

# Forres

## Hierarchy Status/ Objectives/Issues

### 2nd tier settlement and second largest settlement in Moray.

- Flood storage and flooding constraints to south and west
- Need to identify land for 360 additional houses, new general industrial land and business park expansion
- Safeguard existing open spaces and provide new high quality, well connected open spaces
- To protect the Conservation Area status of the town centre and support its vitality

## 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 new 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.



### Key Design Principles

Additional design guidance for sites at Lochyhill are provided overleaf.

### Housing

Some areas of Forres lie within aircraft noise contours published by the Ministry of Defence. Developments within such areas will be subject to consultation with MoD, and consideration against Policy EP8 regarding noise pollution.

Most of the sites are carried forward from the Moray Local Plan 2008. Sites R8 and R9 are new sites. Site R4 has been extended to bring forward an area previously identified as LONG. Site R10 was also previously identified as LONG.

### R1 Knockomie (South) 6.7ha, capacity 85 houses)

This site extends to 6.7 hectares and has a maximum capacity for 85 houses of medium to low density. The existing trees on the site should be retained and an avenue of feature trees planted along the Grantown Road. The setting of the 'B' listed Knockomie Hotel should be safeguarded by retaining an open aspect east of the hotel. Houses should present a frontage to the Grantown road, with high wooden fencing unacceptable. Feature trees should be planted along the Grantown Road presenting an attractive gateway into the town.

A Transport Assessment will be required. A noise impact assessment will be required to evaluate the potential noise from the hotel on adjacent residential properties. A badger survey will be required.

A species survey and protection plan should accompany any planning application for development on the site. The site should incorporate a radial cycle route linking Grantown Road and the minor road at Balnageith.

### R2 Knockomie (North)

This site extends to 3.8 hectares and is currently under construction.

### R3 Ferrylea

This first phase of housing on this site is currently under construction. Future phases should be in accordance with the principles established in the approved masterplan for the whole site.

### R4 Lochyhill 30ha, capacity 440 houses)

This site extends to 30 hectares and has a maximum capacity for 440 houses. A planning application has been submitted for the northern part of the site. The southern part was identified as a LONG term designation in the Moray Local Plan 2008. A masterplan should be submitted for the combined R4, LONG1 and BP2. The development should be connected to the adjacent Forbeshill development to provide good accessibility by all modes of travel. The development will require at least two points of vehicular access. A Transport Assessment will be required. Details of the masterplan requirements are set out below.





The developer will be required to undertake a STAG access appraisal to examine the case for direct access to the A96 and other access options. The STAG appraisal must be undertaken in consultation with the Council, Transport Scotland and local community. It should include consideration of an emergency access route.

Extensive structural landscaping is required on this site to integrate development into the surrounding landscape. A drainage impact assessment is required.

#### **R5 Burdshaugh** **0.4ha, capacity 11 houses)**

Consent has been granted for 13 houses, with 2 built. A Drainage Assessment will be required for any planning application submitted for this site. Traffic management measures / TRO for Burdshaugh to provide a safe and suitable access. A buffer strip of at least 5 metres between the development and the watercourse is required.

#### **R6 Mannachy** **3.4ha, capacity 40 houses)**

This site extends to 3.4 hectares and has a capacity for 40 houses. Mature trees on the site should be retained and a landscaped strip along the northern, eastern and southern boundary retained/ provided. A masterplan should be prepared for this site, R10 and LONG2. Details of the masterplan requirements are set out below.

#### **R7 Thornhill**

This site is under construction.

#### **R8 Balnageith** **1.15ha, capacity 5 houses**

This site extends to 1.15 ha and has capacity for 5 houses. Badger and bat surveys will be required. Removal of gorse scrub should be timed to avoid the bird breeding season. The small pond/wetland to the south west of the site should be protected. Watercourse passing through site should be deculverted. A level 3 Standing Building survey will be required to reflect the site forming part of the former RAF Forres. A Drainage Impact Assessment will be required.

Development will require the widening of the public road along the frontage of the site to a minimum of 5.5 metres. Additional passing places on the single track roads leading to the site may also be required. Extension of the footway/ cycleway network is required to provide safe and suitable access for pedestrians and cyclists. Visibility splays will be required 4.5m by 160m unless otherwise agreed with transportation. There may be contamination issues arising from the site's former use as an airfield.

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 dependant terrestrial ecosystems.

#### **R9 Plantation Cottage** **3ha, capacity 25 houses**

This site extends to 3ha and has a capacity for 25 houses. Houses should front onto the minor road. A tree survey will be required and tree coverage should be retained to integrate this development into the landscape and recognise the softening effect it has on adjacent developments when viewed from the A96.

A Transportation Statement is required to demonstrate how safe and suitable access will be provided for all modes of transport. Development will require the widening of the public road along the frontage of the site to a minimum of 5.5 metres. Additional passing place on the single track roads leading to the site may also be required. Extension of the footway/cycleway network is required to serve the site. Visibility splays will be required 4.5m by 160m unless otherwise agreed with Transportation.

There is a small pond/wetland to the south west of the site which should be protected. A culverted minor watercourse passing through the site should be deculverted. A level 3 Standing Building survey will be required as the site formed part of the former RAF Forres. A Drainage Impact Assessment will be required.

There may be contamination issues arising from the site's former airfield use.

A species survey and protection plan should accompany any planning application for development on the site.

### R10 Dallas Dhu

#### 8.4ha, capacity 60 houses

This site extends to 8.4 hectares and has a capacity for 60 houses. Extensive landscaping is required to integrate the site and link into the adjacent green networks. The site lies immediately adjacent to the flood reservoir area. Development on this site must provide protection to level of 31.5m AOD and minimum finished floor level of 31.5m AOD. Protection measures may be subject to reservoir legislation. A Drainage Impact Assessment will be required.

A Transport Assessment will be required to identify any mitigation measures which may be required on the public road network. The widening of Mannachie Road is required from Forres to the most southern site access. Extension of the existing pedestrian/ cycle network will also be required to provide access to this site along with pedestrian/cycle connections to adjacent developments.

Site will be subject to a masterplan which should cover this site and the adjacent LONG designation (see details below).

Proposals should be supported by a Flood Risk Assessment (FRA), the outcome of which may affect the developable area of the site.





### **R11 Pilmuir Road West**

#### **2.5ha, capacity 40 units**

Site extends to 2.5 hectares and has capacity for 40 units. A Transportation Statement will be required. Footway/cycleway improvements around Balnageith Road/Pilmuir Road West junction, footway provision Pilmuir Road West beyond playing fields to Primary School, new vehicular access will be required.

Site is embargoed from development until the flood alleviation scheme is completed. An archaeological evaluation is required prior to development commencing. A level 3 Standing Building survey will be required. Buildings should front onto Pilmuir Road West and a landscaped edge on the western boundary should be provided. There may be contamination issues arising from the site's former use.

### **LONG**

In order to indicate the longer term direction of growth and provide a reserve housing land supply, LONG sites have been identified on the settlement statement map. These sites are not proposed to be developed during the currency of this Local Development Plan, but should any of the "triggers" for early release apply, the sites can be brought forward, under the terms of Policy H2.

### **LONG1 Lochyhill**

See Lochyhill masterplan requirements below.

### **LONG2 Dallas Dhu**

See masterplan requirements below.

### **LONG3 West Park Croft**

This site is within the settlement boundary but embargoed from development under the terms of Policy H2. If vehicular access is to be provided via the C14e Mannachie Road then widening of this road will be required. The provision of vehicular connections to the adjacent R3 site is desirable. Pedestrian connections will be required to adjacent developments, the adjacent woods (ENV6) and to pedestrian/cycle networks. 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 dependant terrestrial ecosystems.

### Lochyhill Masterplan

A masterplan is required for sites R4, LONG 1 and BP2, which form a significant long term expansion of the town to the east. The masterplan must include extensive structural landscaping to carefully integrate the development into the landscape.

Developments should not visually breach the higher ridges to the east, which should be planted to reflect the pattern of woodland on the upper slopes. Vehicular and non vehicular links must provide a coherent network which maximises off road routes and safe pedestrian access. Links should include access routes to Muiry Wood, Ferryhill and Council Wood.

Woodland planting, including substantial belts of woodland threaded throughout the sites should establish a setting for development and reinforce shelter. Planting should include Scots Pine or other appropriate conifer, large forest broadleaves such as oak, aspen, maple and a supporting shrub layer or hedge.

Well designed road frontages are required to create a high quality sense of

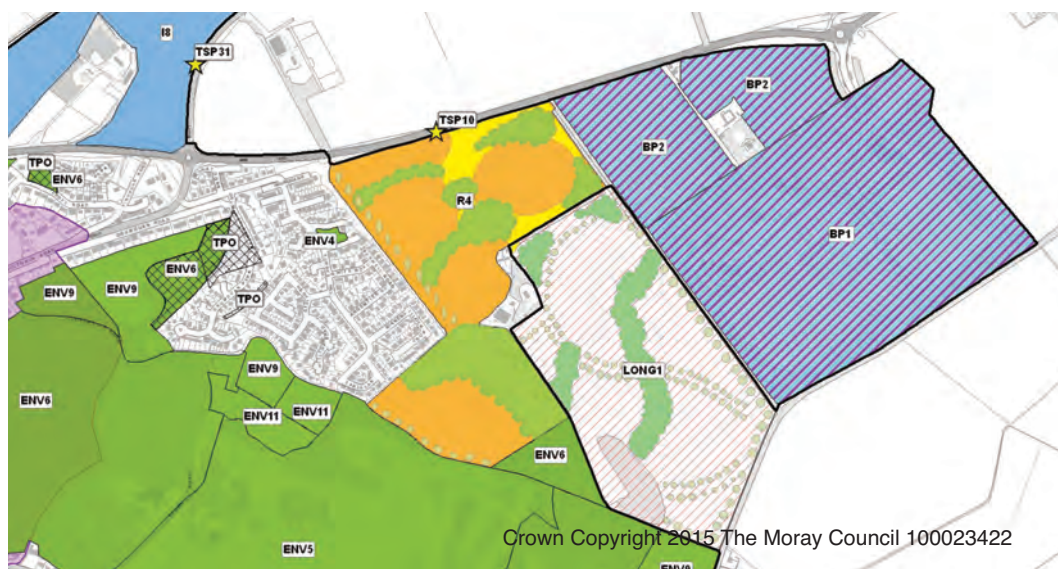
arrival. High wooden fences fronting onto public roads are not acceptable.

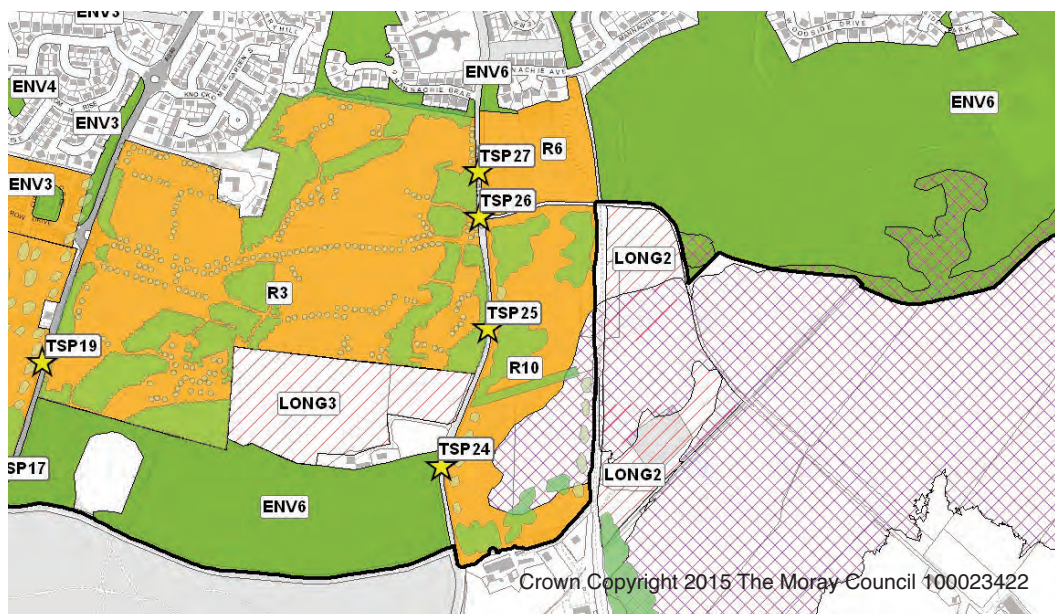
The existing Lochyhill access track should be retained as part of a landscape/amenity strip between the existing houses and the new development. A 2.4m cycleway will need to be provided through the R4, LONG 1 and BP1 and 2 to link the development with adjacent networks.

Consent for site R4 should include relevant conditions requiring advance planting around the boundaries of LONG1 to be planted within the five year period of this Local Development Plan.

Masterplan should include provisions to demonstrate how access to fields north of the A96 could be achieved so that potential for access to future development is safeguarded. Provision must be made for a bus corridor through and bus stops within the site. Transport Scotland should be consulted as the Trunk Roads Authority for proposals to access the site from the A96.

Key design principles have been prepared for these sites and are overleaf.





### Dallas Dhu/ Mannachy masterplan

A masterplan is required for sites R6, R10 and LONG2 which together represent a significant southern extension of the settlement. Pedestrian linkages and structural landscaping will be key to the successful integration of these sites. The route and amenity of the Dava Way will be maintained and enhanced. The Dallas Dhu sites are located immediately adjacent to the flood reservoir and consultation with the Moray Flood Risk Management Team is required as part of the masterplanning process.

Any development on R10 and LONG2 must provide protection to level of 31.5m AOD and minimum finished floor level of 31.5m AOD. Protection measures may be subject to reservoir legislation. A Drainage Impact Assessment will be required.

Widening of the C14E Mannachie Road is required with multiple access points to be determined through a Transport Assessment. Connections and improvements will be required to peripheral routes. Provision is required to allow bus routes to be extended to serve these residential areas. Widening/

improvements are also required for the U83E Mannachie-Pilmuir Road and U85E Old Blairs Road. Junction improvements are required within Forres, the scale of these will be determined through a Transport Assessment.

Buildings should present a frontage to Mannachie Road. Extensive landscaping is required to integrate these sites and ensure they connect into the adjacent built areas and green corridors.

Consent for site R10 should include conditions requiring advance planting site LONG2 to be planted within the five year period of this Local Development Plan.

The masterplan should also include details of land uses proposed on the reserved reservoir area, compatible with its primary use for flood storage and its location within the Forres Countryside Around Town designation. Acceptable uses include low intensity recreational, environmental and education projects.

An emergency evacuation plan in the event of a flood emergency should also be prepared as part of the masterplan.

### Employment Land

Sites I8 and BP2 have been identified to meet new needs.

Existing Industrial Land  
(policies ED2 and ED4 apply)

#### I1 Greshop West

This site has been developed and promoted for food related and high amenity uses. A detailed flood risk assessment will be required for any planning application submitted for this 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 dependant terrestrial ecosystems.

#### I2 Greshop East

A detailed flood risk assessment will be required for any application submitted for this 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 dependant terrestrial ecosystems.

#### I3 Former Waterford Sawmill

A detailed flood risk assessment will be required for any application submitted for this 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 dependant terrestrial ecosystems.

#### I4 Waterford Road

A detailed flood risk assessment will be required for any application submitted for this 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 dependant terrestrial ecosystems.

#### I5 Ben Romach Distillery

A detailed flood risk assessment will be required for any application submitted for this 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 dependant terrestrial ecosystems.

Proposed Employment Land

#### I6 Railway Marshalling Yard (3ha)

A landscaped strip is required along the southern boundary of this site. A detailed Flood Risk Assessment will be required for any application submitted for this site.

HITRANS and Transport Scotland (Rail) must be consulted on the proposals (TMC understand there was an appraisal study in 2008 by the Highland Rail Partnership into Forres rail re-alignment)

Notwithstanding any additional requirements identified through the consultation with HITRANS, the proposals will be unacceptable if they cannot demonstrate that future track straightening and station relocation options would not be prejudiced.

A Transport Assessment will be required.

Scope for a TA to be agreed likely to include;

- An assessment of the current and proposed traffic levels on the U62E (Invererne Road North) between the level crossing and the A96
- An assessment of queuing (vehicles and queue lengths) on the northbound approach to the level crossing
- Review of level crossing operation including frequency and duration
- Review of pedestrian and cycle access to the site from Forres
- Swept path assessment for vehicle movements

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 dependant terrestrial ecosystems.

### **I7 Springfield West (9ha)**

A Transport Assessment is required. Extensive landscaping will be required which will include retention of the trees on the east of the site and a 10 metre landscaped strip on the north eastern boundary. Landscaping will also be required along the edge of the railway line and adjacent to the sewage treatment works. Development proposals should respect the setting of Springfield House which is a category “B” listed building. A masterplan is required for this site and the adjacent I8, including consultation with Transport Scotland.

Proposals should be supported by a flood risk assessment (FRA) or further information, as appropriate, the outcome of which may affect the developable area of the site.

### **I8 Springfield East (11.5ha)**

A detailed masterplan will be required for this site and the neighbouring I7, including consultation with Transport Scotland. A second access is likely to be required, it is

anticipated that this will be via the adjacent I7 designation. A visibility splay required on B9011 of 4.5m x 160m. Minimum forward visibility through the bend for B9011 traffic of 160m to be maintained.

An archaeological evaluation may be required.

A high standard of design and layout will be required for the buildings on the site and the provision of structural landscaping and planting. This should include landscaping along the B9011 and the railway line, a green buffer to mitigate the impact of any new development on the neighbouring residential properties at Cassieford and the safeguarding of the vista of Findhorn Bay. Proposals should be supported by a flood risk assessment (FRA) or further information, the outcome of which may affect the developable area of the site.

### **BP1 Enterprise Park Forres**

The Enterprise Park on the eastern outskirts of the town extends to approximately 40 hectares part of which is an Enterprise Area with streamlined planning processes. The Park serves as a strategic location to attract inward investment opportunities. Proposals should conform with the high amenity and design standards of the Park.

### **BP2 Enterprise Park Forres Extension**

Site extends to approximately 15 hectares and offers the opportunity for long term expansion of the business park. A landscape plan will be required demonstrating provision of a high amenity, gateway site for Forres.

Proposals should conform with the high amenity and design standards of the Enterprise Park. Extensive structural landscaping and open spaces must be provided to integrate development into the landscape, complement the existing business park and mitigate impact on adjacent residential properties.

A detailed masterplan is required for this site and adjacent residential developments at Lochyhill (see above for details). A noise impact assessment may be required. A species survey will be required to assess whether these fields are important feeding grounds for geese and whether this could impact upon the Moray and Nairn Coast SPA. An archaeological evaluation will be required prior to development commencing.

### **Retailing**

As a secondary shopping centre for Moray, the retail policies apply to Forres.

### **TC Policy for Retailing in Forres Town Centre Area**

The retention of Forres' shopping centre is of primary importance to the town. 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 class 1,2 or 3 uses (policy R1).

New retail proposals will require in the first instance to locate within the defined Town Centre (R1). Proposals for retail uses outwith this area 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 and local shops).

### **Opportunity Sites (policy ED5 applies)**

#### **OPP1 Caroline Street**

This is the former gas works and Tesco store site and has a number of small commercial enterprises. It would form a natural extension of the Forres central area. This is a mixed use area and would be suitable for residential/ commercial/ industrial or retail uses. This site forms part of a larger site granted outline consent for food and non food retail uses and relocation of Forres Mechanics stadium. A Transport Assessment is likely to be required for this site.

Any redevelopment proposals should consider:

- Road access in relation to proposed vehicle movements
- Landscaped boundary along the northern edge of the site
- Potential contamination from the previous gas works
- The amenity of adjacent housing
- The need to retain parking for the Mosset Park football stadium.
- A detailed flood risk assessment will be required for any planning application submitted for this site.

#### **OPP2 Bus depot, North Road**

This site lies within Forres Central Area which makes it suitable for certain retail uses subject to protecting the amenity of adjacent houses. The site would also be suitable for residential development subject to provision of suitable off street parking. There may be contamination issues arising from the site's former use.

Proposals should be supported by a flood risk assessment (FRA) or further information, as appropriate, the outcome of which may affect the developable area of the site.

#### **OPP3 Castlehill Health Centre**

The existing health centre building will become available for reuse/ redevelopment when the new facility at Thornhill is completed. Residential or a suitable business use which respects the amenity and surrounding uses would be appropriate.

#### **OPP4 Cathay**

An opportunity may arise for the redevelopment of this site for low density residential use or an appropriate business use suited to the amenity of the site. Plot sizes should be in keeping with the existing development along St. Leonards Road. Development proposals will need to be carefully integrated into the woodland site, with extensive areas of woodland retained.

This should include a woodland buffer between any proposed development and the existing Muiry wood, to protect the recreational value of the latter. Long term management of this buffer zone should involve the Forres Community Woodland Trust and Forres Footpaths Trust. Footpath links will need to be provided by the developer to the north and west of the site to connect with existing path networks in the surrounding woodland.

Access onto the public road will be required to meet visibility standards and is likely to require the removal of mature trees.

A pedestrian/cycle connection is also required from the development access to the existing network adjacent to St. Leonards Road.

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 dependant terrestrial ecosystems.

#### **OPP5 Leancoil Hospital**

An opportunity may arise for the redevelopment of this site for health care use or an appropriate residential/ business use suited to the amenity of the site. Development proposals should respect the category B listed building and its setting. The trees on the site have a Tree Preservation Order on them and should be safeguarded from development. The open aspect to St. Leonards Road should also be retained.

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 dependant terrestrial ecosystems.

#### **OPP6 Edgehill Road**

An opportunity may arise for the redevelopment of this site for residential use.

#### **OPP7 Auction Hall, Tytler Street**

This site has planning consent for residential use. Proposals should respect the category "B" listed building. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site.

#### **OPP8 Whiterow**

This site extends to 4 hectares and includes former poultry sheds. The site is a sensitive gateway site on the South of Forres and a landscaped edge to the South and the Grantown Road must be provided. The site is suitable for residential and small scale business uses.

The development should provide a new public road through the site to replace the U83E Whiterow which could be closed to vehicular traffic. Minimum visibility splay of 4.5x215m onto the A940 required.

A noise survey may be required to take account of noise arising from the adjacent hotel use.

Any tree felling should avoid breeding bird season. A badger and red squirrel survey may be required. An archaeological watching brief will be required prior to/ at the outset of development commencing.

#### **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 Forres. Policy E5 applies to these sites.

### ENV1 Public Parks and Gardens

Mosset Burn, Grant Park, Castle Hill and Market Green, Grantown Road, Bogton, Thornhill

### ENV3 Amenity Greenspace

Balnageith, Knockomie North

### ENV4 Playspace for Children and Teenagers

Fleurs, Mannachie, Thornhill

### ENV5 Sports Areas

Muirshade Golf Course, Forres Mills, Pilmuir Playing Fields, Applegrove, Roysvale Park, Loch View, Pilmuir, Health Centre

### ENV6 Green Corridors/Natural/Semi Natural Greenspaces

Cluny Hill, Sanquar Loch and Woodlands, Woodside Drive, Railway station and old sidings, Croft Road, Drumduan House, Council Wood/ Muir Wood, Health Centre

### ENV9 Other Functional Greenspace

Nurseries at Bogton and Pilmuir, Fields at St. Leonards, Drumduan

### ENV10 Regeneration Proposals

Chapelton/ Dallas Dhu- educational/ community gardens/ visitor uses compatible with flood storage reservoir, High Street Public Realm- surfacing of pedestrian areas and new street furniture, Town Interpretation Trail

### ENV11 Cemeteries

Clovenside

## TPO Tree Preservation Order

The following trees/woodlands are protected by Tree Preservation Orders (see policy E4), Sanquhar, Tolbooth Street/ South Street, Croft Road, Drumduan House, Leancoil Hospital, Woodside Drive.

There are a number of environmental designations (CAT, SINS) immediately outside of the settlement boundary which require to be observed.

## Flood Alleviation

### FA1 Mosset Burn

This area is reserved as a flood storage reservoir. Any proposed land uses within the reservoir area should be compatible with its primary use for storage of flood water and will be subject to evacuation procedures. The Moray Flood Alleviation Team will be consulted on any planning applications within the reservoir area.

### FA2 River Findhorn/ Pilmuir

The Council encourages recreational use of this land associated with soft landscaping of the embankment and adjacent areas to create an attractive gateway into the town. This area is part of the Forres (River Findhorn and Pilmuir) Flood Alleviation Scheme.

## Wider Environmental Designations

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

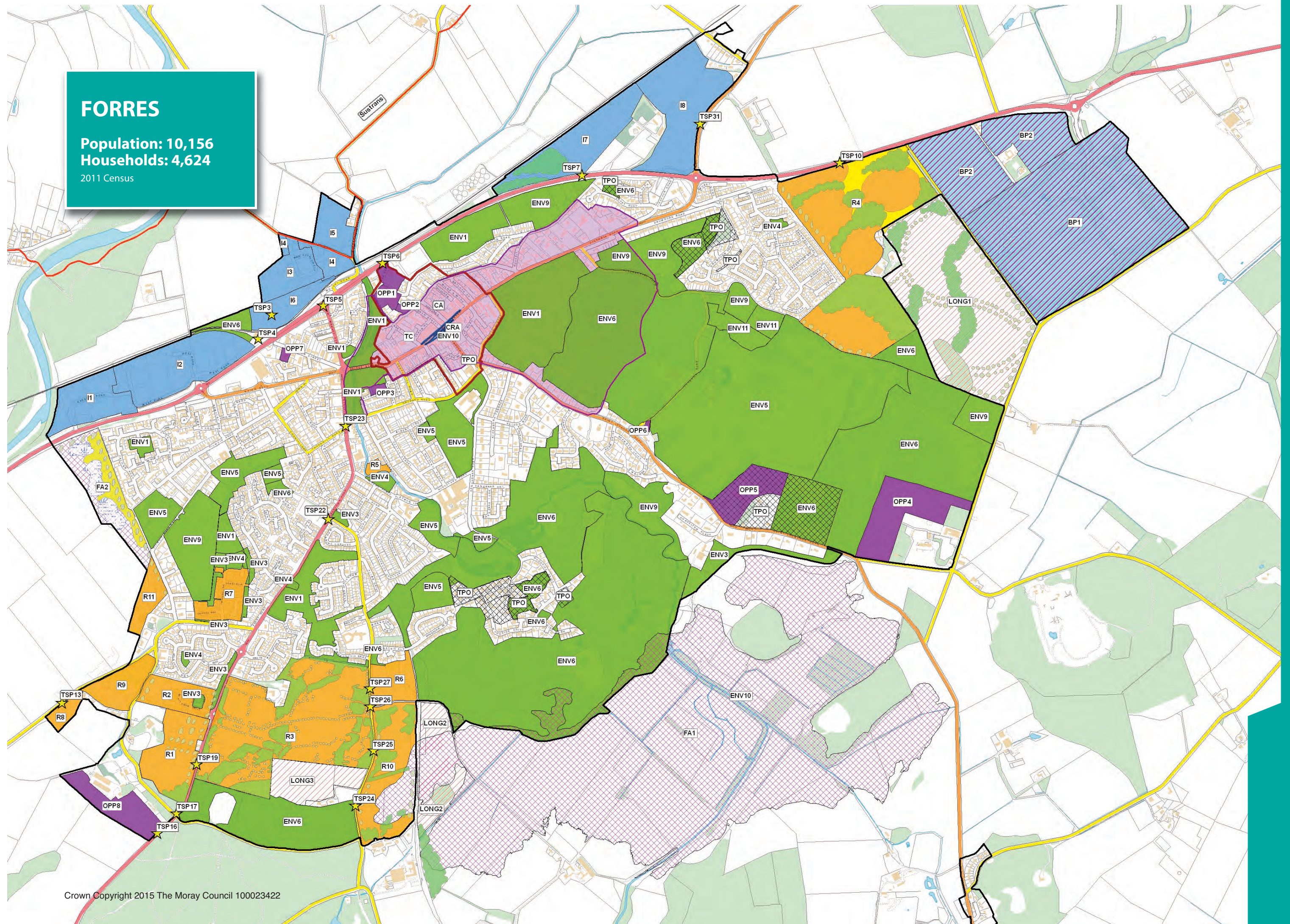
## Findhorn Bay Local Nature Reserve

## CAT Countryside Around Towns

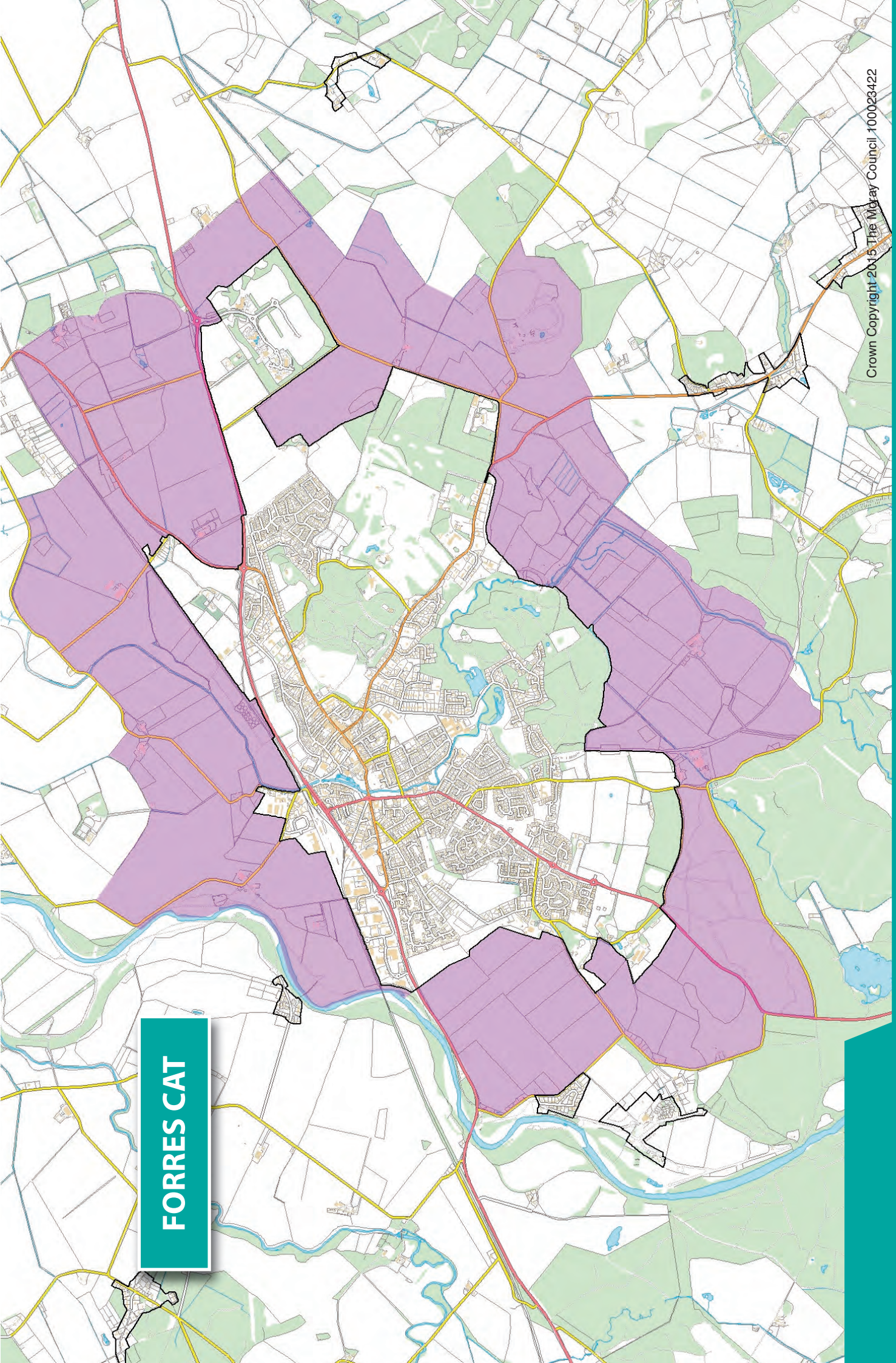
# FORRES

Population: 10,156  
Households: 4,624

2011 Census

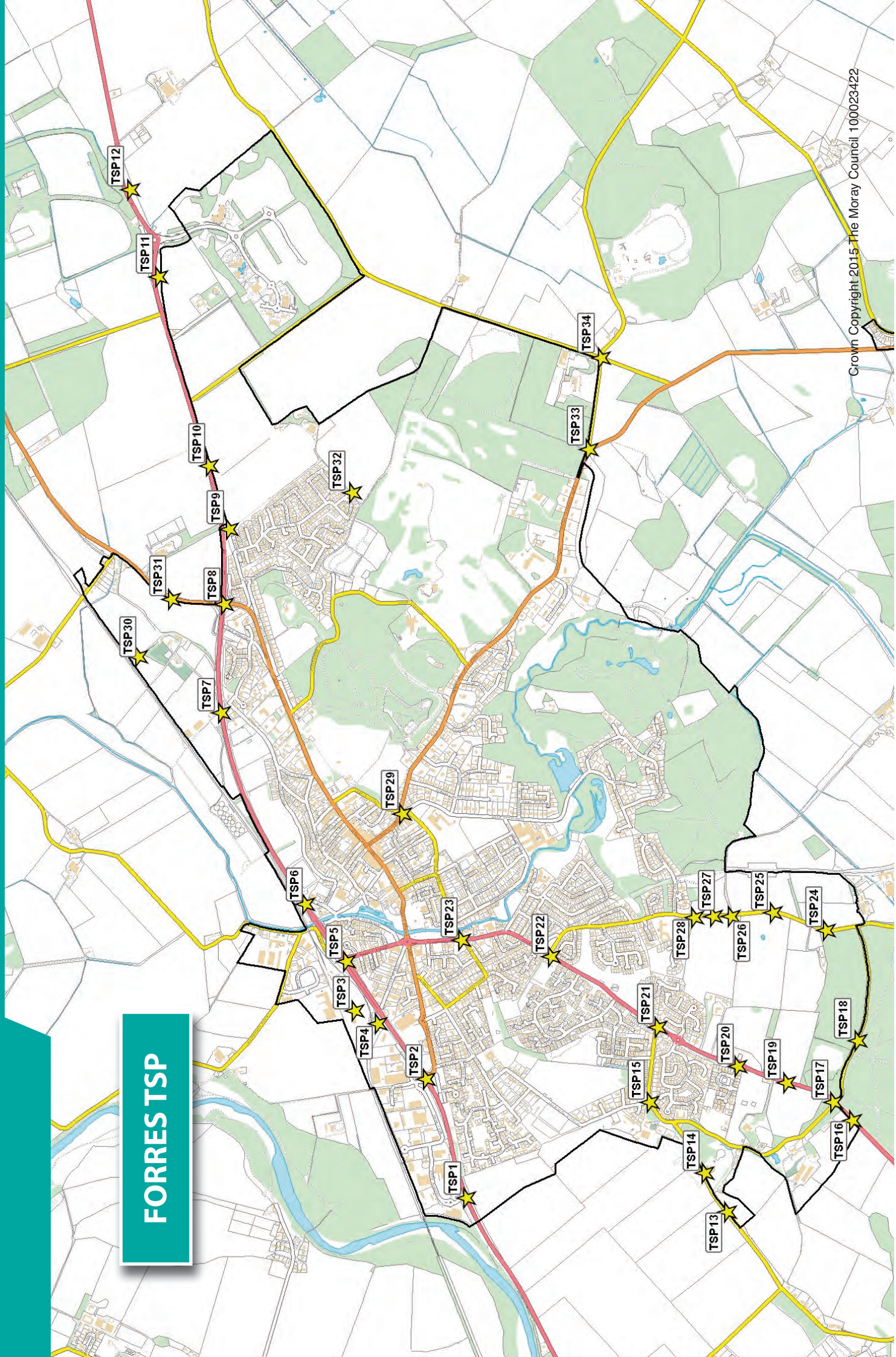


## FORRES CAT



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## FORRESTSP



**FORRES TSP**

- 1 A96/Greshop Ind Estate**  
New roundabout junction associated with Forres Flood Alleviation Scheme
- 2 A96/B9011 Nairn Road**  
Impact on this junction from development of sites needs to be considered in Transport Assessments
- 3\* Railway Yard (site I6)**  
Development on this site must not prejudice any potential railway re-alignment and relocation of railway station
- 4\* Railway Station Bus Terminus**  
To be safeguarded against proposals which would have a negative impact on the operation or viability of these facilities. Opportunities to enhance improve the interchange facilities will be sought to improve the operation of, and encourage use of more sustainable forms of transport over the private car.
- 5\* A96/A940 Market Street**  
Impact on this junction from development of sites needs to be considered in Transport Assessments
- 6\* A96/Bogton**  
New roundabout junction required for retail development and re-location of football ground. Accepted in principle by Transport Scotland
- 7\* A96/Site I7**  
New, improved access junction to I7 and consolidation with existing nursery and Bogton accesses.
- 8 A96/Findhorn Road**  
Impact on this junction from development of sites needs to be considered in Transport Assessments
- 9 Drumduan Road/R4**  
Subject to the outcome of a Transport Assessment, this is a potential connection between R4 and Forbeshill for pedestrians/cycles and vehicles to provide improved connection for existing and future residential areas. Appropriate street design should treat this as a secondary connection.
- 10\* A96/R4 Lochyhill**  
New roundabout junction to access R4 Lochyhill area. Accepted in principle by Transport Scotland
- 11 A96**  
Bus laybys on A96 to serve the BP and BP1 designations
- 12 A96**  
Bus laybys on A96 to serve the BP and BP1 designations
- 13\* U83E Balnageith**  
Widening of U83E/additional passing place provision and extension of footway and cycleway to serve designations R8 and R9.
- 14 U83E Balnageith**  
Access from U83E to R9 priority junction.
- 15 Balnageith/Pilmuir Road West**  
Footway/cycleway improvements at junction of Balnageith Road/Pilmuir Road junction and between junction and Pilmuir Primary School
- 16\* A940**  
New junction access to OPP9. Existing U83E to Whiterow access onto A940 to be stopped up and new connection to be made with A940.
- 17\* A940/Mannachie Road**  
Junction improvement  
A940/Mannachie-Pilmuir Road (U83E)
- 18 Mannachie Road**  
Road improvements to Mannachie-Pilmuir Road (U83E)
- 19\* A940/R1**  
Access from A940 to R1. Relocate 30mph speed limit to south. Widening of the A941 will be required along the frontage of the R1 site.
- 20 A940/R2/R3**  
Roundabout on A940 to access R2 and R3 already constructed. Impact on this junction from development of sites needs to be considered in Transport Assessments.

- 21 Balnagieith Road/A940**  
Balnagieith Road (U83E) junction with A940. Improvements likely to be required associated with R8 and R9. Impact on this junction from development of sites needs to be considered in Transport Assessments.
- 22\* Mannachie Road/Grantown Road**  
Road junction signalisation associated with Health Centre site has been given consent. Impact on this junction from development of sites needs to be considered in Transport Assessments.
- 23\* Orchard Rd/Thornhill Rd/Grantown Rd**  
Appraisal of this junction based on the development that has been given consent already shows insufficient traffic capacity at this junction. An indicative signal scheme has been prepared in relation to the initial development at R3 Ferrylea. Impact on this junction from development of sites needs to be considered in Transport Assessments.
- 24\* Mannachie Road C14E/R10**  
New junction on Mannachie Road (C14E) to provide a secondary access to R10 and LONG3. Extend footway connections from Forres, widen road and provide new foot and cycleway.
- 25\* Mannachie Road/R10**  
Potential new access to R10 from Mannachie Road (C14E) either a roundabout or a priority (Ghost island/or T junction subject to assessment)
- 26\* Mannachie Road/R3**  
New access onto Mannachie Road (C14E) to provide access to R3
- 27\* Mannachie Road/R6/R3**  
New junction on Mannachie Road (C14E) to provide access to R3 and R6. Extend footway connections from Forres, widen road and provide new foot and cycleway.
- 28 Mannachie Road**  
New cycleway provision associated with R6/R11
- 29 Orchard Road/St Leonards Road**  
Impact on this junction from development of sites needs to be considered in Transport Assessments.
- 30 I7/I8**  
Internal connection between the two industrial sites
- 31\* Findhorn Road/I8**  
New junction onto B9011 Forres-Findhorn Road to access IND8 (Priority T or Ghost Island junction subject to assessment).
- 32 Forbeshill/R4/LONG**  
Potential connection to Earlsland Cres (U173E) to service R4 and Long1
- 33 Rafford Road/(B9010)/Brodies Hill-Califer Road (U94E)**  
Junction improvements related to development sites to South and East of Forres .
- 34 U94E/U96E junction (adjacent to Cathay House)**  
Impact on this junction from development of sites needs to be considered in Transport Assessments.

## LOCHYHILL, FORRES KEY DESIGN PRINCIPLES

 Well designed road frontages creating a sense of arrival. Building and soft landscaping fronting the road, avoiding high wooden fences as boundary treatments.

 Comprehensive network of access routes linking neighbouring sites. These are indicative only and relate primarily to pedestrian/cycle connectivity although in some cases these may be via routes which are either remote (traffic free), adjacent to a road or on a shared street

 Woodland Planting (Scots Pine or other appropriate conifer), large forest broadleaves such as oak, aspen, maple and supporting shrub layer.

 Feature Trees

 Open Spaces

 Buffer public amenity area between eastern edge of access track and new houses.

 Core Paths

 Existing trees/Hedgerows to be retained

Key transport improvements

9 Potential connection between R4 and Forbeshill for pedestrians/cycles and vehicles.

10 New junction onto A96 to access R4 Lochyhill has been accepted in principle by Transport Scotland

12 Bus laybys on A96 to serve the BP (Forres Enterprise Park) and BP1 designations.

13 Bus laybys on A96 to serve the BP (Forres Enterprise Park) and BP1 designations.

41 Potential connection to Earlsland Crescent to service R12 and LONG1

