



# TOPIC PAPER

## Infrastructure

### MORAY LOCAL DEVELOPMENT PLAN 2020



DECEMBER 2017





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# INTRODUCTION

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Successful places require infrastructure and development to be planned and co-ordinated together; infrastructure and development are dependent on one another. Infrastructure can include facilities such as schools and health centres, transport improvements, open space, digital connectivity, water and drainage and energy networks.

This paper has been prepared as a background document for the Moray Local Development Plan 2020 and sets out:

- How the LDP can support the aims of National Planning Policy and the Community Planning Partnership 'Moray 2026' Plan;
- The key infrastructure to be planned and co-ordinated through the LDP; and,
- The implications for planning and the outcomes to be achieved through the LDP.

## NATIONAL PLANNING POLICY

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The delivery of infrastructure needs to be planned with development to ensure that places function properly and people's quality of life is improved and not detracted from. This is best achieved through the LDP as the main vehicle for co-ordination and communication between key parties.

### Scottish Planning Policy (SPP)

As set out in Scottish Planning Policy (SPP), the Scottish Government's vision to create 'a successful sustainable place, a low carbon place, a natural, resilient place and a more connected place' requires the planning system to support the delivery of infrastructure and development through:

- Maximising the efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities and in particular, co-ordinating housing and business development with infrastructure investment including transport, education facilities, water and drainage, energy, heat networks and digital infrastructure;
- Supporting health, well-being and biodiversity through facilitating the integration of green infrastructure networks and access to open space/natural environment;
- Improving connectivity and supporting more sustainable patterns of transport and travel;
- Supporting infrastructure that delivers energy efficiency; and,
- Actively using action programmes to drive the delivery of planned developments to align stakeholders, phasing, financing and infrastructure investment over the long term;

### Planning Review

In the Scottish Government's recent review of the planning system better infrastructure planning was considered critical to supporting the delivery of development and quality places. An infrastructure first approach to development was promoted whereby existing infrastructure capacity is properly understood, additional investment is identified and prioritised to enable future development, and delivery is co-ordinated with the outcomes being improved efficiencies, built-in long-term resilience and support for innovation. This approach continues to be supported by the Scottish Government in their Position Statement published in June 2017.



## Moray 2026

Moray 2026 is a 10-year plan prepared by the Moray Community Planning Partnership. The overarching aim and purpose of the Plan is 'to improve life for those living and working in Moray', and includes 5 local outcomes. The infrastructure necessary to deliver the aim and outcomes of Moray 2026 is set out in Table 1 below:

**Table 1:** Infrastructure Requirements for Delivery of Moray 2026

Moray 2026 Local Outcome	Infrastructure
A growing, diverse and sustainable economy	Transport (rail, road, water, walking & cycling)
Healthier citizens	Education (schools, colleges & universities)
Ambitious and confident young people	Health (GP's, dentists, community pharmacies)
Adults living healthier, sustainable independent lives safeguarded from harm	Green Infrastructure (green networks, open space)
Safer communities	Digital Connectivity (high speed/fibre optic)
	Energy (gas network, electricity grid, heat networks)
	Water & drainage



A summary of the infrastructure necessary to deliver development in Moray that requires co-ordination through the LDP2020 is set out below.

## Education

A School Estate Strategy (SES) is currently being prepared by Education Services setting out a long-term plan for educational asset need in Moray up to 2035. This will take into account planned growth identified in the LDP2015 and the LDP2020 to forecast when and where changes to the school estate are required allowing education infrastructure necessary for new development to be planned and co-ordinated.

Financial contributions are sought from developers by the Council to deliver the education infrastructure identified by Education Services where an existing school is operating at or above its capacity as a result of the new development. This ensures that there are adequate places available for new pupils at their catchment school and existing pupils are not disadvantaged.

Measures to mitigate any adverse impact of a new development on education infrastructure include building new schools, and extending or reconfiguring existing schools to create capacity to accommodate additional pupils arising from new development.



Education infrastructure planned for Moray is set out on the infrastructure proposals map and is detailed for each Area School Group (ASG) in Table 2 below:

**Table 2:** Education Infrastructure Requirements

Area School Group (ASG)	Education Infrastructure Requirement
Elgin Academy	1 x Primary School (450 pupil capacity) Extension to Elgin Academy
Elgin High	2 x Primary Schools (450 capacity each) Extension to Elgin High
Forres Academy	1 x Primary School (450 capacity) Extension to Forres Academy
Buckie High	3 - 18 Education Campus

## Implications for LDP2020:

- Identification of education infrastructure (new schools, extension or reconfiguration of existing school) and timing of delivery;
- Robust evidence base to substantiate education infrastructure and associated developer obligations (financial contributions);
- Align Education Strategy and Council's Capital Plan (Education Infrastructure) with LDP2020 by continuing to work closely with Education Services through the Infrastructure Delivery Group (IDG).

## Healthcare

Healthcare facilities are required to support new development to ensure that new and existing residents have access to medical services. The Council and NHS Grampian work closely to identify the impact of new development on healthcare facilities specifically GP's, dentists and community pharmacies.

Financial contributions are sought from developers by the Council to mitigate any adverse impact a new development has on healthcare facilities where they are currently operating at capacity or will do so as a result of the new development.



Mitigation measures include building new premises such as a medical or dental practice, and extending or reconfiguring existing buildings to accommodate additional staff to expand the service to ensure existing residents/patients are not disadvantaged by the additional pressure that new development creates.

Table 3 sets out new facilities or improvements to existing facilities that will be required to mitigate the impact of development that is identified in the LDP 2015. This reflects existing need and will be updated following consultation with NHS Grampian to reflect the LDP2020.

**Table 3:** Healthcare Infrastructure Requirements

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





Healthcare infrastructure planned for Moray is shown on the infrastructure proposals maps for Elgin, Forres and Buckie.

Similar to Education, healthcare infrastructure is considered to be vital to making successful places and will continue to be planned for and delivered through the LDP in Moray.

### Implications for LDP2020

- Support the delivery of healthcare infrastructure through the LDP;
- Continue to work closely with NHS Grampian on a robust evidence base for healthcare infrastructure and associated developer obligations (financial contributions);
- Identify healthcare infrastructure (health centres, dentists, community pharmacies) and timing of delivery; and,
- Align NHS Grampian's Investment Plan with LDP2020 to deliver healthcare infrastructure facilitated through the Council's Infrastructure Delivery Group.

### Transport

Transport infrastructure includes pedestrian and cycle, road (local and trunk), rail, air and sea routes. Transport infrastructure improvements support economic growth by opening up access to markets and services and help to safeguard the environment by reducing journeys by road.



### National Infrastructure - A96 Dualling

In December 2011 the Scottish Government committed to completing the dualling of the A96 between Inverness and Aberdeen (86 miles single carriageway) by 2030. Transport Scotland, the national transport agency for Scotland charged with delivering the Scottish Government's vision are currently progressing the development and assessment of route options for the A96 dualling. In June 2017 Transport Scotland carried out public consultation on 5 route options for the western section (east of Auldearn to east of Fochabers). It is anticipated that a preferred option which will likely comprise a combination of these 5 routes will be announced in 2018 and further public consultation will be held by Transport Scotland at this time.

Dualling the A96 offers benefits to the residents and businesses of Moray by:

- Supporting economic growth through improving journey times and journey time reliability between Aberdeen and Inverness (including airports), and connectivity to the central belt thereby helping to sustain existing and attract new businesses. This is particularly the case where proposed junctions open up strategic employment sites.
- Reducing the rate and severity of accidents;
- Improving environmental conditions and reducing severance in bypassed communities whereby heavy goods vehicles and long-distance traffic are guided away from existing residential areas;
- Improving pedestrian, cyclist and equestrian facilities.

These opportunities need to be carefully balanced with Moray's natural, environmental and historic assets which are important to the high quality of life enjoyed by the people of Moray and are critical to the tourism industry, a key employer in the local area.



### National Infrastructure – Rail Improvements

A £170 million Aberdeen to Inverness Rail Enhancement Programme is currently being undertaken by the Scottish Government whereby a half hourly commuter service between Aberdeen and Inverurie will be introduced along with additional peak services between Inverness and Elgin. This improved service is being supported by the installation of new/upgraded rail infrastructure which includes a new train station and straightening of the rail alignment at Forres, extension of platforms at Elgin train station to accommodate larger trains, and upgrading of signalling systems along the route. The first phase of work is scheduled to be complete in 2019.

Rail improvements are economically valuable to Moray and the north-east region as a whole given that improved services will help to support growth and jobs and provide economic opportunities for cities, towns and villages along the entire length of the route. Improvements to rail and associated infrastructure 'open-up' areas and make Moray more accessible for businesses and people and also has clear benefits for freight users both in terms of trade and reducing carbon emissions. Infrastructure improvements and land-use planning must be co-ordinated to maximise opportunities for the residents and businesses of Moray and improving the environment.

#### Implications of the A96 dualling and rail improvements for the LDP2020:

- Support national infrastructure projects that carefully balance protecting the environment through infrastructure and environment policies; and,
- Identify national infrastructure projects/sites/routes (if known) in the LDP and protect these from inappropriate development that would inhibit their delivery;





### Local Infrastructure - Local Transport Network

The efficient movement of goods and people relies on a safe and efficient local transport network. Moray's rural location means that there will be a continuing emphasis on road transport however this needs to be balanced with promoting opportunities for public transport, cycling and walking.

The Moray Local Transport Strategy (MLTS) sets out planned improvements to transport infrastructure and services in the area as a whole. More specific transport improvements (or interventions) for Elgin are set out in the Elgin Transport Strategy (ETS). The ETS identifies interventions that are necessary to address the cumulative impact of allocated development within Elgin up to 2030. These interventions seek to improve pedestrian and cycle access, develop public transport, ease congestion and make travel around Elgin more predictable and consistent. Financial contributions are sought from developers towards these interventions to mitigate the impact of their development on the local transport network. The ETS interventions are shown on Map 1 and detailed in Appendix 1. An integrated transport strategy is being prepared for Forres and transport proposals (TSP's) will be identified for all other main centres of growth.

The LDP must balance safeguarding the environment with facilitating development and supporting economic growth without causing an undue increase in traffic and congestion. In this respect, the development strategy must make best use of current and planned transport provision.

### Implications for LDP2020

- Embed transport infrastructure requirements in Placemaking, Development Principles and Infrastructure policies;
- Identify existing capacity in the local transport network (taking into account current and planned transport provision) and the infrastructure necessary to facilitate development;
- Establish a robust evidence base to support transport infrastructure requirements and associated developer obligations (financial contributions); and,
- Align Local Transport Strategy(s) and Council's Capital Plan (Transport Infrastructure) with development in LDP2020 by continuing to work closely with Transportation Services through the Council's Infrastructure Delivery Group (IDG).



### Local Infrastructure - Active Travel (Walking & Cycling)

Active travel (i.e. walking and cycling) has many benefits for health through physical activity, social inclusion through more equitable travel choices for everyone, and the environment by encouraging non-motorised travel helping to reduce traffic and congestion.

The Scottish Government's vision for active travel is for 10% of all journeys to be by bike and active travel as the norm for short journeys by 2020. Moray Council's Active Travel Strategy supports the Scottish Government's vision. The Strategy sets out the approach and range of measures to promote and encourage active travel in Moray. These measures include working with partners to identify, develop and deliver infrastructure improvements to create a walking and cycling network which provides a viable alternative to the car for all short journeys and many longer ones. This Strategy complements the Council's Core Path Plan.



Planning has an important role to play in supporting and encouraging active travel. Active travel needs to be designed into development from the outset to provide safe, pleasant and direct routes to facilities and amenities to ensure that walking and cycling becomes the preferred choice particularly for short journeys.

#### Implications for LDP2020

- Embed support for active travel in Placemaking, Development Principles and Infrastructure policies;
- Incorporate active travel in design guidance (masterplans, development briefs, key design principles) from the outset;
- Align delivery of active travel strategy with development identified in LDP2020.



### Local Infrastructure - Harbours

Moray's harbours are important to the local economy as they sustain jobs in the commercial and tourism industry and to the environment as they reduce the number of road journeys made by freight. Whilst Buckie harbour continues to offer a complete servicing package for the fishing industry, the gradual demise of the sector in Moray has seen harbours diversify.

Moray has 8 harbours. Buckie is the main commercial harbour with manufacturing, boat repair, cargo handling and fishing businesses in operation. The harbour is also home to the Harbour Authority's dredger and currently serves the offshore Beatrice demonstrator wind turbines in the Moray Firth. The remainder of harbours in Moray (Burghead, Cullen, Findochty, Hopeman, Portknockie, Portgordon and Lossiemouth marina) mainly serve the needs of the leisure boating community.

Moray's harbours offer opportunities for more diversified development, particularly Buckie for freight and operations and maintenance (O&M) for offshore renewables. Buckie has a proven track record of supporting activity associated with offshore renewable energy developments and has the capacity, supply chain links and geographic location to embrace further expansion. The LDP must facilitate opportunities to diversify harbours whilst safeguarding their viability.

#### Implications for LDP2020

- Support diversification of harbours whilst protecting their viability through infrastructure and development principles policies;
- Co-ordinate the delivery of key infrastructure with investment plans of external agencies such as Highlands and Islands Enterprise (HIE);
- Identify and safeguard key development sites for inward investment from inappropriate development.





### Green Infrastructure

Green infrastructure includes open space (public parks and gardens, play spaces and sports areas), green corridors, natural and semi-natural space and civic and amenity areas. High quality, accessible green infrastructure supports healthy and active lifestyles and contributes greatly to the attractiveness of places which encourages inward investment.

The Moray Open Space Strategy vision is to create a network of quality open spaces that provide a range of functions, are accessible, and appropriately sited and designed meeting community needs and supporting biodiversity. The Strategy identifies green infrastructure to be protected and gaps in provision. The Strategy complements Moray's Active Travel Strategy, Core Paths Plan and Forestry and Woodland Strategy.

Planning has an important role in protecting, enhancing and promoting green infrastructure as an integral component of placemaking. The LDP can also identify new green infrastructure where there are known deficiencies in provision.

#### Implications for LDP2020

- Embed the requirement for green infrastructure into Placemaking, Development Principles, Infrastructure and Open Spaces policies;
- Identify existing green infrastructure networks and opportunities to create new/expand existing networks on town maps;
- Provide for recreational facilities such as a 3G sports pitch in Forres; and,
- Incorporate green infrastructure opportunities in design guidance (masterplans, development briefs, key design principles) from the outset.

### Digital Connectivity

The Scottish Government's Digital Strategy places digital at the centre of everything the Scottish Government does from reforming public services to delivering economic growth. This includes creating conditions which could lead to 150,000 working in digital technology jobs across Scotland by the start of the next decade and ensuring every premise in Scotland is able to access broadband speeds of at least 30Mbps by 2021.

Investment in digital infrastructure across the Highlands and Islands and Moray is creating opportunities to enhance the delivery of healthcare services. A cluster of digital health and diagnostic organisations are growing along the Inverness to Elgin corridor. This is helping to develop innovative ways to deliver an efficient healthcare service via remote access.

Following the commencement of a £146m Digital Scotland Superfast Broadband project in 2013 more than 20 towns and villages in Moray now have access to superfast fibre broadband with speeds up to 24Mbps. When combined with BT's commercial roll-out, around 40,500 homes and businesses are part of the network.

Delivering digital infrastructure is critical to Moray for inward investment in both new industries such as life sciences and traditional industries such as manufacturing to grow and diversity the economy as well as transform the delivery of public services in challenging circumstances and deliver the public's expectations for connectivity. Digital infrastructure must be co-ordinated and planned with new development to ensure the Scottish Government and Moray Council's aspirations for connectivity are realised.

#### Implications for the LDP2020

- Support digital connectivity by requiring all employment generating development (including public services such as health facilities and schools) and residential development to have high speed broadband connections through the LDP Infrastructure policy;
- Safeguard key routes/sites for digital infrastructure from inappropriate development; and,
- Align investment plans for digital connectivity with the LDP 2020 by working closely with HIE and BT.



## Energy

### Electricity Network

The Scottish Government is committed to increasing the amount of energy transmitted from renewable sources. The current target is to meet the equivalent of 100% of Scotland's electricity requirement from renewable sources by 2020. Most of this capacity is likely to be met from hydro-electric and on-shore wind power, but in due course there is expected to be a wider range of productive technologies, including off-shore wind power as well as biomass, solar, energy from waste and landfill gas and wave and tidal power.

Transporting large volumes of electricity generated by renewable energy developments located in remote areas can require upgrading existing or installing new infrastructure such as overhead transmission lines and underground cables. Work is currently being undertaken by Scottish Hydro Electric Transmission Limited (SHTL) to develop a 109km subsea electricity cable to transmit the large volume of existing and planned electricity from renewable sources in the north of Scotland which includes marine generation in the Pentland Firth and Orkney Waters, major wind farm proposals on Shetland, offshore wind farm projects in the Moray Firth and further renewables on the Scottish mainland. The subsea electricity cable connects to onshore substations at Spittal in Caithness and Blackhillock, near Keith in Moray. The expanded substation and High Voltage Direct Current (HVDC) Converter Station at Blackhillock are under construction. The new substation will be capable of carrying up to 1200MW of electricity between Caithness and Moray.

Planning must facilitate the development of infrastructure that delivers the Scottish Government's aspirations for renewable energy to reduce carbon emissions. The development of this infrastructure must be balanced with protecting Moray's natural and environmental assets.

### Gas Network

Moray's gas network is energised by the Northern Local Transmission System (LTS) which feeds west from Aberdeen. High pressure reinforcement projects can have significant planning and construction lead-times and Scottish Gas Network (owner and operator of significant gas infrastructure in Moray) require as much notice as possible of development. However, SGN will not develop firm extension or reinforcement proposals until they are receipt of confirmed developer requests (i.e. planning consent). Development proposing to use renewable technologies (i.e. producing biomethane) will benefit from locating near existing gas infrastructure.

### Energy infrastructure implications for LDP2020

- Support delivery of national and regional infrastructure projects through Development Principles and Infrastructure policies;
- Work closely with electricity and gas infrastructure providers to inform LDP2020 and align investment plans.



Blackhillock, near Keith



## Water and Drainage

Scottish Water is a statutory corporation that provides water and waste water services across Scotland. The Council provide information to Scottish Water on the medium to long term growth planned for Moray in order that Scottish Water can advise on their network capacity and sites where infrastructure upgrade works may be required to accommodate development. The capacities of the Water and Waste Water Treatment Works (WWTW) in Moray are set out in Appendix 2. Where upgrades are required the proposed development is required to meet Scottish Water's '5 Growth Criteria' including having planning permission with an indication of build out rates. Scottish Water are currently reviewing this criteria.

Scottish Water is currently carrying out a strategic assessment of development capacity in Elgin (and surrounding areas) and Forres (and surrounding areas). The modelling assessments will take into account the planned growth in these areas identified in the Council's Housing Land Audit 2016, LDP2015 and preferred sites in the MIR LDP2020 to identify where upgrade works to water and waste water infrastructure is required on a strategic level.

The Council will continue to work closely with Scottish Water through the Council's Infrastructure Delivery Group to plan and co-ordinate the delivery of development and water and waste water infrastructure.

### Implications for LDP2020

- Work closely with Scottish Water through Council's Infrastructure Delivery Group to plan and co-ordinate delivery of development and water and drainage infrastructure and investment plans.

The LDP2020 is the main vehicle for planning and co-ordinating infrastructure and development in Moray to create successful places which deliver the Scottish Government and CPP's aims. Taking into account the above, the main outcomes for the LDP2020 are that:

- Infrastructure is embedded from the outset to fully understand existing capacities, identify and prioritise additional investment, and co-ordinate delivery;
- Investment plans of Council Services and External Agencies are aligned with the LDP;
- Existing work being undertaken through the Council's Infrastructure Delivery Group (IDG) is built upon to improve communication between Council Services and External Agencies;
- Development and the LDP as a whole must be deliverable.

The LDP's ability to deliver the infrastructure necessary for successful places largely depends on Council Services and External Agencies recognising the importance of the LDP in co-ordinating and delivering infrastructure and development embodied through a commitment to Plan preparation and good communication.

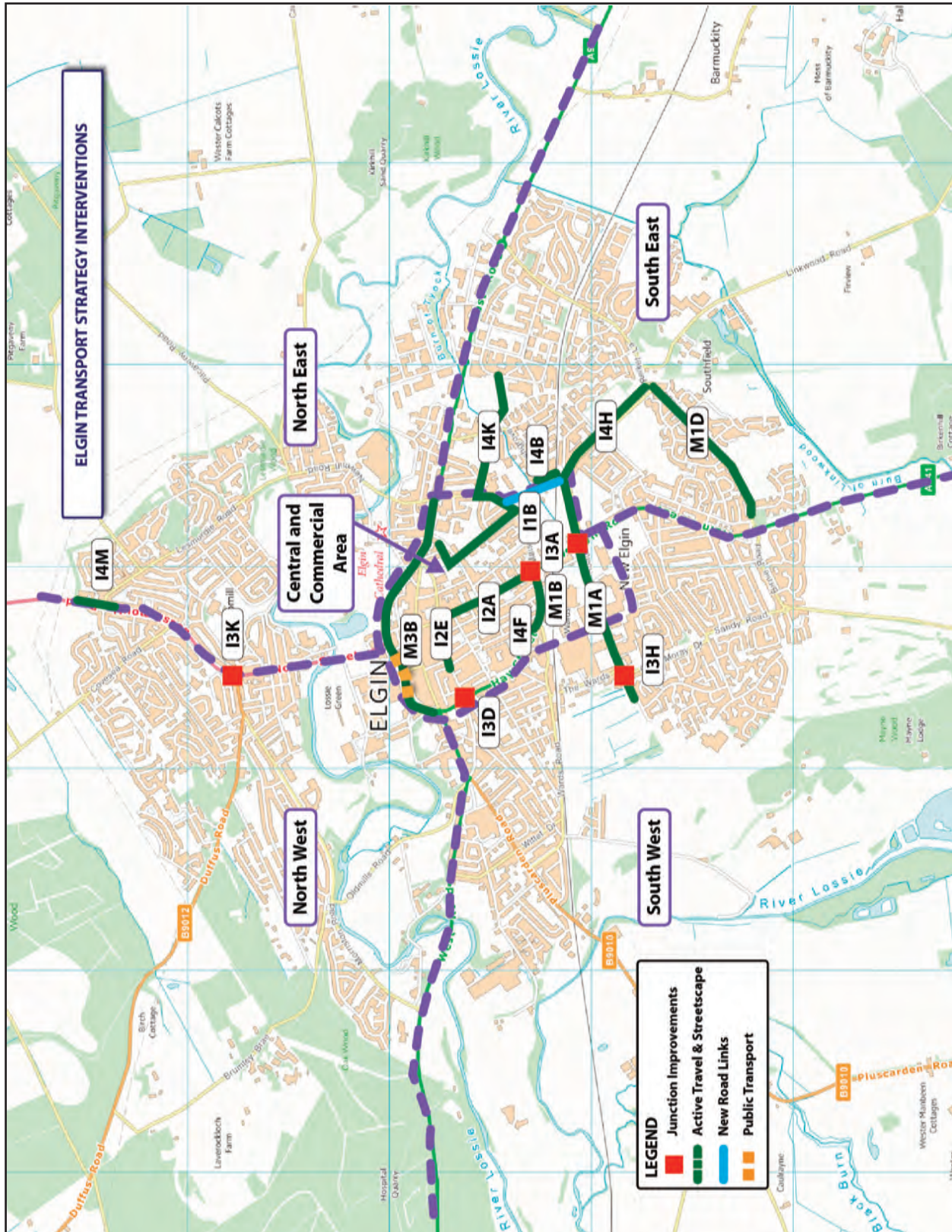




# APPENDIX

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Transport Intervention		Indicative Total Cost
<b>Central and Commercial Area</b>		
I1B	Ashgrove Road to Maisondieu Road new road link	£10,188,737
I2A	Moss Street convert to one-way (northbound), widen footways, provide cycle lanes	£661,921
I2E	South Street - pedestrianise between Commerce Street and Batchen Street	£1,018,339
I3A	New Elgin Road/Edgar Road and Laichmoray junction improvements	£2,657,866
I3D	South Street /Hay Street junction improvements	£1,328,933
I4B	Ashgrove Road cycle bridge	£4,641,082
I4F	Station Road cycle lanes	£81,467
M1A	Edgar Road pedestrian crossing improvements	£66,192
M1B	Station Road / Maisondieu Road pedestrian crossing improvements	£229,126
M3B	Bus station redesign / improve operation	£2,545,848
<b>South-East Quadrant</b>		
M1D	Thornhill Road pedestrian crossing improvements	£229,126
I4H	Linkwood Road Cycle Lanes	£101,834
I4K	Pinefield to East End Primary School Active Travel Route	£216,000
<b>North-West Quadrant</b>		
I4M	A941/Lesmurdie Road junction improve pedestrian and cycle provision	£114,563
I3K	North Street/Morrison Road junction improvements	£25,458
<b>South-West Quadrant</b>		
I3H	Edgar Road / The Wards junction improvements	£305,502
		<b>£24,411,994</b>



# APPENDIX

# 2

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Settlement	Site	Water Capacity	Waste Water Capacity
Aberlour	Land at Tombain Farm	Depending on scale of development, network upgrades may be required.	Currently sufficient capacity at Aberlour Waste Water Treatment Works (WWTW) but this may change if development proceeds. Drainage Impact Assessment (DIA) will be required to determine whether any upgrading of network is necessary.
Buckie	Land adjacent to Ardach health centre	Current sufficient capacity to serve development(s).	Currently sufficient capacity at Moray East WWTW but this may change as development proceeds. DIA may be required to determine whether any upgrading of the network is necessary. Certain industrial uses will require a trade effluent license.
	Land at March Road west		
	Land at Muirton	A Water Impact Assessment or Flow and Pressure Test may be required to determine the impact of development to the south of Buckie to determine the impact of development on the current network.	
	Land to south west of Buckie		
Burghead	West Foreshore	Currently capacity at the treatment works to accommodate this development. It is likely that network upgrades will be required including pressure reduction.	Currently sufficient capacity at Moray West WWTW. However, the WWTW is likely to require growth within the next 5 years. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. A DIA may be required to determine whether any upgrading of the network is needed.
	Clarklyhill	Given proximity to the reservoir the developer will need to contact Scottish Water to discuss the point of connection to the network.	
Cullen	Land opposite Cullen Cemetery	Currently capacity at treatment works to accommodate development.	Currently sufficient capacity at Moray East WWTW. However, as development proceeds this could change. A DIA may be required to determine whether any upgrading of the network is needed. Certain industrial uses will require a trade effluent license.
Dallas	R1 & R2	Network upgrades may be required to serve development.	Insufficient capacity at Dallas WWTW and a growth project will be required. Developers will be required to submit evidence of the 5 development criteria for a growth project to Scottish Water. DIA may be required to determine whether any upgrading of the network is needed.
Duffus	Land to west of Duffus	Offsite mains extension may be required at this location.	Currently sufficient capacity at Moray West WWTW. However, WWTW likely to require growth within next 5 years. Once developer has met 5 growth criteria Scottish Water will initiate a growth project. DIA will be required to check impact of pumping on downstream network.
	Land to south west of Duffus Land to east of Duffus	Currently capacity at the treatment works to accommodate development.	



Dyke	Land to east of Dyke	Currently capacity at treatment works.	Currently sufficient capacity at Dyke WWTW. However, as development proceeds this could change. Depending on size of development a DIA may be required to determine whether any upgrading of network is needed.
Elgin	Land adjacent to R4 Mayne Farm	Depending on the size of the development there may be a requirement to upgrade the local network	Currently capacity at Moray West WWTW. However a high level of development is proposed in Elgin and the WWTW is likely to require growth within the next 5 years. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. DIA may be required to determine whether upgrading of the network is needed. Certain industrial uses will require a trade effluent license.
	R6 Hattonhill		
	Land adjacent to R12 Knockmasting Wood		
	Land at Oldmills Road	Currently capacity at the treatment works. Investigation might be required to determine where the site would be supplied from and the route of the new infrastructure.	
	Land to north of I8 and west of A941	Currently capacity at treatment works.	
	Land to north of Maryfield Road	Currently investigations being carried out to support the Findrassie masterplan which may include this site. Early engagement is required by the developer to ensure appropriate information is included.	
	Burnside of Birnie		
	Barmuckity		
	Site at Bain Avenue	Testing may be required to ascertain whether the existing infrastructure has capacity.	
	Land at West Road (BP/OPP)	Depending on the size of the development this site may need mains reinforcement.	
	Land at ENV4 South Lesmurdie	Currently capacity at the treatment works. 160mm main currently terminating near Moycroft roundabout.	
	Land at the Firs, Fairfield Avenue	Further details of development required before means of supplying site can be verified.	
	Land at Pinegrove		
Land at Pinefield Playing Fields	Further detail of development required as mains reinforcement may be necessary.		
CF2 Edgar Road			
Findhorn	Land at Bichan Farm	The proposed site at Bichan Farm would have to connect to the 180mm main that supplies Findhorn or if appropriate, directly to the Foundation's private network.	WWTW requires work to serve development in Forres and surrounding area. Once developer has met 5 growth criteria Scottish Water will initiate a growth project. Depending on the size of the development, a DIA may be required to determine whether any upgrading of the network is necessary.



Fochabers	Land at Lennox Crescent	Pressure could be marginal so details of the proposed development at Lennox Crescent is required, especially the level of the highest water fitting.	Currently sufficient capacity at Fochabers WWTW. However as development proceeds this could change.
Forres	Land at Waterford	Zonal boundary alterations and/or mains reinforcement may be required.	WWTW will require growth to serve development. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. A DIA may be required to determine whether any upgrading of the network is needed. Certain industrial uses will require a trade effluent license.
	Land at Chapelton	Offsite mains extensions may be required.	
	R6, R10 + LONG2	Developers to contact Scottish Water to discuss capacity/build out rates.	
	R8 Balnakeith		
	R1Knockomie		
	Land at Pilmuir Road West		
	R9 Plantation Cottage		
	OPP8 Forres		
	R3 Ferrylea		
	Land north of A96	Extensive mains reinforcement will be required.	
	Waterford Road (Site 1)	Study will be required to determine the means by which this site can be serviced.	
Waterford Road (Site 2)			
Hopeman	Land adjacent to Tulloch House	Currently capacity at treatment works.	Currently sufficient capacity at Moray West WWTW. However, a high level of development is proposed in Elgin and the WWTW is likely to require growth in the next 5 years. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. Depending on the size of the development at Manse Road, a DIA may be required to determine whether any upgrading of the network is needed. Certain industrial uses will require a trade effluent license.
	Land at Golf Club car park	Likely that a mains extension of 1km will be required to service this site as golf club and buildings and grid ref are too high to connect to the main adjacent to Lodge Road.	
	Land south of Hopeman	This site is in very close proximity to a reservoir so would have to be supplied from an inlet or another DMA, depending on the number of houses.	
	Site R1 Manse Road	Currently capacity at the treatment works.	
Keith	Edindiach Road	Currently capacity at the treatment works.	WWTW requires growth to serve development. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. DIA will be required to check impact of pumping on downstream network.
	Denwell Road	Currently capacity at the treatment works. Network upgrades will likely be necessary to service this development.	
	Newmill		
Kinloss	Land adjacent to R4 Damhead	Currently capacity at treatment works. Depending on size of development network upgrades may be required.	WWTW requires growth to serve development. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. DIA may be required to determine whether any upgrading of network is necessary.
	Land to south east of Kinloss		
	Land at former Abbeylands School	It is likely that this site will be served from a private water supply. Network upgrades will be required to serve the development from a Scottish Water network.	





<b>Mosstodloch</b>	Land west of Mosstodloch	Currently capacity at treatment works.	Currently sufficient capacity at Fochabers WWTW for early phase of this development. Growth project will be required to serve the full development and the developer will be required to submit evidence of 5 growth criteria to Scottish Water to initiate growth project. DIA will be required to determine whether any upgrading of network is necessary.
<b>Portgordon</b>	Land to south of R1	Depending on the size of the proposed development a network upgrade may be required.	Currently sufficient capacity at Moray East WWTW. However as development proceeds this could change. DIA may be required to determine whether any upgrading of network is necessary.
	Land to south of R2	Further details of development will be required before means of supplying site can be verified.	
<b>Rafford</b>	R1	Currently capacity at treatment works to serve the proposed development.	The main septic tank in Rafford is under private ownership. Scottish Water do not have information on the extent of the community served by this septic tank. There are two small septic tanks in Rafford, but these serve only the houses local to them and would not be suitable for taking any further development.
<b>Roths</b>	Land at Drumbain Farm	Further details of the proposed site at Drumbain Farm will be required before means of supplying the site can be verified.	Currently insufficient capacity at Roths WWTW and Scottish Water is not funded to upgrade WWTW to meet industrial requirements. Depending on the size of the proposed development at Drumbain Farm a DIA may be required to determine whether any upgrading of the network is necessary. Development is 500m from the nearest sewer. Certain industrial uses will require a trade effluent license.
<b>Urquhart</b>	Land to east of Station Road	Depending on the size of the proposed development on land to the east of Station Road, a network upgrade may be required.	Currently sufficient capacity at Moray West WWTW. However, a high level of development is proposed in Elgin, and the WWTW is likely to require growth within the next 5 years. Once a developer has met the 5 growth criteria Scottish Water will initiate a growth project. A DIA will be required to check the impact of pumping on the downstream network.



