

Lossiemouth

Hierarchy Status/Issues/Objectives

Lossiemouth is a second tier settlement, and would be expected to accommodate a commensurate amount of land for housing.

- There are constraints on where the town can expand
- Full advantage should be taken of tourism potential
- To maintain the areas of built and natural environment which contribute to the character of the town
- To identify land for a business park and industrial land.
- To maintain public access to the surrounding beaches and wooded areas.

Infrastructure

Water and Drainage

Developers are advised to contact Scottish Water as early as possible in order to confirm that there is sufficient drainage capacity and water supply available to accommodate proposals.

Scottish Water has advised that they will work with developers to ensure that new development can be accommodated.

Roads

A number of potential roads improvements have been identified for each settlement. The most significant of these are shown on the settlement map as TSP and the full extent is shown in the pages following the map. Comments on road access arrangements are provided in site designation texts. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to service the site, along with the need for any off-site improvements. These requirements are not

exhaustive, and do not pre-empt anything that might result through the Transport Assessment process. It is essential that developers contact Transportation at an early stage, especially where there is a requirement for a Transport Assessment identified in the site text.

Developer Contributions

Contributions may be sought towards some public facilities (eg core paths; library; schools; sports/leisure facilities; transportation) and this will be confirmed at application stage. Developments over 4 houses will be required to make an affordable housing contribution.

Layout and Design

High quality design and layouts in new development is an important aspect for “placemaking”, in order to achieve an attractive and interesting living environment . This is a priority objective of the Scottish Government (see Primary Policy 3).

Pre-application discussions and community consultation are only requirements for Major Applications (50 or more houses; or on sites exceeding 2 hectares). The Council would encourage early discussion pre-application on ALL proposals, and is willing to engage with developers to identify any aspects of site development that should be taken into consideration from the outset.

Some sites being proposed for development have had some “key design principles” identified for them, highlighting the key design elements that should be observed when layouts are being drafted.

Housing

Parts of Lossiemouth lie within aircraft noise contours published by the Ministry of Defence. Developments within such areas will be subject to consultation with Environmental Health, and consideration against policy EP8 regarding noise pollution.

R1 Sunbank/Kinneddar

14.5 ha Indicative capacity 250 houses

This 14.5 hectare site is identified to accommodate 250 houses and associated landscaping. Consultation with the Ministry of Defence is required to establish the extent to which development can be accommodated.

Development of this site must include provision for extensive phased boundary landscaping on all sides. A landscaping plan and statement should be submitted with proposals. Development should maximise permeability and include new pedestrian and cycle linkages through the site from east to west and north to south.

A Transport Assessment is required. Two accesses to the development are required. Potential to access onto the B9135 (TSP1) providing an acceptable design can be achieved and access through OPP2 to a new junction onto the A941 (TSP5). Connections through existing built up area and onto Boyd Anderson Drive should be considered (TSP3). Offsite junction/road improvements may be required (see TSPs). Access options will require to meet the necessary design standards in particular visibility splays. A public transport route is required through the site.

A habitats survey should be submitted with proposals. An archaeological evaluation must also be undertaken prior to development commencement. Development should consider the setting of Kinnedar, Bishops Palace (scheduled monument).

R2 Stotfield Road

0.4 ha Indicative capacity 5 houses

The whole area of R2 is allocated for potential housing development although consultation with the Ministry of Defence in respect of noise contours from RAF Lossiemouth is required to establish the extent to which development can be accommodated. The provision and maintenance of a landscaped area to the west of the site at the road junction will be a condition of the development. Houses on the site will require front access. In addition, land should be reserved to the west and along the Stotfield Road frontage of the site to accommodate future junction improvements of the B9135 and B9040.

R3 Inchbroom

7.3 ha Indicative capacity 60 houses

Planning consent was granted for 60 units in 2008. The site is currently being developed and under 53 units remain to be constructed. The site is proposed for low density housing interspersed with trees. On both sides of Inchbroom Road a wide tree belt is to be retained. The site should be developed in at least two phases of approximately 30 houses each. Inchbroom Road to be re-routed to a new junction on the A941 for phase two of development (TSP6).

Employment Land

Parts of Lossiemouth lie within aircraft noise contours published by the Ministry of Defence. Developments within such areas will be subject to consultation with Environmental Health, and consideration against policy EP8 regarding noise pollution.

I1 Coularbank Industrial Estate

This area will remain allocated for commercial and business use, which should be the primary function of this area.

I2 Shore Street

This area of harbour-related, and small business premises, is in need of environmental upgrading. There are few opportunities for new building, other than redevelopment, for which proposals will be considered favourably. New developments will be required to incorporate adequate measures to protect the site from inundation from the sea.

Opportunity Sites

Parts of Lossiemouth lie within aircraft noise contours published by the Ministry of Defence. Developments within such areas will be subject to consultation with Environmental Health, and consideration against policy EP8 regarding noise pollution.

OPP1 Esplanade Area

Support will be given to proposals that redevelop the area as a commercial and tourist related complex. Flood risk may constrain the site and a flood risk assessment must be submitted with proposals. The flood risk assessment must address surface water and drainage arrangements. The dynamic nature of the coast and future effects of climate change will impact upon the proposals and proposals will have to avoid impacts on Moray Firth SAC. Potential contamination from former uses requires to be investigated and the suitability of the site for the proposed use assessed. A programme of archaeological works will be required prior to development commencing.

OPP2 Sunbank

This site is considered suitable for use as an opportunity site for a business park, industrial uses and retail. The mix of uses upon the site is to be determined through a detailed development brief with consideration given to the compatibility of uses in terms of noise.

The Ministry of Defence should be consulted early in the process to establish the extent to which development proposals can be accommodated. Development height should not exceed the height of the neighbouring residential properties to the west of the site. The southern part of the site that extends beyond the extent of the residential area to the west is not suitable for development. Building materials will require to be agreed with the Ministry of Defence to ensure they do not interfere with the airbase operations.

This site is intended to accommodate demand which is currently satisfied at Coularbank Industrial Estate, and which is now at capacity. A comprehensive layout and landscaping plan must be submitted with proposals to ensure visual integration of the surrounding countryside and screening from residential sites. Buffers to the Loch and water course will be required. A habitats survey will require to be submitted with proposals. Archaeological evaluation required before development commences. Footpaths and cycleways should be incorporated into the layout. Access must be provided onto the A941(TSP5) and connections through to R1 should be provided. A Transport Assessment is required.

Retail uses proposed will be subject to the establishment (by means of the sequential approach) that the site is sequentially preferred, and establishment (by means of a Retail Impact Assessment) that the proposal would not adversely affect the viability or vitality of the network of centres identified in Policy R2. Policy R2 will be applied.

Transportation Improvements (TSP)

A number of potential road improvements have been identified in association with the development of sites. In addition to individual site requirements, these take account of the cumulative impact on the road network. The most significant of these are shown as TSP on the settlement plan. Details of these, along with a list of all potential improvements, and other transportation related sites to be safeguarded, are contained in the attached TSP schedule.

Environment

The following sites are identified as open spaces which contribute to the environment and amenity of Lossiemouth. Over riding policy E5 applies to each of these sites.

ENV3 Amenity Greenspace

Dean Terrace Viewpoint, Quarry Road SSSI/Prospect Terrace, Inchbroom Avenue, Moray Street, Bishops Court, Coulardhill Terrace.

ENV4 Playspace for Children and Teenagers

Inchbroom Avenue, Cromarty Place, Couldardbank Crescent, Freeman Way, South Cove Sea Terrace, Dunbar Street, Coulardbank Road

ENV5 Sports Areas

Hythehill Primary School, Lossiemouth High School, Marine Park, Sunbank East/Inchbroom Road, Bowling green, St Gerardines Road, St Gerardines's Primary School.

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

Spynie Canal, Inchbroom Road/Sunbank East

ENV7 Civic Space

Gregory Place, James Square

ENV8 Foreshore Areas

Esplanade, West Foreshore (West Beach car park to Shore Street industrial area), North Foreshore

Lossiemouth Foreshore

The foreshore area will be retained. The Council will refuse all proposals for building in this area, with the exception of tourist related redevelopment of, or extension to existing commercial uses within their curtilage.

ENV10 Regeneration Proposals

Sunbank East An opportunity for low intensity recreational use such as playing fields or parkland or other sports facilities (e.g. all weather track). However no development shall take place on this site until an investigation is undertaken to identify any detrimental impact to that development from potentially contaminated land on this site; and any resultant remediation strategy agreed with the Council, to mitigate the effects of any identified contamination.

ENV11 Cemeteries

Lossiemouth cemetery and proposed extension

Wider Environmental Designations

There are a number of environmental designations immediately outside the settlement boundary which will require to be observed. Immediately outside the settlement boundary, are some wider designations, as follows.

AGLV Area of Great Landscape Value

CPA Coastal Protection Zone

SSSI Site of Special Scientific Interest

SPA Special Protection Area

Lossiemouth Harbour

HBR1

Tourism, recreational and residential proposals will be permitted subject to servicing and environmental considerations providing that such developments do not compromise the harbour's remaining fish/industrial uses.

HBR2

This area has been developed for tourism, recreational and residential purposes and further such uses are considered appropriate.

Tourism

T1 Caravan Park

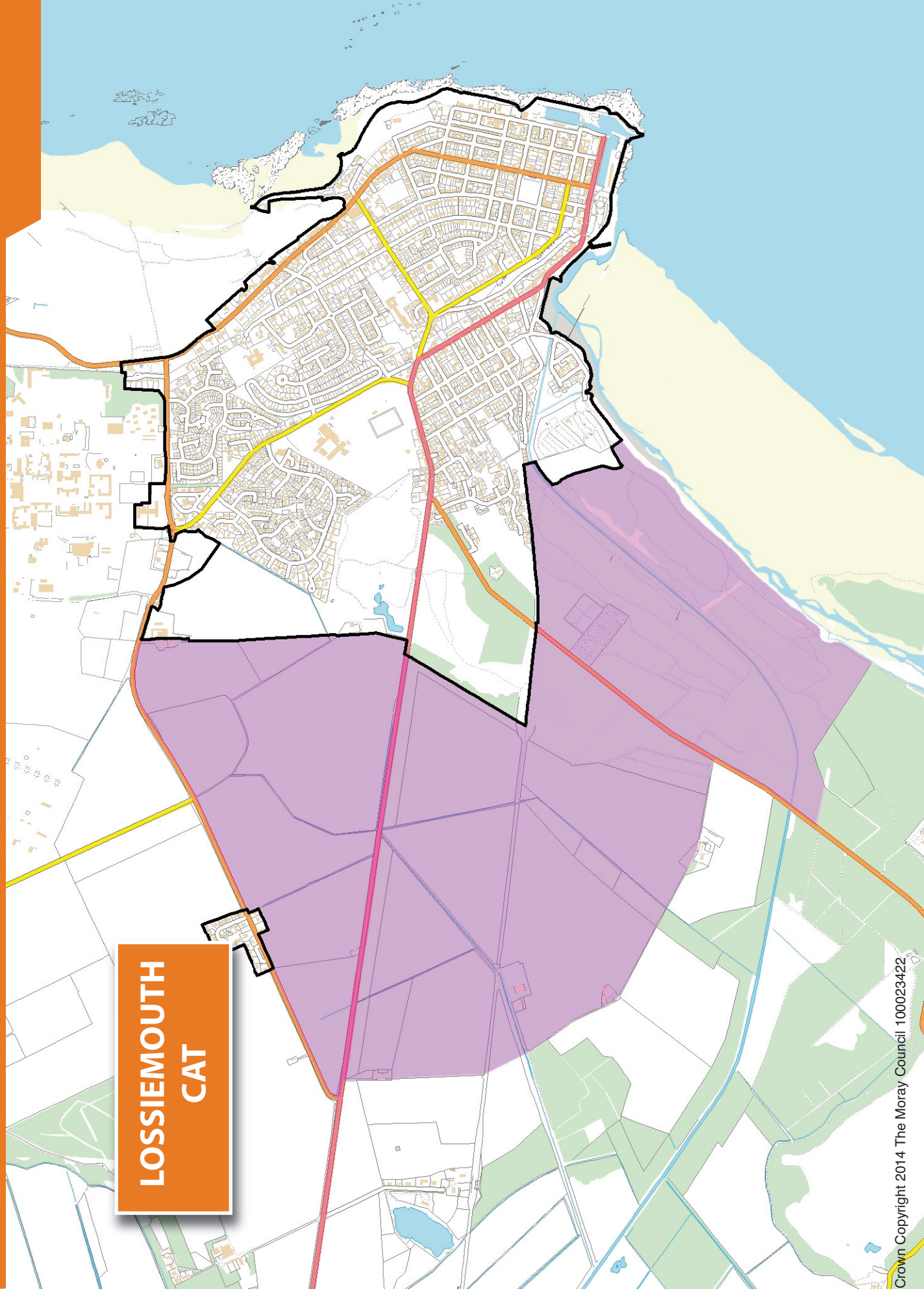
The caravan park will be protected from development due to its importance as a tourist facility. It should remain as a holiday caravan site, and change of use to an alternative activity will not be permitted. Access to allow cleaning and maintenance of the canal must be maintained along the western boundary of site T1.

T2 Caravan Park Extension

The site is proposed as an extension to the caravan park. A Transport Assessment/Transportation Statement will be required depending upon the number of pitches proposed. The site is at risk from coastal flooding and proposals should be accompanied by a Flood Risk Assessment. A buffer is required to the watercourse(s).



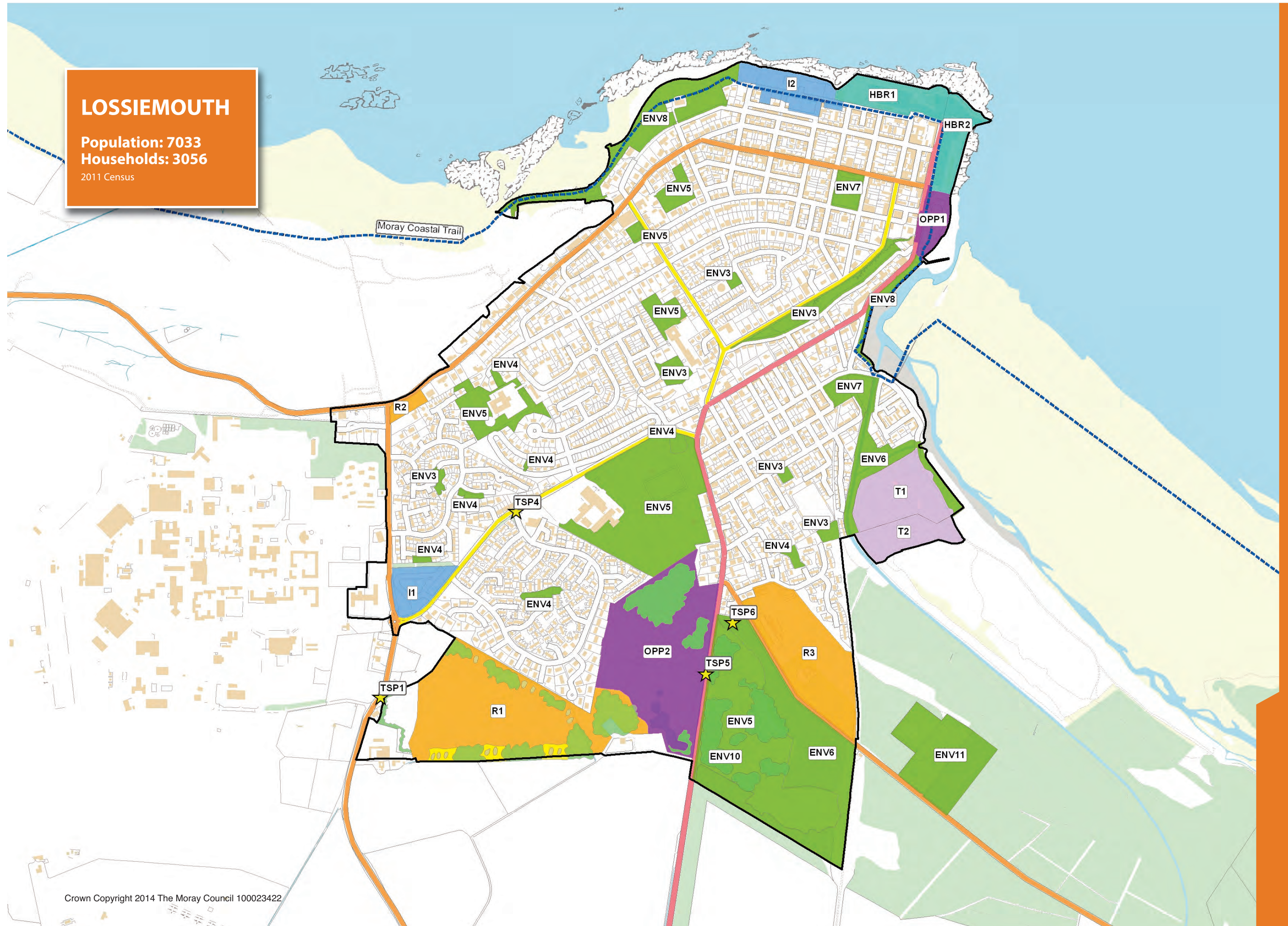
**LOSSIEMOUTH
CAT**



LOSSIEMOUTH

Population: 7033
Households: 3056

2011 Census



LOSSIEMOUTH TSP

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LOSSIEMOUTH



LOSSIEMOUTH TSP

- 1*** **B9135/Kinneddar**
 Potential new junction onto B9135 to serve R1 designation (subject to an acceptable design being achievable). Visibility constrained at location due to existing properties and graveyard walls to north. Signalised junction would be acceptable in principle subject to confirmation of design details.
- 2** **Boyd Anderson Drive/Coulardbank Road**
 Potential junction improvement (Boyd Anderson Drive/Coulardbank Road) associated with R1 (subject to proposals and results of Transport Assessment).
- 3** **Boyd Anderson Drive**
 Extensions from existing roads into R1 site
- 4*** **Boyd Anderson Drive/Coulardbank Road**
 Potential junction improvement (Boyd Anderson Drive/Coulardbank Road) associated with R1 (subject to proposals and results of Transport Assessment).
- 5*** **Elgin Road/OPP2**
 New junction onto A941 (Roundabout) to provide access to R1 and OPP2 designations
- 6*** **Inchbroom Road/Elgin Road**
 Connection of new link from B9103 to provide improved junction onto A941. Link is associated with a condition for the second phase of the R3 designation which is currently under construction.
- 7** **Coulardbank Road/Elgin Road**
 Potential junction improvement (A941 Elgin Road, School Brae/Coulardbank Road) associated with development to the south of Lossiemouth (R1,R3 and OPP2) (subject to proposals and results of Transport Assessment).