



Population  
**589**



Households  
**254**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

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

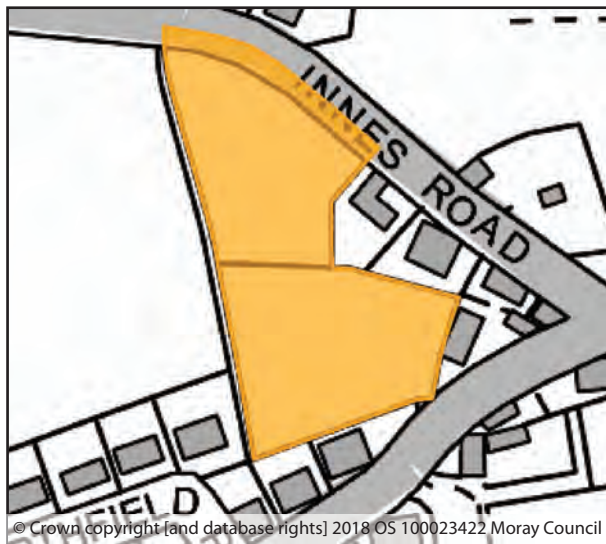
- Identify a small site for housing development that integrates with the existing settlement character.
- Protect the built and historic character of Garmouth.
- Conserve and enhance Garmouth's distinctive built heritage and the integrity of its Conservation Area.
- To protect the scientific and environmental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



Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

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



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

## TOURISM

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

- Route will be safeguarded from development.



## ENVIRONMENT/GREEN INFRASTRUCTURE

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

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

## WIDER ENVIRONMENTAL DESIGNATIONS

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

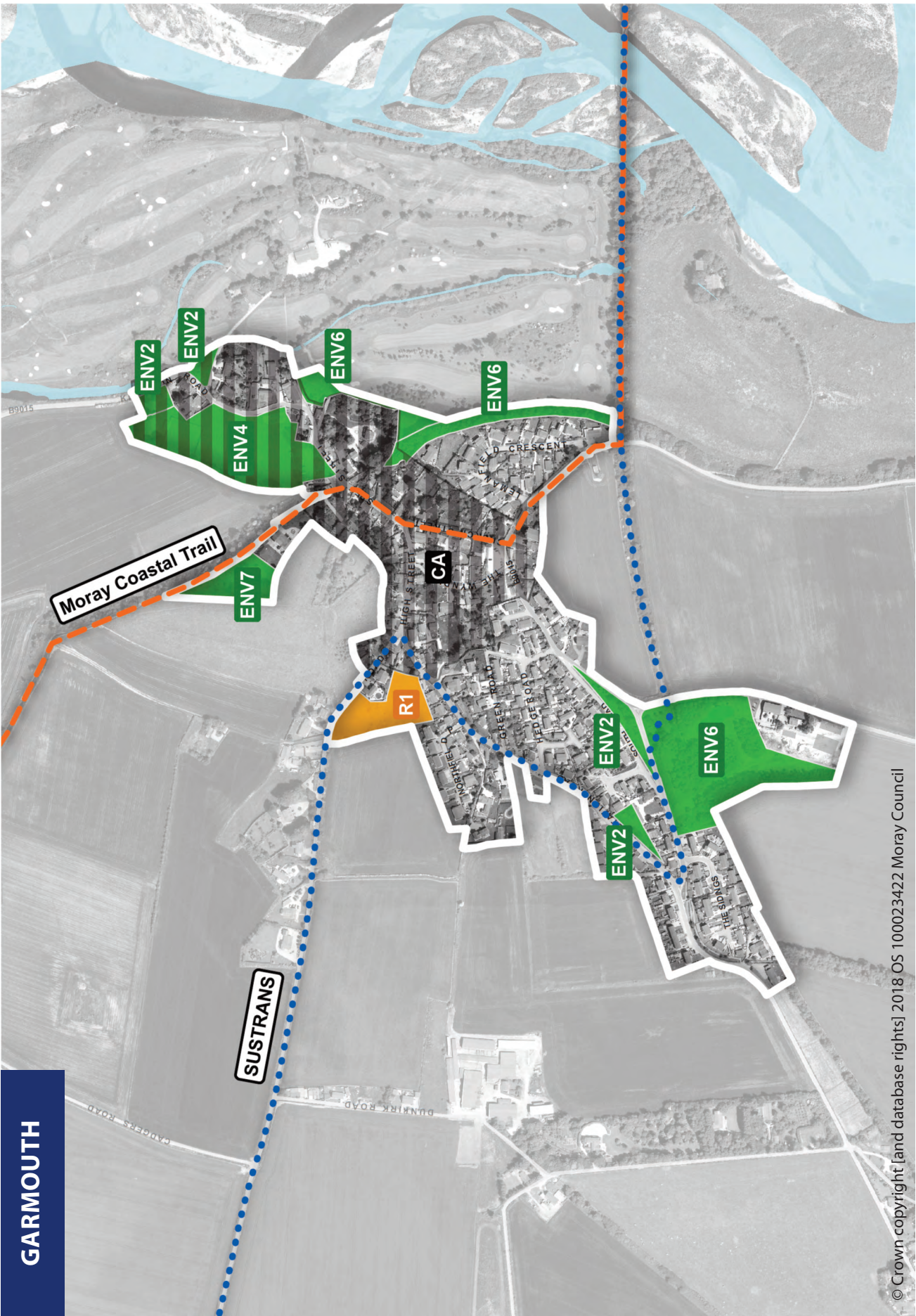
## INFRASTRUCTURE

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

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







GARMOUTH







Population  
**1,724**



Households  
**701**



**Settlement Hierarchy**  
Smaller Towns &  
Villages

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

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



Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Manse Road 4.6ha 75 units

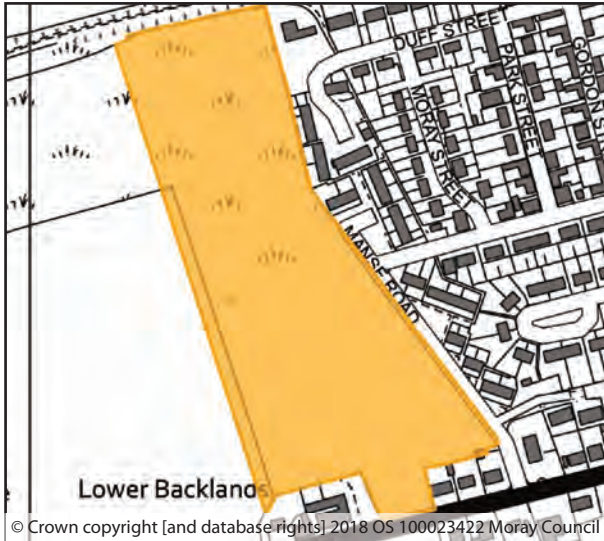
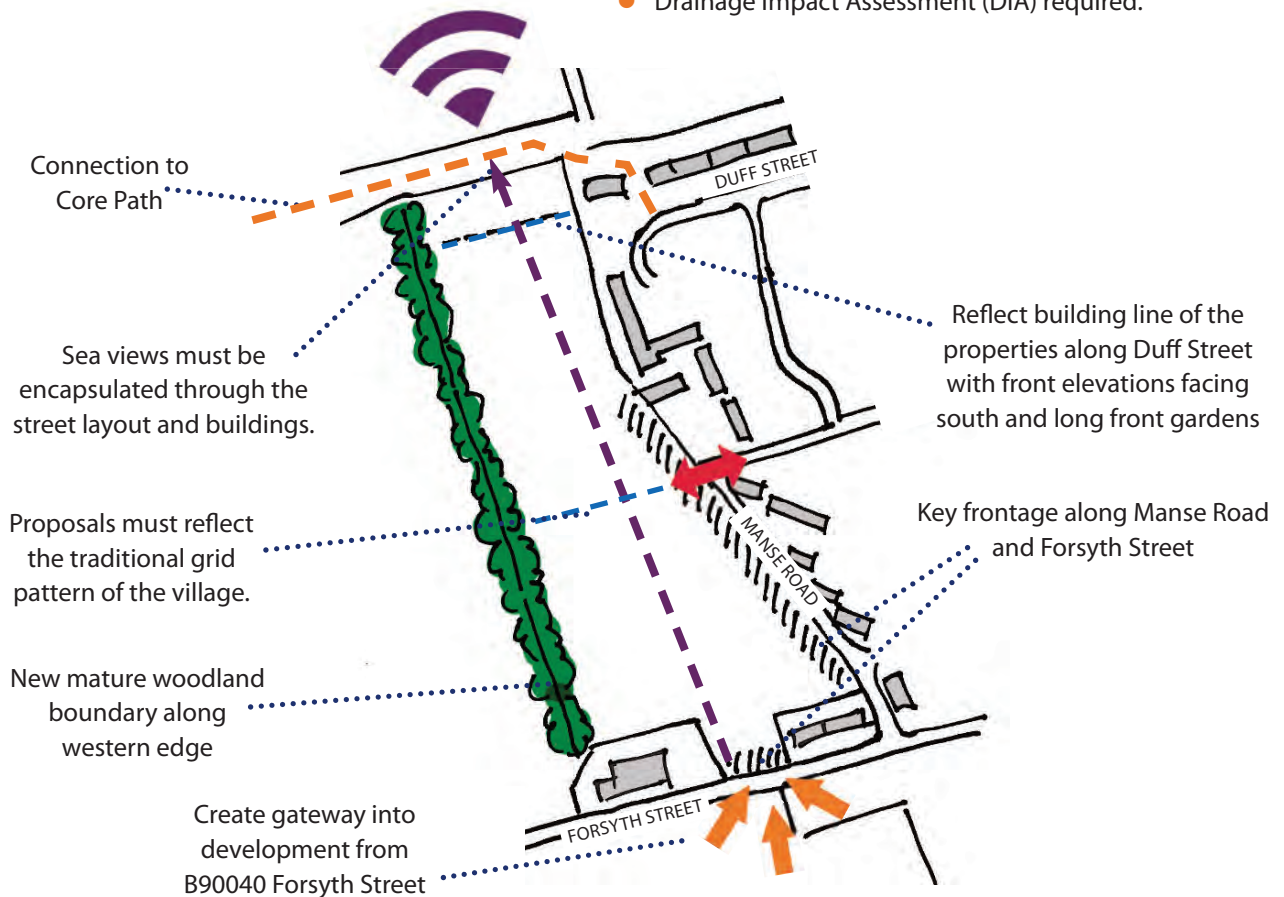


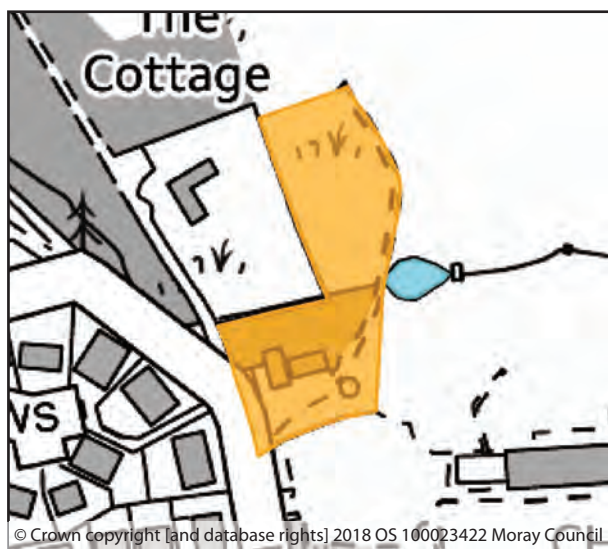
Figure 1 Key Design Principles R1 Manse Road

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



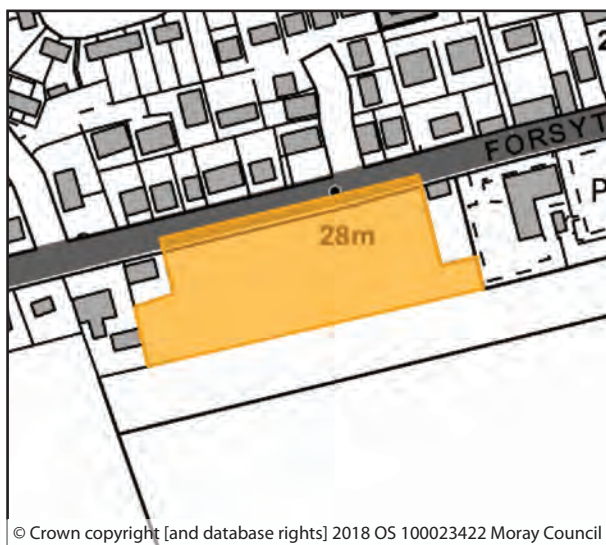


**R2 Hopeman Golf Club 0.37ha 8 units**

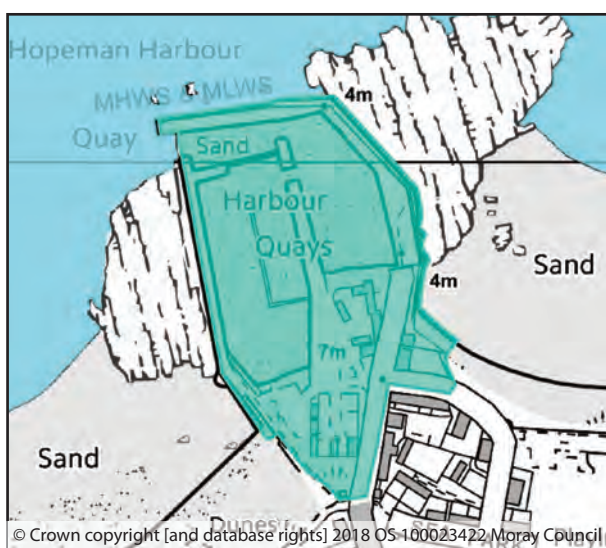


- Residential and tourist accommodation will be supported.
- Density will be dependent upon the nature of the proposals.
- Landscaped boundaries must be provided to integrate development into the surrounding area.
- Footway must be provided along frontage of Hopeman Golf Club from site.
- Flood Risk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

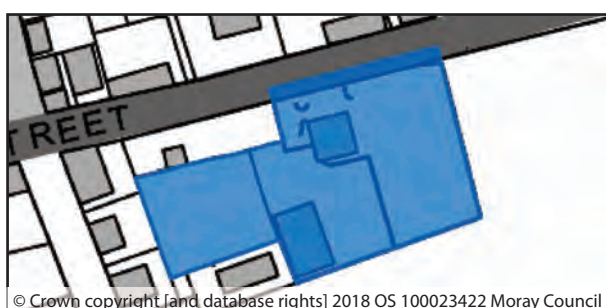


**R3 Forsyth Street 0.8ha 22 units**


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

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


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

**I1 Forsyth Street Existing Business Area**


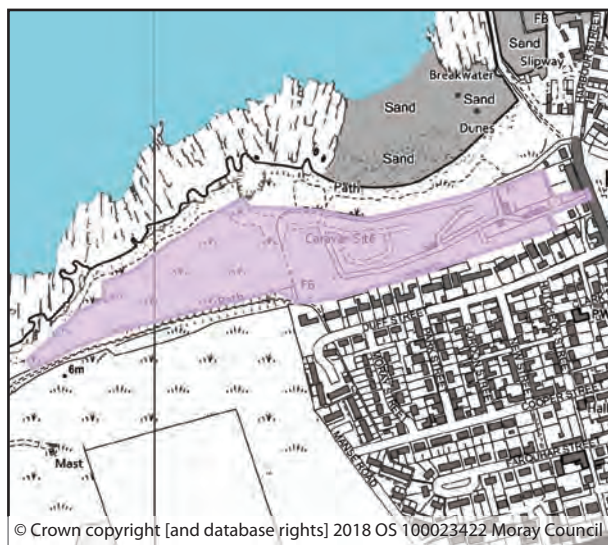
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required depending on use.
- Existing roadside verge along site frontage must be retained for future footway/cycleway provision.





## TOURISM

## T1 Hopeman Caravan Park



## Suitable Uses

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

## Site specific requirements

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

## T2 Moray Coastal Trail

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

## ENVIRONMENT/GREEN INFRASTRUCTURE

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

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





WIDER ENVIRONMENTAL DESIGNATIONS

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

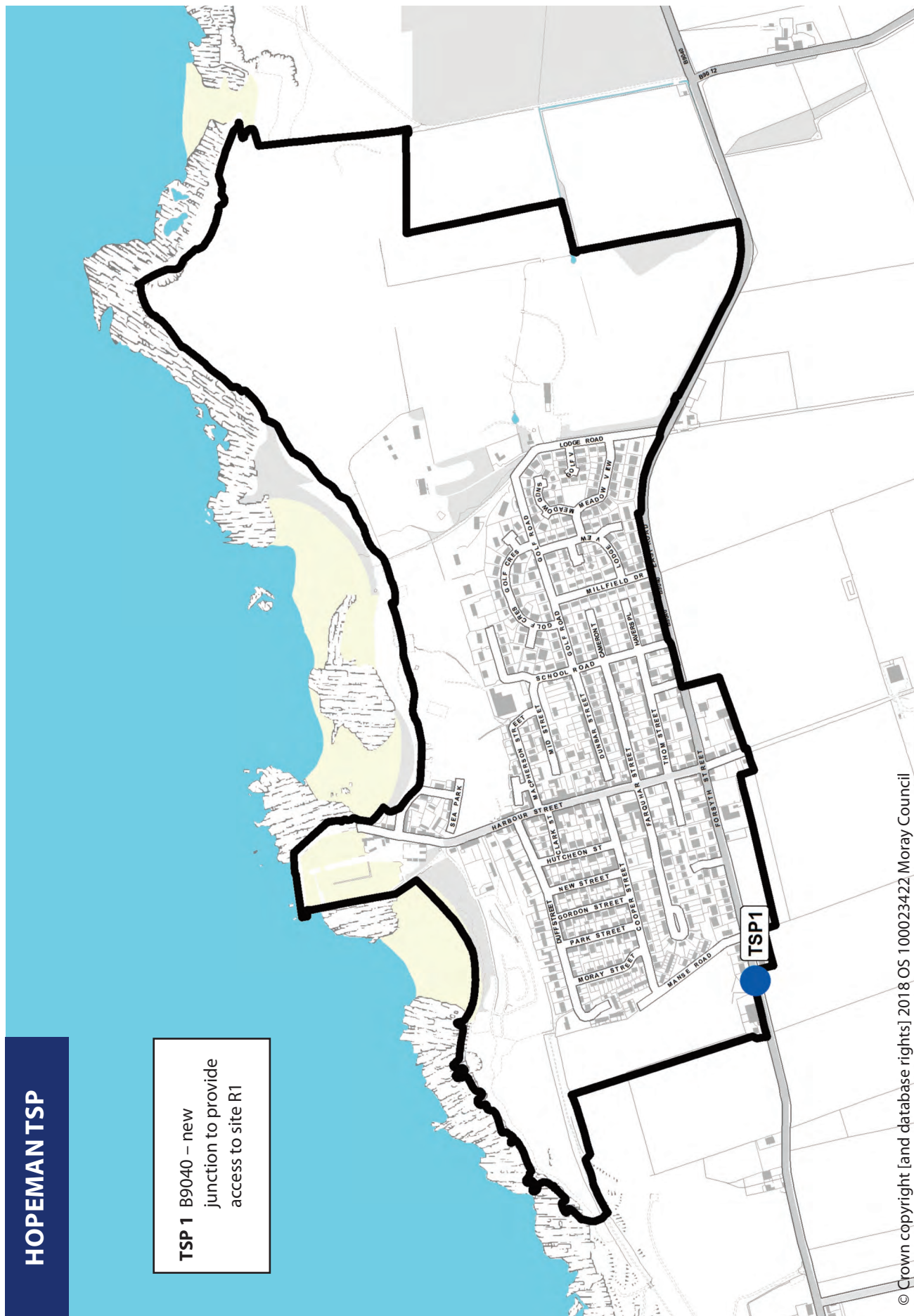
INFRASTRUCTURE

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

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







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## HOPEMAN TSP

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







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Population  
**4,734**



Households  
**2,181**



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

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

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



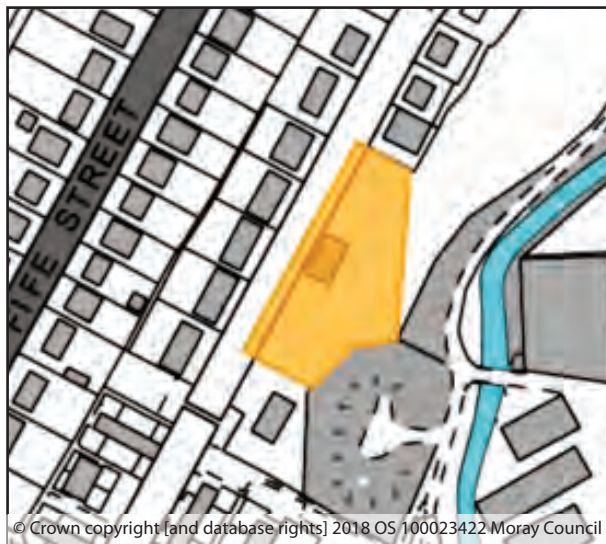
Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

## HOUSING

### R1 Nelson Terrace

0.5ha

5 units

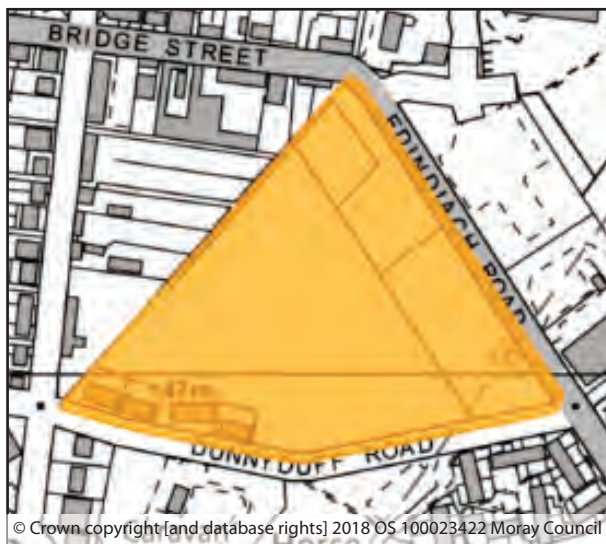


- Infill plots available from this development which commenced in the 1970's.

### R2 Dunnyduff Road

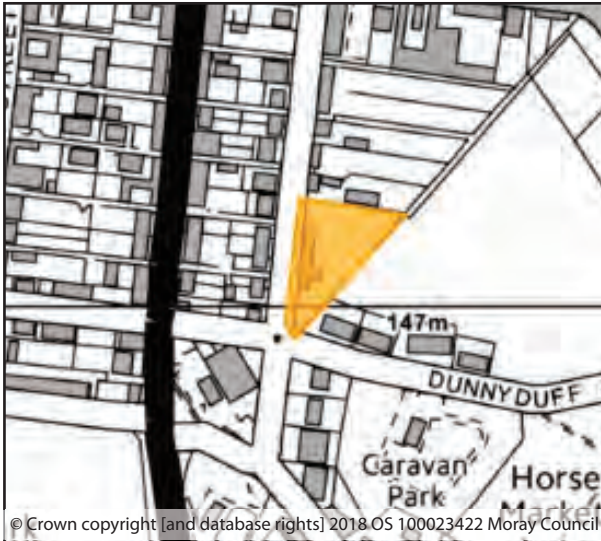
3.22ha

40 units

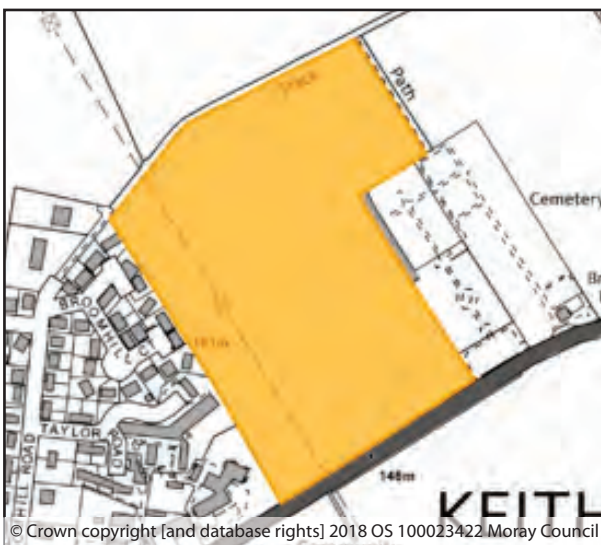


- The site is in two ownerships. Proposals for either part must show how they relate to each other particularly in relation to road connections.
- No individual houses or part development will be approved without an overall layout for the site.
- Ground conditions may require consolidation and electricity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



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

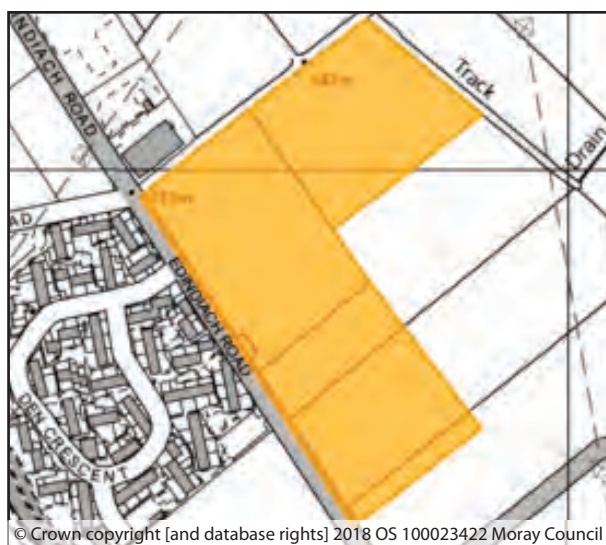
- The disused building on site can be demolished and site re-developed with a capacity of 6 houses.
- If renovation of the building is practical, conversion to flats would be acceptable.
- There are known ground contamination issues and a ground contamination assessment will be required.
- Flood Risk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

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

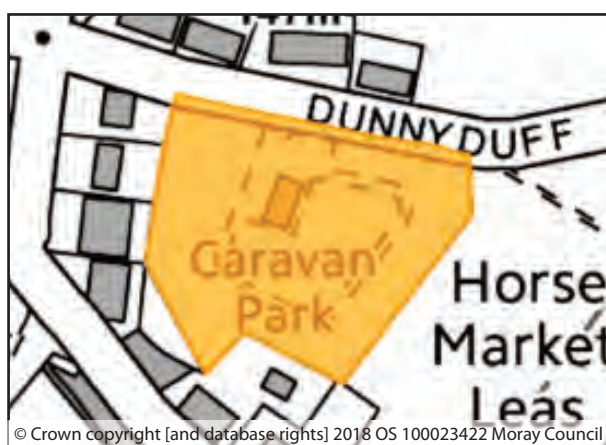
- Planning permission has been granted for this site.
- The presence of overhead cables restricts the developable area. The layout must take the necessary safeguarding requirements into account.
- Significant structural landscaping/tree planting is required on upper slopes to integrate the site into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



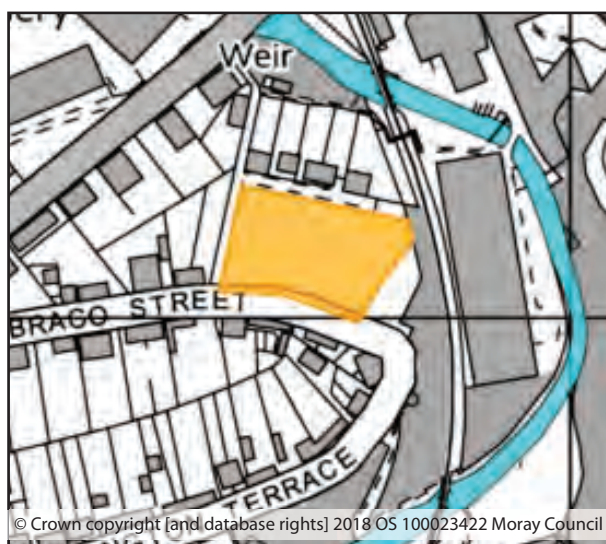


**R5 Edindiach Road (West)****5.35ha****55 units**

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

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

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

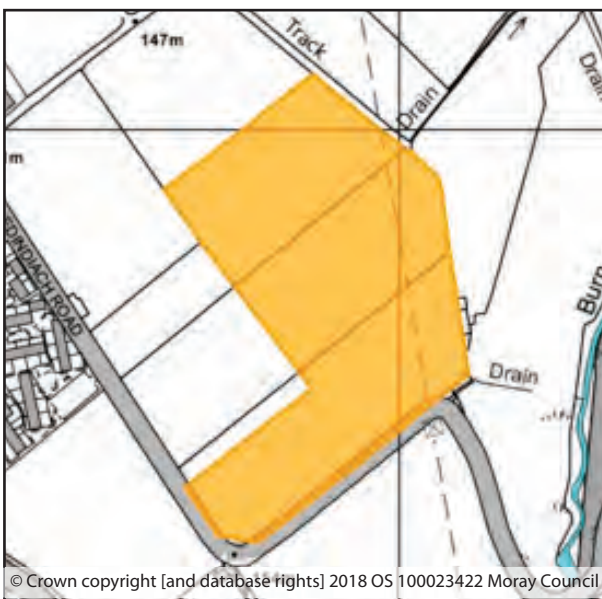
**R7 Jessieman's Brae****0.4ha****6 units**

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



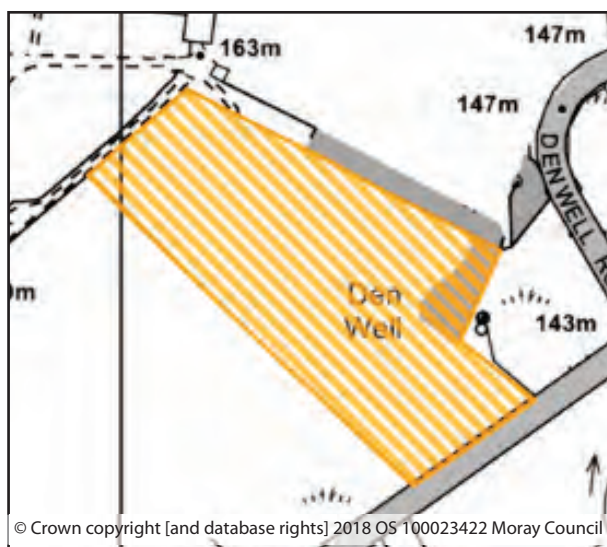
**R8 Denwell Road 1.76ha Capacity dependent on detailed FRA**


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

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


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



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


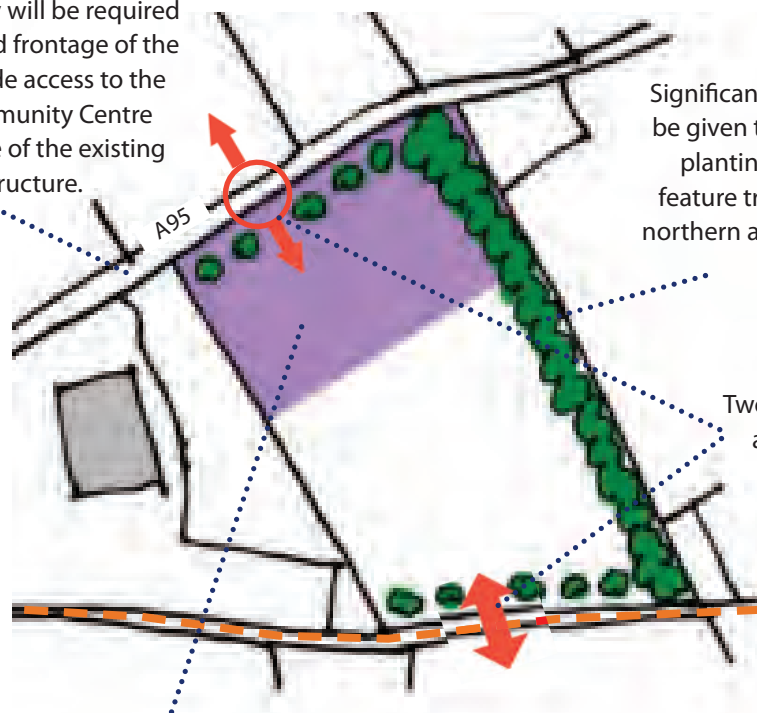
- Advanced structural planting is required.
- A pylon crosses the site which will affect the developable area.
- Development will have to take account of mature trees on the site. A tree survey will be required.
- Peat soils on part of the site. An assessment of peat including a peat map will be required.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

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

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

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

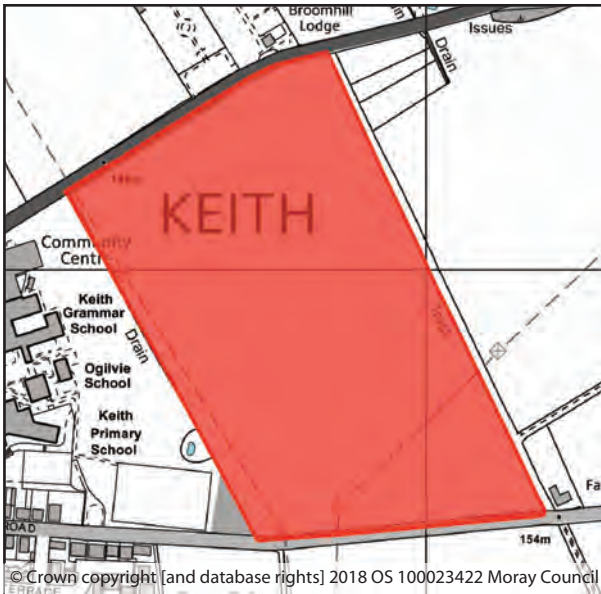
3ha identified for healthcare facility.



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

Two access points are required.



**MU Banff Road South 16.66ha**


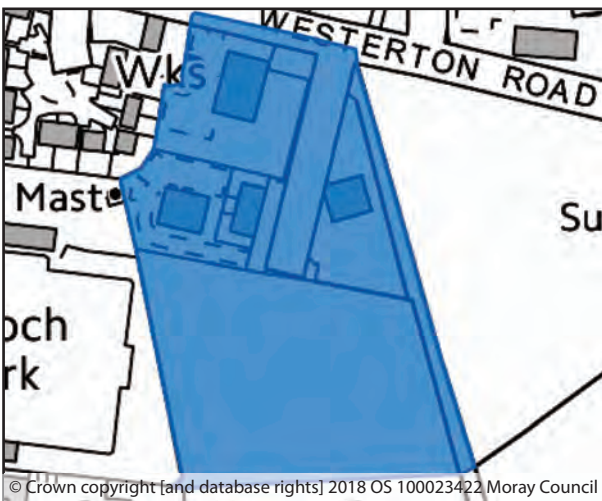
- Proposals must comply with the Key Design Principles set out in Figure 1.1.
- A mixed use site that can accommodate residential, community facilities, and high amenity/high quality business uses (Class 2 & 4 uses) should there be the demand.
- General industrial use will not be permitted.
- The NHS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



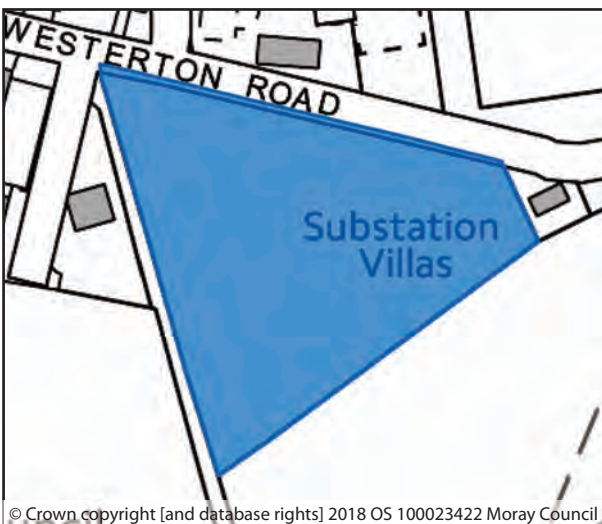
## EMPLOYMENT

**I1 Westerton Road North Industrial Estate**

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

**I2 Westerton Road South Industrial Estate**

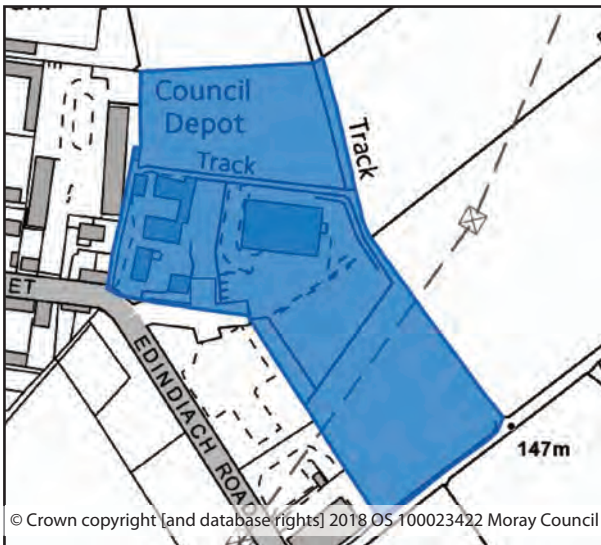
- Phase 1 effectively fully taken up.
- Road layout must allow for potential connection through to sites I4, I3 and I11 to the east.
- A Drainage Impact Assessment (DIA) is required to ensure that existing flooding on Bridge Street is not increased through developing the site.
- Phase 1 Habitat Survey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

**I3 Westerton Road East Industrial Estate**

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

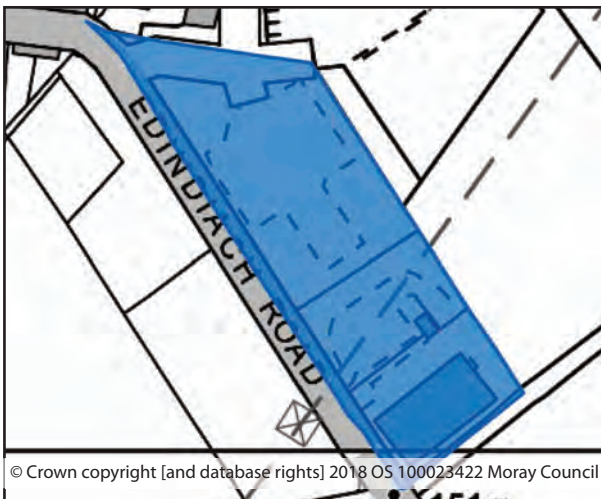


## I4 Bridge Street Industrial Estate



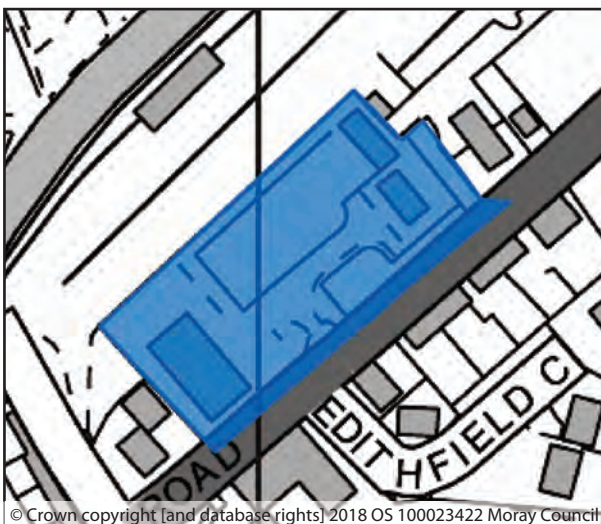
- Keith Builders Merchants has taken up much of this site and has provided access to the north.
- Proposals must incorporate a road layout that connects to I2 and Westerton Road to the north and safeguard connections to I11 and LONG 2.
- An area on the south east is constrained by road access and overhead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

## I5 Edindiach Road Existing Business Area



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

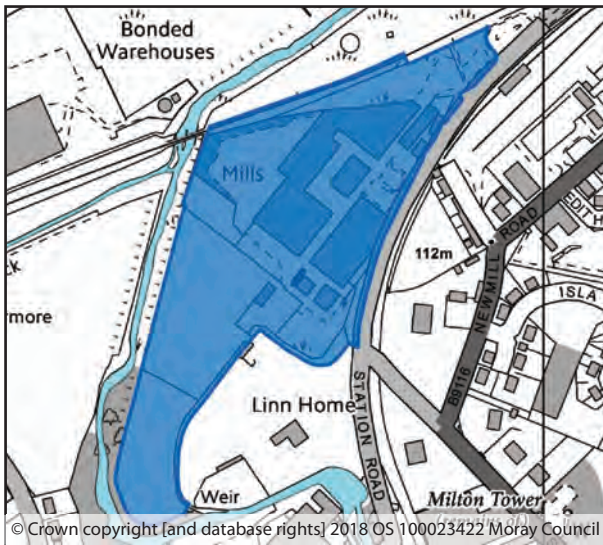
## I6 Newmill Road Industrial Estate



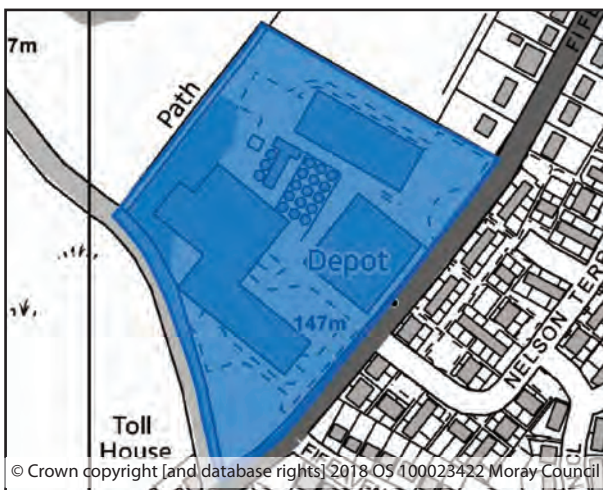
- Built out and only the re-use of existing properties is possible.



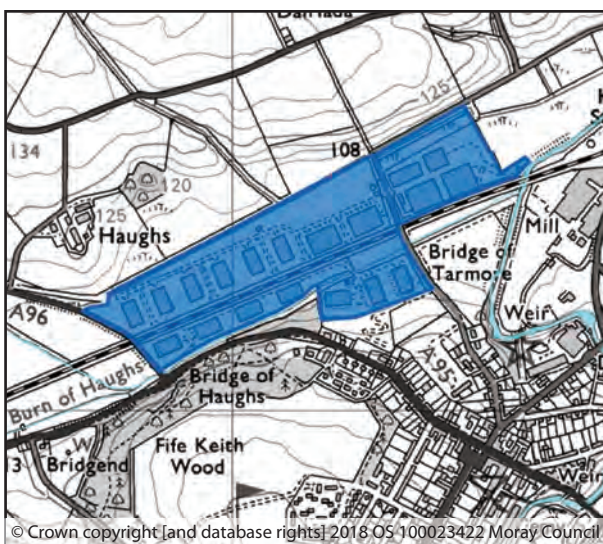


**17 Isla Bank Mills****Industrial Estate**

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

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

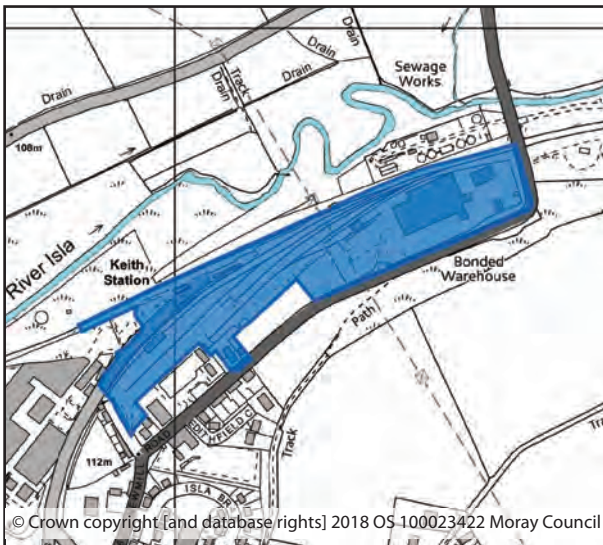
- The site of a long established grain merchant is retained for that use.
- Any future commercial or industrial development, whether for the established use or another use, must take into account the potential for excessive noise nuisance that is likely to affect residential properties in the vicinity.

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

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

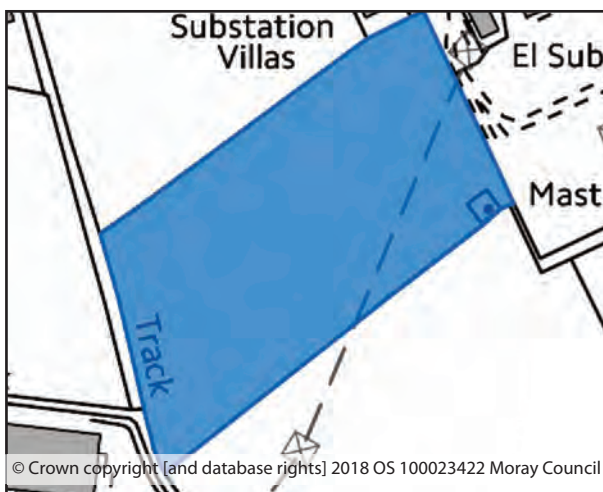


## 110 Railway Land and Business works Existing Business Area



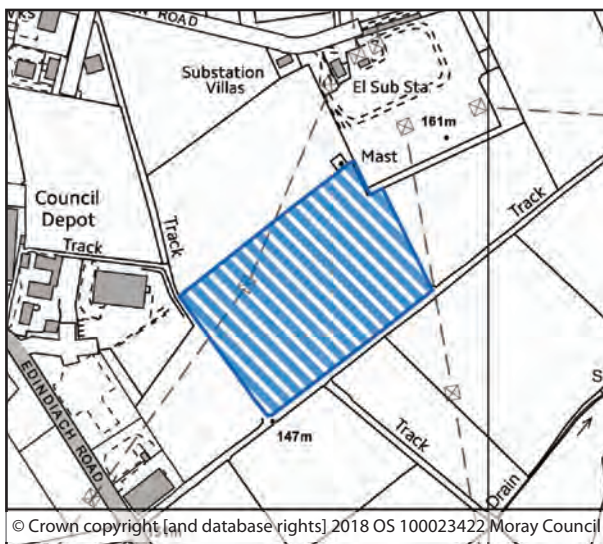
- Railway sidings and associated land (including whisky blending works) are to be retained for transport/freight uses, including the bulk shipping of whisky.
- Flood Risk Assessment (FRA) required.

## 111 Westerton Road East Expansion Industrial Estate



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

## LONG 2 Westerton Road Industrial Estate



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





## OPPORTUNITY SITES

## OPP1 The Tannery

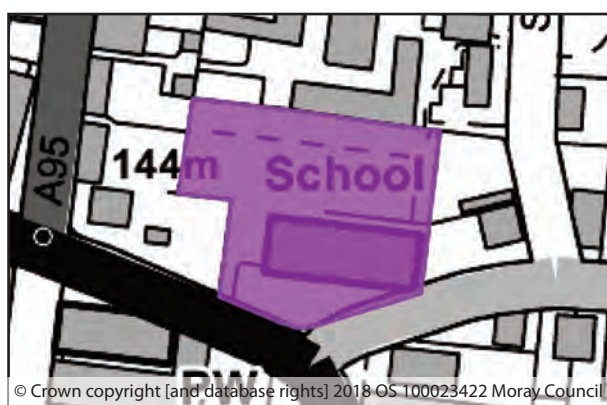
**Suitable Uses**

Residential/Business

**Site specific requirements**

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

## OPP2 Former Primary School Church Road

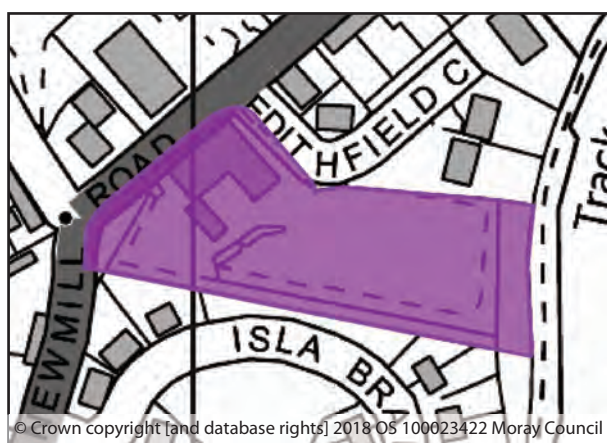
**Suitable Uses**

Business/Residential

**Site specific requirements**

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

## OPP3 Newmill South Road

**Suitable Uses**

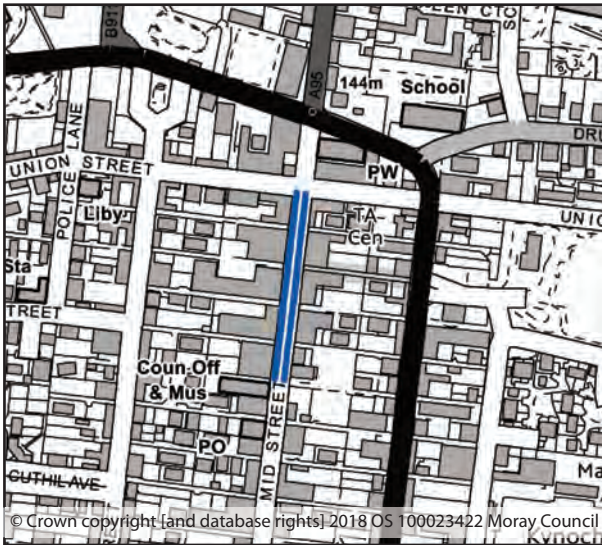
Business/Residential

**Site specific requirements**

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



## CRA Town Centre/Core Retail Area



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

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

## TOURISM

### T1 Keith Dufftown Railway



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





## ENVIRONMENT/GREEN INFRASTRUCTURE

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

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

## WIDER ENVIRONMENTAL DESIGNATIONS

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



## INFRASTRUCTURE

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

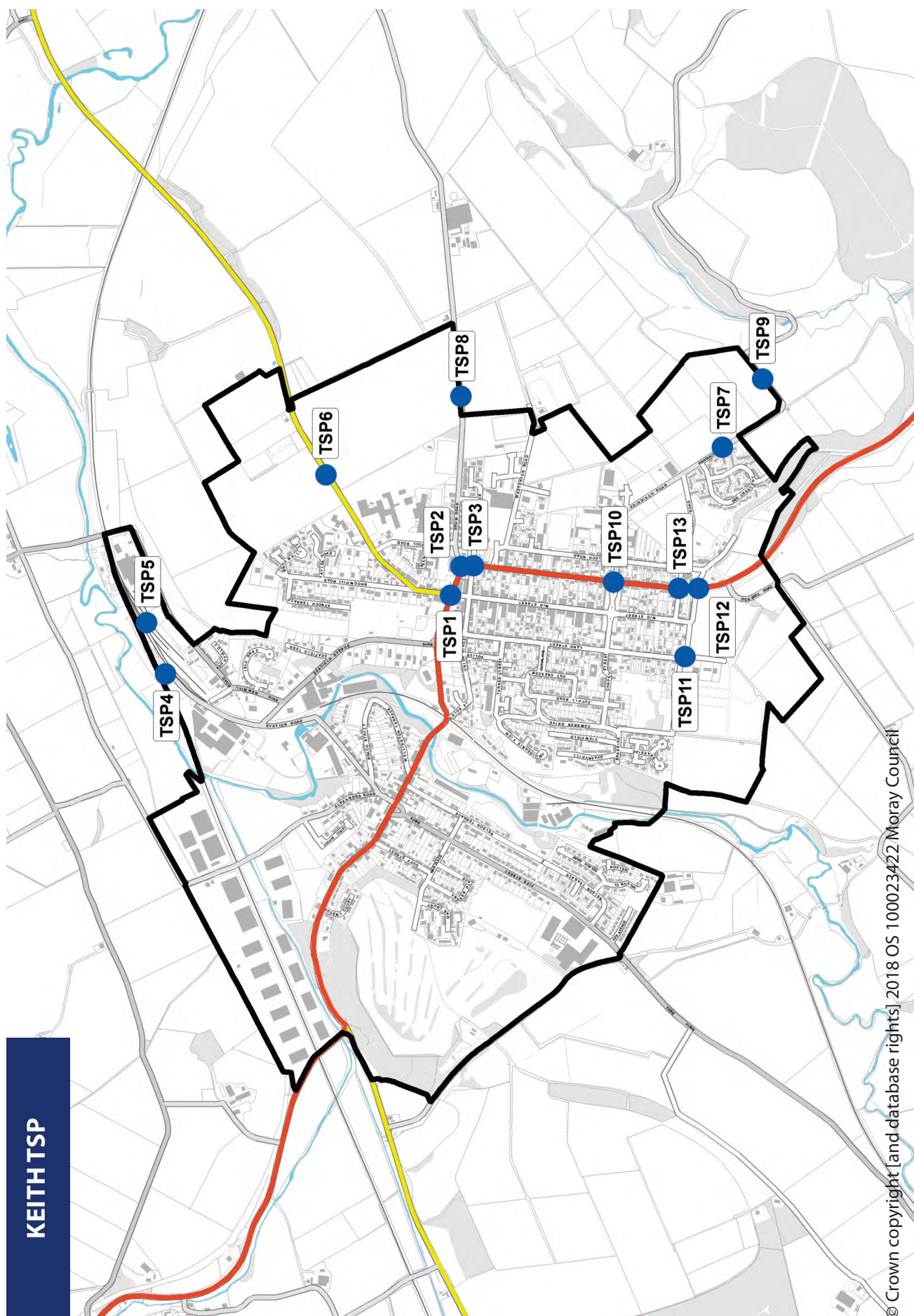
Type of Infrastructure	Mitigation Measure	Sites
Healthcare	New Build Health Centre	R1, R2, R3, R4, R5, R6, R7, R8, R9, LONG1, MU, OPP1, OPP2, OPP3

### TSP's see map overleaf

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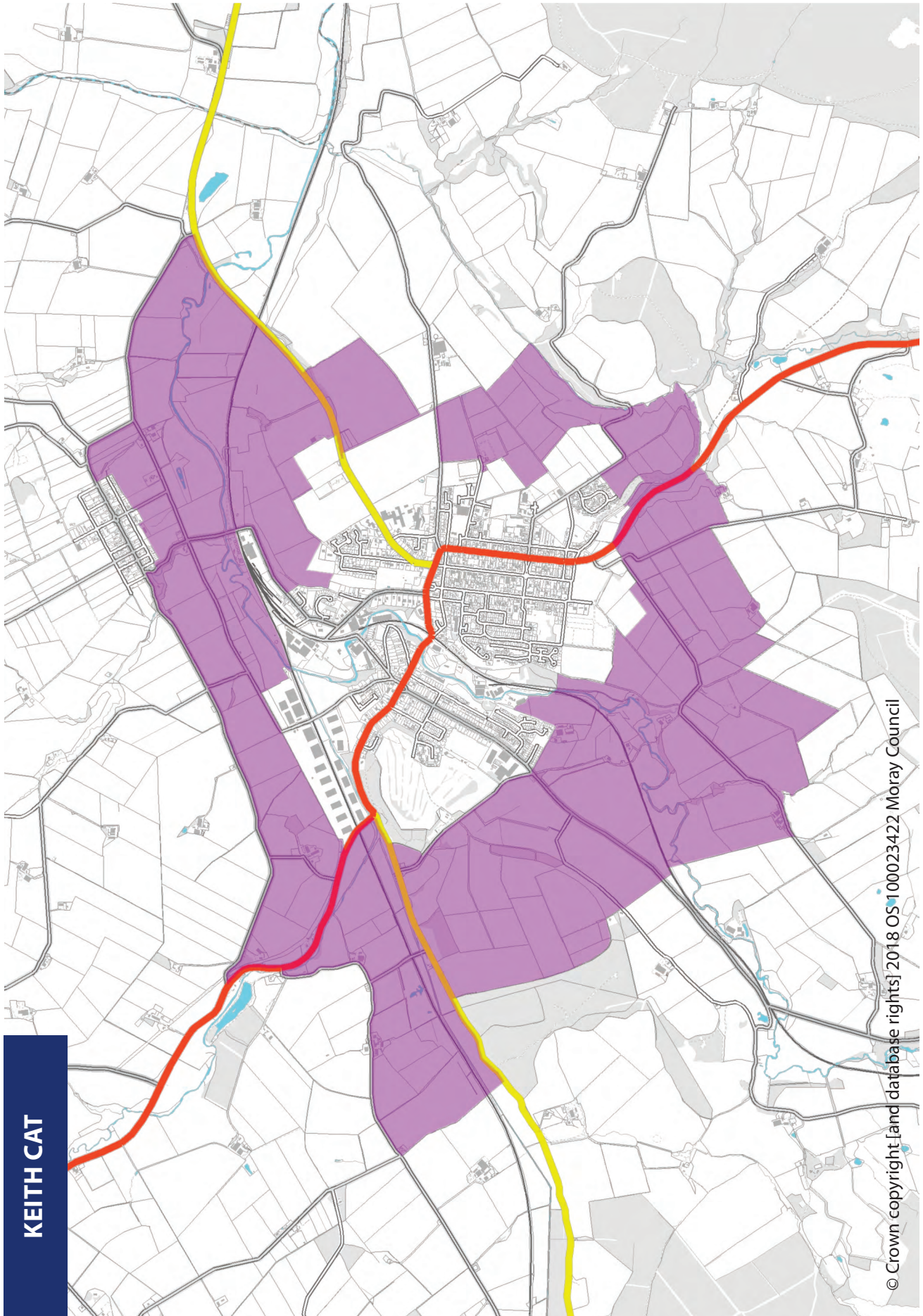


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KEITH TSP







KEITH CAT





