

Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

- R1 Bilbohall North, 20 plots remaining. A bid to bring these remaining sites forward ahead of completion of the western link road is not preferred.
- R2 Waulkmill, 47 plots remaining
- R3 Linkwood East, 73 plots remaining
- R4 Thornhill, 267 plots remaining
- R5 Bilbohall South, capacity 75
- South West of Elgin High School, carried forward but with an increased capacity for 80 houses. (extension of site not supported, see R20)
- Spynie Hospital North, 388 plots remaining
- R8 Hattonhill, capacity 20
- R9/R10 Birnie Road/Glassgreen, capacity 178
- LONG Part of the existing Findrassie LONG site not proposed for release during Plan period, remains as LONG

INDUSTRIAL/BUSINESS PARKS

- IND6 Linkwood (E)
- BP1 Barmuckity
- BP2 Riverview

OPPORTUNITY SITES

OPP1 Sawmil

OPP2 Mart

New sites considered and PREFERRED for designation

RESIDENTIAL

R15 Part of Findrassie/Myreside LONG as identifies in 2008 Plan proposed to be brought forward for 800 houses. (Balance is LONG)

R17/R18 Bypass Reservation, for 20 houses

R19 Driving Range, for 120 houses

R21 Knockmasting Wood, for 85 houses

R 11 Linkwood Steading, for 85 houses

LONG Elgin North

Preferred general direction for long term housing development beyond the plan period.

Development to be the subject of a masterplan

INDUSTRIAL/BUSINESS PARKS

E1* Elgin North

Preferred location for new employment land, the need for which is identified in the Moray Economic Strategy. The precise location for this is to be considered within the context of the surrounding land which has potential for long term development beyond the plan period.

New sites considered and NOT PREFERRED for designation

RESIDENTIAL

R20 Rounds Wood

Proposal to extend R6 westward is not preferred due to topography and landscape constraints

R22 Lesmurdie Field

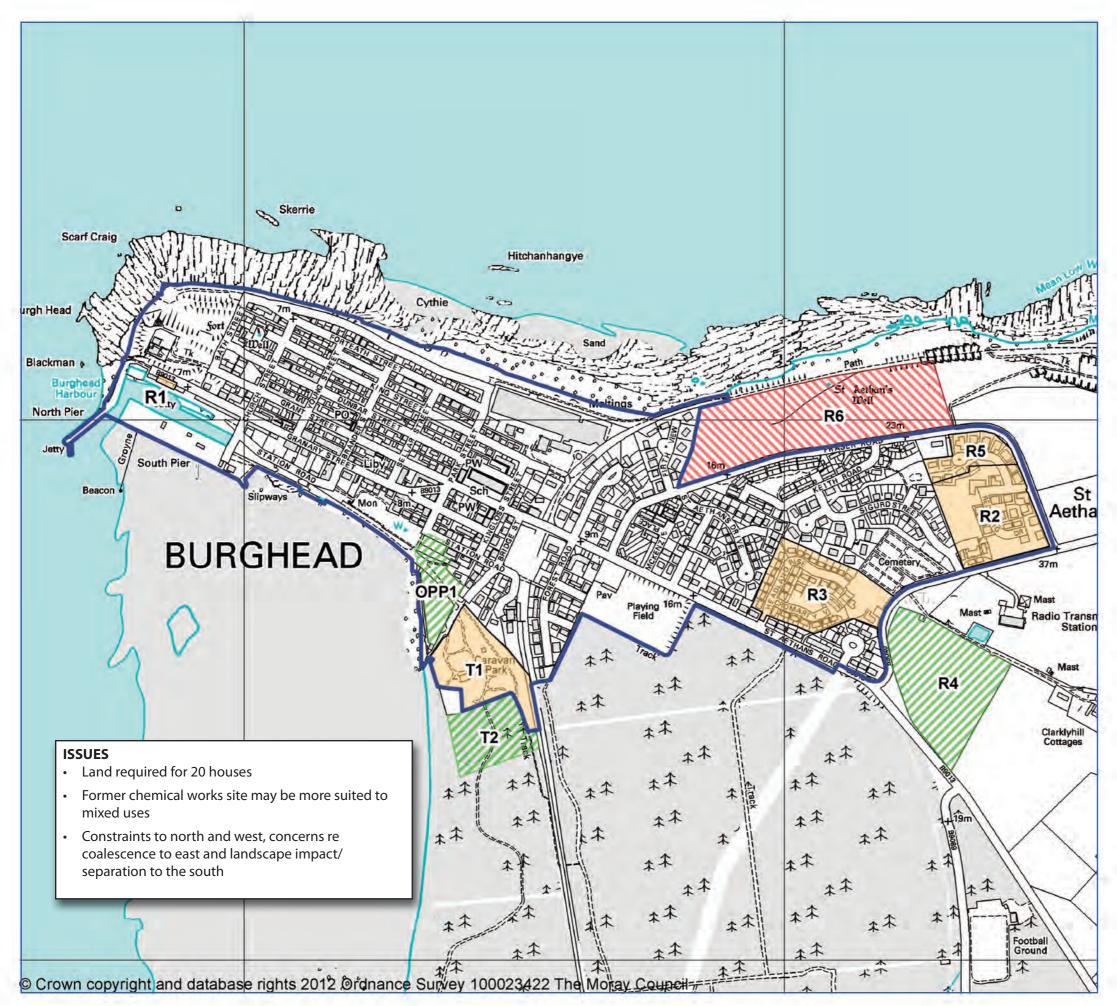
Poor road access; visually detached - should be looked at within the context of Elgin North LONG Masterplan

R27 South Elgin

Landscape constraints, transportation issues

28 Waulkmill/Stonecross

Adverse impact on character and amenity through removal of trees; potential conflict with core path



Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

- R1 North Quay, Harbour Capacity 12 units
- Redcraig Hotel (S)
 Capacity 19 units
- R3 St Aethans Road Capacity 2 units
- R5 Redcraig Hotel (N) Capacity 2 units

TOURISM

1 Caravan Site



New sites considered and PREFERRED for designation

RESIDENTIAL

R4 Clarkly Hill
Capacity 60 units, will require sensitive treatment

OPPORTUNITY SITES

OPP1 Formerly R4, suitable for a range of uses, and designation amended to "opportunity"

TOURISM

T2 Extension to caravan site

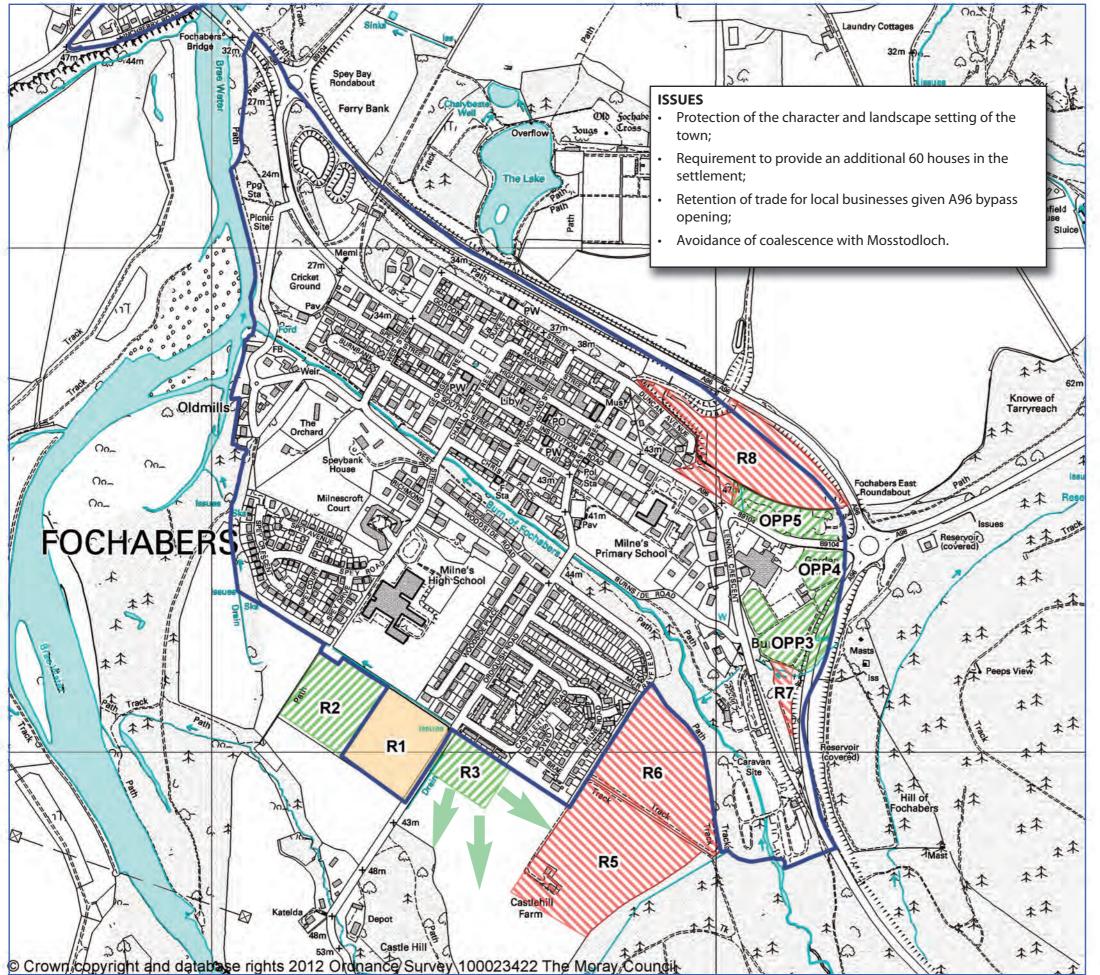


New sites considered and NOT PREFERRED for designation

RESIDENTIAL

Fraser Road
Put forward for residential use, is not considered suitable due to the landscape impact.

SETTLEMENT BOUNDARY





Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

R1 Ordiquish Road Capacity 50 houses



RESIDENTIAL

- R2 LONG Ordiquish Road brought forward, capacity 40 houses
- R3 Ordiquish Road, part of bid site supported for 20 houses with potential for longer term growth and infrastructure connection in to adjacent land to encourage high quality layout for development

The presence of a garden centre, planning consent for a garage, bid for hotel/opportunity site all provide potential for a cluster of business/commercial uses at a prominent, marketable gateway location and are supported as an opportunity site (excluding residential use).

OPPORTUNITY SITES

OPP3 High Street/Lennox Crescent
Bid for housing not supported but considered suitable for commercial development

OPP4 High Street
Bid for housing not supported but considered
suitable for commercial development given site
has planning consent for garage/petrol sales

OPP5 High Street
Four different bids submitted for mix of uses.
Residential not supported but considered suitable for commercial development.

New sites considered and NOT PREFERRED for designation

RESIDENTIAL

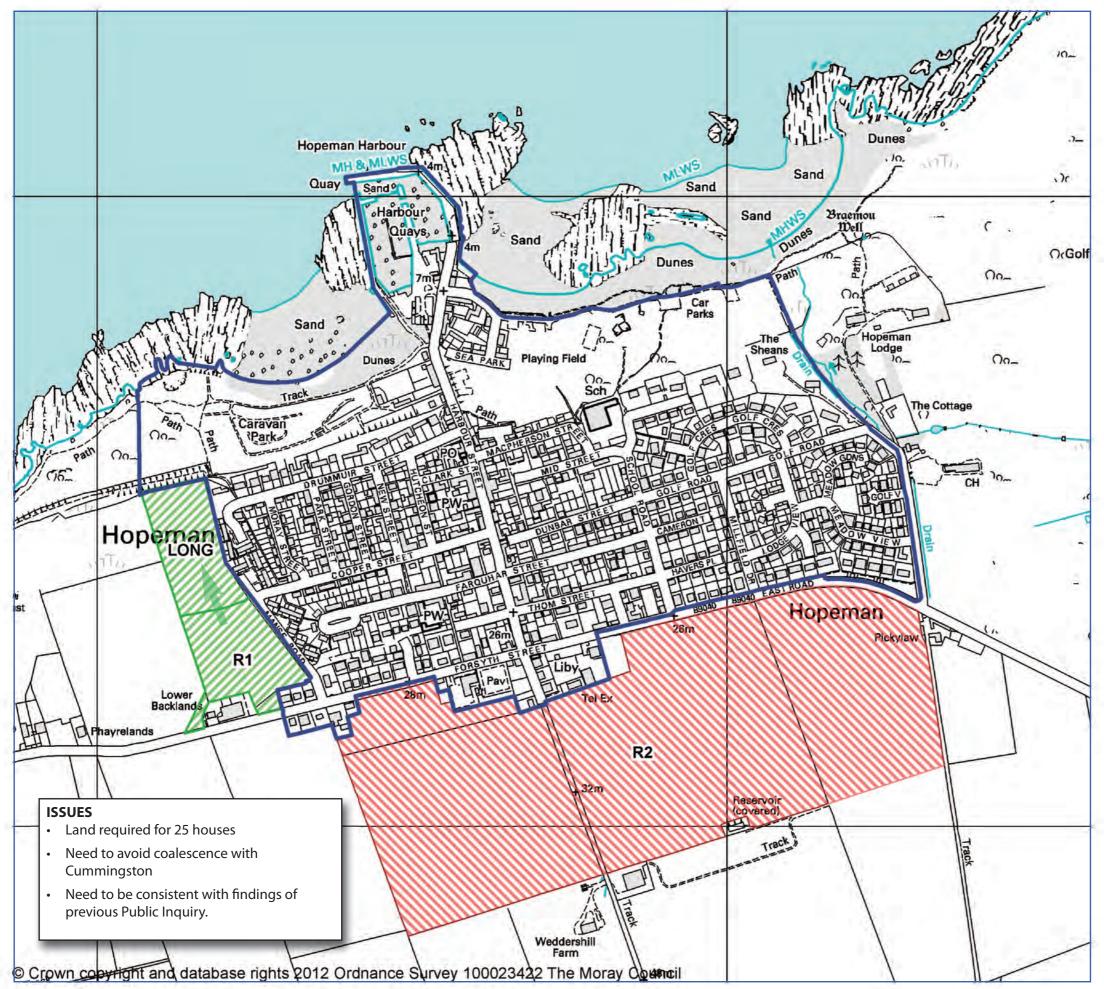
- R5 Milne Road

 Detrimental impact
 - Detrimental impact on landscape setting of the town and other preferred options
- R6 Murrayfield
 Access issues and given steeply sloping site
 visibility in the landscape and unsustainable
 construction works necessary for development
- R7 Lennox Crescent
 Visibility from main transport routes,
 remoteness from village hub and other
 preferred options
- R8 East of Duncan Avenue
 Impact on character of settlement and other
 preferred options

SETTLEMENT BOUNDARY



LONG TERM DIRECTION



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New sites considered and PREFERRED for designation

R1 + Site for 25 units in

LONG the short term and the northern part to be developed in the LONG term



New sites considered and NOT PREFERRED for designation

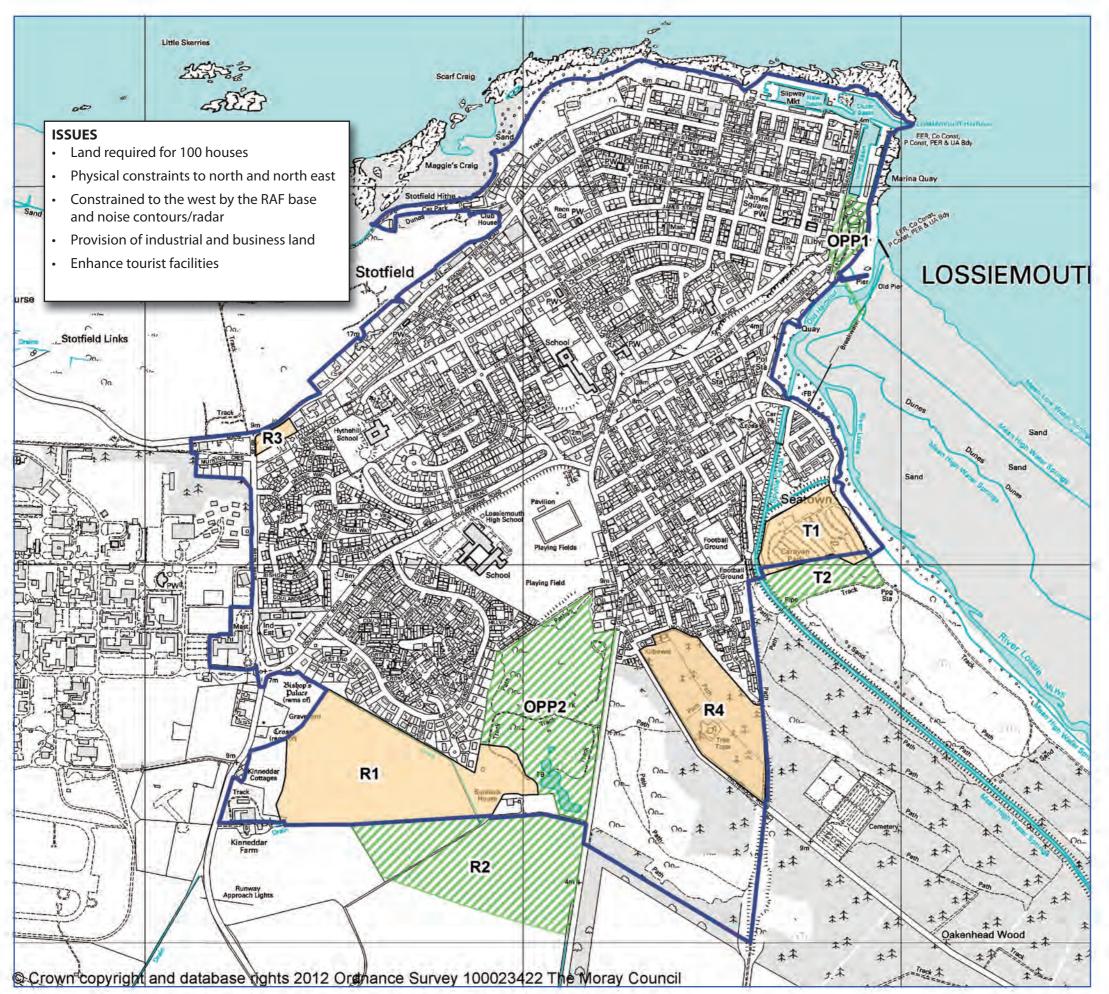
RESIDENTIAL

Hopeman South
Put forward for residential use. Hopeman
is a third tier settlement and large scale
expansion is not supported by the
settlement hierarchy. Site was not
supported folowing the Public Local
Inquiry into the Moray Local Plan 2008.

SETTLEMENT BOUNDARY



LONG TERM DIRECTION





Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

- R1 Sunbank/Kinneddar Capacity 250. The site boundary has been amended.
- R3 Stotfield Road Capacity 5
- R4 Inchbroom 56 plots remaining

TOURISM

T1 Caravan Park



New sites considered and PREFERRED for designation

RESIDENTIAL

R2 Sunbank
Capacity 100 houses, access onto A941
and connection through to R1

OPPORTUNITY SITES

OPP 1 Esplanade Area
Support will be given to proposals that redevelop the area as a commercial and tourist related complex

OPP 2 Sunbank/Kinnedar

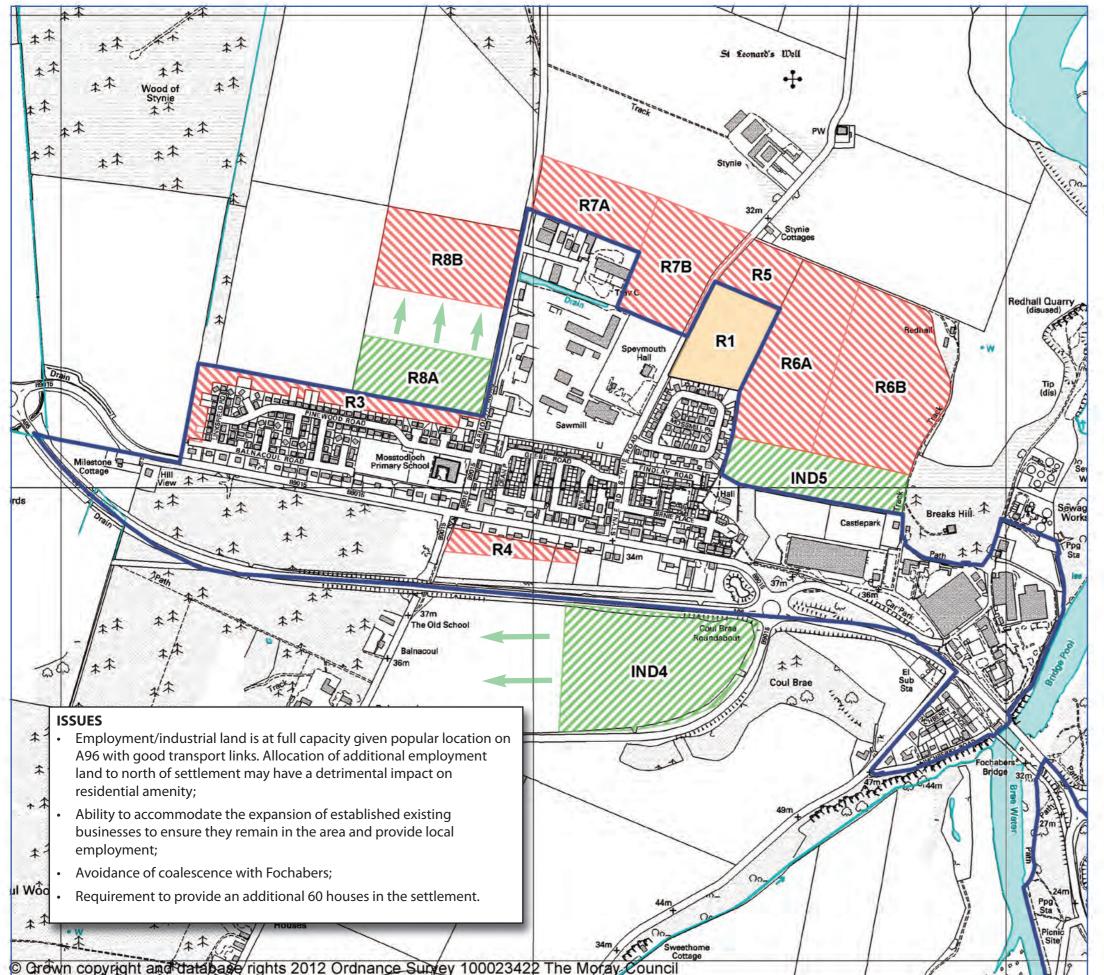
For redevelopment for a business park, industrial uses and retail. The mix of uses to be determined through a masterplan. Proposals for the retail element would be subject to the sequential approach and Retail Impact Assessment to demonstrate no adverse impact on the vitality and visability of Moray Town Centres (Formerly BP1, I3 and RET in Moray Local Plan 2008)

TOURISM

T2 Caravan park, for extension of the existing caravan site

SETTLEMENT BOUNDARY





Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

R1 Stynie Road, planning consent for 59 houses



RESIDENTIAL

R8A Garmouth Road

Part of site supported for 60 residential units with potential for longer term growth and infrastructure connections to adjacent land to encourage high quality layout of development

INDUSTRIAL/BUSINESS

IND4 South of A96 Bypass
Part of bid site supported to provide opportunities for local businesses to relocate or expand. Balance to be shown as LONG.
Access to be from road to south

IND5 North of Baxters
Bid site supported for industrial expansion to allow for potential growth of Baxters

New sites considered and NOT PREFERRED for designation

RESIDENTIAL

R3 Pinewood Road

Not supported for residential development as poor layout is a prospect due to shape of site. Garden encroachment has been allowed and others may follow. Remainder of site continues to provide environmental/recreational value and should be retained, and serve as buffer with development proposed to north

R4 East of B9015

Not supported for residential as site is at odds with general settlement pattern where development has taken place to north of detrunked A96, is visible from A96 bypass and there are more appropriate sites in Mosstodloch that are preferred.

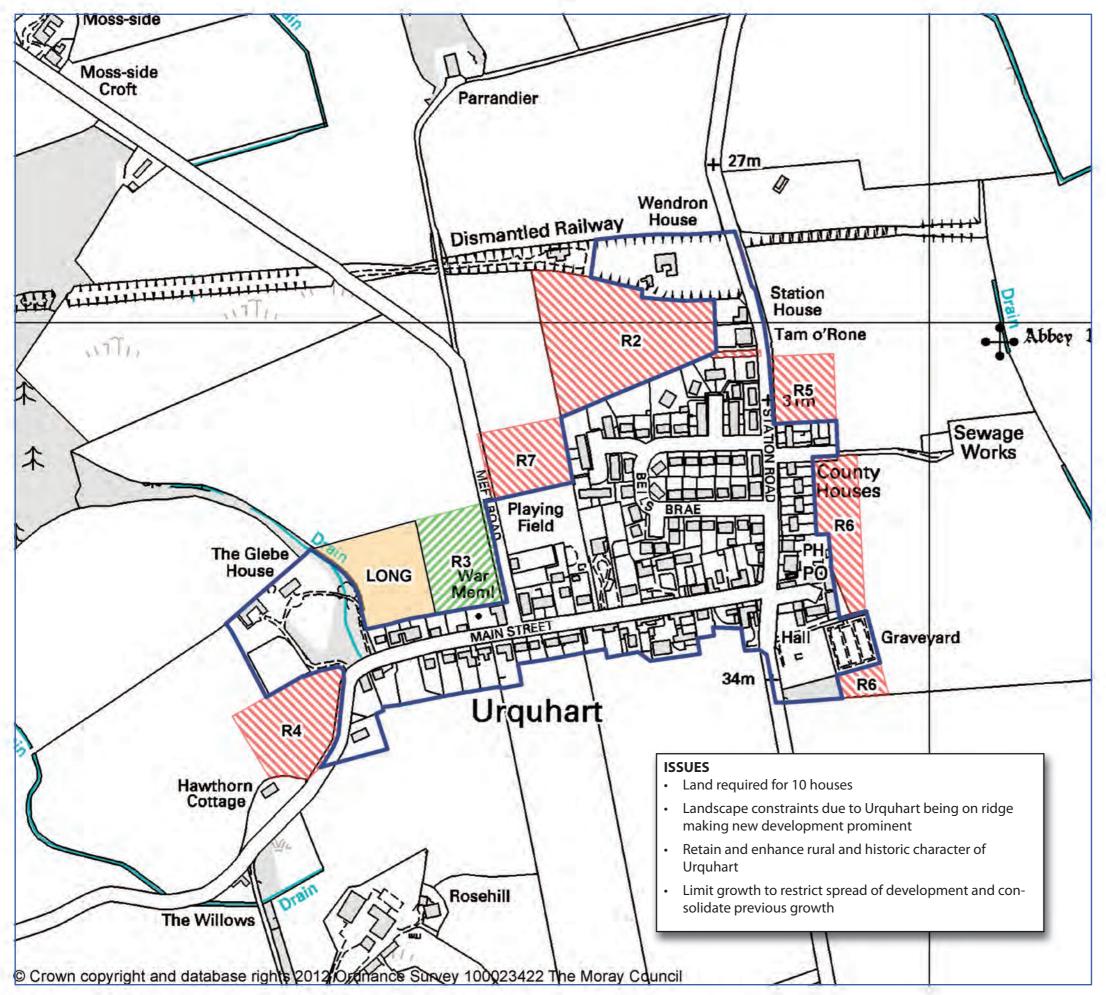
As third tier settlement, there is no intention of expanding Mosstodloch beyond this level. Reasons for not supporting these sites below include:

- scale of development not required
- remoteness from village hub
- other preferred sites

R5 Stynie Road R6A/B East of Stynie Road R7A/B West of Stynie Road R8B Garmouth Road

SETTLEMENT BOUNDARY

LONG TERM DIRECTION



Existing designations carried forward from Moray Local Plan 2008

RESIDENTIAL

LONG Meft Road 10 units carried forward (see R3 below for 10 units being brought forward)

New sites considered and PREFERRED for designation

RESIDENTIAL

- R3 Meft Road West Capacity 10 units (previously LONG in 2008 Plan)
- New sites considered and NOT PREFERRED for designation

RESIDENTIAL

- R2 Station Road West
 Poor road access; impact of scale on
 character; better alternatives
- R4 Main Street (Hawthorn Cottage/Manse) Adverse impact on landscape, character and setting; poor road access
- R5 Station Road East Prominent site; better alternatives
- R6 Station Road East of County Houses Poor road access; better alternatives
- R7 Meft Road East Poor road access; adverse visual impact; better alternatives

SETTLEMENT BOUNDARY