mitigate the visual impact of parked cars in the town centre as well as provide seasonal colours and enhance biodiversity by attracting pollinators. Food growing opportunities could be incorporated into landscaping proposals. Local community groups already maintain existing planters and proposals will seek to ensure that landscaping is complementary to what is already in place.





## TC4 IMPROVE SIGNAGE, DEVELOP INTERPRETATION TRAIL AND LIGHT UP BUILDINGS



### Proposed Outcomes

- Work collaboratively with Visit Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage;
- Develop an interpretation trail based on local knowledge and Discover Moray's Great Places; and,
- Light up important and/or prominent buildings/spaces to showcase Forres' heritage.

### Signage

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to all of Forres attractions and amenities.



### **Interpretation Trails**

Forres has a unique heritage and former famous residents which an interpretation trail along with other public realm improvements (see TC3 above) would help to showcase, and attract visitors to the town. A significant amount of work was undertaken through the National Lottery Heritage Fund (NHLF) funded Discover Moray's Great Places project which identified 6 characters and associated interpretive themes. This material provides scope to develop a heritage trail across Moray to provide a coordinated and consistent approach to interpretation. If the HES H&PP application is successful, there is potential to create a heritage trail in Forres with input from various local heritage groups and the community. The route could travel from Nelson's Tower, Sueno's Stone, Witches Stones through the High Street incorporating the Tolbooth, Falconer Museum (the Museum is currently closed until an alternative operation model is established) and link to Castlehill with themes around MacBeth. Depending on the shape and form that this trail takes, there may also be opportunities for the community to develop complementary bespoke local heritage trails. This work would complement the establishment of a Heritage Quarter within Forres.

### **Lighting Up Buildings and Spaces**

Lighting up buildings and important spaces can help showcase Forres' heritage and make places feel safer. For example this could include the Falconer Museum, Mercat Cross and Tolbooth (it is noted that some of these may already be lit). Lighting proposals will be considered in conjunction with any Heritage and Place Programme projects to ensure a holistic approach and to maximise the cumulative impacts of the projects. The Council will work in consultation with landowners and relevant parties on lighting proposals.

## TC5 DEVELOP A SHOPFRONT IMPROVEMENT SCHEME



### Proposed Outcome

- Develop a Design Guide and a Shopfront Improvement Scheme for premises on the High Street to enhance the visual appearance of Forres' traditional shopfront.

Shopfronts play an important role in the appearance of the town centre and coupled with improvements to the public realm will create an attractive place in which people want to spend time. This helps to support local businesses by making Forres town centre an even more appealing visitor destination and boosting business confidence. A shopfront improvement grant scheme consisting of the conservation, repair and reinstatement of traditional shop fronts is currently the subject of a wider application to Historic Environment Scotland (HES) Heritage and Place Programme. If successful this will be a 5 year programme of works starting in 2024 and run similarly to the Conservation Area Regeneration Scheme (CARS) developed for Elgin and Keith. Prior to the implementation of any shopfront improvement scheme a design guide for shopfronts will be prepared.



## TC6 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as public car parks surrounding the town centre.

## TC7 PUBLIC TOILETS



### Proposed Outcome

- Support the refurbishment of public toilets that have been the subject of a CAT.

The Council will work with Visit Moray Speyside to support the refurbishment of public toilets that have been the subject of a CAT.



## Vision

The Plan reflects on Keith's historic character and heritage to identify improvements to the town centre to make it an attractive, inclusive, greener and safer place that encourages people to visit, supports local businesses and community facilities, and promotes healthier lifestyles.

## Aims

- Explore opportunities to bring vacant and derelict buildings and sites back into use for residential and/or community uses by working collaboratively with landowners and other relevant parties;
- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier and safer to use for people of all abilities (inclusive);
- Improve the attractiveness of the streets and public spaces through enhancements to paving, street furniture, planting, etc. (the 'public realm'), particularly Reidhaven Square;
- Improve signage to direct people to Keith's main attractions and provide a stronger link to the Strathisla Distillery;
- Develop an interpretation trail that embraces Keith's unique heritage;
- Light up important and prominent buildings and/or public spaces;
- Develop a shopfront improvement scheme to retain traditional facades and enhance the attractiveness of Mid Street and Reidhaven Square;
- Explore the opportunity to make the town centre more inclusive and pedestrian friendly through a review of parking provision and disabled parking;
- Explore further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage; and,
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).



## TC1 BRING VACANT BUILDINGS AND SITES BACK INTO USE



### Proposed Outcome

- Redevelop and/or refurbish vacant and derelict buildings and sites for residential and/or community uses;

There are a number of vacant and derelict properties within the town centre which detract from the appearance and inhibit the vibrancy of Keith. The Council will explore opportunities to bring vacant and derelict buildings back into use by working collaboratively with landowners and other relevant parties such as Registered Social Landlords (RSL's) and constituted community groups. This will help to encourage people to live in the town centre, and support local businesses and community facilities.

The old tourist information is an example of a vacant/derelict building where development options, including demolition, will be explored. The identification of other vacant/derelict buildings/sites and exploring potential opportunities with landowners to bring them back into use will be a continual piece of work for the Council.



## TC2 SUPPORT WALKING AND CYCLING (ACTIVE TRAVEL)



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Keith in consultation with the community;
- Provide new and improved cycle parking at key destinations within the town centre (see TC6).

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Keith. The Council will continue to work with the community to deliver the Active Travel Strategy and secure external funding sources to implement.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations in Keith identified in consultation with the community. Further facilities for storing and charging electric bikes will be investigated subject to finding an operator.



### Proposed Outcomes

- Make the town centre more attractive and inclusive by upgrading and providing a cohesive approach to paving and street furniture, in particular Reidhaven Square as this is a focal point within the town;
- 'Greening' streets and public spaces through additional landscaping and planting.

The public realm includes streets, squares, green/open spaces, etc. The public realm is an important element that 'knits' together the town and is fundamental in creating an attractive place where people want to visit and spend time, which in turn increases footfall for businesses and facilities. The Council will explore opportunities to enhance the public realm and potential funding opportunities to implement proposals.

### Reidhaven Square

Reidhaven Square is a focal point within Keith and forms the entrance to Mid Street. The Square consists of 4 quadrants that are all used for car parking. The public realm (seating, planting, etc.) has been developed in a piecemeal way which detracts from the appearance of the area. The Square has the potential to become an attractive, high quality civic space that could be used for events such as markets to attract people into the town centre and support local businesses.



Keith is a rural area and it is acknowledged that people visiting the town require parking spaces to visit shops and services. Given that the majority of representations received to the draft Improvement Plan did not support the removal of any parking spaces, the public realm improvements will initially be limited to existing spaces in and around the Square. This will include upgrading seating, signage, planting, etc. A future review of parking provision will also be undertaken to monitor usage to identify whether there is potential to create a temporary public space for events such as Saturday markets, given the wider benefits this could have for the town centre, and the potential to accommodate further parking spaces for the disabled. Any proposals for the Square would be the subject of public consultation.



### **St Rufus Park**

St Rufus Park is located in close proximity to the town centre and the Council will work with local community groups to further enhance the Park should proposals be forthcoming. The Council will explore options for the adjacent old Tourist Information building including demolition. There are known contamination issues that may impact on any proposals.. The park has previously been the subject of regeneration proposals by a local community group.

## TC4 IMPROVE SIGNAGE, DEVELOP INTERPRETATION TRAIL AND LIGHT UP BUILDINGS & SPACES



### Proposed Outcomes

- Work collaboratively with Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage;
- Develop an interpretation trail based on local knowledge and Discover Moray's Great Places; and,
- Light up important and/or prominent buildings/spaces to showcase Keith's heritage.

### Signage

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to all of Keith's attractions and amenities and creating a stronger link between the Strathisla Distillery, Keith & Dufftown Railway and the town centre.





### **Interpretation Trails**

The opportunity to showcase Keith's heritage as a market town through an interpretation trail along with other public realm improvements (see TC3 above) which would help to attract visitors to the town will be investigated. A significant amount of work was undertaken through the Discover Moray's Great Places project and the Council is intending to develop this into a heritage trail that will cover the whole of Moray. This will provide a coordinated and consistent approach. However, the heritage trail for Keith could also build on the success of the recent Conservation Area Regeneration Scheme (CARS) and 'Mither's Tongue' and involve local heritage groups and schools so that it is supported and promoted by the local community so that there are opportunities for local knowledge to be inform the trail.

### **Lighting Up Buildings and Spaces**

Lighting up buildings and important spaces can help showcase Keith's heritage and make places feel safer. Lighting can also be used to guide people through the town by lighting up key routes. The Council will explore opportunities to light up key buildings and spaces in consultation with the landowners and the relevant parties.

## TC5 DEVELOP A SHOPFRONT IMPROVEMENT SCHEME



### Proposed Outcome

- Develop a Design Guide and a Shopfront Improvement Scheme for premises on Mid Street and Reidhaven Square to enhance the visual appearance of Keith's traditional shopfronts.

Shopfronts play an important role in the appearance of the town centre and coupled with improvements to the public realm will create an attractive place in which people want to spend time. This helps to support local businesses by making Keith's town centre an even more appealing visitor destination and boosting business confidence. The project involves developing a design guide for shopfront improvements and working collaboratively with Visit Moray Speyside to develop and implement a funding scheme, similar to that previously developed for Keith and Elgin through the Conservation Area Regeneration Scheme (CARS). The scheme would cover the replacement of shopfronts and historical features.

## TC6 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as public car parks surrounding the town centre.



## TC7 LONGMORE COMMUNITY HALL



### Proposed Outcome

- Explore opportunities to redevelop and enhance Longmore Community Hall including increasing parking provision.

The Longmore Hall is currently the subject of a Community Asset Transfer (CAT) by Keith and Strathisla Regeneration Partnership (KSRP) who have long term aspirations to develop the hall into a community hub. The Council will provide support, where possible, to the KSRP to develop proposals for the hall and seek to identify potential funding sources. The Council will work with KSRP to explore opportunities to increase parking provision for the hall

## TC8 PUBLIC TOILETS

### Proposed Outcome

- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT).

The Council will seek to identify the ownership of public toilets in Keith to facilitate a CAT. The Council will work with Visit Moray Speyside to support the refurbishment of public toilets that have been the subject of a CAT.





# Lossiemouth Town Centre Improvement Plan

October 2022

## Vision

Lossiemouth is a key tourist destination and attractive seaside town. The Plan seeks to ensure that Lossiemouth has a vibrant, attractive and inclusive centre that both visitors and residents can enjoy and where local businesses thrive.

## Aims

- Explore opportunities with landowners and other relevant parties to bring vacant, derelict and underused buildings and sites, such as the Warehouse Theatre, back into use to encourage people to live and use shops and facilities within the town centre.
- Support the reinvigoration of Station Park to encourage more activity and use;
- Support the development of a community well-being hub;
- Improve the public realm along Queen Street and the Esplanade to create an attractive, inclusive and safe area for residents and visitors through paving, seating and planting;
- Improve signage and develop an Interpretation Trail;
- Explore opportunities to light up features within public spaces such as the Esplanade;
- Encourage people to walk and cycle (active travel) by improving paths and roads to make them easier to use for people of all abilities (inclusive) and investigate the potential for a cycle hub at the Esplanade and/or as part of the Station Park redevelopment;
- Explore the opportunity to make Queen Street and the Esplanade more inclusive and pedestrian friendly through a review of parking provision and disabled parking;
- Investigate further opportunities for electric vehicle (EV) and bike charging points, cycle parking and storage; and,
- Support the refurbishment of public toilets that have been the subject of a Community Asset Transfer (CAT) and investigate the potential for outdoor and indoor showering facilities.



### Proposed Outcome

- Redevelop and/or refurbish vacant and derelict buildings and sites for residential and/or community uses;

The Council will work collaboratively with landowners and other relevant parties including Registered Social Landlords (RSL's) and constituted community bodies to explore opportunities to bring vacant and derelict buildings and sites that are in or in close proximity to the town centre back into use. This will help to encourage people to live in the town centre, support local businesses, access community facilities and reduce the need to make local journeys for daily needs by car.

### The Warehouse Theatre

The vacant Warehouse Theatre is located on Commerce Street and Pitgaveny Street in close proximity to the Esplanade, Station Park and Harbour. The Lossie 2-3 group propose to renovate the building to create a community hub with a wraparound service for the most disadvantaged. The proposal has successfully secured funding from the National Heritage Lottery Fund (HLF) and local sources such as Baxters and recently reached Stage 2 of the Regeneration Capital Grant Fund (RCGF). The Council will continue to work with and support the Group in identifying funding sources for this proposal given the economic and social benefits for the town centre and the wider community.

## TC2 REDEVELOPMENT OF STATION PARK (OLD RAILWAY STATION)



### Proposed Outcome

- Work with community bodies to explore the opportunities to redevelop Station Park to encourage more activity and use (e.g. events, play facilities, business/tourism).

The area around the Old Railway Station is tired and underused compared to other parts of the seafront. The location of the new access bridge to East Beach provides an opportunity to reinvigorate the area and increase its use and functionality which in turn, will attract more visitors to the town and support local businesses and facilities.

The current level changes limit accessibility from the car park and the flexibility for community events. Any redevelopment will need to address this issue. The functions of the area must also be clear to encourage greater use of the area, i.e. seating area, event space, play area, view point, community garden, outdoor gym equipment. Consideration will be given to the potential for covered outdoor performance space within any redevelopment. The former station building provides opportunities to redevelop to provide a community and/or tourist facility.

A number of community groups are involved in the maintenance of Station Park and have aspirations for the redevelopment of the area. Station Park has recently been the subject of an Expression of Interest (EOI) for a Community Asset Transfer (CAT). The Council will continue to work with the community groups to redevelop the area and identify potential funding sources.





### Proposed Outcomes

- Improve the public realm at the Esplanade, Clifton Road (North West) and Queen Street to make it a more attractive, safer and inclusive place for pedestrians and cyclists; and,
- 'Green' streets and public spaces with additional planting.

### Esplanade

The Esplanade and surrounding area is a well-maintained space with attractive planting and a number new paths have been provided following the installation of the new access bridge to East Beach. However, the area would benefit from a cohesive approach to street furniture (benches, bins, bollards) and there may be opportunities for further planting. A review of the public realm along with parking including disabled parking will be undertaken to inform any future proposals. The Council is aware that the community have aspirations for an art trail along the seafront and will work with community groups to ensure a cohesive approach is taken to any public realm improvements.

### Clifton Road (North-West)

A longer term project would be to redesign the public realm and traffic calming along the north western section of Clifton Road. This would help to enhance the existing outdoor café culture and encourage the use of shops. Proposals would look at parking arrangements, widening of footways, enhancing the traffic calming measures and providing additional crossing points from the Esplanade. Detailed designs would be subject to public consultation.



## Queen Street

There are a number of shops and retail services located along Queen Street which is main thoroughfare used by residents and visitors. Queen Street is a wide, relatively straight road. Widening footways and introducing new paving and planting would help to create a more pedestrian friendly environment by helping to slow traffic and making crossing easier. Detailed designs would be subject to public consultation.

## **TC4 IMPROVE SIGNAGE AND DEVELOP INTERPRETATION TRAIL**



### **Proposed Outcomes**

- Work collaboratively with Visit Moray Speyside to review and rationalise street signage, and consider opportunities for digital (i.e. QR codes) signage; and,
- Develop a cohesive interpretation trail based on local knowledge and Discover Moray's Great Places.

### **Signage**

Signage is an important element within a town centre as it helps visitors find their way around. It is important for promoting tourism and directing visitors to local attractions. However, too much is confusing, leads to clutter and detracts from the appearance of the town. The Council will work collaboratively with Visit Moray Speyside to review signage and explore opportunities to rationalise and incorporate digital wayfinding. Integrating ground level waymarking that ties in with a heritage or other trails will be investigated to help reduce the clutter of multiple signs. The review will focus on providing clearer directions to all of Lossiemouth's attractions and amenities.

### **Interpretation Trails**

An interpretation trail is important for tourism as well as promoting the heritage of the town for local residents. A significant amount of work was undertaken through the Discover Moray's Great Places project and the Council is intending to develop this into a heritage trail that will cover the whole of Moray. This will provide a coordinated and consistent approach/format for heritage trails. There will be opportunities for local communities and groups such as Lossiemouth Heritage Association to inform the development of their part of the trail. Depending on the shape and form that these trails take, there may also be opportunities to develop complementary bespoke local heritage trails which further support tourism.



### Proposed Outcomes

- Develop the Active Travel Network and an Active Travel Masterplan for Lossiemouth in consultation with the community;
- Provide new and improved cycle parking at key destinations within the town centre; and,
- Explore the potential for a cycle hub at the Esplanade or Station Park.

### Active Travel

The Council's Active Travel Strategy 2022-27 sets out a number of actions to encourage people to walk and cycle. These include further developing the Active Travel Network and developing Active Travel Masterplans for key settlements across Moray, including Lossiemouth. The Council will continue to work with the community to deliver the Active Travel Strategy and secure external funding sources to implement.

### Cycle Parking and Storage

Provision will be made to upgrade and add cycle storage and parking facilities in key locations in Lossiemouth identified in consultation with the community. Further facilities for storing and charging electric bikes and the potential for a cycle hub at the Esplanade or Station Park will be investigated subject to finding an operator(s). The cycle hub would include a repair station as well as parking and e-bike charging facilities.



## TC6 ELECTRIC VEHICLE (EV) & BIKE CHARGING POINTS



### Proposed Outcome

- Explore opportunities to provide additional EV charging points to promote environmentally conscious travel and encourage healthier lifestyles.

The proposal aims to build on the carbon conscious and active travel provision within the town centre. The proposal will investigate the potential to increase the network of EV chargers within the town centre for use by residents and visitors in keeping with the Scottish Government's new funding requirements and the Council's future EV strategy. The facilities would be located in key destinations such as public car parks surrounding the town centre.





### Proposed Outcome

- Support the refurbishment of public toilets that have been the subject of a CAT.

There are two public toilet facilities within Lossiemouth town centre. The public toilets at Station Park are currently maintained by Lossiemouth Community Council. The public toilets on the Esplanade are owned by the Council however, it is understood that a community group have aspirations to undertake a CAT for these also.

The Council will work collaboratively with Visit Moray Speyside and community bodies to support refurbishment plans for public toilet facilities that have been the subject of a CAT, including the installation of indoor and/or outdoor shower facilities to support local beach activity groups (i.e. surfers) and identify further funding sources.






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**REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON  
25 OCTOBER 2022**

**SUBJECT: BROWNFIELD SITES – SHORTLIST**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND  
FINANCE)**

**1. REASON FOR REPORT**

- 1.1 To inform the Committee of the assessment of brownfield sites, the prioritisation of sites and next steps to assess feasibility and develop options.
- 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 or preparation of all Local Development Plans.

**2. RECOMMENDATION**

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

- (i) **agree that the sites identified at 4.3 are taken forward in the short term for further investigation and feasibility work; and**
- (ii) **delegates authority to the Head of Economic Growth and Development to incorporate substitute sites to be taken forward for feasibility work should funding not be secured for other priority sites or any of the sites prove at an early stage to be unfeasible.**

**3. BACKGROUND**

- 3.1 The draft National Planning Framework 4 (NPF4) gives greater emphasis and priority to the redevelopment of brownfield sites. With the sharper focus on delivery a more proactive approach to enabling the re-development of brownfield sites is required. Redevelopment of brownfield sites will help deliver the spatial principles set out in NPF4 including compact growth, balanced development and conserving and recycling assets. Draft NPF4 defines “brownfield” as land which has previously been developed. This covers vacant or derelict land, and land occupied by redundant or unused buildings. Reuse of vacant land for greenspace, growing spaces or other community benefits can contribute to climate change targets and support biodiversity and health and wellbeing. Redevelopment or reuse of brownfield

sites and buildings for housing or business can bring unused or underutilised sites back into productive use and reduce the need for expansion onto greenfield land. Future Local Development Plans will be required to identify a brownfield land target within the overall housing land requirement.

- 3.2 The approach to brownfield sites within successive Local Development Plans has been to identify these as Opportunity (OPP) sites with a policy approach that supports redevelopment. Monitoring of specific types of Vacant and Derelict land is also carried out annually with a return made to the Scottish Government. Many of these sites have remained undeveloped and vacant over successive plans with limited information on the barrier to redevelopment available.
- 3.3 A review of the extent of brownfield land beyond the sites identified in the Local Development Plan was completed to provide a baseline of the extent and type of brownfield land. A list of sites identified was reported to the Planning and Regulatory Services Committee on 1 March 2022. It was agreed to assess the sites further and report prioritised sites back to the Committee (para 17 of the minute refers).
- 3.4 Each site has been assessed and scored against the following criteria
- The level of disrepair and contamination on the site.
  - The impact the vacancy has on the community taking into account the visibility of the site, the length of time the site has been vacant and the impact on perceptions of the area.
  - The potential sustainable new uses.
  - The benefits of bringing the site back into use including wider benefits and taking account of Council/Community Planning Partner priorities.
  - What will happen if nothing is done i.e. unsafe structure, target for antisocial behaviour, becomes naturalised.
  - The likelihood of sites being brought back into use without further public intervention.

#### **4. BROWNFIELD SITE SHORTLIST**

- 4.1 Assessing and scoring the sites using the criteria above has identified the following shortlist of priority sites.

- Grant Lodge OPP10, Elgin
- Flemings Sawmill (OPP1), Linkwood Road, Elgin
- Jailhouse/Old Junners, High/South Street, Elgin
- The Elgin Club, 10 Commerce Street, Elgin
- Auction Mart (OPP4), Tytler Street, Forres
- Old Lemonade Factory, Blairdaff Street (OPP2), Buckie
- Mclarens Brae, Buckie
- Castle Inn, 29 Caroline Street, Forres
- Auction Mart (OPP5), Linkwood Road, Elgin
- Former Leancoil Hospital (OPP6), Forres
- Former Grampian Pork (OPP6), Great Western Road, Buckie
- Former Gasworks Barron Street (OPP3), Buckie

- 1-3 Bank Street, Buckie

- 4.2 Some of the sites on this shortlist are already included within other projects or there are proposals to progress these through other means. Grant Lodge in Elgin is included within the Growth Deal Cultural Quarter, and the former Jailhouse nightclub/ Junners toy shop, Elgin Club, the old sawmill site (Elgin OPP1) and Elgin auction mart (Elgin OPP5) are part of a Levelling Up Fund application to the UK Government. Leancoil Trust are also working to secure the future of the former hospital building (OPP6) in Forres for a community health and wellbeing centre. In Buckie the former Grampian Pork building (OPP6) has recently secured investment from HIE for a leisure facility. These sites have not been included in the list below to be taken forward in the short term for further investigation but should funding not be secured to progress these they will be added to the list of sites to be progressed.
- 4.3 Given the ongoing work and funding applications on some of the shortlisted sites above the remaining sites on that list will be taken forward for further investigation and feasibility work. This work will be undertaken by consultants using funding secured through the Just Transition Fund for the Sustainable Development project. The feasibility works will include establishing contact with owners, identification of constraints, option appraisal of the suitable uses and initial design concepts. The sites to be taken forward in this way are set out below.
- Blairdaff Street (OPP2), Buckie.
  - Castle Inn, Caroline Street, Forres
  - Barron Street (OPP3), Buckie
  - 1-3 Bank Street, Buckie
  - McLaren's Brae, March Road, Buckie
  - Tytler Street (OPP4), Forres
- 4.4 Should any of the shortlisted sites be found, at an early stage, not to be feasible (non-starters) they will be substituted with another site from the "long list" previously presented to the Planning and Regulatory Services Committee on 1 March 2022. It is recommended that delegated authority is given to the Head of Economic Growth and Development to select an appropriate substitute site if this occurs.
- 4.5 All sites on the "long list" will be considered for inclusion within the next Local Development Plan either as opportunity sites (OPP) or otherwise identified in the Local Development Plan (LDP). Any new sites that are identified that meet the definition for brownfield land will be added to the "long list" and will be considered for inclusion in future LDPs. Some of the buildings have also been identified as projects in the Town Centre Improvement Plans which are the subject of a separate report to the Committee.
- 4.6 Potential funding sources to deliver options identified within the feasibility studies are set out in **Appendix 1**.
- 4.7 It is noted that the prioritised sites and the long list of brownfield sites does not include empty homes unless they have been identified on the Buildings at

Risk Register. Moray Council's Empty Homes Officer works to support owners to bring their property back into use.

## **5. SUMMARY OF IMPLICATIONS**

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

Redevelopment of brownfield land has the potential to reinvigorate long term vacant land either through a new sustainable economic use or community uses including growing spaces and community green spaces. Bringing these spaces back into use can have positive impacts for the surrounding communities.

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

Preparation of a LDP is a statutory requirement and the new regulations and guidance aim to bring significant improvements to the process and introduce additional statutory requirements.

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

Taking forward sites for feasibility study and development of options will be completed by consultants using funding secured from the Just Transition Fund for the Sustainable Development project. Funding requires to be spent in the 2022/2023 financial year.

The feasibility study will provide a programme of potential sites and work to be developed over a number of years. A number of funding sources will be explored to deliver the programme and the potential funding sources are summarised in **Appendix 1**.

The change to more delivery focused Local Development Plans under The Planning (Scotland) Act 2019 requires to be appropriately resourced.

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

Not completing a review of brownfield sites and taking a proactive approach would risk undermining the principles and strategy set out within draft NPF4.

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

Shortlisting and prioritisation of sites has been undertaken within existing staff resources however, a more proactive approach to delivery is part of the staffing pressure arising from the requirements of draft NPF4 and The Planning (Scotland) Act 2019.

### **(f) Property**

The feasibility study and options development will require liaison with property owners and investigations into site constraints. In the future delivery of the programme of work/ development identified through the feasibility work could include acquisition of property.

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

None.

**(h) Climate Change and Biodiversity Impacts**

The reuse of brownfield sites can contribute to climate change targets, support biodiversity and use less embodied carbon where foundations and infrastructure are already in place. Reusing brownfield sites in preference to greenfield sites can help reduce the impact of development on the climate by reducing the need for travel. Sites may also have potential to become amenity greenspace or community growing sites. Brownfield sites can be important habitats and there will be a requirement to survey and provide compensatory or mitigation measure where necessary.

**(i) Consultations**

Depute Chief Executive (Economy, Environment and Finance), the Head of Economic Growth and Development, the Legal Services Manager, Environmental Health and Trading Standards Manager, the Equal Opportunities Officer, the Development Management and Building Standards Manager, Paul Connor (Principal Accountant), Principal Climate Change Officer and Lissa Rowan (Committee Services Officer) have been consulted.

**6. CONCLUSION**

- 6.1 Greater emphasis and priority is given to the re-development of brownfield sites within NPF4 which requires a more proactive approach to be taken to these sites than within previous Local Development Plans.**
- 6.2 Section 4.1 identifies a shortlist of priority sites identified through the scoring and assessment work. From this list the priority sites that are not currently being progressed by other means will be taken forward for further investigation and feasibility.**

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





## **Appendix 1 – Potential Funding Sources**

### **Vacant and Derelict Land Investment Programme**

The Scottish Government has established a £50M low carbon vacant and derelict land investment programme for 2021/22 for 5 years. The programme aims to tackle persistent vacant and derelict land and support place based approaches to delivering regeneration and sustainable inclusive growth.

VDLIP is a competitive fund with a two stage application process. Budget for 2023/2024 is £10 and anticipated to be £15m for 2024/2025 and 2025/2026. Applications for the fourth round of funding will open in 2023. Previous awards have ranged from £100k to £1.1m.

The fund has four pillars of action

- Sustained place based approaches
- Urban green spaces
- Community led regeneration
- Low carbon developments and renewables

All Scotland's Local Authorities and Clyde Gateway URC are eligible to apply for funding. However, applicants are expected to bring forward project proposals that have been developed with the involvement and support of relevant communities, as well as third sector, private and public sector partners as appropriate.

Eligible projects are those looking for capital costs associated with unblocking long-term vacant and derelict sites.

### **Regeneration Capital Grant Fund**

This Fund is delivered in partnership between Scottish Government and COSLA and supports locally developed place based regeneration projects that involve local communities, helping to tackle inequalities and deliver inclusive growth in deprived, disadvantaged and fragile remote communities.

The Fund is available on a competitive basis, to eligible organisations across Scotland. Applications are made on an annual basis and can potentially cover more than one financial year.

The Fund is primarily aimed at providing new and/ or improved infrastructure to improve economic, social and physical environment of communities.

Supported projects;

- Primarily focus on places/ communities suffering from high levels of deprivation and disadvantage
- Demonstrate clear community involvement
- Deliver large scale transformational change with strong regeneration outcomes
- Leverage additional private sector investment and address market failure.

Projects should demonstrate how they complement, support or contribute to the Place Principle, Scotland's Economic Strategy, Town Centre Action Plan and Town Centre First Principle and Local Authority Development, Regeneration, Local Development and Strategic Development Plans.

Examples of projects supported include a number of business hubs, community sports hubs, community hubs and harbour projects, funding awarded up to about £4M but most awards around £500k to £1M.

### **Just Transition Fund**

This fund supports projects in the North East and Moray that contribute towards the region's transition to net zero. The 10-year, £500 million Just Transition Fund is part of the Bute House Agreement and a Programme for Government commitment for 2021-22.

The fund objectives are to:

- ensure that the investment is targeted in such a way that can create good, green jobs now and throughout the transition to net zero
- ensure communities directly benefit from the Fund, including through the ability to decide on and drive spend
- work in partnership with the private sector, especially shaping opportunities to crowd in private sector finance
- collaborate at a local and national level on the decisions that impact the North East and Moray

There are three funding streams available for competitive bids:

1. Capital grant funding, for a project, feasibility study or pilot scheme
2. Capital financing, for final recipient outside the public sector
3. A blend of grant and other capital financing

Current guidance and criteria are for the first year of the fund only.