

2001 Population.....20929

(Source: 2001 Census)

Households.....8872

Objectives

- To identify sites for 950 new houses
- To identify longer term housing areas
- To identify land for general industrial/commercial uses
- To identify land for a Business Park
- To prepare a strategy to advance the case of a bypass and to monitor progress
- To promote economic activity and monitor town centre vitality
- To enhance the appearance of the town from the A96 and in particular the approach from the east
- To protect the high quality greenspaces in the town
- To exercise the precautionary principle on land liable to flood until completion of Flood Alleviation Schemes for Elgin.

Proposals

Water and Drainage

There is adequate capacity for water and waste water, but developers should contact Scottish Water at an early stage. Foul drainage must be connected to the public sewer.

Roads

All comments on road infrastructure requirements are intended to be of assistance to developers and advise them generally of improvements that are likely to be needed in order to service the site. These requirements are not exhaustive and do not pre-empt anything that might result from a Transport Assessment.

Housing

It is proposed that the following sites are designated for residential development. Existing allocations that are not completed are continued, and four new sites have been identified.

The current designation of the Elgin South Masterplan sites will continue to implement the agreed TIA. All sites draining to the Linkwood burn will require a surface water management plan.

R1 Bilbohall North

This site is brought forward from the present plan, with recent planning permission for a housing development. The site is partially constrained by the proposals for a road link from Edgar Road to Wittet Drive (proposals TSP10). Access to the site must be south of the Health Services Property. Mayne Farm Road will require a raised profile south of the railway bridge to improve visibility and it must be widened to 5.5m with one footway from the bridge approach to the site entrance. Development proposals must provide a landscaped edge. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

R2 Waulkmill

This site is brought forward from the current plan and has a maximum capacity of 160. It comprises part of the Elgin South Masterplan which established the servicing arrangements and developer requirements. Development of the site will incorporate a 30m landscaping buffer to be created along the A96 to the north. Trees along the burn will be an important element in screening the site from a potential southern bypass, these should be supplemented by new planting. An acoustic barrier of planted trees and shrubs requires to be planted along the railway line. The development will be set back 10m from the Burn of Linkwood, this area to be landscaped and incorporate a parallel footpath and cycleway with integrated links to the housing development. The primary access to the site should be via a new link direct to Reiket Lane. The Councils Chief Environmental Officer must be consulted and regard must be paid to appropriate noise measurement criteria. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

R3 Linkwood East

This 20 ha site has a maximum capacity 390. It comprises part of the Elgin South Masterplan which established the servicing arrangements and developer contribution requirements. Access to be taken from Reiket Lane retaining a future access extension across the burn to the east. The creation of Reiket Park ENV1 will continue as a priority. Landscaping requirements will remain as in the Elgin South Masterplan. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

R4 Thornhill

This site comprises part of the Elgin South Masterplan which established the servicing arrangements and developer contribution requirements. The 16.9 ha site can now be released to supply a maximum of 350 houses. It requires to be broken into separate residential components by means of a strategic landscaping plan. Given the density of the neighbouring development to the north of Thornhill road, pockets of open space should be provided particularly along the site's northern edge. On its south eastern boundary, development should be stepped back 10m from the Burn of Linkwood to incorporate an amenity 'green corridor' along the burn side. The corridor must retain existing trees, introducing new planting, footpath and cycleway links to the rest of the housing developments, through the adjacent site CF4 to take the footpath and cycle way as far as Ashgrove Caravan Park. The site should be landscaped along the boundaries of the potential by-pass route and the A941. Access to this site shall be from Thornhill Road. Improvements at the junction of Thornhill Road and Linkwood Road must be in place. Landscaping on the northern boundary must be to an average depth of 20 m along the length of Thornhill road. The development must provide a landscaped strip to the depth of 25m on the site frontage with the A941. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

R5 Bilbohall South

This site has been brought forward from the Elgin South Masterplan which established the servicing arrangements and developer contributions. This 9.9 ha site can accommodate no more than 75 houses after landscaping requirements have been addressed. Due to the contours of the site, the prominent green knoll has been identified for open space and structural landscaping. This has therefore reduced the proposed housing allowance for the site. The site will require the 'South Side Road Improvements' as identified in the current plan to be in place, in particular TSP10-12 to provide adequate access. Additional improvements to specific capacity constraints may be required, given the size of the development and its potential level of impact. Extensions to speed limit areas and provision of footways and street lighting will be required. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

The main concern for developments connecting into the sewer system in Elgin is the effect on the system with regard to sewer flooding. In addition, there is the potential effect of the flood prevention work on the sewer system and the potential requirement for major diversions and alterations. These effects will have to be assessed. An archaeological crop marks site is located in the northern part of the area, and will require evaluation.

R6 South West of Elgin High School

This 4 ha site is able to accommodate no more than 40 houses for development after landscaping requirements have been addressed. The site would require the South Side Road Improvements to be in place, in particular TSP 10-12 to provide adequate access. Substantial landscaping will be required with open space and woodland planting along the south of the site. Provision of new footpaths and access routes will be provided leading from the High School to Mayne Road. A badger survey will be required on site.

R7 Spynie Hospital North

This 21.63 ha site will accommodate up to a maximum of 465 houses after substantial landscaping requirements have been addressed. Before any release, woodland planting is required on the fields to the west along Duffus Road. This site requires to be broken into separate residential compartments via a strategic landscaping plan with footpaths, access routes and structural planting. A site layout must be submitted before permission will be granted.

Both a Traffic Impact Assessment and Noise Impact Assessment will be required for this site. The identified site has overhead cables that will have to be relocated underground. Development proposals should safeguard the integrity of Loch Spynie SPA.

R8 Hattonhill

This site is in principle, suitable for up to 20 houses, and will be subject to a development brief. Proposals must indicate by means of a Masterplan, the retention of non residential areas as open space and amenity land, and their availability for community use and enjoyment, by means of appropriate legal agreement. The release of this site, the total number of houses permitted, layout and landscaping will be dependent on the satisfactory resolution of road improvements which may affect this site, following decisions taken on the Elgin STAG Report and Elgin Traffic Model.

R9 Birnie Road

This site together with development at Site R10 Glassgreen will accommodate a total of 160 houses. This development will be subject to, inter alia,

- (a) reservation of land for the potential By-pass corridor (South option) identified as TSP2 in this Local Plan, in so far as it relates to the land identified as sites R9 and R10; and
- (b) the developer to construct works or if appropriate to provide financial contribution instead towards the implementation of the junction improvement of Birnie Road/Sandy Road, including a new roundabout (TSP7), and improvement of Sandy Road/Glenmoray Drive (TSP8), the level of works or funding being determined by the outcome of a Transport Assessment, and all to the satisfaction of the Council as Roads Authority.

R10 Glassgreen

This site together with development at Site R9 Birnie Road will accommodate a total of 160 houses. This development will be subject to, inter alia,

- (a) reservation of land for the potential By-pass corridor (South option) identified as TSP2 in this Local Plan, in so far as it relates to the land identified as sites R9 and R10; and
- (b) the developer to construct works or if appropriate to provide financial contribution instead towards the implementation of the junction improvement of Birnie Road/Sandy Road, including a new roundabout (TSP7), and improvement of Sandy Road/Glenmoray Drive (TSP8), the level of works or funding being determined by the outcome of a Transport Assessment, and all to the satisfaction of the Council as Roads Authority.

'LONG'

In order to indicate the general, longer term direction for housing development, areas are identified (LONG) on the settlement statement maps. These are at:

Findrassie/Myreside. Development in these areas would be most capable of integrating into the landscape. Development proposals should safeguard the integrity of Loch Spynie SPA.

These sites are not designated during the currency of this Local Plan, but will be considered for inclusion in future Reviews, depending upon take up of those sites which are formally designated in line with policy H2.

Business Park

It is a strategic priority of the Local Economic Development Strategy published by the Local Economic Forum that a new Business Park be established for Elgin, and that Moray Council and Highlands and Islands Enterprise will be the lead partners in this.

The Elgin and Moray Partnership, comprising the Council, Local Enterprise Company and Moray Chamber of Commerce, was established and commissioned Consultants to advise on objectives of the Local Economic Development Strategy, and to inform the Review of the Development Plan by addressing issues relating to economic development and regeneration. This relates primarily to Elgin but also to Buckie, Forres, Keith and Lossiemouth.

BP1 Barmuckity

The Report 'Moray Towns Promotion and Development' has identified the Barmuckity Farm site to the east of Elgin as a preferred location for the provision of a significant area with potential as a Business Park location. In addition, provision will be made for industrial use within part of BP1.

This is a high profile site in close proximity to the established business, commercial, and industrial areas, which has the potential to provide a strong focus with good access, all of which are vital to a successful development.

The western area, whilst closer to existing development, is prone to flooding whilst the eastern part is largely free of flooding. Such areas will be kept free from development and used to provide an environmental/high amenity setting for the park.

Proposals must satisfy the requirements of this Development Plan, in relation to flood mitigation measures. A detailed flood risk assessment will be required for any planning application that is submitted for this site.

BP2 Riverview

In recognition that there may be a requirement to promote a Business Park in the short term, it is also proposed that a site in the west end of Elgin is also identified for consideration.

In order to advance consideration of this initiative, it is intended that BP1 and BP2 are identified as the areas for the development and promotion of a Business Park.

The Partnership's consultants have advised how this proposal can be best advanced and the following actions will be undertaken to do so:

- i) Establish the initial extent and level of participation by the Moray Council and Highlands and Islands Enterprise in developing and promoting a Business Park within the area of search identified, including timing.
- ii) Undertake a detailed feasibility study, jointly funded by the Council and Highlands and Islands Enterprise, to include a development appraisal, market testing, and more detailed consideration to determine the extent of public sector involvement in promoting the project from site acquisition, development to occupancy. This will also include examination of the potential to provide for general industrial land within the area of search.
- iii) The establishment of the key parameters in i) and ii) above, will inform the preparation of a development brief, a masterplan for the site, followed by a promotional campaign.

Retail

Retail Strategy for Elgin

The first component of the retail strategy is that Elgin will continue to be the main focus for retail development in Moray. New retail proposals will be directed to the defined town centre, with a requirement to focus development on or immediately adjacent to the main town centre to reinforce its regional role. It is also recognised that Edgar Road is an established retail area and that as a result of a Public Inquiry, planning permission has been granted for 85,000 sq ft Class 1 (non-food) retailing at the site of the former Elgin City Sawmill. Policies R1 (retail development within town centres) and R3 (retail development outwith town centres) are, intended to be complementary.

The other component of the Elgin retail strategy states that the town centre, for the purposes of applying retail policies, will be defined on the Elgin town map. Policies R2 will apply there. Retailing proposals outwith the town centre will only be allowed in exceptional circumstances by policy R2. Provision is made in policies R4 for neighbourhood shops up to 1,000m². Policy R4 also provides for retailing ancillary to industrial or commercial premises.

The retailing strategy and policies for Moray and Elgin have been informed by the Elgin and Moray Towns Promotion and Development Project commissioned jointly by the Council and Highlands and Islands Enterprise Moray in association with the Moray Chamber of Commerce and carried out by a consultancy team lead by Donaldsons. This study reaffirms the need to protect the vitality and viability of Elgin town centre, whilst making provision for complementary retailing outside the town centre, all in accordance with the provisions of National Planning Policy Guidelines.

Policy for Retailing in Elgin Town Centre: Area TC

For the purpose of applying the retail strategy for Elgin, Area TC is defined on the town map. Within this area, structure plan policy 1h and local plan policies R1 and R3 will apply to any proposals for retail development. Policy R2 (non-retail exclusions) will apply to Elgin High Street, the 'core-area' being defined as Lossie Wynd to Batchen Street.

It is essential that any proposed development is carefully integrated into the town centre physically, environmentally and in terms of providing a variety of uses. Proposals for convenience goods retail development within this area should contain, or be combined with, an element of comparison goods retail space. Combined retail and commercial leisure will also be encouraged. Implementation policies apply, as will the Conservation Area or listed building policies as appropriate.

Town Centre Improvement Strategy

The Council will pursue, in partnership with relevant agencies, a comprehensive improvement strategy for area TC and such wider area as is deemed appropriate, to implement in an integrated manner the other recommendations of the Elgin and Moray Towns Promotion and Development Project study and guidance in SPP8; and to implement the diverse policies of retailing, business, parking, pedestrianisation, conservation, and environmental improvement. The overall objective is to achieve a city centre which; is attractive for business investment, for visitors and residents; meets the needs of shops, services and their customers, and promotes accessibility for pedestrians to the core area of the town.

A key recommendation is that the Council establish a clear position in relation to their landholding of Lossie Green in the town centre, as it is considered that the public sector would require to demonstrate considerable commitment taking a lead in promoting the development of this area, in conjunction with adjoining parts of the town centre to make provision for primarily comparison shopping.

Precursors of a retail led development would include: de-listing of Elgin Town Hall and its relocation, confirmation of a town centre parking strategy, and traffic and road capacity.

In recognition of the constraints on development on this, and adjoining land, the Partnership's Consultants have recommended that a Feasibility Study is required in order to establish if such a development would be financially viable and deliverable; and that it would only be realistic if the Council was prepared to promote the site in its capacity as both Planning Authority and as a substantial landowner in this area. The Feasibility Study will consider the potential for mixed retail, commercial and civic uses.

The Partnership's Consultants have advised that unless sites are made available for retail development within the town centre, the serious threat from general comparison retailing from sites outside the town centre may have significant adverse future consequences for its overall vitality and viability.

In recognition of the potential for the town centre to develop its civic role, possibly in association with a proposal for comprehensive retail led development, it is proposed to extend its boundary to the north to incorporate the area between Boroughbriggs Road and the River Lossie. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

RET (A) Edgar Road Retail Park

Since 1980, the Council has operated a policy of accommodating appropriate out-of-town centre retailing at Edgar Road only, and nowhere else around the town (subject to the exceptions of neighbourhood shops, and ancillary retailing). The Edgar Road, or Springfield, Retail Park (designated RET A on the Proposals Map) is now an established Area for a superstore and primarily bulky comparison retail warehousing which are complementary to, rather than in direct competition with retailing within the town centre of Elgin. It has helped, and continues to help, in maintaining the area's competitiveness with Inverness and Aberdeen. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

RET (B) Edgar Road West

Planning permission has now been granted by the Scottish Ministers for an 85,000 sq ft development comprising uses within Class 1 of the Use Class Order, but excluding food sales, thereby permitting the establishment of a wider range of shops, including general comparison as opposed to just bulky goods comparison retailing. This decision is reflected in the extended RET designation at Edgar Road. A detailed flood risk assessment will be required for any planning application that is submitted for the site.

I8/RET Edgar Road

Site I8/RET may also have potential for retail development, subject to, inter alia (i) establishment by means of the sequential approach in SPP8 that the site is sequentially preferred, and (ii) establishment by means of a Retail Impact Assessment that the proposal would not adversely affect the vitality and viability of the town centre.

Opportunity Sites

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

OPP1 Flemings Sawmill/Former Morayshire Tractors, Linkwood Road

This site is considered suitable for business uses, subject to clearance from the Health and Safety Executive in respect of proximity to the gas storage tanks to the north. Access should not be taken off the roundabout but off Linkwood Road. The Council will promote a range of compatible industrial, business, office and distribution uses. Consent for retail uses will be subject to Local Plan Policy R3. Those which can exploit the direct rail link for freight will be particularly encouraged. Proposals should be advanced in the context of an overall site layout appropriate to this gateway location in Elgin. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site.

OPP2 Hill Street/Ladyhill

Redevelopment opportunity for a high quality flatted residential usage.

OPP3 Wards Road

This area comprises a variety of industrial uses with buildings of varying quality and appearance. There is an opportunity to redevelop this area by upgrading through residential or commercial development.

OPP4 Hamilton Drive School

A residential development, or a public facility which utilises the existing buildings, is preferred but if the site is constrained, demolition will be allowed.

OPP5 Ashgrove Road

This site is considered suitable for use as an opportunity site for residential, industrial, commercial or retail use. However only retail use compatible with Policy R4 will be approved. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

OPP6 Auction Mart, Linkwood Road

This site is considered suitable for business use, which may include a range of compatible industrial, business, office and distribution uses. Consent for retail uses will be subject to Local Plan Policy R3. Consent for any development will also be dependent on, inter alia, the provision by the developers of a landscaped area in association with the development, incorporating public access for pedestrians and cyclists, adjoining and within the Southern and Eastern boundaries of the site.

A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site.

Industrial Sites

Many of the established industrial, business and mixed use areas are subject to flooding, and specific schemes are being progressed, with the intention of alleviating flooding.

The following sites are identified.

I1 Linkwood Industrial Estate, 1.07 ha available

In line with ENV3, the Council has imposed a landscape strip along its boundary with the A96 designed to mirror the landscape strip on the opposite side of the road. Frontage buildings must be of a high architectural standard. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I2 Chanonry Industrial Estate

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

I3 Moycroft Industrial Estate

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

I4 Tyock Industrial Estate

Suitable for light industrial and commercial operations under 500-sq. m. Currently no land is available. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I5 Pinefield Industrial Estate

An extensive area aimed at small business development. Within this area the Council will encourage "start-up" businesses operating from low cost buildings in order to stimulate enterprise and will thereafter resist the coalescence of sites into larger units. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I6 Linkwood East (Incorporating ENV3)

Comprises a total site area of 4.5 ha occupying a prominent position of the eastern entrance to the town. Road access shall be via a new link to a roundabout junction on the A96 with Reiket Lane. The Council shall require the developer to provide a 15 metre landscaped area of broadleaf trees and shrubs along the boundary with the A96 and along the eastern boundary. A landscaping scheme and development brief will be prepared by the Council which must be implemented in advance of development. Frontage buildings must be of a high architectural standard. The exact area to be made available for development will be influenced by the details of the Elgin Flood Alleviation Scheme. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

Established Business Areas

I7 Railway Sidings/Ashgrove Road

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

I8 Edgar Road

These 3 areas consist primarily of established uses within Class 4, (Business) and Class 6, (Storage and Distribution). A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I9 Johnstons Woollen Mill

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

I10 Glen Moray Distillery, Bruceland Road

Area reserved for distillery related uses. Expansion of the distillery should be in the first instance to the west on vacant land within the designated site, and not onto fields to the north forming part of ENV6. A detailed Flood Risk Assessment will be required for any planning application that is submitted for the site.

I11 Linkwood Distillery

Area reserved for distillery related uses.

Mixed Use Areas

I12 Ashgrove Road

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

I13 Grampian Road

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

I14 Sandy Road (The Wards)

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

Environment

ENV1 Public Parks and Gardens

Reiket Park, Cooper Park

ENV2 Private Gardens or Grounds

College grounds, The Oaks, Morriston Road.

ENV3 Amenity Greenspaces

East road verges- A96, Glenmoray Drive, Lesmurdie house, New Elgin Rd.

ENV4 Playspace for Children and Teenagers

Playing fields, Childrens play area next to R7 - Kennedy Place, Fairy Park, Nelson Square (Bishopmill)

ENV5 Sports Areas

Greenwards school, Eastend school, Tyock/Pinefield playing field, New Elgin Rd, Borough Briggs.

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

The Wards, Lesmurdie, Bishopmill, Hamilton Drive, Waulkmill Grove, Morriston Playing Fields, Edgar Rd.

ENV7 Civic spaces

Ladyhill Monument

ENV9 Other functional greenspaces

Linkwood Cemetery, Cathedral, Biblical garden, proposed cemetery Lossiemouth road.

ENV10 Regeneration Proposals

Proposed TPO at Pluscarden Road.

All SSSI and SIN designations remain.

TPO Tree Preservation Order

Lesmurdie, Waulkmill, Duffus, Maggot Wood and Dunkinty.

CAT The Countryside Around Towns area protects the area around the town from development

Cemetery Search Area (CM)

A search area at Findrassie Wood will allow further consideration to be given to the provision of site servicing, including access, in association with planning this site with the adjoining development. In the event of an alternative site being chosen, this site will revert to CAT. Development proposals should safeguard the integrity of Loch Spynie SPA.

Community Facilities**CF1 Dr Grays**

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

CF2 Edgar Road

This site is to be considered in conjunction with site ENV5 for the redevelopment and configuration of Elgin High School and associated playing field/community sports fields. The design and layout for this facility must acknowledge and make provision for the potential requirements for a link road between Edgar Road and notional line of the bypass.

CF4 Thornhill field

In line with the Elgin South Masterplan, this site is now under development for a mix of community facilities and sports and recreational grounds. A detailed Flood Risk Assessment will be required for any planning application that is submitted for this site.

Residential Caravan Sites

Ashgrove residential caravan site will be considered favourably for either conversion to holiday use, or redevelopment to permanent housing, at maximum one-for-one replacement.

RC1 Ashgrove Residential Caravan Park

Currently has permission for 100 residential caravans and could be redeveloped for flats and/or small scale housing.

Utilities and Services

Waste water treatment

Elgin's primary treated waste water is pumped to the Waste Water Treatment Works at Oakenhead, east of Lossiemouth. These works take waste water from Lhanbryde/Urquhart, Elgin and Lossiemouth and produce a standard of discharge to the Moray Firth sufficient to meet EC regulations.

Waste management facility

The present waste management facility at Chanonry is nearing capacity. Options for relocation, including Cloddach quarry are presently the subject of detailed analysis.

Flood Prevention

The Moray Council will pursue a Flood Alleviation Scheme for Elgin under the terms of the Flood Prevention (Scotland) Act 1961 as amended. This Scheme will be prepared in line with statutory processes under the Act, and will require extensive hydrological research and be subject to public consultation and environmental assessment.

Flood Alleviation measures FA1

In recognition that the Scheme is yet to be finalised areas likely to be required for it's implementation in relation to Linkwood, Chanonry and Grampian Road are shown as FA1.

Elgin Traffic Study

In recognising that an Elgin by pass and associated improvements affecting the Trunk Road network cannot proceed without the support of the Scottish Executive there is an urgent need for the Council to prepare and agree a comprehensive strategy, in order to progress the case for this project. This strategy will include identification of key appraisals, their budgetary requirements, and a timetable with which progress can be monitored by the Council.

The following considerations from the previous Moray Development Plan 2000 – 2005 are reintroduced into the Moray Development Plan Review as they constitute a basis from which the strategy will be prepared. Furthermore, policy considerations will remain in force as a basis for the consideration of development proposals.

In the lead up to and during the development of the Moray Development Plan 2000 – 2005, the Council made use of a SATURN traffic model developed for Elgin. The model was prepared for the Council and the Scottish Office by the Babbie Group (Traffic Engineers). It enabled the Council to investigate a number of alternative development scenarios in terms of their predicted impact on traffic movements. The proposed development strategy within Elgin in that plan took account of those likely impact and proposed a number of improvements to the traffic systems which would be required to enable developments to go ahead.

Elgin by-pass

The Draft of the Moray Development Plan 2000 – 2005, issued for public consultation in early 1998, proposed that a by-pass road could be commenced in the south of the town, led by private sector contributions from the development land designations in that Local Plan. Given the particular objectives of the Draft Plan 2000 – 2005 to address traffic circulation problems in New Elgin, the option of a northern route was not promoted.

There was at that time some public opposition to this strategy, mainly from the Elgin golf club, where the north-most part of their course would be lost to roadworks.

The Scottish Executive, as providers of trunk road improvements, were not supportive of the Draft Plan 2000 – 2005 private finance initiative, maintaining that if and when a by-pass is justified for Elgin, a full route appraisal, involving optional lines to the north and south, would be carried out, and that the appraisal would not be constrained by the partial provision of a road to the south. Since an Elgin by-pass cannot be funded without Scottish Executive support, that strategy had to be re-assessed.

Consequently, the Moray Development Plan 2000 – 2005 reverted to the position of a previous Development Plan, approved by the Secretary of State, and reserved corridors for a by-pass to the north and south of the town, shown as TSP1 and TSP2 on the Proposals Map. The lines are now contained within the Elgin CAT designations, where development is, in any event, constrained. These corridors are not engineered road lines, but are indicative of the route only and, as far as possible, avoid proximity to properties, and known environmental designations, such as the Quarry Wood SSSI.

The Scottish Executive is responsible for design requirements and adoption of the road onto the trunk road network and they will investigate in more detail the provision and location of structures such as river and railway bridge crossings, and main junctions and roundabouts.

The current Plan therefore indicates two southern route options at the west end of Elgin; one crossing the meander of the river Lossie to connect with a junction close to the Eight Acres Hotel, the other extending beyond the meander of the river (avoiding the need for bridges) to connect with the A96 further west at Aldroughty; together with a northern option.

TSP1 Bypass corridor (North option)

Line reserved – See (CAT map)

An appropriate assessment will be required as part of the Environmental Assessment to consider the impact of the bypass on Loch Spynie SPA. Proposals should consider:

- programming of construction to avoid sensitive periods for geese.
- provision of natural noise screens for the bypass.
- effects of the bypass lighting on geese.
- a catchment study to determine impact on natural drainage pathways.
- A drainage plan to control surface water, to safeguard water chemistry at Loch Spynie.

TSP2 Bypass Corridor (South option)

Line reserved – See (CAT map)

South Side Road Improvements

The current Plan continues to link the designation of development land in the south of the town, with road improvements designed to ease traffic circulation in and around New Elgin. The release of significant land holdings in the Barmuckity/Linkwood area is conditional upon specified road works being carried out, which will both improve traffic flows across the periphery of the town (from the A941 Rothes road to the A96 Fochabers road and from the periphery of the town centre). The linkages into the town centre are designed to relieve the present congested route of New Elgin Main St, and ultimately to provide additional railway crossings to remove the pressure from the single adequate bridge between the Laich Moray and Edgar Road roundabouts.

TSP3 Roundabout at A96 junction with Reiket Lane

TSP4 Reiket Lane Railway Bridge

TSP5 Reiket Lane/Linkwood Road/Thornhill (Roundabout) junction

TSP6 A941 Roundabout/junction improvement

TSP7 Junction improvement Birnie Road/Sandy Road

TSP8 Sandy Road/Glen Moray Drive realignment

TSP9 Junction improvement Edgar Road/Glenmoray Drive/Wards Road

TSP10 Edgar Road extension- Wittet Drive.

The line of this road is indicative only and the Council, in consultation with SNH require a design which will avoid damaging impacts on the natural wetland areas at the Wards (ENV6)

TSP11 New Railway Bridge Wittet Drive/Edgar Road extension

TSP12 New roundabout A96/Wittet Drive

TSP18 Junction of Morriston Road/Duffus Road

Through the TA process developers may have to address the impact of their development proposals on this junction.

TSP19 Junction of Morriston Road/North Street

This is an existing junction with congestion at certain times of the day. Through the TA process developers may have to address the impact of their development proposals on this junction.

TSP20 Junction of Lossiemouth Road/Lesmurdie Road

This is an existing junction with congestion at certain times of day. Through the TA process developers may have to address the impact of their development proposals on this junction.

TSP21 Junction of Duffus Road/R7

This is a new junction which will have to be provided by the prospective developer of R7.

TSP22 Junction of Covesea Road/R7

This is a new junction which will have to be provided by the prospective developer of site R7.

TSP23 Extension of Edgar Road

This is a logical extension from the end of Edgar Road which would provide a direct link from the commercial area of Edgar Road to a future bypass (see also CF2 regarding route of this link through that site).

As development proceeds (controlled by the phased release of further land over consecutive 5-year Plan periods) further significant road schemes will be necessitated, and all developments in Elgin will be measured against their impact on traffic movements and whether they will be required to contribute towards any of the schemes nominated in this Plan.

The list of roadworks, deemed necessary to both improve the current situation and to accommodate the level of traffic generated by the developments which will fund them, are identified on the Town Plan.

Public Transport

The areas at the railway and the bus station are reserved for operational purposes in line with Structure Plan policies and Local Plan policy T4 as alternative to car, and road haulage usage.

TSP14 Railway sidings- Maisondieu Road

TSP15 Bus station- Alexandra Road

Cycling Network

There are two primary cycle routes in Elgin, the Aberdeen- Inverness route, and Elgin- Lossiemouth track. New developments must not compromise routes under the terms of policy T7.

TSP16 Inverness- Aberdeen (Sustrans) Cycle Track

TSP17 Elgin- Lossiemouth Cycle Track
