

Mosstodloch

Hierarchy Status/Objectives/Issues

Mosstodloch is a third tier settlement

- Completion of by-pass presents opportunities
- Promote further residential development
- Provide options for employment expansion.

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

R1 Stynie Road

3.1ha Indicative Capacity 50 houses

This is an existing designation carried forward, and planning consent has previously been granted for a development on site. A 15m landscaped strip should be provided along the northern boundary, and the avenue of trees along Stynie Road should be extended along the site frontage. In addition, structural landscaping will be required within the site to ensure visually discrete groupings of houses.

Road improvements to Stynie Road will be required, including the widening of the road; provision of footways/cycleway; extension of street lighting; relocation of speed limit. 2 points of access from Stynie Road will require to be provided.

Due to proximity to River Spey SAC information should be submitted to support proposals demonstrating that adequate protection measures can be put in place to avoid impact on water quality.

R2 Garmouth Road

3.2 ha Indicative Capacity 60 houses

Positioning of access point(s) onto Garmouth Road should take into account that ultimately land immediately to the north will come forward at some future point. Similarly, the internal layout should provide for connection into the site to the North. The extension of the footway along the site frontage and provision of visibility splays is likely to require third party land. A Transport Assessment will be required.

Due to the proximity of industrial uses it may be necessary to undertake a noise impact assessment, to ensure that houses are not affected by noise emissions.

There may be issues for surface water drainage due to the high water table, and there are known to be occasional localised drainage problems. Particular care will be needed with the design of SUDS, and a Drainage Impact Assessment and a Construction Phase Water Management Plan, may be required. Use of open space and green areas within the layout for the site should be used to absorb rainwater.

Due to proximity to River Spey SAC information should be submitted to support proposals demonstrating that adequate protection measures can be put in place to avoid impact on water quality.

There is potential for archaeological remains on site, and so an archaeological evaluation

should be carried out prior to development commencing.

Business

Industrial Estates (Policy ED2 applies)

I1 Garmouth Road

The estate is nearly fully occupied.

I2 North of Baxter's

This allocation is made to provide for any expansion requirements by Baxters. Due to the need to access this area through Baxter's existing site, development by others is not intended.

As stated, vehicular access would be via the existing Baxter's site. Provision should be made for cycle and pedestrian links to the A96 and bus stops, which may involve upgrading the existing core path to Redhall. The site slopes upwards from the existing complex, and landscape treatment will be required to minimise impact of development on the higher ground, and woodland planting to provide a backdrop to any buildings will be sought.

An impact assessment may be required to confirm that there is no adverse affect on the River Spey Special Area of Conservation.

I3 South of A96

This is a large site which is primarily allocated as a "contingency" should any of the existing large business need to expand or re-locate. It is strategically positioned beside the by-pass, but no direct access will be permitted, and a new access at the south of the site, onto the new B9015 Balnacoul Road, should be provided. The type and exact location will be determined through assessment, but a ghost island arrangement is likely to be the minimum requirement. Footpath and cycleway connections should be made, and public transport provisions may be required depending upon the nature of the development.

As a flat open field, significant landscaping and planting will be required in order to integrate development, particularly along the site boundaries.

An impact assessment may be required to confirm that there is no adverse effect on the River Spey Special Area of Conservation. An archaeological evaluation would be required prior to development commencing, given the results of previous excavations in the vicinity.

Established Business Areas (Policy ED4 applies)

I4 Sawmill

A long standing business within Mosstodloch. Housing development on R2 will require to undertake a Noise Impact Assessment to ensure that new houses are not affected by any noise from the sawmill.

I5 Baxter's

This is a major employer in Moray, and also a significant tourism attraction. Provision has been made for any expansion requirement on land to the North.

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 Mosstodloch. The over-riding policy E5 will apply to these sites.

ENV3 Amenity Greenspace

Buffer zones between village and A96

ENV5 Sports Areas

Playing Fields at the Hall; School grounds

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

Pinewood Road*; Trees and verges at Birnie Place; Balnacoul Wood

* Note : Permission has been granted for houses to extend their gardens into this strip. Any further applications to do so must allow for continued through access, and consent for full width extensions will be refused.

Tourism

T1 Baxter's

This site is a significant tourist attraction and is an important part of showcasing Moray's food and drink heritage.



MOSSTODLOCH TSP

- 1 Garmouth Road**
Access/junction onto Garmouth Road (B9015) to serve the R2 site
- 2 B9015**
New junction onto B9015 to serve IND3. Type of junction to be determined through assessment Ghost island likely to be minimum requirement.
- 3 Stynie Road**
Road improvements to Stynie Road (U18E) including widening of road, provision of footways/cycleway, extension of street lighting and relocation or provision for new speed limits associated with R1.
- 4 Stynie Road**
New access/junction (priority T) onto Stynie Road (U18E) to provide 1 of 2 access points for the R1 site
- 5 Stynie Road**
New access/junction (priority T) onto Stynie Road (U18E) to provide 1 of 2 access points for the R1 site

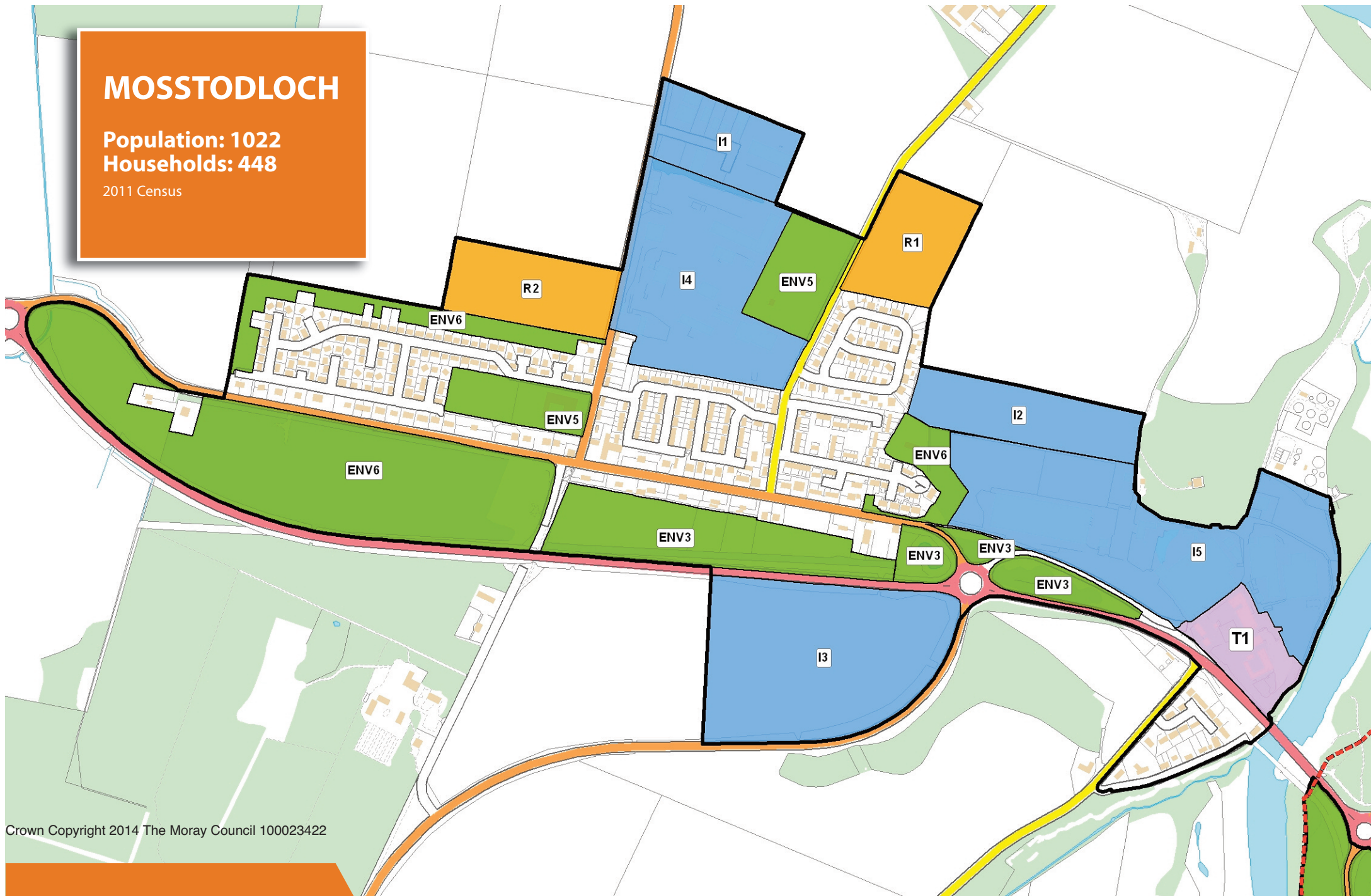


MOSSTODLOCH

Population: 1022

Households: 448

2011 Census



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