

## CONTENTS

---

1	Introduction	3
2	Overview	4
3	Legislative Changes	5
	<i>Legislation</i>	5
	<i>Policy</i>	6
	<i>Action Plan</i>	6
4	Population	7
5	Economic Development	9
6	Residential Development	11
7	Environment	15
8	Retail	22
9	Transport and Accessibility	27
10	Community Facilities	31
11	Implementation	33
12	Settlements	34
	<i>Buckie Housing Market Area</i>	34
	<i>Elgin Housing Market Area</i>	40
	<i>Forres Housing Market area</i>	53
	<i>Keith Housing Market Area</i>	61
	<i>Speyside Housing Market Area</i>	66
13	Rural Communities	72
	Appendix 1 : Action Plan Progress	73



## 1 Introduction

---

- 1.1 This monitoring statement examines the performance of Moray Local Plan 2008, since its adoption in December 2008. It will look at the way in which policies have been used and interpreted; and the extent to which land designations in towns and villages have been taken up and developed. It will also record key changes in Moray's socio economic characteristics.
- 1.2 Comments and observations have been received from agencies and organisations who act as consultees on planning matters, on plan performance from their perspective.
- 1.3 This information has been collected and analysed to provide an indication of what aspects of the current plan might require to be changed, adjusted, or replaced. In turn this will feed into the Main Issues Report where the key planning issues facing Moray will be presented and discussed.
- 1.4 During this period, the UK Government's Strategic Defence Review was undertaken, which has had significant implications for the Ministry of Defence presence in Moray. This prompted the preparation of the Moray Economic Strategy, which will be the principal economic response measure, and which will set much of the direction for the new Local Development Plan.
- 1.5 Also forthcoming in this period was the Housing Need and Demand Assessment, which established Moray's housing requirement to 2023. This process followed a rigorous preparation format and has been formally approved by Scottish Government as a robust piece of work.

This will form the basis for new housing land allocations, and with this Scottish Government endorsement, should leave little room for argument about how much new land for housing is needed.

## 2 Overview

---

- 2.1 The strategy of the 2008 Local Plan was to direct growth and new development in accordance with a Settlement Hierarchy, with Elgin as the primary centre; Forres, Lossiemouth, Buckie and Keith as secondary centres; with approx 25 other towns and villages as third tier locations. Development land designations were made proportionately across these settlements, in line with their position in the Hierarchy.
- 2.2 The economic downturn, and reduction in housebuilding has meant that development rates have been lower than anticipated, and that land take up has been slow. This affects the measurement of the effectiveness of the strategy for the spatial distribution of growth. Development rates in the first 3 years are contained in the Housing Section.
- 2.3 However the production of the Economic Strategy has confirmed this hierarchy and it continues to be the route to be followed for Moray's future development.
- 2.4 At the 60% mark (3 years) of the Plan's intended lifespan, there is still an ample land supply to accommodate new development. On top of this supply, the Housing Need and Demand Assessment has identified additional future housing needs, and together with the new Local Development Plan, this will provide the "generous supply of land" as required by Scottish Planning Policy.
- 2.5 Many new policy initiatives; directives; strategies have been issues that need to be taken into account. This could mean changes or a new approach to the form and content of Local Development Plan policies. Scottish Government's wish to see Development Plans be slimmed down and become less "policy compendia" will have to be recognised.
- 2.6 More detailed analysis and comment of individual topics is contained in the following Sections.

### 3 Legislative Changes

The Town and Country Planning etc (Scotland) Act 2006 introduced a number of Legislative Changes.

#### 3.1 Legislation

- Structure and Local Plans have been replaced by Strategic Development Plans and Local Development Plans.
- Strategic Development Plans are only required for the 4 city region areas (Glasgow; Edinburgh; Aberdeen; Dundee).
- Moray is outwith these Regions and will require only to produce a Local Development Plan (LDP).
- The LDP process differs from the previous arrangements. There is no longer Consultative Draft Stage; this being replaced by a Main Issues Report.
- LDPs are expected to be shorter, sharper, map based documents supported, as appropriate, by Supplementary Guidance.
- Consultation and engagement remains an integral part of Plan preparation. Neighbour notification for new sites proposed has been introduced.
- Public Local Inquiries will now be known as Examinations, and different arrangements are now in place regarding submissions of evidence. The Reporter will decide on the method/format of the Examination, and there is no longer the right of a personal appearance.
- A new hierarchy for planning applications has been introduced (National; Major; Local) with differing administrative procedures applying to each. The emphasis is on more delegation to officers, with less casework going to Committees.
- Pre application notification and community consultation are required for Major applications.
- Appeals against refusals of local applications are now considered by a Local Review Body (comprising elected Members of the Council) and no longer by a Reporter appointed by the Scottish Government.
- The requirement for new housing land will be established through the Housing Needs and Demand Assessment, carried out by the Housing Market Partnership, in association with the Centre for Housing Market Analysis. Once approved, this is virtually unchallengeable in terms of housing need.

All of this means that there will be a new approach to Plan preparation, with a focus on keeping Plans focussed, fit for purpose, and up to date.

### 3.2 Policy Changes

3.2.1 In 2010, the Scottish Government rationalised its National Planning Policy Guidance and updated/consolidated this into a single document “Scottish Planning Policy”. This contains advice on how Development Plans should provide a policy framework to allow delivery of national objectives. It includes a number of new policy areas that will require to be introduced to Moray’s Development Plan.

#### 3.2.2 Examples

- How to tackle Climate Change; reduce greenhouse gas emissions; reduced number of journeys by car
- Use of Housing Need and Demand Assessment to provide generous supply of housing land.
- Improved quality in design and layouts
- How to provide for needs of Gypsies and Travellers
- Open Space strategies and physical activity
- How to respond to renewable Energy proposals and help meet national targets for electricity generation.
- Further guidance on dealing with flood risk; drainage and river basin management
- Waste disposal and compliance with the National Waste Strategy of Zero Waste
- Minerals and supply/demand of building materials.

### 3.3 Action Plan

3.3.1 The new format for Local development Plans includes the requirement to prepare an Action Plan, containing the key actions/activities that are proposed to take place, and indicate the agencies who are to implement these.

3.3.2 In anticipation of the impending new format, Moray Local Plan 2008 contained an Action Plan.

3.3.2 Progress with the actions identified is shown in [Appendix 1](#).

## 4 Population

4.1 The figures used in the 2008 Local Plan, were based on the General Registers of Scotland 2004 based population projections. This showed the population of Moray was expected to rise to 90,577 in 2019; an increase of 3.26% (2001 census figure was 86,940).

4.2 The most recent population projections from GROS are as follows:-

2008	2013	2018	2023	2028
87,770	88,971	89,580	90,245	90,610

Table 1: (GROS 2008 based population projections)

This represents a much slower rate of growth than had been the 2004 projection. Nonetheless it still represents a projected growth.

4.3 However an analysis of age groups over the next 15 – 20 years shows a continuing decline in school age children, and a significant increase in those in the 65+ age category.

Age Group	2008	2033
0-15	15,654 (17.8%)	14,662 (16.2%)
16-29	13,594 (15.8%)	12,458 (18.8%)
30-49	24,796 (28.3%)	21,022 (23.3%)
50-64	17,795 (20.2%)	15,200 (16.8%)
65-74	8,835 (10.0%)	12,604 (14.0%)
75+	7,096 (8.1%)	14,378 (15.9%)
<b>TOTAL</b>	<b>87,770</b>	<b>90,324</b>

Table 2: (GROS population projection age profiles)

4.4 Much of the forecast population increase is down to migration. This has been slightly higher than was forecast in 2004, and is due to a large extent to an influx of migrant workers from other EU countries. Workforce associated with the RAF, and elderly retirees moving to the area are other factors. Births exceeding deaths is a further contributor.

**Migration**

	05/06	06/07	07/08	08/09
Figures used in 2004	550	300	300	300
GROS figures since 2004	431	556	348	472

*Table 3***Births**

2008	2009
956	966

*Table 4***Deaths**

2008	2009
925	897

*Table 5*

- 4.5 These population projections show a continuing, marginal growth, due principally to a positive migration figure (more coming into Moray than leaving).
- 4.6 Despite slight increases in the numbers of births, there are less deaths, as people are generally living longer, and the age structure for Moray is ageing with 46% of the population over 50 by 2033, compared with 38% in 2008.
- 4.7 These trends will have implications for local service provision, particularly schools; and care/health facilities for the elderly.
- 4.8 The closure of Kinloss as an RAF base, and its re-use as Army barracks will have some impact on population profiles, but these are as yet unknown.
- 4.9 It is an objective of the Moray Economic Strategy to grow Moray's population to over 90,000 within the next 10 years.

## 5 Economic Development

- 5.1 In addition to including fairly “standard” planning policies on economic development (regarding the provision of land; separation of uses etc), the local plan reflected the findings and proposals of two significant reports that had been commissioned
- Moray 2020
  - Moray Towns Promotion and Development.
- 5.2 Moray 2020 was an economic strategy developed by HIE Moray to try and diversify the Moray economy by attracting new, and better paid, categories of employment.
- 5.3 Moray Towns Promotion was a study looking at the key roles of Moray’s main towns; their employment prospects, requirements for land/premises.
- 5.4 This resulted in the 2008 Plan making new employment land allocations within the Plan, particularly in the form of Business Parks, (ED4) which were seen as a strong factor in providing for and attracting a new form of employment, on sites with a high quality environmental setting.
- 5.5 However in practice there has been little progress in taking this strategy/proposals forward. Traditionally, it has been the public sector which has provided this form of infrastructure, and it had been intended that this initiative would be public sector led. This has not been the case, and with financial restrictions now in place, has become less likely. HIE has continued to develop at (the existing) Forres Enterprise Park, but proposals to open up new business park land in Elgin and Buckie have not proceeded.
- 5.6 Private sector interest has been shown with a planning application having been lodged for Barmuckity in Elgin for a road network only, for which outline consent was forthcoming. Outline consent was also granted for site 16 Linkwood East in Elgin for a mixed use development. Allocations for more general purpose employment land (in Forres and Buckie) similarly remain undeveloped. Meanwhile Moray Council continues to develop its industrial portfolio, but the reserves of land are now almost fully exhausted. However the lack of significant, meaningful funding to acquire and service new sites is a major constraint on facilitating economic growth.
- 5.7 Industrial estates are now accommodating much more in the way of “commercial” activities than traditional manufacturing. Leisure uses are also increasing. A broader “employment land” categorisation may now be more appropriate, (policy ED7). However the differing nature of traffic generated by mixed uses must be recognised in terms of impact on road networks and parking.

Full details of development activity are contained in the individual settlement statements.

- 5.7 The Strategic Defence Review has had significant implications for the RAF presence in Moray, and will inevitably impact upon the local economy. RAF Kinloss has closed and replaced with an Army unit, 39 Regiment (Royal Engineers). Response plans being prepared, include a new Economic Strategy for Moray, and Elgin City for the Future. These will dictate the new approach to be taken towards employment creation, including land allocations; strategy/policy; and a spatial context for future actions, all of which will have to be reflected in the new Local Development Plan.
- 5.8 Planning policies directing development to particular locations (industrial estates; established areas; mixed use areas) seem to be working fairly satisfactorily. The continued promotion of Business Parks (ED4) will be addressed in the new Economic Strategy (see 1.7 above).
- 5.9 The shortage of readily available land in town and villages may result in an increased pressure on more rural areas/countryside, and it may be necessary to adjust the policy (ED8) which controls this. Increased interest in smaller scale wind turbines may have to be factored in to this.
- 5.10 Tourism is an important sector in the local economy. Current policy ED9 is supportive of tourism related developments but issues have arisen regarding the occupancy of caravans and chalets, and their potential use as full time residences. An improved policy statement is required (see also Residential Development Section).
- 5.11 Flood risk has been a constraint on development, particularly in Elgin, and the Flood Alleviation proposals have seen many businesses having to re-locate.
- 5.12 Key Developments
- Defence rationalisation proposals
  - Emergence of offshore wind renewable energy in the Moray Firth
  - New distillery at Roseisle
  - Construction of Fochabers and Mosstodloch by-pass
  - Continued investment in Forres Enterprise Park
  - New and expanded retail stores in Elgin, Keith, Buckie.
  - Depletion of readily available serviced business land
  - Moray continues to be low wage economy

## 6 RESIDENTIAL DEVELOPMENT

### 6.1 General Overview

#### 6.1.1 Supply

Housing land allocations made in the 2008 Plan included a “flexibility” allowance, which ensured a generous supply of land, which was distributed around towns and villages in accordance with the settlement hierarchy. Scottish Planning Policy, which became effective in February 2010, states that a generous supply of land will contribute to raising the rate of new housebuilding. For the new Local Development Plan, the Housing Needs and Demand Assessment will provide the information on the land supply required. (HNDA is a national approach to identifying housing need. Moray’s HNDA has been signed off as “robust and credible”, and thus provides a sound basis for forward planning)

#### 6.1.2 Development Rates

Despite the ample supply of land, the general economic downturn has affected development rates, and land take up, as recorded in the annual Housing Land Audit, has been much less than anticipated, and a healthy supply still exists in most settlements. This is described more fully in the settlements section. Development briefs were prepared for sites in Cullen, Portknockie and Findochty, in an attempt to stimulate development, but no planning applications have yet been forthcoming.

#### 6.1.3 Design

Guidance from Scottish Government promotes improved standards of design and layout in residential developments, to ensure a high quality living environment for residents. “Placemaking” is a high priority for the Development Plan system, and publications such as Designing Places and Designing Streets place a strong emphasis on this objective.

Since the adoption of the 2008 Plan, Supplementary Planning Guidance has been published on

- Urban Design – People and Places : outlining the key criteria to be observed when designing housing layouts
- Developer Requirements for Housing : broader guidance on procedural and technical requirements for developers.

TOWN	2009	2010	2011
ABERLOUR			
ALVES	3	4	1
ARCHIESTOWN	0		0
BUCKIE	16	84	41
BURGHEAD	16	19	9
CRAIGELLACHIE			0
CULLEN		5	0
CUMMINGSTON			
DALLAS			
DUFFTOWN	0	1	
DYKE			
ELGIN	47	166	221
FINDHORN			
FINDOCHTY			0
FOCHABERS			
FORRES	14	77	52
GARMOUTH/KINGSTON			
KEITH	10	6	41
KINLOSS	2	1	0
LHANBRYDE			
LOSSIEMOUTH	21	13	0
MOSSTODLOCH			
NEWMILL			
PORTGORDON	1	0	0
PORTKNOCKIE			0
RAFFORD			
REMAINDER OF MORAY	50	50	50
ROTHES			
ROTHIEMAY			0
TOMINTOUL	12	5	3
URQUHART			

Changes to the Planning system introduced the planning application hierarchy of national/major/local developments. This requires all proposals for over 50 houses/2 ha to be subject of pre application community consultation. Moray Council also offers pre application meetings with developers, where early advice on design aspects can be provided. This process will hopefully result in more acceptable proposals being submitted, with a speedier outcome.

#### 6.1.4 Climate Change

To assist in reducing CO2 emissions, and contribute to combating climate change, a strong emphasis is placed on new housing being energy efficient and using renewable energy sources for heating. Changes to the Building Standard Regulations means this is now achieved through that channel, but new policies will be required in the Local Development Plan to promote this objective through planning policy. It is proposed to prepare a supplementary guidance on Sustainable Construction.

### 6.2 Policy Assessment (only those for which there are comments)

- 6.2.1 H1 Housing Land Allocations: Generally numbers coming forward in applications exceed the stated capacity. Flexibility on site capacities is still needed, and the approach taken has worked effectively. Terminology in site designations in settlements is too rigid (“no more than X will be allowed; accommodate a maximum of X”) and should be changed to explain the indicative aspect of the figure.
- 6.2.2 H3 Housing in Built up Areas: Could be better worded to advise how development on non designated sites will be considered.
- 6.2.3 H4 Sub Division for House Plots: Intended to control extent of development in cases of plot sub-division. Better explanation of backland developments could be provided. Use of drawings would assist.
- 6.2.4 H5 House Alterations and Extensions: could provide more detail/criteria re specific design aspects eg window distances; privacy; scale. New permitted development rights might be relevant to this.
- 6.2.5 H6 Rural Communities: Rural Communities are a key aspect of the Council’s approach to housing in the countryside. Approx 50% of rural communities have experienced development, but the concept of supporting rural services and facilities has decreased with the closure of many of these. The role, and number and extent of rural communities should be re-evaluated to see if there are other ways by which to encourage development to locate beside existing established groupings.
- 6.2.6 H7 Re-use/replacement of Buildings in the Countryside: this supports the use of existing buildings/remains of buildings in preference to utilising green field sites. There have been issues regarding the number/scale and extent of development that has been used as a “replacement”, particularly in terms of the “footprint” of the previous building, and the scope this allows for new build.

- 6.2.7 H8 Housing in the Open Countryside: The policy was made more flexible and siting criteria relaxed slightly, as was the extent of “building remains” that qualified for “replacement”. Supplementary Guidance was prepared, but there is still some ambiguity and need for further explanation. A high proportion of applications that were refused have been overturned when appealed to the Local Review Body, with the interpretation of terms such as “build up”; “character”; contested. Some locations are experiencing a strong demand for housing, and may be reaching capacity. Rural roads are often single track and without passing place infrastructure. There is also a lack of access to rural transport
- 6.2.8 H9 Affordable Housing: This seeks contributions from developments of over 10 houses towards affordable housing. New supplementary guidance was adopted which increased the level of this contribution to 25%. The Housing Need Assessment for Moray identifies that almost 80% of requirement is for persons unable to afford open market housing, so there is a large gap in housing provision. It may be necessary to remove the threshold of 10 and to seek contributions from all developments. However, with the downturn in construction, very few houses are being provided in this manner. Public sector finance through Councils and Housing Associations is constrained, and this is affecting the ability to take up development sites and meet housing need.
- 6.2.9 H11/H12 Residential Caravans and Travelling Persons Sites: The Council is generally opposed to caravans as full time residences, and development pressures from the travelling community have shown that the wording of the Travelling Persons sites policy is inadequate and requires to take more account of their needs. Research into demand; locational criteria; scope for policy exceptions has to be carried out in order that appropriate policy response can be drafted.

### 6.3 Significant Developments

- Council and Housing Association social housing developments in Buckie; Elgin; Forres; Lossiemouth; Keith.
- Development and take up of Elgin South housing land; commencement of large designated site at Spynie, N Elgin.
- Grantown Road area in Forres
- Production of Housing Need and Demand Assessment (provides land supply targets for new Local development Plan)
- Inability to deliver Affordable Housing through developer contributions, due to economic downturn and development economics

## 7 Environment

### 7.1 Overview

There is a wide range of environmental policies designed to safeguard, protect and to control the impact of development on the environment. These fall under 4 headings, and the key activities/issues are identified below. Despite the policies generally working well and broadly being compliant with legislative requirements, there is a significant amount of updating work to be undertaken, particularly in respect of renewable energy, minerals and embedding the Climate Change Act into the Plan.

### 7.2 Natural Environment

This covers categories of land that have been identified for special protection, including those with international and national nature conservation designations, where the policies of EU and Government apply. More local/discretionary policies apply to other sites and topics.

#### 7.2.1 E2 Local Nature Conservation Sites and Biodiversity

Many of these sites (Sites of Interest to natural Science) were identified in a study undertaken over 30 years ago by the former Grampian Regional Council. Since then an increased emphasis on Biodiversity and further protection of habitat suggests the current approach may be out of date and in need of review. This would represent a significant piece of work and there are limited in house resources in this area.

#### 7.2.2 E3 Tree Preservation Orders/Controls on Trees

A growing increase in enquiries about TPOs is being experienced, but as yet no new Orders have been served. The Council has produced Supplementary Planning Guidelines advising on the control of trees on development sites.

#### 7.2.3 E4 Green Spaces

This policy gave a commitment to the production of an Open Space Strategy, and although work has commenced the Strategy has not been completed. This would provide guidance on standards for the provision of different forms of open space to ensure that a number of objectives are achieved ( eg recreation; amenity; habitat; access/green corridors). Reference to some of these criteria is contained in the Urban Design guide which was prepared in 2010. There has been an increase in interest in sites for allotments.

#### 7.2.4 E7 Areas of Great landscape Value

It had been intended to Review the areas covered by this designation but this has not yet happened. The requirement in policy that all applications be submitted in detail cannot be enforced, and a policy interpretation note was approved to address this. Applications for Planning Permission in Principle (PPP) will now be accepted, supported by detailed information as required.

Growing pressures are being experienced for wind turbine developments in AGLVs, and it may be necessary to address this in any revision of policy.

#### 7.2.5 E8 Coastal Protection Zones

This policy seeks to restrict development along the Moray coast to retain character and views out to sea. As with AGLV above, a number of applications for wind turbines have been submitted within these zones, and there is no specific reference to turbines in the policy, and this may need to be addressed.

#### 7.2.6 E9 Settlement Boundaries

There is a need to clarify what is meant in the policy about “developments in the immediate vicinity of the settlement boundary”, as this is open to interpretation, and should be applied consistently.

#### 7.2.7 E10 Countryside Around Towns

Some policy re-wording is required to ensure consistent interpretation of the “replacement of existing buildings” and of what actually constitutes an “existing building” following debate at a Local Review Body on this matter. Confirmation is needed that “houses” do not qualify as an exception under the category of being “necessary for the purposes of agriculture or forestry”.

### 7.3 Built Environment

These policies provide policy criteria to be applied to historic buildings and sites. They are based upon the Historic Scotland Memorandum of Guidance. This guidance has since been superseded by Historic Scotland’s Managing Change in the Historic Environment Guidance Notes, and the Development plan policies will have to be reviewed to ensure they reflect the aims and objectives of this revised guidance.

Other more specific matters are as follows

### 7.3.1 BE2 Listed Buildings

Experience with one application identified the lack of an “enabling policy” towards development affecting listed buildings. This might allow a more favourable view of the proposal as it contributed to the re-use or retention of the building, or released funds which could fund restoration works. Consideration of “enabling works” should be included within a revised policy.

### 7.3.2 BE3 Conservation Areas

Following Conservation Area Appraisals being carried out, a new conservation area in Burghead was designated, whilst it was decided not to proceed with one for Dailuaine. In Elgin, an appraisal of the conservation areas was carried out to give a context to the concept for a Castle to Cathedral heritage trail.

The policy currently states that development proposals in Conservation Areas must be submitted as full detailed planning applications. This requirement has been found to be unenforceable, and it is not possible to dictate what level of application is submitted. However a proposal with no real details cannot be sufficiently evaluated, and could lead to a refusal on the grounds of lack of information.

Policy wording should be re-drafted to advise that any application in Principle must be accompanied by a relevant amount of detail in order to be adequately considered.

Experience in practice suggests that additional requirements be incorporated into the policy (eg advice on rainwater goods; windows).

### 7.2.3 BE4 Gardens and Designed Landscapes

Historic Scotland advised that the Moray Local Plan 2008 omits 2 sites (Grant Park/Cluny Hills in Forres, and Relugas) that had been designated in 2006. These sites will have to be added to those covered by this policy and also shown on the Proposals Map

## 7.4 Environmental Protection

These polices cover infrastructure; services; pollution elements of new development to ensure there is no harm to the general environment. Comments on performance, where appropriate, as follows

#### 7.4.1 EP1-3 Waste Management; Disposal; Recycling

These proposals are based around the National Waste Strategy circa 2006, which has been superseded, and policies will have to be redrafted to reflect the new Zero Waste Plan. This will have implications for existing waste collection/disposal arrangements; revised requirements for provision in new developments; an increased emphasis on re-use/recycling. The Council's waste management process will already be incorporating practices which meet these objectives.

#### 7.4.2 EP5 Sustainable Urban Drainage Systems

This policy effectively follows the advice of SEPA on the sustainable treatment of surface water run-off in new developments. SEPA has now adopted a model policy on this matter which should replace the current one, which seeks Drainage Impact Studies for developments of 25 houses or more (current policy has a 10 house threshold for this). Moray Council's Flood Alleviation Service has advised that there is merit in having lower thresholds, as Drainage Impact Assessments can be required for as low as 2 houses utilising SUDs.

Roads with SUDS systems that are put forward for adoption will have to comply with Moray Council standards.

The threshold will have to be re-considered, and the policy will have to be re-drafted accordingly.

#### 7.4.3 EP6 Waterbodies

New guidance through River Basin Management Plans is now available. The thrust of this is to retain or improve the quality of water bodies. Current policy will need to be amended to comply.

Any new waterbodies (eg SUDS) created in developments will require to be "mapped" as required by the Flood Risk Management Act.

#### 7.4.4 EP7 Control of Development in Flood Risk Areas

Current policy very much reflects the national policy on development in areas at risk of flooding. Whilst the Flood Alleviation Schemes that have been carried out will have removed much of the existing built up area from flood risk, there remain many areas still at risk where new development should be discouraged. Flood risk from ALL sources (not just from river courses) requires to be recognised, with a preference for land which is free of any flood risk. Changes to comply with SEPA position only required.

#### 7.4.5 EP8 Pollution/EP12 Air Quality

These two policies have similar objectives and could possibly be combined. The constraints imposed by noise contours around Kinloss may no longer be relevant following withdrawal of RAF, but occasional use by aircraft may still impose restrictions. Concern expressed about pollution from street lighting may require some further policy coverage.

#### 7.4.6 EP9 Contaminated Land

Policy wording requires to be amended/updated to reflect current practices, as exercised by Environmental Health Service.

#### 7.4.7 EP10 Foul Drainage

This policy reflects the position of SEPA. Septic tanks are now dealt with under Building Standards Regulations, and are no longer such a significant planning issue. Capacity at waste water treatment works in some locations is low, and in some instances no capacity is available. Scottish Water advises that it will work with developers to provide funding and capacity at its facilities, but this is still likely to present a constraint on development taking place.

### 7.5 Environmental Resources

These policies apply to the safeguarding of natural resources such as opportunities for renewable energy; agricultural land; forests; mineral extraction.

#### 7.5.1 ER1 Energy Proposals

Renewable energy proposals have primarily been in the form of wind turbines. In addition to a number of significant wind farms being applied for, there has been a high demand for individual or small scale developments. All of this has put pressure on the capacity of the landscape to accommodate this. Supplementary Guidance adopted in 2005 has become outdated and will be replaced by new Guidance which was consulted on in Aug/Sept 2012. This is a controversial topic, with Scottish Government targets for achieving electricity from renewable resources often conflicting with public opinion and the amount of development the countryside can absorb.

### 7.5.2 ER2 Energy Reduction Requirements

This policy sought to ensure that developments over a certain size, contained methods/equipment that reduced the CO2 emissions that were generated. These requirements were superseded by changes to the Building Standards Regulations, which became the means for achieving this.

However, under the Climate Change (Scotland) Act 2009 (and as now required by Scottish Planning Policy), Development Plans have to contain policies to restrict greenhouse gases in new developments, so the responsibility has come back into the Planning arena.

Previous experience showed that this was not an easy either to measure or enforce, and that small scale developments did not lend themselves to compliance.

Drafting of appropriate policy wording will be difficult, and lessons may be learned from other authorities who have had to prepare policy on this topic.

### 7.5.3 ER5 Minerals

The current policies for controlling mineral extraction will require to be radically overhauled to meet the requirements now set down by Scottish Planning Policy.

There is a move away from the tiered system of the current policy for guiding developers to minerals sites, to the active identification of search sites and safeguarded sites to prevent the sterilisation of resources. This approach obviously still needs to reconcile mineral extraction with the need to protect local communities and the environment.

SPP states that Planning Authorities should have regard to the availability, quality, accessibility and requirement for mineral resources in their area when preparing development plans. The Council will also have to ensure a land bank of permitted reserves for construction aggregates of a minimum 10 year extraction is available at all times in all market areas and this should be done by identifying appropriate search areas and safeguarded areas.

This represents a significant piece of work before the policy can be re-drafted and will require consultation with and co-operation of minerals operators and landowners.

Several planning applications for quarry activities were given consent in Forres and Elgin areas.

## 7.6 General

The implications arising from the Climate Change Act will have to be reflected throughout the Local Development Plan, not necessarily as a single policy, but embedded throughout the document. Key objectives will be

- Mitigation – reducing greenhouse gas emissions
- Adaption - adapt and increase resilience to consequences of climate change
- Sustainability – act in a sustainable way; don't compromise the future

The preparation of Supplementary Guidance on sustainability and climate change would allow this to be covered in a comprehensive manner.

Proposals within the Local Development Plan will have to justify and demonstrate that Climate Change has been considered and that the Council has acted in the most sustainable way.

This will require to be measured through the Strategic Environmental Assessment of the new plan.

## 8 Retail

---

### 8.1 General

The 'Retail and Commercial Development' section of the 'Moray Local Plan 2008' (MLP) seeks to protect town centres for retail and commercial development as well as encourage social, community and tourism activities in the area.

### 8.2 Town Centre (Policy R1 and R2)

8.2.1 There has been no new significant retail space created in any of the Moray town centres since the plan publication and the economic climate has created challenging trading conditions for many town centre businesses. The majority of applications within town centres have mainly related to change of use, refitting of existing units and advertising. These applications on the whole have not raised any policy issues. There have been limited applications for more significant developments within town centres. The former supermarket at the east end of Elgin High Street has been converted to offices for Moray Council. The application was in line with policy R2 as this non-retail function is out with the core retail commercial area. An application to extend the St Giles centre in Elgin to create approximately 4569sqm of additional floorspace was submitted in March 2012 and is pending consideration. The Planning Authority is also considering an application by Redco Milne, for reconfiguration of and an extension to the defined town centre including replacement and additional retail floorspace, at Mosset Park, Lea Road, Forres (09/01111/OUT). Part of this proposal is within the town centre boundary with the remainder on the edge of the centre. The Council is also considering an application for six new commercial units and the refurbishment of a rear shop unit at the back of 139 High Street, Forres (09/02388/APP).

8.2.2 The first town centre health checks were carried out in 2010 and data collection for 2012 has commenced. The 2010 study found that Elgin, Forres and Buckie exhibited signs of good vitality and viability. However, Keith and Lossiemouth were considered to be weaker in terms of vitality and viability. Early indications from the 2012 field work has shown increased vacancy rates in some town centres. The downturn in the economy has resulted in several shops closing down, and some units have remained empty for long periods. As part of the 2010 study a review of the retail model was undertaken. This estimated that 97% of Moray Households' spending on convenience goods is retained in Moray shops. However, nearly half of all comparison goods expenditure is directed to centres outside Moray. For general comparison goods, leakage is 47%, falling to 32% for bulky goods.

### 8.3 Out of Centre Development (Policy R3)

- 8.3.1 The main focus of out of centre retail development has been in the Edgar Road area of Elgin with several significant applications being submitted since 2008. Applications for a new supermarket on the edge of Buckie and Lossiemouth were also considered. Analysis of the applications shows that application of the sequential approach and impact on vitality and viability of town centres have been considered.
- 8.3.2 At Edgar Road there have been several applications to vary conditions of planning consents to allow for the sale of open class 1 non food goods from units within the Springfield Retail Park. These applications were approved in February 2009. The applications were subject to judicial review and in October 2009 and the Lord Ordinary, Lord Bannatyne reduced the decision of the Moray Council to approve the application subject to the conditions including an additional condition restricting the floor space to that applied for in the applications. In terms of Policy R3 it was concluded that there were no sequentially preferable sites in or on the edge of the town centre that would provide a suitable, viable and alternative to the proposed locations. It was noted that the application was a departure from policy as an adverse impact on the town centre was identified but the individual or cumulative impacts were not considered to have a significant adverse impact on the vitality and viability of Elgin town centre. These consents dilute the character of the Edgar Road area which is described in the local plan as primarily bulky comparison. A further petition for judicial review was considered in April 2012 but it concluded that there were not valid grounds for this.
- 8.3.3 At Elgin Retail Park an application was approved to allow up to 300 sq m (public trading only) of food sales within the site, subject to such floor space forming no more than 40% of the public trading area of any individual trading unit at Elgin Retail Park. The site forms part of the Elgin RET B retail designation in the Local Plan and the local plan acknowledges that permission has been granted for an 85,000 sq ft retail development comprising uses within Class 1 but excluding food sales. The proposed introduction of food retailing therefore represents a departure from the designation. It was concluded that the departure was acceptable as it would not have a significant adverse impact on the vitality and viability of Elgin town centre.

8.3.4 At Linkwood Road, Elgin, an application on the former sawmill site (OPP 1) in the Local Plan was refused planning consent for a non-food retail development in March 2009. The refusal was on the grounds the application was contrary to policy R3 in terms of the impact on vitality and viability of the town centre and insufficient evidence that any sequential assessment had been applied. The application was successfully appealed with a decision letter issued in October 2010. This appeal decision was subject to legal challenge and the decision was quashed by the Court in April 2012. The Reporter is due to issue a new decision letter.

The Council is currently considering an application by Sainsbury's for a supermarket and petrol filling station on the site of the Auction Mart in Elgin, OPP6 within the Local Plan.

The 2010 health check included assessment of the Edgar Road area due to the significant concentration of retail in that area. The area was found to have a significant proportion of the area's floorspace and turnover. However, a high vacancy rate of 50% was found, almost wholly within the Elgin Retail Park development.

8.3.5 An application for a new Tesco store on the edge of Buckie was approved in March 2010. In terms of the sequential approach it was concluded that there were no alternative sites closer to or within Buckie town centre. The retail impact arising from the proposal was considered to have a significant adverse impact on the vitality and viability of Buckie town centre however the proposal addressed both quantitative and qualitative deficiencies in retail provision and was approved with a package of actions to support the town centre.

An application for a new Tesco at Lossiemouth on part of the BP1 site (to the south of the area shown as RET in the settlement map) was approved on 25th February 2010. No development has commenced on the site.

#### **8.4 Neighbourhood and Local Shops, Ancillary Retailing and recreation or Tourist Related Retailing (Policy R4)**

8.4.1 There have been limited applications which fall to be considered in this context. An application for four new retail units and pre-school nursery was approved in July 2011 at Barhill Road, Buckie. The application did not raise any departure issues in terms of policy R4 as the proposal is below 1,000sqm and the application was considered to comply with R4 which allows neighbourhood and local shops up to 1,000sqm.

#### **8.5 Other Strategies**

8.5.1 The Moray Economic Strategy has been commissioned by Moray Community Planning Partnership to provide a long term economic diversification strategy for the area. The strategy recognised the increasing outflow of resident's retail and leisure spending to centres out with Moray and that investment in retail, leisure and civic infrastructure had not kept pace with Aberdeen or Inverness. Across Moray the lack of available sites constrains town centre development and the strategy offers support for site assembly.

Other actions are to improve the quality and management of Moray's town centres with support for townscape heritage improvements and development of a package of advice and training to assist town centre businesses. The strategy was subject to public consultation in 2011 and it is anticipated that the strategy will be formally adopted by the Community Planning Partnership Board in autumn 2012.

8.5.2 Elgin City for the Future was commissioned by the Moray Community Planning Partnership and the project defines a regeneration strategy for Elgin and in particular the town centre. The strategy acknowledges Elgin High Street as the most important economic space in the region and the health of the town centre is central to the strategy. Platform 1 of the strategy is entitled High Street First and contains various actions to improve and maintain the centres accessibility, to increase activity on the High Street, to assemble and promote city centre sites for redevelopment and to plan for future growth into the Lossie Green area. The strategy was subject to public consultation in 2011 and it is anticipated that the strategy will be formally adopted by the Community Planning Partnership Board in autumn 2012.

8.5.3 The Keith Conservation Area Regeneration Scheme was launched on 26th July 2012. The scheme aims to improve the quality of the built heritage of the Mid Street/town centre area which can make an important contribution to the economic regeneration of the town. The scheme will see repairs being undertaken to key buildings and a small grant scheme will be available to property owners.

## 8.6 Scottish Planning Policy (SPP)

8.6.1 SPP makes specific provision in relation to town centres and retailing which very much repeats previous policy. The emphasis on town centres remains, with the sequential approach being reiterated. However, it is noted that the sequential approach requires flexibility and realism from planning authorities, developers, owners and occupiers (SPP, paragraph 63). The sequential approach relates to all retail or commercial leisure uses and the SPP sets out the criteria which should be applied in the event that a sequential approach is not followed (SPP, paragraph 64).

SPP states that out of centre locations should only considered when

- all own centre, edge of centre and other commercial options have been assessed and discounted as unsuitable or unavailable;
- the scale of development s appropriate ;
- and there will be no significant adverse effect on the vitality and viability of existing town centres.

- 8.6.2 The existing policy may require to be updated to reflect the provisos of SPP and state that impacts should not be “significantly adverse” and that the scale of the proposal must be appropriate. SPP states that a retail impact analysis should be undertaken where a retail or leisure development over 2,500sqm gross floor space out with a defined town centre is proposed which is not in accordance with the development plan. Impact analysis may be necessary for smaller development which may have significant impacts on vitality and viability. The wording of the current policy says “where appropriate” a retail assessment may be required, and further guidance in this respect should be considered.
- 8.6.3 SPP advises that Development Plans should identify a network of centres, and explain the role of each centre in the network. The network will, depending on circumstances, include town centres, commercial centres and other local centres, and may take the form of a hierarchy. Within the network the individual role of each centre should support and be supported by the role of other centres. The ‘Moray Structure Plan 2007’ identifies Elgin as the main focus for retail development in Moray, with the neighbouring towns of Forres, Buckie, Lossiemouth and Keith functioning as secondary retail centres. The MLP 2008 describes the ‘Edgar Road Retail Park’ as “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” (pg 139). Given the evolving role of this commercial centre, the option of re-defining the retail function of the area should be considered. The SPP acknowledges that networks will change over time, therefore any significant changes in the evolving role and function of centres should be addressed through development plans rather than changes being driven by individual applications. The local development plan is also required to identify appropriate locations for new development and regeneration where there are gaps and deficiencies in provision. Opportunities to improve quality and sustainability of town and commercial centres should be identified in development plans. This will need to be reviewed and considered for the forthcoming plan.

## 9 Transport and Accessibility

### 9.1 General Overview

Local Plan policies are intended to

- Safeguard key infrastructure routes and facilities, and promote improvements
- Enhance accessibility and promotion of sustainable transport
- Provide guidance on the technical standards required by new developments

Since the Local Plan was adopted, there have been a number of new initiatives and approaches towards this topic, which are influenced by other policy directives such as Climate Change Bill, Design Quality and Sustainability.

### 9.2 National Context

#### 9.2.1 Scottish Planning Policy (SPP)

SPP (2010) consolidated and updated a series of national planning policy guidelines, and encourages a shift from private to more sustainable modes of transport (cycling, walking and public transport) to help reduce greenhouse gas emissions. As such, the planning system must seek to support a pattern of development that reduces the need to travel, facilitates travel by public transport and freight movement by rail or water, and provides safe and convenient opportunities for walking and cycling.

#### 9.2.2 Designing Streets

Designing Streets is now Scottish Government policy and marks a significant change in the way streets and layouts are planned. The dominance of car use/ priority is reduced, and emphasis placed on the movement of people and traffic through space. This should improve the quality of living environments; increase options for making journeys (including walking); reduce greenhouse gas emissions. This new design initiative will need to be reflected in the new Local Development Plan.

#### 9.2.3 Transport Scotland's Strategic Transport Projects Review (STPR)

Transport Scotland's Strategic Transport Projects Review (STPR) sets out the range of potential transport projects for Scotland over the period 2012-2022.)

(The Fochabers/Mosstodloch bypass was already contained in an earlier version. In addition, rail gauge enhancements were carried out between Elgin and central Scotland).

There are few proposals within Moray itself, but those that may impact on the Moray area include:

- A96 safety improvements including 2+1 overtaking lane, climbing lanes and overtaking lay-bys for farm traffic, realignments and junction improvements. Improvements at the Inveramsay bridge west of Inverurie.
- Inverness-Nairn road upgrade to improve connectivity between Inverness and communities to the east. This includes upgrading the A96 between Inverness and Nairn to dual-carriageway with a new link connecting the A96 and A9 south of Inverness. This will reduce journey times between Moray and Inverness and improve access to Inverness airport.
- Rail improvements between Aberdeen and Inverness to reduce journey time. Frequency of service may also be increased. This includes new loops and line speed improvements, dual track sections and a new station at Dalcross with park and ride and an interchange to Inverness Airport.
- Targeted road congestion/environmental relief schemes include enhancements to the A96 such as a bypass at Nairn.
- Rail improvements between Aberdeen and Inverness to the central belt, to make travelling by rail an attractive alternative for passengers and freight.

9.2.4 Since publication of the STPR, the Scottish Government announced in its Infrastructure Investment Programme in December 2011, that it proposes to dual the A96 trunk road from Aberdeen to Inverness. As yet no route/road lines have been identified, but Transport Scotland has already advised that the by pass corridors around Elgin no longer require to be safeguarded. No statement has been made about the line reserved around Keith.

The Mosstodloch/Fochabers bypass was completed in 2011.

### 9.3 Regional Context

#### 9.3.1 HITRANS

- HITRANS is the Regional Transport Partnership (RTP) for the Highlands and Islands encompassing Moray, Highland, Argyll and Bute, Orkney and Western Isles Councils. They have produced a Regional Transport Strategy (RTS) for 2008 – 2021 which promotes connectivity of the region to strategic national services and destinations in order to enable the area to compete and support growth.
- The RTP helps to support the case to Government for regional and national transport infrastructure improvements which would benefit Moray, including dualling of the A9 and A96, the proposed rail improvements between Aberdeen and Inverness and improvements on the A95 which is part of Moray's main road link with the Central Belt

of Scotland and beyond. Elgin is the only major settlement in Scotland without a direct public transport link to the Central Belt, and HITRANS is currently negotiating with operators to facilitate a daily bus service between Elgin and Glasgow.

#### 9.4 Local Context

- Moray Council has produced its own Local Transport Strategy and has introduced a number of new standards/development criteria covering topics such as Developments in Rural Moray; Town Centre parking. The objectives behind Designing Streets are being implemented.
- A decision was taken on the preferred route of the West Elgin Link Route (Edgar Road/Wittet Drive), and detailed designs are being drawn up in consultation with local community interests.
- Elgin City For the Future Strategy document contains redevelopment proposals for Elgin town centre including improvements at Alexandra Road; re-locating the bus station; building over Lossie Green car park. All these transportation initiatives will require to be incorporated into the new plan.
- Active Travel: Moray has been successful in securing European funding together with Council funds to promote cycling, walking and better use of public transport. The Urban Freedom project in Elgin resulted in significant increase in cycleways and walking routes in Elgin, and this work will be extended to promote active travel in Buckie, Keith and Forres.
- The active travel proposals in all of these settlements are based on Active Travel Audits which have been drawn up in conjunction with HITRANS, and these will act as the “blueprints” for measures to be implemented by either the Council or prospective developers in those areas. The audits will be included as supplementary guidance to the Development Plan.
- Travel Plans are established in most schools in Moray to encourage more cycling and walking to and from school, and the Council has Travel Plans for the main office locations in Elgin to promote sustainable travel to work and reduce reliance on the private car for Council employees.
- A strategy for a network of Core Paths throughout Moray is also established.
- Public Transport: A system of Real Time Information boards have been provided at some bus stops and at the Bus Station in Elgin. The system will be developed further in the future as funding allows. Bus timetable information boards have been provided at Moray College, Elgin library and some major health facilities in Elgin. This system will also be expanded in future.

## 9.5 Policy Analysis

All policies will require updating to take account of the above developments and initiatives.

### 9.5.1 T1 Transport Infrastructure Improvements

The list of priorities for action will have to be revised in light of the above – Completion of Fochabers by pass; announcement on dualling of A96; Elgin traffic management/western link road; national/regional/local strategies.

### 9.5.2 T2 Provision of Road Access

This requires to be updated to take account of policy shift nationally and locally, including SPP guidance, and that this includes more than just “roads” eg footpath/cycle. Ability to accommodate public transport (buses) will be a factor in some instances.

### 9.5.3 T3 Roadside Service Stations

This requires to be less specific to “service stations” and consider roadside facilities in their widest context.

### 9.5.4 T4 Bus, Rail and Harbour Facilities

These should continue to be safeguarded/improved in light of their role as transport infrastructure. This should include consideration of Buckie Harbour’s potential as a service base for offshore wind turbines.

### 9.5.5 T5 Parking Standards

The policy should continue to seek compliance with current standards. New standards have recently been approved and are not expected to change during the lifetime of the next plan.

### 9.5.6 T6 Traffic Management

Council decisions on roads hierarchy, and policy changes from Designing Streets will all have to be considered in the context of this policy. A number of Transport Improvements associated with mitigation requirements for development sites are/will be shown on settlement plans, which reflect the intent of this policy.

### 9.5.7 T7 Cycling Walking Equestrian Networks

Emphasis should continue to be placed on an ability to make non vehicle journeys, in order to reduce greenhouse gas emissions and encourage a healthier/more active lifestyle. A Core Paths Network has now been established and these routes (and aspirational routes) should be protected. An Open Space strategy; improved housing layouts; provision of green corridors are further elements that will support this objective.

Consider relationship of this policy with policy CF3 Countryside Access/Recreation Trails.

## 10 Community Facilities

### 10.1 Overview

The purpose and intent of these policies as currently presented, is slightly ambiguous. Most of the content relates to sport and recreation; open spaces and playingfields. There is no reference to community facilities such as play area provision; schools; nurseries; libraries; community centres etc which may be required to support new development and growth.

Revised guidance on Open Space and Physical Activity in Scottish Planning Policy will have to be reflected.

The role of Developer Contributions towards the provision of community facilities will have to be recognised.

Consideration has to be given to non Council services such as hospitals; doctors; dentists.

There has been an increase in interest for community allotments.

### 10.2 Policy Analysis

#### 10.2.1 CF1 Safeguarding Community Facilities

Re-wording required to explain what facilities this refers to; to distinguish between land and buildings; how/when facilities can be utilised/redeveloped.

Examine link with policy E4 which categorises environmental areas to be protected, including playing fields; parks; public open spaces

#### 10.2.2 CF2 Providing Recreational Land and Open Space

The Open Space Strategy referred to in policy E4 has not been produced, but will be a key aspect of implementing this policy. The policy relates only to land, and not buildings. It strays into "safeguarding" which is the purpose of CF1.

#### 10.2.3 CF3 Countryside Access and Trails

This policy seeks to protect existing or planned outdoor access routes. The principal is sound, and should be retained, particularly with the adoption of the Moray Core Paths Plan; further cycle tracks provided; increased emphasis on physical activity for general health and well being. There is a relationship between this policy and Transportation T7 on Cycling Walking which should be cross referenced.

#### 10.2.4CF4 Golf Courses and Driving Ranges

This policy was introduced at a time when there was a demand for these facilities, occasionally with a housing element attached to help finance the development. The facilities themselves are usually compatible with their environment, but the housing aspect can conflict with policies for housing in the countryside. Demand has receded, and there may no longer be a requirement for the policy, the principal of which could be incorporated into Rural Economic Development, or Housing in the Countryside.

## 11 Implementation

11.1 The implementation policies are effectively a combination/summary of the main policy criteria that will be applied to development proposals. They serve as a useful supplement to the principal policies.

### 11.2 IMP1 Development Requirements

This serves as a good “catch-all”, emphasising the need for new development to be sensitively sited, designed and serviced appropriate to the amenity of the surrounding area. The policy would benefit by the addition of some explicit advice on house extensions, covering aspects such as amenity; overshadowing; window separation. These are particularly relevant considerations for sub division proposals.

This might be more appropriate as Supplementary Guidance

### 11.3 IMP2 Development Impact Assessments

This advises on the circumstances in which impact assessments are likely to be sought for development proposals. Supplementary Guidance on Transport Assessments has not been produced, and with revisions to Scottish Planning Policy (2010) this may no longer be necessary.

### 11.4 IMP3 Developer Contributions

Aberdeenshire Council has been contracted to carry out a “Planning Gain” service on behalf of Moray Council. Improved guidance can now be provided on how this service operates, and for what facilities Developer Contributions will be sought. This may be more appropriate as Supplementary Guidance.

### 11.5 IMP4 Implementation and Development Plan Monitoring

Progress with the Action Plan is shown in Appendix 1. There has been no action on several of the action points. Regular Monitoring Reports have not been carried out, partly due to the downturn in the economy; the reduction in development rates/land take up; a drop in the number of planning applications being submitted. Full monitoring between Plans is resource intensive, and this should perhaps be restricted to specific topics (eg the Housing land Audit which is carried out annually), or policies which are found to be performing poorly.

## 12 Settlement Monitoring

### 12.1 Buckie Local Housing Market

#### 12.1.1 BUCKIE

##### 1. Housing Land

As a second tier settlement, where growth was to be promoted, the 2008 Plan added a land for a further 350 houses on top of the existing supply. The new sites were at Rathburn (S); Barhill Rd; High St.

##### 2. Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Burnbank	30	On going development of historical consent	20
R2 Parklands	50	Consent given for 64. Under construction, 4 built	60
R3 Whispering Meadows	Small number of plots	Site now fully developed	0
R4 Archibald Grove	5	Undeveloped – no planning applications	5
R5 Steinbeck Rd	30	Site constrained until R1 nearing completion	30
R6 Rathburn N	60	Undeveloped – no planning applications	60
R7 Rathburn S	60	Undeveloped – no planning applications	60
R8 Barhill Rd E	150	Planning consent granted for 149 houses. Under construction 50 built	99
R9 Barhill Rd W	50	Consent granted for adjoining LONG site as well, for Housing Association and Council housing. Under construction, 112 built	63
R10 High St	135	Application submitted in 2008 for 162 houses but has been withdrawn	135

##### 3. Other designations

###### Opportunity Sites

OPP1 Highland Yards	Consent granted for mixed development of 40 houses/flats
OPP2 Blairdaff Street	Remains undeveloped – no planning applications
OPP3 Barron Street	Remains undeveloped – no planning applications
OPP4 Bank Street	Remains undeveloped – no planning applications
OPP5 Jones Shipyard	Has consent for development of 120 flats. No action to date. Consent will expire Aug 2013

## Business/Industrial

I1 March Road NW	Site fully developed
I2 March Road NE	No further development, although consent granted for construction of 3 small factory units on remaining land
I3 March Road SE	No progress on developing this site
I4 Maltings	No further development here
I5 Grampian Country Pork	No development on this former pork factory
I6 Harbour Area	No specific development has taken place, but there is potential for harbour to become operations and maintenance base for offshore wind farms.
BP1 High Street	No progress in the development of this site as a business park. Part of site used for development of TESCO supermarket

## 4. Windfall/Brownfield

A number of disused sites have received planning consent for new development

- Archibald Motors, Barhill Road for 18 units
- Millbank Garage, High Street for 20 Units
- 19 Commercial Road, 10 units
- Highland Yards, 40 units

No development has yet commenced on these sites.

## 5. Other Matters

Granting approval for TESCO was on the basis that it was on the best available “sequential site” outwith the town centre. There was however concern about potential impact on the traditional shopping core. Highlands and Islands Enterprise have not proceeded to service the proposed business park, and similarly there has been no progress with the provision of additional industrial land at March Road. If Buckie is to capitalise on offshore energy potential then readily available land for development will have to be provided.

The intention to create a community woodland around the urban fringe is proving difficult to realise, and a more selective, concentrated provision may have to be examined.

6. Conclusion

Buckie is a second tier settlement with a wide range of shops, services and community facilities, and should continue to be a location for growth. A steady housing development rate has been recorded, boosted by a significant investment in public sector houses. The Portessie area has not experienced any development in recent years, despite designated sites being available. This has resulted in development being concentrated in the south and west of the town. Further industrial development land would ensure a flexible supply for any new interests, but funding to purchase and service this is equally important.

12.1.2 CULLEN

1 Housing Land

Cullen was to provide an additional 25 houses above current allocations. This was done through the extension of site R1 at Seafield Place. A LONG term site at Seafield Road was identified as a follow on.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Seafield Place (4.09ha)	30	Undeveloped. No interest despite efforts to promote the site through a development brief.	30

3 Other Designations

OPP2 Filling Station received consent for a development of 12 terraced houses, 5 of which have been completed.

CF1 Seafield Road received consent for a medical centre, but no development has yet commenced.

Otherwise there was no interest in other designations.

4 Windfall/Brownfield

10 Seafield Place : Erect four flats at 10. Status not built

5 Other Matters

A significant proportion of planning applications received are for listed building and conservation area consent, this reflects the high number of listed buildings within Cullen and the two extensive conservation areas. Planning consent was granted for a community allotment (10/00642/APP) outwith the settlement boundary on the southern

## 6 Conclusion

Since the adoption of the Moray Local Plan in 2008 there has been no activity on the designated housing site despite the preparation of a development brief. There have been a small number of applications for individual houses on gaps sites throughout the village which has assisted in meeting local demand. The opportunity sites have been successful in facilitating development with consent for housing on two sites.

### 12.1.3 FINDOCHTY

#### 1 Housing Land

Land for a further 25 houses over and above existing supply was to be designated.

This was achieved by increasing the extent and capacity of the site at Morven Crescent, and with a new site at Burnside Street, west of the primary school.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Morven Crescent (2.82ha)	35	Undeveloped	35
R2 West of Primary School (2.0 ha)	20	Undeveloped	20 (but constrained until R1 under development)

#### 3 Other Designations

No activity on other sites.

#### 4 Windfall/Brownfield

None

#### 5 Other Matters

None

#### 6 Conclusion

The R1 site was extended in size and capacity in an effort to increase the attractiveness of the site for developers, and a development brief was prepared. Despite this no interest has been expressed.

**12.1.4 PORTGORDON**

1 Housing Land

Portgordon was to provide land for a further 40 houses. This was met with the designation of a new site at Reid Terrace.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Railway Line, Earl Street	10	Under development 7 built	3
R2 Garden Lane	20	Application submitted in 2003, but subsequently withdrawn. Flood issues from sea water	20
R3 Crown Street	2	Site developed	0
R4 Crown Street	40	Undeveloped. No planning applications submitted	40

3 Other Designations

None (other than Environmental and Harbour allocations)

4 Windfall/Brownfield

None

5 Other Matters

Waste water drainage is connected to the east Moray system and the treatment works in Buckie. There is ample capacity at these works.

6 Conclusion.

There has been little development activity. The site at Garden Lane may no longer be developable due to flood risk and its status may have to be re-considered.

### 12.1.5 PORTKNOCKIE

#### 1 Housing Land

Portknockie was to allocate land for a further 20 houses over and above existing designations. This was done through the increase in size of the site at Seabraes to give a capacity of 50 units.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Seabraes	50	Undeveloped. A development brief was prepared, and pre application discussions held with a prospective developer, but no application has yet been submitted.	50

#### 3 Other Designations

There has been no activity on other designations, which primarily cover existing uses – tourism at harbour and caravan site; small business use at Patrol Road; Environmental designations.

#### 4 Windfall/Brownfield

Two applications have been made for individual dwellings on gap sites, otherwise nothing of significance.

#### 5 Other matters

None of significance. Waste Water drainage is connected to the East Moray system and is treated at the works in Buckie, where there is ample capacity.

#### 6 Conclusions

There has been very little development activity. It was hoped that the preparation of a development brief might promote the uptake of the Seabraes site, and although there has been some interest shown, this has not yet resulted in a planning application being submitted.

## 12.2 Elgin Local Housing Market

### 12.2.1 BURGHEAD

#### 1 Housing Land

The 2008 Plan allocated land for a further 40 houses over and above existing supply. This was at Redcraig (S).

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 North Quay	18	Gap site with potential for flatted development. No activity to date	18
R2 Redcraig S	40	Consent granted for 41 units. 19 built. Development commenced	22
R3 St Aethans Road	52	Planning consent issued for 62 units. Now substantially complete	2
R4 West Foreshore	40	This requires redevelopment of land and buildings with previous uses and requires decontamination. No planning applications yet received.	40
R5 Redcraig N	20	Site under construction, nearing completion	2

#### 3 Other Designations

An application to extend the caravan site was approved. There has been no progress in developing the former railway station as a community facility, with no planning applications having been submitted.

#### 4 Brownfield/windfall

There were no development proposals to re-use land or premises.

#### 5 Other Matters

Following public consultation, a Conservation Area was designated in Burghead. This is focused on the Harbour and Promontory, and will need to be included in the new Local Development Plan.

#### 6 Conclusion

The majority of development has taken place to the east of the village. Further expansion eastwards will raise coalescence issues with nearby Cummington, where the open nature of the landscape between the two settlements, has no obvious definitive boundary features (i.e. trees, roads, natural features, etc). Any future development to the east would need to be carefully planned with well-thought structural planting incorporated.

A limited amount of additional housing land may be required through the LDP to ensure a 10-year supply. However, given the above issues and that Burghead has experienced a relatively large amount of development over the past 5-10 years, it may be that the settlement has reached its development limit for the foreseeable future. Furthermore, a lack of further greenfield release may encourage the development of brownfield sites along the harbour front.

### 12.2.2 CUMMINGSTON

#### 1 Housing Land

It was not proposed to promote any significant new development in Cummington. One new, small site was allocated at Seaview Road.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Former filling station	2	Undeveloped no applications	2
R2 Seaview Road	4	1 plot has consent; application for 3 pending	4

#### 3 Other Designations

None

#### 4 Windfall/Brownfield

None.

#### 5 Other Matters

None

#### 6 Conclusions

Cummington is a small village situated between Burghead and Hopeman. The settlement has no facilities. The linear character makes further development difficult without detrimentally affecting the character or leading to coalescence with the aforementioned neighbouring towns.

### 12.2.3 DUFFUS

#### 1 Housing Land

No housing designations were made in Duffus, and further development was curtailed in order to maintain the character and features of the original village.

#### 2 Site Allocations

None

#### 3 Other Designations

None

#### 4 Windfall/Brownfield

None

#### 5 Other Matters

Although identified in the Action Plan as having potential, it was decided not to promote the designation of a Conservation Area for Duffus.

The proposal to place a Tree Preservation Order on trees at the playing field has not been progressed.

#### 6 Conclusion

Duffus is a small settlement which is regarded as having reached its limit in development terms. Further constraints exist in the form of noise contours from RAF Lossiemouth, and the Historic Gardens and Designed Landscape designation around Gordonstoun School.

### 12.2.4 ELGIN

#### 1 Housing Land

Land for an additional 950 house was to be identified in Elgin. The Local Plan identifies a number of new housing designations to meet this requirement. This includes allocations to the south and south west of Elgin. A further site to the north of Elgin was allocated at Spynie Hospital for up to 465 houses with a LONG designation to the east of this indicating the longer term direction for housing development.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Bilbohall North	60	Consent granted for 40 units. 40 units built.	20
R2 Waulkmill	160	Consent granted for 250 units. 203 units built.	47
R3 Linkwood East	390	Consent granted for 431 units. 358 units built.	73
R4 Thornhill	350	Consent granted for 394 units. 127 units built.	267
R5 Bilbohall South	75	Undeveloped	75
R6 South west of Elgin High School	40	Undeveloped	40
R7 Spynie Hospital North	465	Consent granted for 435 units. 47 units built.	388
R8 Hattonhill	20	Undeveloped	20
R9 Birnie Road & R10 Glassgreen	160	Consent granted for 180 units.	180

#### 3 Other Land

##### Employment Sites

BP1 Barmuckity	Planning application approved to form road layout and access for a business park .
BP2 Riverview	No planning applications.
I6 Linkwood East	Planning application 10/00524/app approved for the formation of road and footpaths to serve proposed commercial estate.

## Opportunity Sites

OPP1 Flemings Sawmill/ Former Morayshire Tractors, Linkwood Road	Planning application to erect non food retail development was refused, but subsequently approved on appeal. A subsequent legal challenge has resulted in the Reporter having to re-issue the decision.
OPP2 Hill Street/ Ladyhill	Planning application for the change of use from vacant garage to gymnasium was approved 29/11/07.
OPP3 Wards Road	Planning application to convert existing corn mill to 4 flats and erect 15 new flats and 1 maisonette is pending consideration.
OPP4 Hamilton Drive School	Planning application for a co-located child protection unit was approved
OPP5 Ashgrove Road	No planning applications submitted since adoption of the Local Plan.
OPP6 Auction Mart, Linkwood Road	Planning application for erection of supermarket, petrol filling station is pending consideration.

## 4 Windfall/Brownfield

Several planning applications have been approved on non-allocated sites for new development.

- Dunkinty House - Erect fourteen houses. 6 completed.
- Pinefield Stores- 6 units, status not built.
- Elgin South Church- 6 units, status not built.
- 30 New Elgin Road- 14 units, 9 units complete.
- 115 South Street- 14 units, 11 completed.
- 164 High Street- 5 units, status not built.
- Pinegrove-6 units, status not built.
- Newfield House- 8 units, status not built.

## 5 Other Matters

Retail

The Local Plan 2008 states that the Council will pursue a comprehensive improvement strategy for the town centre including a feasibility study to establish the viability and deliverability of the Lossie Green area for retail development. This is now being pursued as an action of the Elgin City for the Future strategy (see on next page).

### Elgin-City for the Future

The Moray Economic Strategy and Elgin-City for the Future have been commissioned by the Moray Community Planning Partnership as twin strategies which will underpin Moray's economic development. The Elgin-City for the Future project sets out a regeneration strategy for Elgin and in particular Elgin city centre. Various projects/actions are identified within the project action plan. These actions aim to maintain and enhance Elgin town centre as the prime civic, retail, and cultural space in Moray; support continued development of businesses both in established and emerging sectors; develop a high quality and comprehensive education and health infrastructure and research service; give Elgin a clear strengthened tourism identity and develop Elgin as a visitor "gateway"; and develop arts, culture and heritage infrastructure in Elgin. Many of these actions have land use implications.

Both strategies were subject to public consultation in 2011 and it is anticipated that the strategy will be adopted by the Community Planning Partnership Board in autumn 2012.

### Town Centre Health Check

A retail "health check" of Elgin City Centre was carried out during 2010. The study concluded that Elgin town centre was healthy and attractive town centre that plays an important role in the region providing a good range of comparison and convenience goods with a mix of national multipliers and independent stores. The vacancy rate identified was well below the Scottish average. As part of the 2010 study a review of the retail model was undertaken. This estimated the total turnover for all retail goods shops in the town centre was £106.99m. The model estimated that 22.3% of the total available expenditure is spent outwith the area.

The retail "health check" also looked at the Edgar Road area of Elgin which provides a significant concentration of retail floorspace outwith the city centre. This area was identified as having a high vacancy rate of 50%. At the time of the survey only one unit was occupied at the Elgin Retail Park.

### Flood Alleviation

The Elgin Flood Alleviation Scheme has been granted consent and the main contracted works began on 4th April 2011, with a projected completion date of Spring 2015.

### Transportation

The Local Plan identifies bypass corridors to the north and south of Elgin. However, following an announcement that the Scottish Government proposes to dual the A96 from Aberdeen to Inverness, Transport Scotland has advised that these corridors need not be retained.

The Local Plan 2008 identified various transport initiatives “TSP” in Elgin. Several of these are completed and there is a need to review others. For example TSP3, TSP4, TSP5 have been completed. A route for the Western Link Road was approved by the Economic Development and Infrastructure Services Committee on 6th September 2011 and detailed design of the road is now being progressed. The route runs from Edgar Road to the A96 using Wittet Drive and includes a new bridge over the railway and a new major junction with the A96 near Sherriffmill.

### New Cemetery

Land requires to be found for a new cemetery. Sites investigated so far have proved not to be viable, and the search for a suitable site remains on-going.

### Conservation Area Appraisal

As part of the development of the Elgin Heritage Trail – Castle to Cathedral to Cashmere a Conservation Appraisal, Management, and Action Plan for the Elgin High Street Conservation Area was undertaken. The appraisal was endorsed and adopted by the Council in March 2012.

## 6 Conclusion

Elgin has continued to experience a steady level of housing development; however there has been limited development of employment/industrial land. The supply of land for industrial/business use is an issue and the delivery of serviced employment land is important for economic growth.

Expansion of Elgin is constrained by flood risk, landscape and the Quarry Wood SSSI such that opportunities for the growth of Elgin are limited to the north and parts of the south.

The future implementation of the Moray Economic Strategy and Elgin City for the Future project will have implications for land use in and around Elgin.

### 12.2.5 FOCHABERS

#### 1 Housing Land

Fochabers was expected to identify land for an additional 50 houses over and above existing supply. This was achieved with the designation of a site off Ordiquish Road, with an adjacent site for a future 50 houses identified as LONG.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Ordiquish Road	50	Undeveloped. Pre-application notification submitted in 2010, but this has not yet been followed up with an application	50

#### 3 Other Designations

The by pass was completed in 2011, thus removing a considerable amount of traffic from the centre of the village.

There was no developer interest in the 2 Opportunity Sites that were designated.

#### 4 Windfall/Brownfield

None

#### 5 Other Matters

Fochabers shares a waste water treatment works with Mosstodloch, the current capacity for which (49) is less than the combined housing allocations in the 2 settlements. Scottish Water has indicated it will work with developers to provide the requisite funding and capacity at their asset.

#### 6 Conclusion

There has been little development activity in Fochabers over the Plan period. Pre application discussions regarding the Housing site off Ordiquish Road have not resulted in a planning application being submitted. The opening of the by pass has improved the environment of the village.

**12.2.6 GARMOUTH**

## 1 Housing Land

No additional land was identified for development due to a limited capacity at the waste water treatment works, and a desire to retain village character. Any new housing would have to be on gap sites within the settlement boundary, and with confirmation from Scottish Water that this could be accommodated.

## 2 Site Allocations

None

## 3 Other Designations

None

## 4 Windfall/Brownfield

Consent was granted to demolish existing buildings and erect 8 houses at Connagedale Farm. Development not yet commenced.

## 5 Other Matters

None

## 6 Conclusion

Waste water capacity; flood risk and village character all influence the scope for further development. As one of the smaller third tier settlements, no significant expansion would be proposed in any event.

**12.2.7 HOPEMAN**

## 1 Housing Land

Hopeman was not to provide any additional land for housing. Proposals for a large scale, phased expansion to the south were strongly opposed and dismissed at public inquiry, as was a small infill site at Forsyth Street.

## 2 Site Allocations

None

## 3 Other designations

No development sites were allocated, all designations being protectionist or retaining existing uses. A number of environmental designations exist outside of the settlement boundary.

## 4 Windfall/Brownfield

An application to demolish the scout hut and erect a pre-school day care nursery on a site at Mid Street was approved, an outline consent for 3 houses here having previously been refused.

5 Other Matters

Gas emissions from the landfill site to the west of the town was a constraint on development, but these may now have been resolved.

6 Conclusion

A slowdown on building was intended, after a period of growth/expansion at the Golf View development. Large scale expansion as proposed by a developer was not compatible with Hopeman's status as a third tier settlement. It is an objective to avoid coalescence with Cummington.

### 12.2.8 KINGSTON

Due to the area's susceptibility for flooding, no development sites were allocated. Any proposals for houses (eg on infill/gap sites or sub divisions) would have to comply with all flood risk criteria before they are approved.

### 12.2.9 LHANBRYDE

1 Housing Land

Lhanbryde was to find land for a further 45 houses. This was provided through the designation of a site at the west end, which could accommodate 65 houses in total – 45 during the Plan Period, and a further 20 in the longer term.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 West End	45	Undeveloped, no planning applications	45 (+20)

3 Other Designations

OPP1 site at former Gay Gordon Bar, was redeveloped for housing.

No further developments on the industrial site (I1) off Garmouth Road.

4 Windfall/Brownfield

None

5 Other Matters

None

6 Conclusion

There has been little activity in Lhanbryde over the Plan period, and the new housing land allocation remains available.

### 12.2.10 LOSSIEMOUTH

#### 1 Housing Land

As a secondary centre, Lossiemouth was to provide land for an additional 250 houses above existing designations. This was to be met with the release of a single large site to the south of the town (R1 Sunbank/Kinnedar).

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Sunbank/Kinnedar	250	Undeveloped. No applications	250
R2 Canal Bank (Imlach Way)	22	Development now complete	0
R3 Stotfield Road	Dependant on noise contours	Part developed	4 (subject to noise compliance)
R4 Inchbroom	60	Consent granted, and under construction	56

#### 3 Other Designations

Sunbank Quarry had a mixed designation for retail/industrial/business park use. (RET/I3/BP1). An application for a supermarket on the site was approved, but development did not take place.

Some small business/industrial activity took place on industrial sites I1 Coularbank and I2 Shore Street.

The harbour continues to operate successfully as a marina.

The use of private ground within ENV 8 Foreshore continues to be an issue. Approval to fence off this ground was refused and an appeal dismissed, on the basis that this should remain open/natural foreshore. The use of this site had previously been contested at Public Inquiry.

#### 4 Windfall/Brownfield

A number of sites were granted consent for re-development ; Shore St 26 units; High St 11 units; Fishmarket 21 units; Clifton Rd 10 units.

A development of 10 Council houses took place at Inchbroom Avenue, and there have been a number of individual houses approved on gap sites and sub divisions throughout the town.

#### 5 Other Matters

The future of the RAF base became uncertain during the Strategic Defence Review, but the proposal to close the station was withdrawn after a significant campaign to save it.

Rationalisation will still take place on the role of the base and the aircraft deployed, but the short to medium future is secured. This may well influence development activity within the town. There are constraints on where any medium to long term growth can take place, the only obvious direction being south towards Elgin.

## 6 Conclusion

Most of the development taking place has been for public sector housing, (Imlach Way; Inchbroom Ave) although many individual houses have been built outwith formally designated sites, and brownfield re-development has identified a number of options. The threat of further changes at RAF Lossiemouth could impact on the economy and housing market of the town.

### 12.2.11 MOSSTODLOCH

#### 1 Housing Land

Land for a further 30 houses was to be identified for Mosstodloch, and this was met by expanding the existing allocation at Stynie Road from 20 units to 50

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Stynie Road	50	Planning consent granted for 59 units. Not yet started	59

#### 3 Other Designations

ENV6/ENV10/TPO Woodland Strip : This was to be subject to regeneration proposals and enhancement as an informal recreational open space, and to provide a landscape setting for the north west of the village. This has not been carried out and the Tree Preservation Order over the site has not been revoked as intended. A number of adjoining properties have extended their garden ground to enclose part of this strip.

I1 Industrial Estate : this site is almost fully occupied

I2 Sawmill : several developments have occurred here where James Jones and Sons operate a long established business.

By Pass : the joint Mosstodloch/Fochabers by pass was completed and became operational in late 2011.

#### 4 Windfall/Brownfield

None

## 5 Other Matters

Mosstodloch shares its waste water treatment with Fochabers and there is limited capacity for 49 more houses. Developers in the two towns will have to liaise with Scottish Water about how to fund any required improvements.

## 6 Conclusion

There has been no significant development despite the granting of consent for a 59 house development. Any further expansion by the Sawmill or Baxters may require to be "off site" given restricted availability within their current sites. The completion of the bypass presents an opportunity to examine further options. The status of the woodland strip to the rear of Pinewood Road requires to be rectified.

**12.2.12 URQUHART**

## 1 Housing Land

After a period of fairly rapid growth at Beils Brae, a period of consolidation was proposed, and no new land for housing was to be allocated over the Plan period. In support of this objective, there is a presumption against sub division or backland development in the existing built up area.

A longer term site for release in the future was identified at Meft Road

## 2 Housing Allocations

None (other than LONG)

## 3 Other designations

Consent for a new house was granted on site OPP1. Other designations relate to environment and tree preservation order.

## 4 Windfall/Brownfield

Consent was granted for 2 houses within the grounds of Wedron House in Station Road.

## 5 Other Matters

Urquhart is linked to the Moray West drainage system, and waste water is treated at the works in Elgin where there is ample capacity.

## 6 Conclusion

As intended, a period of development consolidation has taken place. The village has an attractive, rural character, and any future development should remain small scale.

## 12.3 Forres Local Housing Market

### 12.3.1 ALVES

#### 1 Housing Land

The MLP 2008 provided a zero additional housing allocation, as a reflection of the settlement's traditional character, which could be adversely affected by larger scale development.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Carsewell Farm	16 houses.	The site is now almost fully developed with a mix of re-developed steading building, and new build units.	2

#### 3 Other Designations

All other designations are "protectionist", covering Environmental sites and Tree Preservation Order.

#### 4 Windfall/Brownfield

None

#### 5 Other Matters

None of significance.

#### 6 Conclusions

Alves is a dormitory village dominated by the A96 which forms its southern boundary. It is characterised largely by the Local Authority housing on the Burghead Road although some attractive period buildings line the main road frontage. The one site designated at Carsewell farm has nearly been completed.

**12.3.2 DALLAS**

1 Housing Land

No additional housing allocations were made in Dallas, and those from the 2000 Plan were continued.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Dallas School West	9 houses. (Drainage problems have discouraged development of this site in the past.)	No planning applications	9
R2 Dallas School East	1	No planning applications	1 unit
R3 Former Filling Station	The site could be redeveloped for 1 or 2 no. houses	Permission granted for the erection of four detached dwelling houses with access roadway at Mormond Garage Site, Main Street, Dallas on the	Development has commenced.

3 Other Designations

None

4 Windfall/Brownfield

None

5 Other Matters

There is capacity for less than 10 units at the waste water treatment works, and pumped drainage connection from site to the main sewer is required.

6 Conclusion

Development rates are low and there are drainage constraints. Further development would help support local facilities, including the primary school.

### 12.3.3 DYKE

#### 1 Housing Land

Dyke was to provide land for a minimum of 10 houses, which was done through the designation of site R1 at Darklass Road.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R 1 Darklass Road	12 houses	No planning applications	12

#### 3 Other Designations

None

#### 4 Windfall/Brownfield

None

#### 5 Other Matters

Some development has taken place in the vicinity of Dyke in the form of steading conversions.

#### 6 Conclusions

There have been little development pressures on Dyke. The allocated site for housing remains undeveloped.

**12.3.4 FINDHORN**

1 Housing Land

Land for a further 5 houses above existing designations was the target for Findhorn. This was achieved with the addition of a new site at Heathneuk.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R 1 Heathneuk	5 houses.	No planning applications yet received	5
R 2 Duneland	40	Outline planning permission granted for development of 40 no. housing units (with associated infrastructure and commercial educational and community facilities). No development to date.	40

3 Other Designations

Nothing of significance has taken place on any of the other site designations.

4 Windfall/Brownfield

An application for 7 houses at Pineridge, on a non designated site, was approved.

5 Other Matters

Waste water constraints were removed when the network serving Findhorn and Kinloss was connected with Forres.

6 Conclusion

Development opportunities are restricted due to the linear shape of the village and the environmentally sensitive dune areas. Many of the development opportunities are linked to the Findhorn Foundation Community.

### 12.3.5 FORRES

#### 1 Housing Land

Land for an additional 550 houses was to be identified in Forres. This was to be achieved with the release of significant land areas at Grantown Road, Mannachy and Lochyhill. Provision was made for Long term follow on land at Lochyhill and Dallas Dhu.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Knockomie S	85	Undeveloped. Application for 90 houses pending.	85
R2 Knockomie N	70	Consent for 94. Under construction	71
R3 Ferrylea	275	Undeveloped	275
R4 Lochyhill	210	Undeveloped. Application for 268 houses pending	210
R5 Burdshaugh	11	Consent for 13 houses in 1994. 2 built. A revised application for 20 flats is pending	11
R6 Mannachy	40	Undeveloped	40

#### 3 Other Designations

A new industrial designation was made at I7 Springfied Nursery, intended for a range of industrial/commercial uses, but the site remains undeveloped.

A number of new business units were approved on the Forres Enterprise Park.

Consent for a new Hospital/Health Centre was granted on OPP2 on Grantown Road, but development has not yet commenced.

#### 4 Windfall/Brownfield

Consent was granted for a number of developments outwith designated sites.

- 82 houses and 29 flats for Grampian Housing Association at Thornhill
- 8 Flats at Corries Way
- Redevelopment of Brig Motel for 13 houses by a Housing Association

An application for a large retail development in the Caroline St/Bogton Road area is pending consideration. This is part within/part outwith the town centre boundary and involves land in Forres Common Good ownership.

## 5 Other Matters

The Mosset Burn flood alleviation project was completed. This involved a dam and flood water storage area off St Leonards Road, and has already prevented flood damage from re-occurring. A further scheme to address flood risk from the River Findhorn has received Planning consent, and funding has only recently been confirmed. There will still be a constraint on development in some parts of the town until this scheme is in place.

Transition Towns has taken over the former Nursery in Bogton Road for a community environmental/educational project.

Improvements to increase at the waste water treatment works have been carried out, and there is ample capacity to accommodate forecast levels of development.

Whilst there is space for further development at Forres Enterprise Park, this is for the cleaner/higher end of the market, and further land is needed for more general industrial/business use. Part of the Park now has Enterprise Area status, and will be promoted for inward investment, especially the Life Sciences sector.

The closure of RAF Kinloss is likely to have an impact on the Forres housing market.

## 6 Conclusions

Forres has continued to experience a steady level of housing development, particularly through public sector affordable investment, and along with Elgin, is breaking away from other towns in the settlement hierarchy. However, the closure of RAF Kinloss is likely to have an impact on the Forres housing market, and may be partly responsible for the slow down in private housing rates. Flood risk; A96 trunk road; Aberdeen-Inverness railway all present constraints on development.

### 12.3.6 KINLOSS

#### 1 Housing Land

Kinloss was to provide land for a further 25 houses to try and promote small scale development separate from RAF activities.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Woodlands, West of Seapark House	6 houses.	Undeveloped. Prior consent in 1991	6
R2 Woodside East	8 houses	planning consent granted for 8 houses. 7 built.	1
R3 Findhorn Road West	4 houses.	Application for full planning permission for 6 houses pending consideration.	2
R4 Damhead	25 houses.	No planning applications	25
RC Seapark Residential Caravan Park	12 houses as replacements for caravans	No planning applications	12

#### 3 Other Designations

None

#### 4 Windfall/Brownfield

The MoD housing at Southside was declared surplus to requirements and was sold off and properties are now available on the private housing market.

#### 5 Other Matters

The Defence Review that took place has discontinued Kinloss as an RAF Station, and it will now become a base for the Army (Royal Engineers). This change is likely to impact on the housing market in Kinloss and the wider Forres/Findhorn area due to the different requirements of personnel. There may be surplus land; buildings etc that become available for alternative uses.

Waste water drainage is now treated at Forres, which has removed a capacity constraint that existed.

#### 6 Conclusions

There has been limited take up of sites and the Defence Review may impact on future activity. This may require a fresh approach to be taken to the future role of Kinloss, and levels of development to be accommodated.

**12.3.7 RAFFORD**

1 Housing Land

Land for an additional 10 houses was required in Rafford. This was provided with a new designation at Brockloch.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Brockloch	10	Undeveloped. No planning application	10

3 Other Designations

None (other than Environmental)

4 Windfall/Brownfield

None. There has been a considerable amount of “houses in the countryside” approved in the vicinity of the settlement boundary.

5 Other Matters

Waste water drainage is via a system of septic tanks operated by Scottish water. The system is currently at capacity and will require any prospective developer to discuss funding for improvements with Scottish Water. Connecting with the mains drainage system in Forres is not viable.

Localised flooding from the Marcassie Burn were addressed by a flood alleviation scheme.

6 Conclusions

Drainage constraints may be responsible for the lack of interest in the designated sites. Demand may be being met by houses in the surrounding countryside.

## 12.4 Keith Local Housing Market

### 12.4.1 KEITH

#### 1 Housing Land

In response to local concerns about a shortage of housing land, and the affect this was having on development rates, the Structure Plan set a target of new land allocations to accommodate 170 houses. This also reflected Keith's status as a "second tier town" in terms of the settlement hierarchy and growth strategy being promoted. This target was met through the designation of new sites (over and above existing supply) at Banff Road (60); Edindiach Road (85); Jessmans Brae (6); Old Military Road (20).

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Nelson Terrace	5	No recent activity	5
R2 Dufftown Rd (S)	20	Under development by Housing Association	0
R3 Dufftown Rd (W)	35	Development by Kirkwood Homes. In progress	6
R4 Alexandra Road	25	Consent granted for 14 Council Houses/11 private. Under construction.	25
R5 Edindiach Rd (W)	40	Outline consent for part of site. In two ownerships and constrained by drainage and power lines.	40
R6 Balloch Rd	6	Planning application submitted in 2004 but withdrawn in 2006 understood to be contamination issues	6
R7 Seafield Walk	11	Outline planning consent granted. Detailed application submitted in March 2011.	11
R8 Banff Road	60	Consent granted for housing and associated community facilities. Not started	60
R9 Edindiach Rd (E)	85	Consent granted on part of site for 55 houses. Not started. Part of site subsequently received consent for Nursing Home. Not started	85
R10 Jessimans Brae	6	No activity. Sloping site may constrain interest.	6
R11 Broomhill Road	2	No more than 2 sites permitted without significant road improvements being carried out, which may be difficult to achieve.	5
R12 Old Military Road	20	No activity. Low lying site, with possible drainage issues.	20

### 3 Other Designations

#### Industrial

At 13 Bridge Street, Keith Builders Merchants completed new premises. This has opened up the potential for improved road access into the remaining parts of the site. This will release the Company's current premises at Newmill Road for alternative uses, and a permission in principle application for housing has been approved.

#### Opportunity Sites

Development of OPP2, the old Masonic Hall, Reidhaven Square, into flats has been completed. Two commercial/business units were built by Highlands and Islands Enterprise, on OPP3 (Mansfield Hotel). Development commenced on a long standing empty property in Mid Street (OPP5 old Co-op) which is being converted into flats/salon/office. The redevelopment of OPP6 (Seafield Mills) for a Tesco Supermarket has been one of the biggest developments in Keith in recent years, and involved new access/junction arrangements on the A96/Moss Street.

#### Tourism

The caravan site designation (T1) has a requirement that this remains for holiday accommodation use, in order to retain some tourism infrastructure, and that alternative uses will not be permitted. Changed circumstances in terms of commercial viability and current condition may require this stipulation to be reviewed and whether redevelopment to some other use should be permitted.

### 4 Windfall/Brownfield

The former Department of Agriculture/Balloch Trust premises on Balloch Road were re-developed for flats.

### 5 Other Matters

A new primary school has been built in the grounds of the Grammar School/Community Centre, thus releasing the old site in Church Road (OPP4).

Environmental improvements to Reidhaven Square have been progressed by the Keith and Strathisla Regeneration Group, and a Conservation Area Regeneration Scheme (CARS) has been established to promote enhancements to key properties in the Conservation Area.

A line for a potential by pass is reserved. Recent announcements from the Scottish Government propose the dualling of the A96 from Aberdeen to Inverness, and it is not yet known if this will involve the previously safeguarded route.

The upgrading of the Keith to Beaulieu electricity line is an aspect of the Scottish Governments National Planning Framework, and Keith looks likely to become a key location for energy infrastructure. Planning consent has been issued in outline for a

converter station, at Blackhillock, adjacent to the existing electricity sub-station. This converter station, the site for which extends to over 20 hectares, will collect renewable energy and will convert this from A/C to D/C, and feed it into the national grid. The renewable energy will come from wind farms in Shetland and offshore in the Moray Firth. It will come ashore at Portgordon, and be fed by underground cable, to Blackhillock. Depending on the extent of further offshore wind energy developments, further converter stations and cable routes may be required.

## 6 Conclusions

There is a low development rate/take up of land designated for housing. This may be attributed in some cases to servicing costs or ground conditions, but there is an ample supply. The objective of providing a range of sites that allows for choice or flexibility in where development takes place, has not been successful in promoting development.

The supply of land for industrial/business use is an issue, with the designated land at Bridge Street/Westerton Road not readily available, and alternatives in short supply.

Sustaining Mid Street as a vibrant town centre will be a priority, and local initiatives and activities beyond the policies of the Local Development plan, will be required to achieve this.

### 12.4.2 NEWMILL

#### 1 Housing Land

There is a very low recorded development rate in Newmill, and only one site has been designated for development in any previous Local Plan. This site is at Isla Road, and there has been no interest in developing it. No further land allocations were required.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Isla Road	10	Undeveloped. No planning applications received	10

#### 3 Other Designations

Derelict buildings around the Square were identified as an Opportunity Site, the re-development of which would hopefully improve the general amenity of Newmill's main focal point. There was no progress in this respect and the properties remain in poor condition.

4 Windfall/Brownfield

Housing development that has taken place has been through the use of gap sites or re-development/renovation, as encouraged by the Plan

5 Other Matters

The village hall has installed a bio-mass heating system, and hopes to extend the renewable energy generated to other properties in the village.

Some flood alleviation works were carried out to address localised flooding issues.

The waste water treatment facilities are shared with Keith, and have ample capacity for the level of development forecast.

6 Conclusion

Newmill’s proximity to Keith influences development rates. There has been no activity on the designated site, but the use of gap and derelict sites has seen some development, and this has contributed to some visual enhancement.

**12.4.3 ROTHIEMAY**

1 Housing Land

To try and promote and generate some development activity, land for a further 5 houses was to be allocated in Rothiemay. This was done by the designation of a new site at Anderson Drive.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Castle Terrace	15	Undeveloped. An outline application to renew a previous consent was approved, but this has not been followed up with any detailed proposals.	15
R2 Anderson Drive	5	Undeveloped, no applications submitted.	5

3 Other Designations

All other designations a protectionist (Environmental and Tree Preservation Order), and have not experienced development pressure. It is an objective to retain the beech hedges which front the northern entrance to Rothiemay, and contribute to its rural character.

4 Windfall/Brownfield

None

## 5 Other Matters

Waste water drainage is via a system of public septic tanks, which Scottish Water advises are at capacity, and cannot accommodate further development without upgrading. Prospective developers will have to discuss the funding of this with Scottish Water.

There has been a considerable number of new houses built in the countryside in the wider Grange area.

## 6 Conclusion

There has been no development activity in Rothiemay, which may be related to the drainage constraint. It is an attractive village, with a primary school and local shops, and will need some growth to sustain these facilities. Houses in the countryside may be contributing to this.

## 12.5 Speyside Local Housing Market

### 12.5.1 ABERLOUR

#### 1 Housing Land

The MLP 2008 acknowledged that Aberlour, as a third tier settlement, could provide opportunities for future growth in the Speyside area. The MLP 2008 proposed an additional 60 no. units for Aberlour, at Braes of Allachie and Chivas Field.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Chivas Field	20 houses	Undeveloped – no planning applications submitted	20
R2 Braes of Allachie (split site comprising 2 designated areas)	40 houses	Application for a single house submitted and pending. Requires more detailed masterplan layout for whole site. Pre application discussions have been held, but there are difficulties in achieving the required road improvements .	40
R3 Tombain	12 houses	No development on site, but full consent granted for 7 houses, and 12 individual plots in outline	12

There has been a very low level of development activity within the settlement boundary, since the adoption of MLP 2008.

#### 3 Other designations

The industrial designations in Aberlour largely cover areas already in use/developed. There has been no interest/activity in the Opportunity Site (OPP1) at Mary Avenue.

#### 4 Windfall/Brownfield sites

A small number of applications for houses on gap sites and sub divisions have been permitted within the settlement boundary.

#### 5 Other Matters

There is capacity at the waste water treatment works for a further 30 houses, although there have been some concerns about the quality of discharges, which will require remedial action. Occasional problems have arisen with storm water flooding, and issues with the capacity of the sewer infrastructure. All of this will be a factor for any new development to consider.

## 6 Conclusions

Aberlour is an important service centre for Speyside with a secondary school and a good range of local services, and the town enjoys an attractive setting on the south bank of the River Spey.

There has been little development activity. Road access and drainage may be inhibiting development at Braes of Allachie, and options for longer term growth are severely constrained.

As with other Speyside towns, there is a shortage of readily developable sites for business/industrial use.

### 12.5.2 ARCHIESTOWN

#### 1 Housing Land

No new designations for Archiestown were proposed by the 2008 Plan, which continued the allocations made in 2000.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 East End	10 units	Undeveloped -No planning applications	10 units
R2 The Square	Site is suitable for conversion to houses/flats	Site now developed	0
R3 North Lane	2 houses	3 sites developed and one under construction	2
R4 South Lane	4 houses	Undeveloped - No planning applications	4 units

#### 3 Other designations

None

#### 4 Windfall/Brownfield

Applications for 2 houses within the settlement boundary were approved.

#### 5 Other Matters

Consent has been granted for a number of houses in the countryside around Archiestown. This may be affecting the interest/demand for the designated sites within the village.

6 Conclusion

There is capacity within existing designations to accommodate development at a level appropriate to Archiestown’s rural character. There has been a considerable number of approvals for houses in the countryside to the east of the village, and this may need to be considered as a “pressurised area” when the housing in the countryside policy is reviewed.

**12.5.3 CRAIGELLACHIE**

1 Housing Land

No additional land for housing was required, and the existing supply from the 2000 Plan was considered sufficient.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Edward Avenue	5 houses	No planning applications	5
R2 Former Cooperage	18 houses.	planning consent granted to erect 18 no. dwelling houses. Development complete, (7 during the Plan period.)	0
R3 Brickfield	12 houses.	2 separate consents have been issued (for 4 and 8 houses) but no development has yet commenced.	12
R4 Site of Former Brewery	5 houses.	No planning applications	5

3 Other Designations

No significant development.

4 Brownfield/Windfall

Consent for one house on a gap site was granted at Fife Street.

5 Other Matters

Capacity at the waste water treatment works is limited. Scottish Water has advised that there is capacity for 17 units.

6 Conclusion

Limited development has taken place in Craigellachie since the 2008 Plan was adopted, nearly all of which was on a designated site.

### 12.5.4 DUFFTOWN

#### 1 Housing Land

Land for an additional 20 houses was allocated over and above the existing sites. This was achieved by extending the designated site South of Conval Street.

#### 2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Corsemaul Drive	36 houses.	Planning consent was approved for 36 units in 1991, with subsequent amendments. 10 built	26
R2 South of Conval Street	30 houses.	No planning applications. Access arrangements proving difficult to achieve.	30
R3 The Cooperage, Balvenie Street	7	Consent granted for 7 no. houses on this site. Site now fully developed	0

#### 3 Other Designations

OPP1 Auction Mart : Previous consent for 18 houses never implemented

OPP2 Hill Street : consent granted for 2 houses

OPP3 Mount Street : received consent for 2 houses in 2007. Work commenced but not completed

CF1 : Balvenie St : no progress on developing this site for a community centre/sports hall. If project has fallen, then re-designation to housing may be considered.

#### 4 Windfall/Brownfield

None. Most of the sites with potential for re-development are already designated as Opportunity Sites.

#### 5 Other Matters

Capacity at the Waste Water treatment works is 23.

#### 6 Conclusion

Various constraints mean there are few readily available sites that are straightforward to develop. This has perhaps constrained development rates. Vehicular access to site R2 Conval Street, as stipulated, is proving difficult to achieve, and may affect its continued designation. Providers have been keen to consider affordable housing in Dufftown, but site availability has restricted this. Waste water capacity may be tight if a development did come forward.

**12.5.5 ROTHES**

1 Housing Land

Rothes was to provide land for an additional 30 house over and above existing designations. This proved difficult to achieve due to topography and flood risk, but was met through the allocation of a new site at Spey Street, and land at Greens of Rothés, where further follow on/long term land was identified.

2 Site Allocations

Site Allocation	Indicative Capacity	Status	Remaining Capacity
R1 Spey Street	30	Undeveloped. No Planning Application submitted. Small part of site at risk of flooding.	30
R2 Greens of Rothés (Phase 1)	Phase 1 extends to 0.4 ha and has capacity for up to 5 no. houses.	Undeveloped. No planning applications.	5

3 Other Designations

Industrial designations primarily cover existing uses (distilleries etc).

Consent was granted to redevelop part of I2 (Caperdonich Distillery) for small business uses.

A large biomass heat and energy plant has been developed on site I3, in association with the existing dark grains plant.

A new workshop and yard was approved on site I2.

At opportunity site OPP2 in Kirk Place, consent was granted to alter existing buildings to form 3 houses.

4 Windfall/Brownfield

No significant activity has taken place on non designated sites. The Opportunity sites identify the best prospects for the re-use of existing sites.

## 5 Other Matters

The Rothes Burn flood alleviation scheme has been carried out, and has removed the risk of flooding from this source and general run-off from the hillside. However land between the current settlement boundary and the River Spey lies within the river flood plain and there is still a risk of flooding from the Spey.

Scottish Water has advised that there is capacity for less than 10 units at the Waste Water Treatment Works. Developers will require to discuss funding of improvements with Scottish Water.

## 6 Conclusion

There has been very little housing development experienced, mostly in the form of individual houses on gap sites. Flood risk and drainage constraints may be partly responsible. There has been a considerable amount of industrial development, but there remains a shortage of sites for small businesses, a situation that is common in all Speyside towns.

The flood alleviation scheme was a considerable engineering project.

### 13 RURAL COMMUNITIES

---

- 13.1 There are 75 designated Rural Communities in the 2008 Moray Local Plan. These are groupings or collections of buildings at “sub village” level, and consolidation of these groupings is the preferred option for building in rural areas, as part of the policy approach to “Housing in the Countryside”. Those wishing to build a house in a rural setting are encouraged to locate within an existing community before looking to develop in open countryside
- 13.2 There is a general presumption in favour of development proposals within rural community boundaries (subject to servicing and infrastructure being available), and in some instances sites with potential have been identified. These sites were not subject to the same technical scrutiny as sites within settlements, and on a few occasions, when planning applications were submitted, technical difficulties with their development have been experienced. This raises the question whether potential sites should continue to be identified in this manner, or whether just to have a rural community boundary, within which there is a presumption in favour of development.

**MORAY LOCAL PLAN 2008 ACTION PLAN - ECONOMIC DEVELOPMENT**

Action	Organisations	Timescales	Progress
Promote provision of services sites for general business in Elgin, Forres, Buckie and Keith	TMC, HIEM, MPDC, Private Sector	Short/ Medium	Some limited work at Chanonry, but no progress with provision of new serviced land elsewhere. Lack of supply becoming critical.
Prepare strategy to promote provision of a strategic business park in Elgin	TMC, HIEM, PMDC, Private Sector	Short	No action. Tentative interest by HIE in both designated sites in Elgin, but not pursued. Consent issued to private sector company for servicing/layout proposal at Barmuckity.
Promote the marketing of the strategic business park in Forres for inward investment, and civil service relocation.	HIE, HIEM, TMC	Short	A number of new premises have been built, and new businesses attracted but no civil service re-location. Part of the site has been given Enterprise Area Status and will be a focus for life sciences.
Promote provision of small scale business parks at Lossiemouth, Buckie and Keith	TMC, HIEM, MPDC, Private Sector	Short/ Medium	No Action. Concept of business parks scaled down and no longer the priority it had been for HIE in 2020 Economic Strategy.
Prepare a masterplan for Buckie Harbour area to promote new activities, redevelopment and regeneration	TMC, HIEM, Private Sector	Short	No "Masterplan" prepared, but options identified for land and buildings that could be utilised.
Promote the improved marketing of the Moray area for business and tourism	HIE, HIEM, VisitScotland, TMC, MCC	Short	Moray Tourism Group formed with private sector to promote Moray as visitor designation.

**MORAY LOCAL PLAN 2008 ACTION PLAN - RETAIL DEVELOPMENT**

Action	Organisations	Timescales	Progress
Clarify development potential within Elgin Town Centre to promote opportunities to the market	TMC, Private Sector	Short	Elgin City for the Future Study, (ECFTF) carried out to prepare “masterplan” and redevelopment opportunities in Town Centre, including development proposals of Community Plan Partners.
Establish potential to promote and manage the opportunities within Elgin Town Centre and the areas’ secondary centres.	TMC, MCC, Private Sector	Short/ Medium	Delivery mechanism for ECFTF and Moray Economic Strategy to be confirmed, to implement actions and proposals.

**MORAY LOCAL PLAN 2008 ACTION PLAN - RESIDENTIAL DEVELOPMENT**

Action	Organisations	Timescales	Progress
Further investigate and promote comprehensive master planning approach to the potential longer term allocations for residential development at Elgin North, Forres South, Lossiemouth, Buckie and Keith	TMC, SEPA, Scottish Water	Short/ Medium	Little progress. Economic downturn has affected development processes. Pre-application process for major applications has been utilised as an alternative.

**MORAY LOCAL PLAN 2008 ACTION PLAN - TRANSPORT AND ACCESSIBILITY**

Action	Organisations	Timescales	Progress
Promote upgrade and/or dualling of the A96 from Inverness to Fochabers	Scottish Executive, Transport Scotland, TMC	Medium	Scottish Government has announced intention to dual A96 from Inverness to Aberdeen by 2030. No route details available.
Elgin By-pass – prepare strategy to identify key tasks including feasibility appraisal, timetable and monitoring of progress.	TMC, HIEM, Scottish Executive and Transport Scotland	Short	Case for by-pass was dependant upon resolving Elgin’s internal traffic congestion. Decision taken to proceed with western link road (Wittet Drive). Position with by-pass as above. Safeguarded corridors for potential route no longer required.
Promote provision of by-passes for Fochabers/Mosstodloch and Keith	Scottish Executive, Transport Scotland, TMC	Medium/ Long	Fochabers/Mosstodloch by-pass now completed. Position with Keith will be subject to consideration and route for A96 dualling project.
Provide route improvements to A941 and A98	TMC	Medium	No Action

## MORAY LOCAL PLAN 2008 ACTION PLAN - TRANSPORT AND ACCESSIBILITY

Action	Organisations	Timescales	Progress
Promote increased capacity and improved timetables for the Inverness to Aberdeen rail line for freight and passenger services.	Scottish Executive, Transport Scotland, Network Rail and Rail operating companies	Short/medium	These actions are contained in the Strategic Transport Policy Review (STPR) and are under active consideration by Transport Scotland.
Promote diversification of the commercial harbours at Buckie and Burghead	TMC, HIEM, Harbour Boards, Private Sector	Short/Medium	Buckie harbour being promoted as a operation and management base for offshore wind turbines.
Promote improved access to Air Services	HIAL, BAA, Scottish Executive, TMC, Highland Council, Aberdeen Council, Aberdeenshire Council	Short/Medium	No specific Action. Pursued through general representations through HITRANS.
Produce a Roads Hierarchy Plan for Elgin and Moray to identify a strategic approach to development capacity.	TMC	Short /Medium	Distributor road network agreed for Elgin. Elgin south west distributor road study resulted in Wittet Drive as preferred option.
Revise guidelines and specification for roads serving residential and industrial developments	TMC	Short	Some aspects of Designing Streets implemented as policy. Policy for road access to rural development approved.

## MORAY LOCAL PLAN 2008 ACTION PLAN - TRANSPORT AND ACCESSIBILITY

Action	Organisations	Timescales	Progress
Produce parking strategy for Elgin, Forres and Buckie	TMC	Short/ Medium	Revised standards for parking in town centres adopted.
Provide a Core Path Network Plan for Moray	TMC, Public Partners	Short	Core Paths Plan now adopted, following Public Inquiry.

## MORAY LOCAL PLAN 2008 ACTION PLAN - ENVIRONMENT

Action	Organisations	Timescales	Progress
Produce a Greenspace Strategy for Moray	TMC, Public Partners, SNH, Private Landowners	Short	Work has commenced on the preparation of an Open Space Strategy but has not been completed.
Provide a long term Environmental Improvement Strategy Programme for implementation	TMC, Public Partners, Private Landowners	Short	No Action. Financial restrictions have seen the budget for environmental schemes deleted. Some ad-hoc work has been carried out through the Moray Towns Partnership, Town Centre Regeneration Fund; Keith Conservation Area Renewal Scheme.

## MORAY LOCAL PLAN 2008 ACTION PLAN - ENVIRONMENT

Action	Organisations	Timescales	Progress
Review AGLVs and CATs	TMC, SNH, Public Partners	Short	No action in taking these forward.
Prepare and implement flood alleviation scheme for Elgin, Forres and Rothes	TMC, Scottish Executive, Private Landowners	Short/ Medium	Rothes and Forres (Mosset Burn) schemes completed. Elgin under construction. Forres (River Findhorn and Pilmuir) approved funding in place and ready to start.
Further investigate the potential for renewable energy and sustainable development at the domestic scale.	TMC	Short	Work on Sustainable Design Guide not yet started. Delayed by changes in legislation regarding control of CO2 emissions.
Serve TPOs identified in the Plan	TMC	Short	No additional TPOs served.
Investigate the potential for Conservation Area status at Duffus and North Quay, Burghead	TMC, HS	Short	Conservation area appraisals carried out for Burghead and Dailuaine. Only Burghead designated. Duffus not considered to merit appraisal.

## MORAY LOCAL PLAN 2008 ACTION PLAN - SUPPLEMENTARY PLANNING GUIDANCE (SPG)

Action	Organisations	Timescales	Progress
Finalise SPG on Design of Housing in the Countryside.	TMC	Short	New Housing in Countryside SPG produced.

**MORAY LOCAL PLAN 2008 ACTION PLAN - SUPPLEMENTARY PLANNING GUIDANCE (SPG)**

Action	Organisations	Timescales	Progress
Finalise SPG Parking Standards.	TMC	Short	No Action.
Finalise SPG on Trees and Development	TMC	Short	SPG produced.
Finalise SPG on Development Requirements	TMC	Short/ Medium	SPG produced.
Review SPG on Affordable Housing	TMC, Developers agents	Short	SPG produced.
Review SPG on Forestry.	TMC, Forrestry Commission, Forest Enterprise	Short	No Action. May no longer be necessary as have Forestry Strategy.
Review SPG on Wind Energy	TMC	Short	Draft prepared and consulted on.