

Elgin

Hierarchy Status/Objectives/Issues

Elgin is the primary centre for Moray, and will be the main centre for growth.

- To identify sites for 1290* new houses.
- To identify longer term housing areas beyond the plan period.
- To identify land for general industrial/commercial uses.
- To implement Elgin City for the Future, promote economic activity and monitor town centre vitality.
- To support Elgin's role as the core town and support implementation of the Moray Economic Strategy.
- To protect the high quality green spaces in the town.
- To exercise the precautionary principle on land liable to flood until completion of Flood Alleviation Scheme for Elgin.

Infrastructure

Water and Drainage

Developers are advised to contact Scottish Water as early as possible in order to confirm that there is sufficient drainage capacity and water supply available to accommodate proposals.

Scottish Water has advised that they will work with developers to ensure that development can be accommodated.

Roads

A number of potential roads improvements have been identified for each settlement. The most significant of these are shown on the settlement map as TSP and the full extent is shown in the pages following the map. Comments on road access arrangements are provided in site designation texts. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to service the site, along with the need for any off-site improvements. These requirements are not exhaustive, and do not pre-empt anything

that might result through the Transport Assessment process. It is essential that developers contact Transportation at an early stage, especially where there is a requirement for a Transport Assessment identified in the site text.

Developer Contributions

Contributions may be sought towards some public facilities (eg core paths; library; schools; sports/leisure facilities; transportation) and this will be confirmed at application stage. Developments over 4 houses will be required to make an affordable housing contribution.

Layout and Design

High quality design and layouts in new development is an important aspect for "placemaking", in order to achieve an attractive and interesting living environment. This is a priority objective of the Scottish Government (see Primary Policy 3).

Pre-application discussions and community consultation are only requirements for Major Applications (50 or more houses; or on sites exceeding 2 hectares). The Council would encourage early discussion pre-application on ALL proposals, and is willing to engage with developers to identify any aspects of site development that should be taken into consideration from the outset.

Some sites being proposed for development have had some "key design principles" identified for them, highlighting the key design elements that should be observed when layouts are being drafted.

* *There is an oversupply of housing within Elgin. Several housing sites have been identified to provide a range and choice of opportunities, however applying realistic site capacities to these sites results in an oversupply of housing*

Housing

R1 Bilbohall North

3.3ha Indicative capacity 20 houses

This site is carried forward from the previous plan. Planning consent was granted in 2005 for 60 houses. 40 houses have now been built however the remaining 20 are constrained until TSP 3, 21, 22, 23, and 24 can be provided together with connectivity to adjacent development and routes to schools. Development proposals must provide a landscaped edge. A detailed flood risk assessment will be required for any planning application that is submitted for the site. A habitats survey is required.

R2 Thornhill

17.2 ha Indicative capacity 395 houses

Planning consent was granted for a total of 395 units in 2006. The site is currently being developed and under 256 units remain to be built. The impact on the junction TSP31 must be considered and a contribution to any necessary mitigation addressed. On its south eastern boundary, development should provide a buffer of 10m to the Burn of Linkwood to incorporate an amenity green corridor along the burn side. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

R3 Bilbohall South

9.9ha Indicative capacity 75

This 9.9 ha site has been carried forward from the previous plan and has capacity for 75 houses after landscaping requirements have been addressed. Due to the contours of the site, the prominent green knoll has been identified for open space and structural landscaping reducing the developable area of the site. A detailed development brief will be prepared for the site reflecting that the design principles should address the key design principles set out in the accompanying map. This site is constrained until TSP 3, 21, 22, 23, and 24 can be provided together with connectivity to adjacent

development and routes to schools.

Additional improvements to specific capacity constraints may be required, given the size of the development and its potential level of impact. At least two access points will be required and must be considered in association with the other sites in the vicinity. The impact on junctions TSP25 and TSP31 must be considered and a contribution to any necessary mitigation addressed. The text for TSP31 highlights that the junction already shows insufficient capacity. All sites which would impact on this junction will be required to contribute to any necessary improvements. Extensions to speed limit and provision of footways and street lighting will be required. A detailed flood risk assessment will be required for any planning application that is submitted for the site. The main concern for developments connecting into the sewer system in Elgin is the effect on the system with regard to sewer flooding. These effects will have to be assessed. An archaeological crop mark site is located in the northern part of the area, and will require evaluation. A habitats survey is required.

R4 South West of Elgin High School

4ha Indicative capacity 80 houses

This 4 ha site is able to accommodate 80 houses for development after landscaping requirements have been addressed. A masterplan should be prepared jointly with R12 and development proposals should address the key design principles set out in the accompanying map. Substantial landscaping will be required with open space and woodland planting along the south west of the site. Advance planting to ensure the ridges and upper slopes have established woodland will be required. Provision of new footpaths and access routes must be provided connecting to the High School and north across the railway. The core path running along the eastern edge of the site should be maintained and enhanced. A badger and habitats survey will require to accompany proposals. This site is constrained

until TSP 3, 22, 23, and 24 can be provided together with connectivity to adjacent development and routes to schools. A Transport Assessment requires to be submitted with proposals. At least two access points will be required and must be considered in association with other sites in the vicinity. The primary access will be from Edgar Road adjacent to the High School (TSP24). The impact on junctions TSP25 and TSP31 must be considered and a contribution to any necessary mitigation addressed. The text for TSP31 highlights that the junction already shows insufficient capacity. All sites would which would have an impact on this junction will be required to contribute to any necessary improvements. A habitats survey is required.

R5 Spynie Hospital North

21.63 ha Indicative capacity 435 houses

This 21.63 ha site has planning consent for 435 units which was granted in 2009. The site is currently being developed and there are under 277 units remaining to be built. The site has overhead cables that will have to be relocated underground. Development proposals should safeguard the integrity of Loch Spynie SPA.

R6 Hattonhill

4.7ha Indicative capacity 20 houses

This site is in principle, suitable for up to 20 houses. Its development is constrained by TSP 3 which crosses the sites. Any layout must retain areas of open space and their availability for community use and enjoyment, by means of appropriate legal agreement. Development proposals require to incorporate the design principles set out in the accompanying map. The release of this site, the total number of houses permitted, layout and landscaping will be dependent on the satisfactory resolution of road improvements which may affect this site. The extent to which the site can be developed

may also be impacted on by the proximity to Glen Moray Distillery and clearance from the Health and Safety Executive may be necessary. A buffer to the watercourse must be incorporated into proposals.

R7 Birnie Road and R8 Glassgreen

11.7ha Indicative capacity for 200 houses

Sites R7 and R8 currently have consent for 178 units and are under construction (marketed as Duncanshill and Duncansfield). Removal of the bypass reservation allows for an additional 20 units to be accommodated above that already consented. An update to the Transport Assessment will require to be submitted with proposals. The impact on the following junctions must be considered TSP 25, 26, 27, 28, 30, 31. (See TSP list).

R9 Driving Range Site

4.81 ha Indicative capacity 120 houses

This site extends to 4.81 hectares and has capacity for 120 houses. Landscape planting within and around the site must be provided. Landscaping on the western boundary along Birnie Road must be to an average depth of 20 m. Foot and cycle routes must be provided along the frontage onto Birnie Road. Internal connections and links east to west should be provided. Depending on the provision within R8 a bus corridor/public transport route may require to be incorporated, in any case, appropriate active travel links to the bus corridor must be provided.

A Transport Assessment and Roads Drainage Assessment require to be submitted with proposals. The impact on the following junctions must be considered TSP 25, 26, 27, 28, 30, 31. (See TSP list).

R10 Linkwood Steading Site

3.49 ha Indicative capacity for 85 houses

The site extends to 3.49 hectares and has capacity for 85 houses. Sustainable re-use of the existing 19th Century buildings is required and the main facade should be retained. A building survey should be

undertaken prior to redevelopment. A bat survey report and mitigation plan must be submitted with proposals. Early consideration should be given to the impact of proposals on the Reiket Park Tree Preservation Order (TPO) which affects the north western part of the site. Existing woodland should be maintained and enhanced within proposals. Development must include landscaping to an average depth of 20m along the boundary to Linkwood Road, this should include paths linking through to Maggot Wood.

A Transport Assessment must be submitted with proposals to assess the impact of development and identify any mitigation required to the road network. New/improved access onto Linkwood Road must be provided. The impact on junction TSP31 must be considered and a contribution to any necessary mitigation addressed. A cycleway and footway link must be provided on Linkwood Road to Reiket Lane and a link should be provided to the cycle way to the back of Bain Road. (See TSP 37).

R11 Findrassie/Myreside Site **100 ha Indicative capacity for 1500 houses**

Previously identified as a LONG site, this is now brought forward as the major new land release for Elgin. The site extends to approximately 100 hectares and has capacity for 1500 houses.

A masterplan must be prepared and the development phased to create a distinct identity. The design principles set out in the accompanying map should address the key design principles set out in the accompanying map. Access to I8 should be considered in conjunction with this site. Development proposals will require to safeguard the integrity of Loch Spynie SPA. Adequate SUDs provision should be made. Flood risk may constrain parts of the site and a flood risk assessment will require to accompany proposals for development. Water resilient measures should be considered as

part of this. A buffer strip of at least 6 metres between the development and the watercourse is required.

A Transport Assessment must be submitted with proposals and early contact with Moray Council Transportation is essential. Off site junction improvements will be required (see TSP's). Connection should be made with access arrangements for R7 and a new/upgraded junction onto the A941 is required. Widening and improvements required to Covesea Road and Myreside Road. Footway, cycleway and public transportation connections required. The impact on the junction TSP31 must be considered and a contribution to any necessary mitigation addressed.

R12 Knockmasting Wood **5.39 ha Indicative capacity 85 houses**

The site extends to approximately 5.39 hectares and has capacity for 85 houses. A masterplan must be prepared for development of the site and site R4. New woodland structure planting is required to successfully integrate development into the landscape and Knockmasting Wood should be retained. This site is constrained until TSP 3, 21, 22, 23, and 24 can be provided together with connectivity to adjacent development and routes to schools. A Transport Assessment requires to be submitted with proposals. At least two access points will be required and must be considered in association with other sites in the vicinity. Bilbohall Road will require widening. The impact on junctions TSP25 and TSP31 must be considered and a contribution to any necessary mitigation addressed. A flood risk assessment will require to be submitted and water resilient measures should be considered as part of this. A habitats survey will require to be submitted with proposals.

R13 Former Hamilton Drive School Site**1.18 ha Indicative capacity 20 houses**

The site extends to 1.18 hectares and could accommodate up to 20 houses. Access proposals need to address visibility and gradients. Access to existing buildings to the south east of the site must be maintained. The core path running along the eastern site boundary should be maintained and enhanced. Survey work may be required to assess impact on bats and red squirrels within trees. A contaminated land survey requires to be submitted to confirm the proposals suitability for residential use.

R14 Lesmurdie Fields**Indicative capacity 70 houses**

This site has been identified as being effective to deliver housing in the shorter term and capable of being brought forward in advance of the larger north-east expansion area identified as LONG1 North East subject to:

- Advance planting in accord with the Carol Anderson Landscape Associates' Report October 2013. This must be agreed with the Council beforehand and include details of species, densities, distribution and sizes of new planting. The planting must be established before development commences;
- Planting and development along Pitgaveny Road to enhance the policy woodland at Lesmurdie House and retain existing boundary features such as stone dykes to maintain the sense of arrival into Elgin;
- Open space below the power lines to be secured in a coherent sequence of linked parks and/or green-space which provides non-vehicular access around the town and links to neighbouring allocations;
- A Transport Assessment (TA) for the overall development of this site and LONG1 North East. This should consider the strategic road network incorporating a bus corridor that must link Lesmurdie Road and the A941*;
- Vehicular and non-vehicular linkages into neighbouring allocations to ensure the site is connected to the wider area;
- Agreement of key design principles to ensure a layout and design which ensures integration with the future north-east expansion area as well as the existing urban area**;
- Development run off should match pre-development run off and this should be achieved through the use of appropriate levels of Sustainable Urban Drainage. The proposal should demonstrate that it will not adversely affect the integrity of the Loch Spynie SPA designation;
- Flood risk may constrain parts of the site and a flood risk assessment will require to be submitted. Water resilient measures should be considered as part of this;
- A walkover and photographic survey of habitats is required to assess the presence of wetlands; and,
- A buffer strip of at least 6 metres between the watercourse and development is required.

*The scoping process should ensure that the necessary improvements to the transport network will be proportionate to this proposal but will avoid compromising delivery of the longer term growth area.

**This is required to enable the site to proceed in advance of the masterplan whilst securing a planned approach to longer term housing land release in Elgin north-east.

LONG

In order to indicate the general long term direction of housing development, two areas have been identified (LONG) on the settlement map. These are to the north east of Elgin and the south of Elgin.

A strategic approach has been taken in Elgin in recognition of Elgin's role in the settlement hierarchy as the focus for growth, to support the enabling action of the Moray Economic Strategy to encourage population growth and to reflect Elgin's overarching importance within the regional economy recognised in the Elgin City for the Future project.

It is not proposed that these sites are developed during the currency of this Local Development Plan. However, should any of the "triggers" for early release apply, part of a site may be brought forward under the terms of policy H2, provided

- a masterplan has been agreed with the Council and
- the site specific requirements below have been met.

LONG 1 North East

- An avenue of trees should be planted either side of the A941 Lossiemouth Road to provide a mature setting to development and enhance the approach to Elgin.
- Development run off should match pre-development run off and this should be achieved through the use of appropriate levels of Sustainable Urban Drainage. This should negate the impact of increased impermeable areas causing changes in flow peaks of canals. SUDS should be used to treat surface water prior to discharge given the size and sensitivity of the catchment. Full treatment will be required. A drainage impact assessment and full SUDS design will be required at an early stage. The proposal should demonstrate that it will not adversely affect the

integrity of Loch Spynie SPA designation;

- Flood risk may constrain parts of the site and a flood risk assessment will require to be submitted. Water resilient measures should be considered as part of this;
- A walkover and photographic survey of habitats is required to assess the presence of wetlands; and,
- A buffer strip of at least 6 metres between the watercourse and development is required.

LONG 2 South

- The developer/landowner must prepare a landscape and planting strategy. This must be agreed with the Council beforehand and include details of species, densities, distribution and sizes of new planting. The planting must be established before development commences. It should take into account the mitigation measures detailed in the Carol Anderson Landscape Associates' Report October 2013. The strategy should also address habitat creation, and how the development has been informed by a species survey.
- The more open area to the west of the A941 should be shown as a final phase within the masterplan to allow for the establishment of robust structure planting.
- Proposals should be supported by a flood risk assessment (FRA) the outcome which may affect the developable area of the site. Water resilient measures should be considered as part of this;
- A buffer strip of at least 6 metres between the watercourse and development is required; and
- A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

Both sites, **LONG 1 North East** and **LONG 2 South**, will require masterplans to be prepared. The developer/landowner must work collaboratively with the Council to prepare a masterplan for the site. The scope of the masterplan and transport assessment must be agreed in advance with the Council. The masterplan is likely to include, but is not limited to the following:

- a vision for the whole site,
- a spatial framework,
- broad design principles,
- landscape and open space proposals,
- a transportation and accessibility strategy, which should include offsite improvements to the existing network,
- details of infrastructure requirements and a delivery strategy for these,
- identification of phases with associated infrastructure where more detailed site layout and design guidance will be prepared.

Release of one, both or part of these sites in future Local Development Plans for development in the plan period will be dependent on the circumstances prevailing at the time such as the status of the housing supply, the alignment options for A96 dualling, and the extent to which advance planting is established.

Elgin Town Centre

The retailing strategy and town centre policies for Moray and Elgin have been informed by the Elgin City for the Future project and the Moray Economic Strategy which were commissioned by the Moray Community Planning Partnership and carried out by a consultancy team.

The Elgin City for the Future project sets out a regeneration strategy for Elgin and in particular Elgin town centre. The strategy is based on the Core City concept. The role and potential of other towns in Moray is recognised but as the core city Elgin has

overarching importance within the regional economy. Elgin is recognised within the strategy as the primary economic engine of the region and its performance is essential to sustaining wider regional well being. The health of Elgin town centre is at the core of the strategy and the strategy aims to ensure Elgin remains the prime civic, retail, cultural and event space in Moray.

The Moray Economic Strategy and Elgin City for the Future project aim to promote new opportunities in the town centre to accommodate a new vibrant mix of uses including comparison retailing, student accommodation, tourism, leisure, cultural activities, new office facilities and improved civic space. Actions are also promoted to enhance sustainable transport links, improve accessibility and reduce the impact of severance caused by the A96/Alexandra Road. These opportunities are detailed in an Action Plan within the Moray Economic Strategy under the theme Elgin High Street First. Some of the actions which have land use or planning policy implications are listed below. Support in principle is given to these proposals subject to Local Development Plan policies being met, in particular see IMP2: Development Impact Assessments.

Elgin High Street First – Actions

- Improved regional public transport links
- Bus station relocation (TSP 38)
- Moray College/UHI teaching restaurant
- St Giles Church as a centre piece of High Street activity/relocation of Elgin Visitor Information Centre
- A High Street pavilion as a showcase for change
- Townscape heritage improvements
- Physical extension of St Giles Centre
- Southern A96 frontage consolidation
- High Street east – hotel accommodation
- Town Hall feasibility study (linked to feasibility of a new arts school/centre)
- Lossie Green Development Brief – this area is identified on the settlement plan by ✱
- A96 North Development Brief to east of A941
- Alexandra Road improvements (TSP 5 and TSP 6)
- Lossie Green multi storey car park
- Replacement lorry park (TSP 41)
- City centre coach drop off and pick up facility
- City centre lighting strategy

Retail

Elgin will continue to be the main focus for retail development in Moray and is identified as the Principal Town Centre within Table 1 “Retail Centres and Roles” within Policy R2. This recognises Elgin town centre’s regional function as a focus for retail, leisure, entertainment, and cultural activities. New retail proposals will be directed to the town centre to reinforce this regional role. It is also recognised that the Edgar Road area is an established retail area which helps maintain Elgin’s competitiveness with Inverness and Aberdeen.

TC – Elgin Town Centre

For the purpose of applying retail policies the town centre is defined upon the Elgin town map. New retail developments and proposals generating significant footfall will require in the first instance to locate within the defined Town Centre (TC and Policy R1). Proposals for retail uses and other proposals generating significant footfall outwith the town centre boundary will be subject to policies R2 (which requires the sequential approach to be observed, and have no adverse impact on town centre vitality/viability) and R3, (neighbourhood shops).

A diverse mix of uses is encouraged within the town centre. Retail, commercial, leisure, entertainment, recreation, tourism, cultural, residential and community facilities all contribute to maintaining the vitality and viability of the town centre. However, it is important that retail and commercial activity remain at the core of the town centres. This function is assisted by identifying Core Retail Areas (CRA) where only retail and commercial services are supported at frontage and ground level (Policy R1). In Elgin the Core Retail Area (CRA) is identified as the High Street area between Batchen Street and Lossie Wynd. Within the area identified as Town Centre (TC), existing premises may be redeveloped for retail purposes, and within the Core Retail Areas (CRA) existing ground floor properties must remain as use class 1, 2 or 3 (Policy R1).

Residential use in upper floors within the town centre is encouraged as this helps create activity which is important in terms of vitality and viability.

It is essential that any proposed development is carefully integrated into the town centre physically, environmentally and in terms of providing a variety of uses. The Placemaking, and Implementation policies apply as well as those relating to Conservation Areas or Listed Buildings.

CC -Commercial Centre – Edgar Road

It is recognised that Edgar Road is an established retail area and this area is identified as a Commercial Centre within Table 1 “Retail Centres and Roles” within Policy R2. This is the preferred location for bulky good and comparison outlets if no town centre or edge of town centre sites are available. The area is currently characterised by convenience, bulky goods, and comparison retailing. This area has helped to maintain the area’s competitiveness with Inverness and Aberdeen. A flood risk assessment may be required for any planning application within this area.

I10/RET Edgar Road

These areas have a predominantly industrial character with established uses within Class 4 (Business) and Class 6 (Storage and Distribution) despite some retail use within the area. Site I10/RET may have potential for retail development, subject to, (i) establishment by means of the sequential approach that the site is sequentially preferred, and (ii) establishment by means of a Retail Impact Assessment that the proposal would not adversely affect the vitality and viability of the town centre. A Transport Assessment will be required and the following junctions must be considered TSP 25 and TSP 31.

Formal Industrial Sites

I1 Linkwood Industrial Estate

In line with ENV3, the Council has imposed a landscape strip along the boundary with the A96 designed to mirror the landscape strip on the opposite side of the road. Frontage buildings must be of a high architectural standard. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site. There is currently no land available. Any additional development is constrained by the junction layout.

I2 Chanonry Industrial Estate (6.23 hectares available)

An extensive site suitable for general purpose industrial operations. The exact area available for development will be influenced by the details of the Elgin Flood Alleviation Scheme. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

I3 Moycroft Industrial Estate

An area of light and heavy industrial operations with good access direct onto the A96. Existing housing here is considered a “non-conforming” use and no increase in the number of dwellings will be permitted. There is currently no land available. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I4 Tyock Industrial Estate

Suitable for light industrial and commercial operations. Currently no land is available. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

15 Pinefield Industrial Estate

An extensive area aimed at small business development. Within this area the Council will encourage “start-up” businesses operating from low cost buildings in order to stimulate enterprise and will thereafter resist the coalescence of sites into larger units. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site. There is currently no land available.

16 Linkwood East (Incorporating ENV3) (4.5 hectares available)

Comprises a total site area of 4.5 ha occupying a prominent position at the eastern entrance to the town. Road access shall be via the roundabout junction on the A96 with Reiket Lane. Future proposals for I1 and I6 should address/safeguard the potential to achieve a pedestrian/vehicular access between these two employment areas (TSP 20). The Council shall require the developer to provide a 15 metre landscaped area of broadleaf trees and shrubs along the boundary with the A96 and along the eastern boundary. A buffer to the River Lossie is required. Frontage buildings must be of a high architectural standard. The layout should accord with the Elgin Flood Alleviation Scheme. A Flood Risk Assessment will be required for any planning application that is submitted for the site.

17 Barmuckity (30+ hectares available)

Promotion of Barmuckity Business Park is an action of the Moray Economic Strategy. Provision is made for approximately 30 ha of general industrial land in line with the Moray Economic Strategy. This is a high profile site in close proximity to the established business, commercial, and industrial areas, which has the potential to provide a strong focus with good access. The site is an important gateway into Elgin and this should be reflected in the design and landscaping of the site. New woodland structure planting must be

provided along the eastern boundary of the site and to screen the railway line. The western area, whilst closer to existing development, is prone to flooding whilst the eastern part is largely free of flooding. Such areas will be kept free from development and should be made a landscape feature to provide an environmental/high amenity setting for the site. A detailed flood risk assessment will be required for any planning application that is submitted along with detailed mitigation measures demonstrating the site can be developed. Footpath and cycleway connections within and outwith the site must be provided. Consent was granted in 2011 for road layout and access onto the A96 (TSP 8). An access strategy requires to be identified and agreed with Transport Scotland for the second phase of development. Drainage proposals must be agreed with Scottish Water and Moray Council.

18 Newfield (12 hectares available)

This site is suitable for business uses within use Class 4 (business). Development of offices, research and development facilities and light industrial uses in class 4 will be supported. The site should have a high amenity setting and a landscape and planting scheme must be submitted with proposals. This must consider the context of the site and future development at LONG 1. An access strategy for this site should be considered as part of the masterplan for R11 and future connections to LONG 1. A Transport Assessment will be required and the following junctions must be considered TSP 16 and TSP 17.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems. Development proposals will require to safeguard the integrity of Loch Spynie SPA. Adequate SUDS provision should be made.

Existing Business Areas

I9 Railway Sidings/Ashgrove Road

An area of mixed industrial/commercial use, there are sites within this designation at Ashgrove Road suited to redevelopment for business purposes, which may become more extensive if areas of railway sidings are declared redundant. The Council will promote the location of businesses which take advantage of rail freight opportunities. This site contains LPG tanks which currently act as a constraint on certain types of development. As such, the Health and Safety Executive should be consulted on any proposed development. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems. A buffer strip of at least 6 metres between the development and the watercourse is required.

I10 Edgar Road

These three areas consist primarily of established uses within Class 4, (Business) and Class 6, (Storage and Distribution). A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I11 Johnstons Woollen Mill

Area reserved specifically for the operation of the existing mill. Its ancillary retail operation within the site, will be subject to retail policy. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I12 Glen Moray Distillery, Bruceland Road

Area reserved for distillery related uses. An application for additional warehouses and an additional production unit at this site was approved in October 2013. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I13 Linkwood Distillery

Area reserved for distillery related uses.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

Mixed Use Areas

I14 Ashgrove Road

Redevelopment proposals may require to address improvements to Ashgrove Road, including the connection to Linkwood Road. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I15 Grampian Road

Redevelopment proposals will be influenced by the details of the Elgin Flood Alleviation Scheme. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I16 Sandy Road (The Wards)

Redevelopment proposals must allow for possible road widening and creation of a footpath.

Proposals should be supported by a flood risk assessment (FRA) the outcome of which may affect the developable area of the site.

Business Park/Opportunity

BP /OPP Riverview (4.1hectares available)

The site is considered suitable for business or commercial uses which would be compatible with the high quality setting. Suitable ancillary office and research space is required to complement the development of the Life Science Centre and skills and expertise available at Dr Gray's Hospital and Moray College. Phased development of high quality business floor space to meet this need should be accommodated on this site. The development of Elgin West Research and Innovation Park is a strategic action within the Moray Economic Strategy. A mixed use proposal that includes the above uses and serviced accommodation or conference hotel facilities will be considered. Residential development will not be supported unless it is serviced accommodation for student or staff in conjunction with further education or health services. Retail proposals will not be supported. A key consideration for development proposals will be the compatibility with the quality and high amenity of the setting. Proposals must be accompanied by a landscape and planting scheme to demonstrate how the quality and amenity of the setting of this important gateway to Elgin will be maintained and enhanced. Access will be from the A96 and Transport Scotland should be consulted as the Trunk Roads Authority. A Transport Assessment will be required and the following junctions must be considered TSP 1 and TSP 2.

Opportunity Sites

These are vacant, derelict or underused sites, which would lend themselves to redevelopment and have been identified as 'opportunity sites', where a range of alternative uses may be appropriate. The majority of these currently designated have had some degree of interest shown in them.

OPP1 Flemings Sawmill/Former

Morayshire Tractors, Linkwood Road

This site is considered suitable for business uses, subject to clearance from the Health and Safety Executive in respect of proximity to the gas storage tanks to the north. Access should not be taken off the roundabout but off Linkwood Road. Transport Assessment required to consider the impact of the development on the road network and mitigation required to address this. In particular the development impact on the A941/Edgar Road roundabout (TSP31) and Laichmoray Roundabout (TSP 32) needs to be addressed. The Council will promote a range of compatible industrial, business, office and distribution uses. Consent for retail uses will be subject to Policy R2 and R3. Those uses which can exploit the direct rail link for freight will be particularly encouraged. Proposals should be advanced in the context of an overall site layout appropriate to this gateway location in Elgin. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site. There may be contamination issues arising from the site's former use.

OPP2 Hill Street/Ladyhill

Redevelopment opportunity for a high quality flatted residential development. There may be contamination issues arising from the site's former use.

OPP3 Wards Road

This area comprises a variety of industrial uses with buildings of varying quality and appearance. There is an opportunity to redevelop this area by upgrading through residential or commercial development. There may be contamination issues arising from the site's former use.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

OPP4 Ashgrove Road

This site is considered suitable for use as an opportunity site for residential, industrial, commercial or retail use. However only retail use compatible with Policy R2 and R3 will be approved. Contamination issues will need to be resolved. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

OPP5 Auction Mart, Linkwood Road

This site is considered suitable for business use, which may include a range of compatible industrial, business, office and distribution uses. Consent for retail uses will be subject to Policy R2 and R3. Consent for any development will also be dependent on, the provision by the developers of a landscaped area in association with the development, incorporating public access for pedestrians and cyclists, adjoining and within the Southern and Eastern boundaries of the site. Access should not be taken off the roundabout but off Linkwood Road. Transport Assessment required to consider the impact of the development on the road network and mitigation required to address this. In particular the development impact on the A941/Edgar Road roundabout (TSP31) and Laichmoray Roundabout (TSP 32) needs to be addressed. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site.

OPP6 Spynie Hospital

This site is considered suitable for redevelopment for residential, offices or community facilities. A mix of these uses would also be supported. A bat and squirrel survey will require to be submitted with proposals. Development should aim to maintain the woodland character of the site

and a landscape plan should be submitted with proposals detailing trees to be retained and proposed planting. Consideration should be given to deculverting the watercourse within the site. A Transport Assessment will be required and the following junctions must be considered TSP 9 and TSP 10.

OPP7 Bilbohall

Redevelopment of the NHS buildings, that are surplus to requirements, for residential development will be supported. Access to the site is constrained and development that would result in additional trips using the Bilbohall railway bridge will not be supported until an alternative access is provided (see TSP 3, 21, 22, 23, and 24). A flood risk assessment and habitats survey will require to accompany proposals. A Tree Survey and Protection Plan should be submitted with proposals and where possible mature trees retained.

Transportation Improvements (TSP)

A number of potential road improvements have been identified in association with the development of sites. In addition to individual site requirements, these take account of the cumulative impact on the road network. The most significant of these are shown as TSP on the settlement plan. Details of these, along with a list of all potential improvements, and other transportation related sites to be safeguarded, are contained in the attached TSP schedule.

Environment

The following sites are identified as open spaces which contribute to the environment and amenity of Elgin. Over riding policy E5 applies to each of these sites.

ENV1 Public Parks and Gardens

Reiket Park, Cooper Park, Doocot Park

ENV2 Private Gardens or Grounds

College grounds, The Oaks.

ENV3 Amenity Greenspace

East road verges- A96, Glenmoray Drive, Lesmurdie House, New Elgin Rd, Milnefield Avenue, Reiket Lane, Thornhill Road, A941 verges/Lossmouth Road, Bain/Mcmillan Avenue, Pinefield, Fraser Avenue/Mackenzie Place, A941 verges/Main Street, Fairway Avenue.

ENV4 Playspace for Children and Teenagers

Kennedy Place/Spynie Brae, Fairy Park/Bilbohall, Nelson Square (Bishopmill), Lesmurdie, Bain/Mcmillan Avenue, Mcmillan Avenue/Calcots Crescent, Mcbeath Avenue, Birnie Road, McIntosh Drive, Ferrier Terrace, Reynolds Crescent, Marleon Field, Covesea Rise/Findrassie Court, Esmonde Gardens, Pinegrove, Manitoba Avenue, Robertson Drive, Hardhillock/High School View, Greenwards School

ENV5 Sports Areas

Eastend school, Westend School, New Elgin School, Seafield School, Bishopmill School/Elgin Academy, Morriston playing fields, Thornill playingfields, Tyock/Pinefield playing field.

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

The Wards, Lesmurdie, Bishopmill/Seafield, Hamilton Drive, Waulkmill Grove, Morriston/Old Mills/Sherrifmills/ Hattonhill/Borough Briggs, Myreside, Lesmurdie House, Marleon Field/Leslie Place, Newfield/Linksfeld

ENV7 Civic Space

Ladyhill/Duke of Gordon Monument

ENV9 Other Functional Greenspace

Cathedral, Biblical garden

ENV10 Regeneration Proposals

Proposed TPO at Pluscarden Road.

ENV11 Cemeteries

Linkwood Cemetery

TPO Tree Preservation Order

Lesmurdie Road, Waulkmill, Duffus Road/Oakbank, Maggot Wood/Reiket Park, Dunbarney-West Road, East Road, Dunkinty House, and Linkwood.

CA Conservation Area

The two Conservation Area boundaries are shown on the settlement plan. (Policy BE3)

The Elgin Conservation Area Regeneration Scheme (CARS) will promote and support improvements within the Elgin High Street Conservation Area.

Wider Environmental Designations

There are a number of environmental designations immediately outside the settlement boundary which will require to be observed

CAT Countryside Around Towns

SSSI Site of Special Scientific Interest

SPA Special Protection Area

Cemetery Search

Officers will continue to work with the Lands and Parks service to identify a site for a new cemetery.

Community Facilities

CF1 Dr Grays

This area has been reserved as a community facility for any future development of the hospital.

CF2 Edgar Road

This site is reserved for new sport or recreation facilities. If this site becomes surplus to requirements alternative uses compatible with neighbouring land and the site location may be considered. The release of this site and the extent to which it can be developed will be dependent on the satisfactory resolution of road improvements related to TSP 23 and 24 which may affect this site. A Transport Assessment will be required and the following junctions must be considered TSP 31.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

CF3 Thornhill field

This site is now partially developed and is reserved for a mix of community and neighbourhood facilities and sports and recreational grounds. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site. A Transport Assessment will be required and the following junctions must be considered TSP 31.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependent terrestrial ecosystems.

CF4 Elgin High School

This site is reserved for the redevelopment and reconfiguration of Elgin High School and playingfields. A Transport Assessment will be required and the following junctions must be considered TSP 31.

Residential Caravan Sites

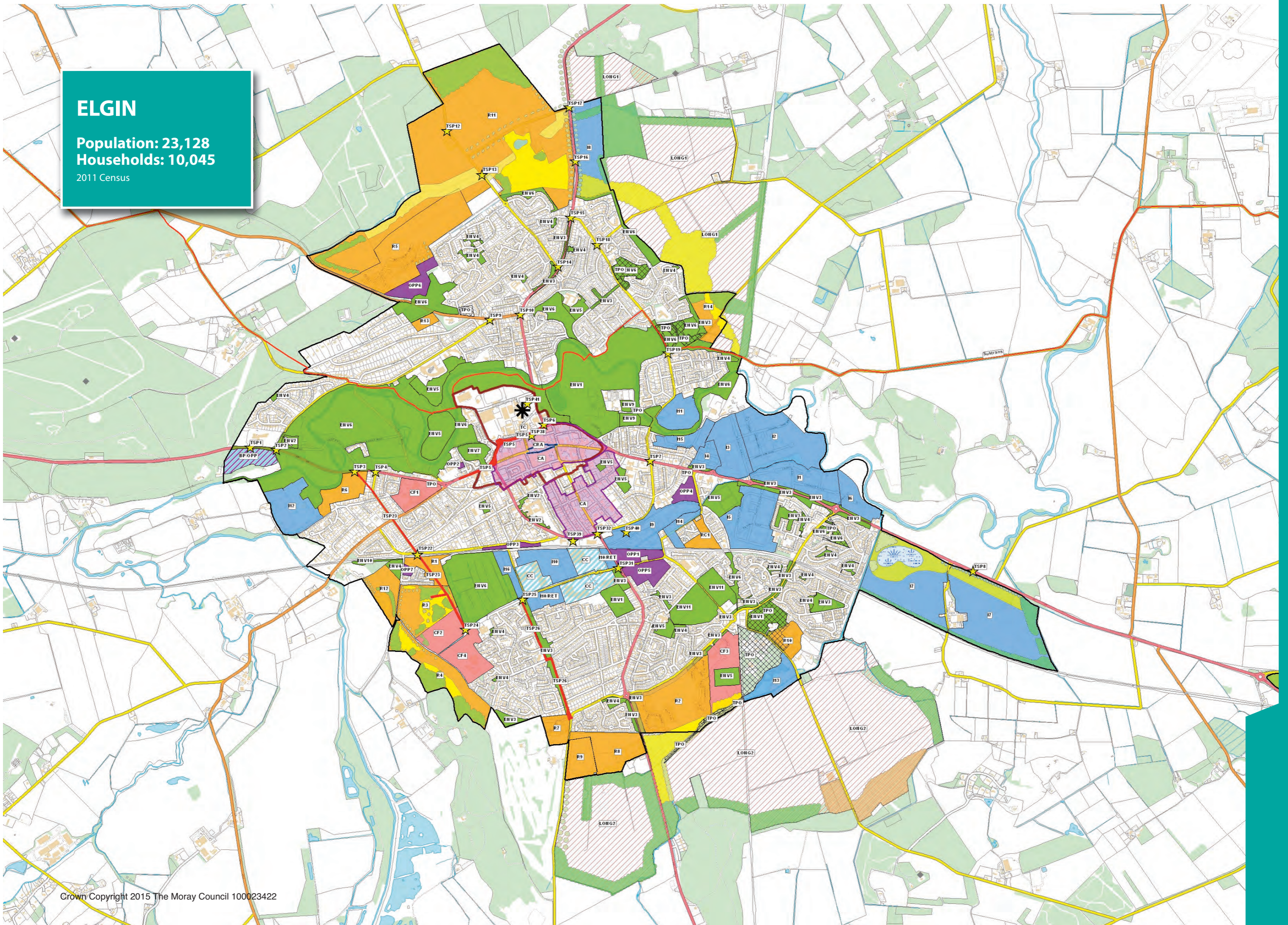
RC1 Ashgrove Residential Caravan Park

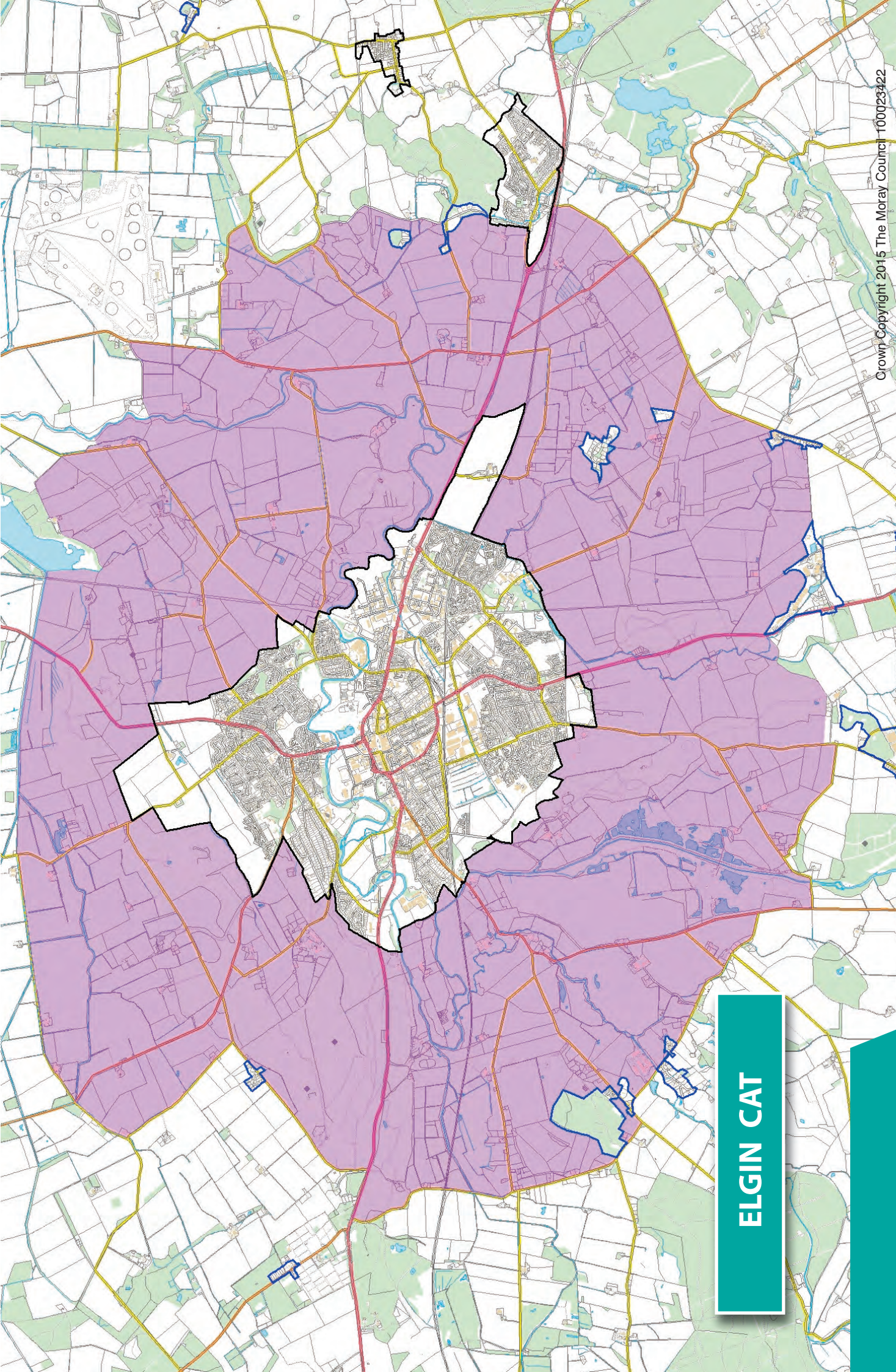
Currently has permission for 100 residential caravans and could be redeveloped. The site will be considered favourably for either conversion to holiday use, or redevelopment to permanent housing, at maximum one-for-one replacement.

ELGIN

Population: 23,128
Households: 10,045

2011 Census





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ELGIN CAT

ELGIN TSP



ELGIN TSP

1* A96 West Elgin Riverview

New junction on to A96, associated with providing access into BP/OPP. Detailed design required for approval by Transport Scotland and Moray Council

2* A96/Morrison Road junction

Impact on this junction from development of sites R11; BP/OPP needs to be considered in Transport Assessments.

3* A96/Western Link Road

The proposed new Western Link Road will require a new signalised junction with A96

4* Wittet Drive/A96

Junction modification with A96, associated with Western Link Road

5* High St/Alexandra Road

Series of improvements associated with Elgin City of the Future Town Centre developments, including pedestrian linkages

6* Cumming Street/Alexandra Road at Town Hall

Impact on this junction from development of sites needs to be considered in Transport Assessments. The Elgin City for the Future Strategy indicates a signalled junction and at grade pedestrian crossing facilities as preferred infrastructure.

7* A96/Pansport Road

Potential junction improvements or mitigation may be required from developments across Elgin. Impact on this junction from development of sites needs to be considered in Transport Assessments.

8* A96/Barmuckity

New roundabout junction to serve business park. approved in principle by Transport Scotland. Footway and cycleway provision back to Elgin required

9* Morrison Road/Duffus Road

Junction improvements may be required associated with development of R11.

10* Morrison Road/North Street

Further junction improvements may be required here as a result of further development in North Elgin

11 Westerfolds/Covesea Road

Road improvements likely to be required in association with development of R11

12* Myreside Road/Covesea Road

Junction and road improvements required for development of site R11

13* Covesea Road

New junction associated with development of R11, to take account of proposed access point for R5 Hamilton Gardens development to west.

14* Covesea Road/Lossiemouth Road

Junction improvements likely to be required in association with development of R11 and I8

15* Lossiemouth Road/Lesmurdie Road

Junction improvement likely to be required, associated with development of R11 and I8

16* Lossiemouth Road

New Junction, to provide access to R11/I8. Relocation of speed limits; provision of footways to connect with existing network.

17* Lossiemouth Road/Myreside Road

Potential junction improvements associated with R11 and I8.

18 Linksfield Road/Lesmurdie Road

Potential junction improvement required associated with development impact from R11 and I8;

19 Calcots Road/Lesmurdie Road

Potential junction improvement required associated with development impact from R11 and I8;

20 Linkwood Industrial Estate

Future proposals for I1 and I6 should address/safeguard the potential to achieve a pedestrian/vehicular access between these two employment areas

21 Wards Road

Closure of bridge to vehicular traffic following completion of Western Link Road and provision of new railway line crossing, which will become the alternative route and access to site R1.

22* Wittet Drive

New railway crossing for Western Link Road

23* Edgar Road/The Wards

Route for Western Link road from Edgar Road to Wittet Drive. Will provide access into site R3

24* Edgar Road

New junction for Western Link Road with Edgar Road, and extension of Edgar Road to provide access to new High School and to sites R1, R3, R4, and R12

25* Edgar Road/The Wards/Glen Moray Drive

Junction improvement associated with developments on the south side of Elgin

26* Glen Moray Drive/Springfield Road/Sandy Road

Junction improvement associated with developments on the south side of Elgin, and road widening

27 Sandy Road/Birnie Road Roundabout

New roundabout in place but future developments in south Elgin should assess for any impact on this junction. The process for identifying the impact and the level of mitigation is through the submission and approval of a Transport Assessment acceptable to the Council.

28 Birnie Road

New junction onto Birnie Road in association with development of R9. Relocation of speed limit; extension of street lightning; footways and cycleways required.

29 Rothes Road (A941)

New junction onto A941 associated with development of R8.

30 Thornhill Road/Birnie Road

New roundabout in place but future developments in south Elgin should assess for any impact on this junction. The process for identifying the impact and the level of mitigation is through the submission and approval of a Transport Assessment acceptable to the Council.

31* Edgar Road/New Elgin Road

Appraisal of this junction based on the development that has been given consent already shows insufficient traffic capacity at this junction. It should be noted that scope for additional capacity improvement at this location is limited due to land constraints adjacent to the junction. Junction improvement will be essential for designated sites in the immediate vicinity of the junction (OPP1 and OPP5). Junction improvement will also be required for any other sites being developed in Elgin (north and south of the railway line) which would impact on this junction. The process for identifying the impact and the level of mitigation is through the submission and approval of a Transport Assessment acceptable to the Council. Developers are urged to contact Transportation at the earliest opportunity to clarify the scoping matters for a Transport Assessment.

32* Moss Street/Station Road

Appraisal of this junction based on the development that has been given consent already shows insufficient traffic capacity at this junction. It should be noted that scope for additional capacity improvement at this location

is limited due to land constraints adjacent to the junction. Junction improvement will be required for any sites being developed in Elgin (north and south of the railway line) which would impact on this junction. The process for identifying the impact and the level of mitigation is through the submission and approval of a Transport Assessment acceptable to the Council. Developers are urged to contact Transportation at the earliest opportunity to clarify the scoping matters for a Transport Assessment

33 Wards Road/A941

Assessments of sites to the south of Elgin should include this junction where potential improvements or mitigation may be required.

34 Hay Street/South Street/Northfield Terrace

Developments across Elgin may have to assess impact on this junction. Land would be required to make any significant improvement to this junction, or mitigation required elsewhere.

35 Ashgrove Road

Development impact on the bridge over the railway will require mitigation.

36 Linkwood Road/Reiket Lane/Thornhill Road

New roundabout in place but future developments in south Elgin should assess for any further improvements

37 Linkwood Road

A new access on to Linkwood Road and improvements between Reiket Lane and R10 will be required in association with the development of site R10

38* Elgin Bus Station

Currently located to the rear of the St Giles Centre, the bus station may be re-located (possibly to Lossie Green) as part of the Elgin City of the Future proposals. See also Policy T4

39* Elgin Train Station

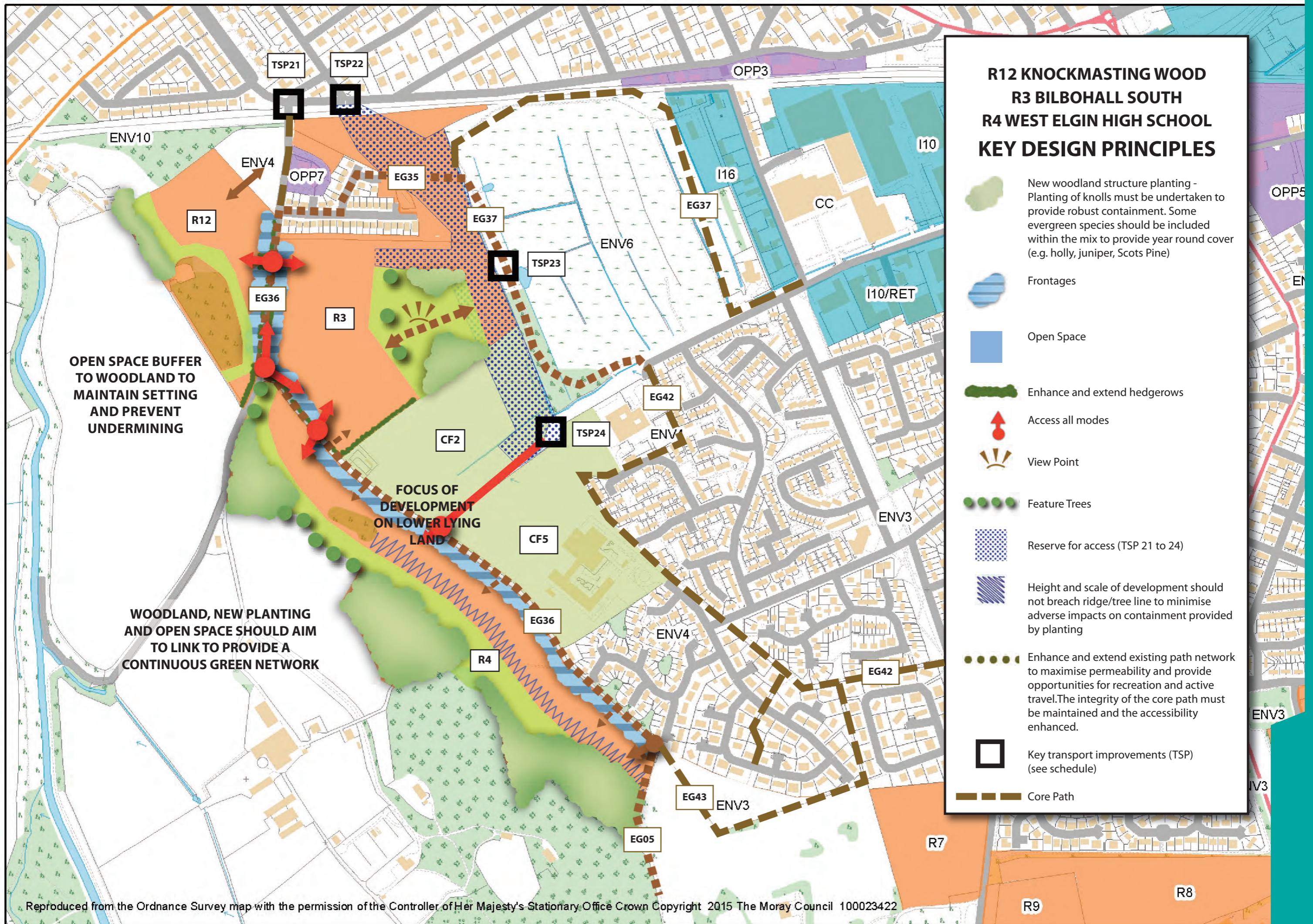
Area around station to be safeguarded for a platform extension; new disabled crossing facility and changes to car parking. See also Policy T4

40* Elgin Goods Yard Sidings













To be retained for rail freight related activities. See also Policy T4

41* Elgin Lorry Park

Currently located at Lossie Green. Any re-development proposals arising from Elgin City for the Future will have to consider alternative sites should the lorry park be displaced by development.



FINDRASSIE/MYRESIDE KEY DESIGN PRINCIPLES

-  Green corridor with recreational path
-  New woodland structure planting - Planting should aim to reduce visual prominence and a mix of native species should be planted. Some evergreen species should be included within the mix to provide year round cover (e.g. holly, juniper, Scots Pine)
-  Buildings should front onto main vehicle routes
-  Access all modes
-  Existing road upgraded to form primary spine route
-  Secondary Access
-  Sense of arrival-gateway feature or building
-  Feature trees and planting along existing cycleway
-  Open Space
-  Existing Cycle/foot path
-  Footpath/cycle link connections
-  Key transport improvements (TSP) (see schedule)

