



Population  
**23,128**



Households  
**10,045**



Settlement Hierarchy  
Primary Growth Area

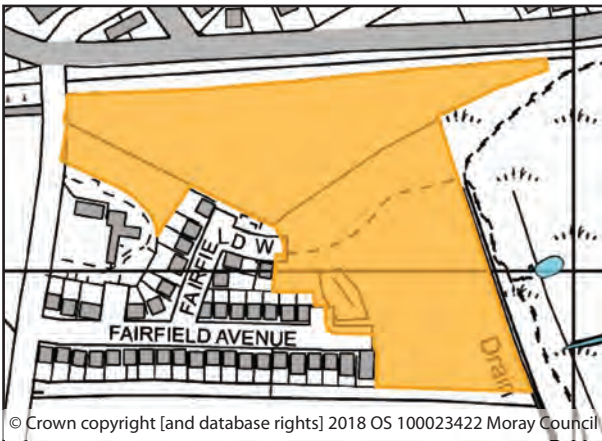
### Development Strategy / Placemaking Objectives

- To identify sites for an additional 1200 new houses within the Elgin LHMA in addition to existing sites.
- To identify longer term housing areas.
- Identify an additional 23ha of land within the Elgin LHMA for employment and support proposals for business development and growth.
- To identify significant new growth areas, including new neighbourhoods at Findrassie, Bilbohall and to the south of Elgin.
- To identify sites for new Primary Schools at Linkwood, Glassgreen and Findrassie.
- To identify green infrastructure to connect to wider green/blue networks.
- Protect and enhance the existing network of open and green space.
- To identify a network of new play areas and parks
- To improve connectivity between the Town Centre, Lossie Green and Cooper Park, and promote a masterplan approach to future use
- To support and enhance the vitality and viability of Elgin Town Centre.
- To promote active travel connections.
- Conserve and enhance Elgin's distinctive built heritage and the integrity of Elgin High Street Conservation Area and Elgin South Conservation Area.

Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

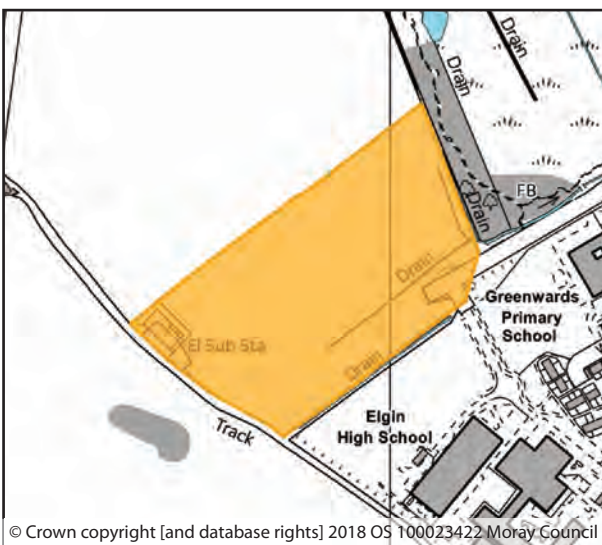
HOUSING

**R1 Bilbohall North 3.3 ha 20 units**



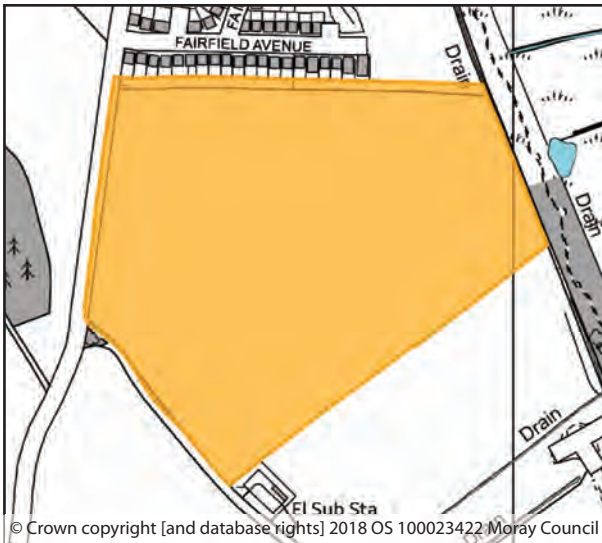
- Development commenced. 20 units remaining.
- Remaining 20 units constrained until delivery of TSP3, 4, and 26.
- Landscaped edge must be planted.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

**R2 Edgar Road 5.4ha 75 units**



- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page 167.
- Minimum two access points required. Primary access must be from Edgar Road.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- In association with sites R3, R4, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R3, R4, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

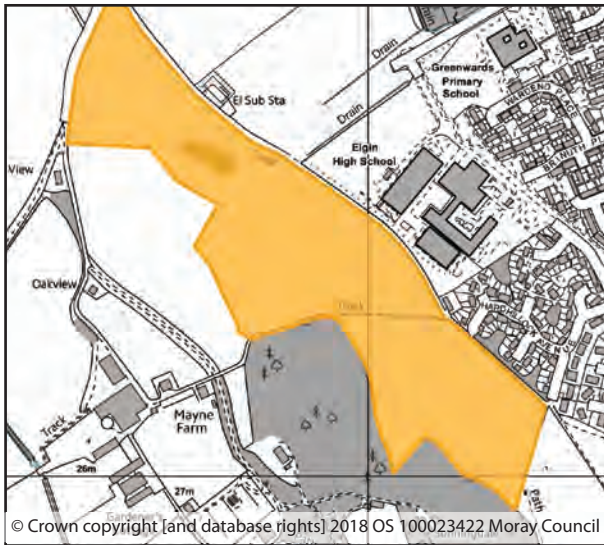


**R3 Bilbohall South 9.9 ha****105 units**

- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page 167.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required. Access suitable for public transport will be required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Evaluation of archaeological crop mark in northern part of site required.
- Prominent knoll to include open space and structural landscaping. Existing hedges must be retained.
- Footpath link from site to Core Path at Fairfield Way to be provided.
- In association with sites R2, R4, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R4, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

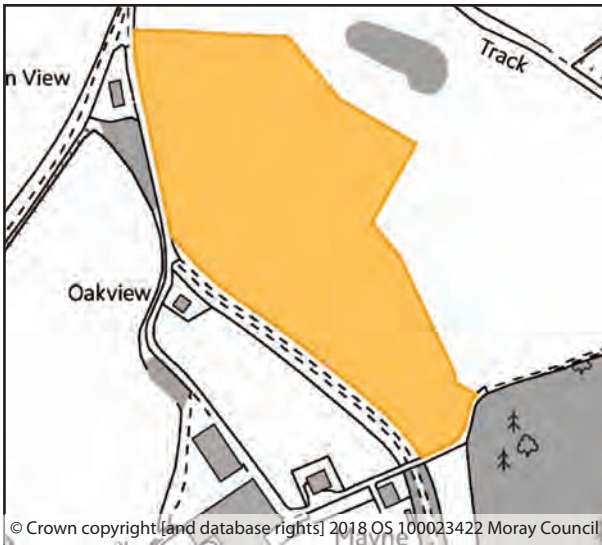


**R4 South West of Elgin High School 4ha 107 units**



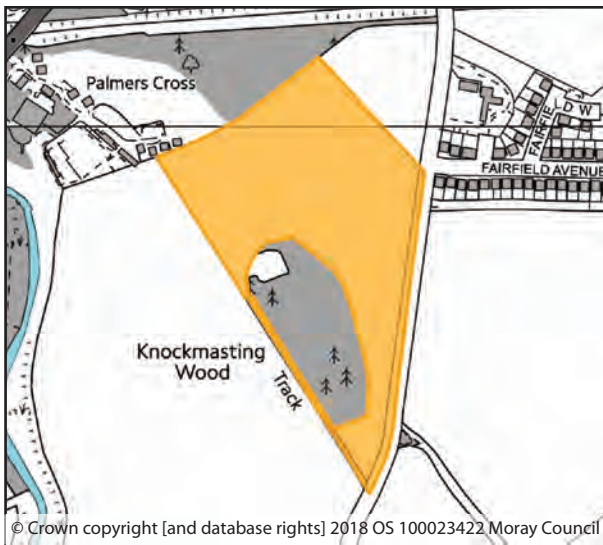
- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page 167.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required. Primary access onto Edgar Road. Emergency access from Hardhillock Avenue which must also serve pedestrians and cyclists to be provided. Connectivity to adjacent development and routes to schools and local facilities required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Badger and Phase 1 Habitat Surveys required.
- A Pocket Park must be provided.
- Provision of open space and substantial woodland structural planting along the south west of the site, including advanced planting is required. This must incorporate recreational footpaths.
- In association with sites R2, R3, R5, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R5, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.



**R5 Bilbohall West 4.3ha 50 units**


- Site layout and design must integrate with the Bilbohall Masterplan. This includes in terms of access, character and landscaping provision.
- Development can only commence on completion of development of the northern part of R4, shown within the Bilbohall Masterplan as development blocks N and O (see Bilbohall Masterplan).
- Minimum of two access points required with connectivity to adjacent development and routes to schools and local facilities.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area and this site. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Structural tree planting required along ridgeline and slope to prevent housing breaching the horizon and to reduce visual impacts.
- A continuous avenue of trees and a hedge along Mayne Farm Road is required.
- Landscape buffer required to safeguard existing trees with housing set back and fronting Mayne Farm Road.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- SUDS layout and design must integrate with the Bilbohall Masterplan and be considered in combination with site R4.
- Surface water discharge from the site must mimic natural drainage systems to the River Lossie.
- In association with sites R2, R3, R4, R6 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R6 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

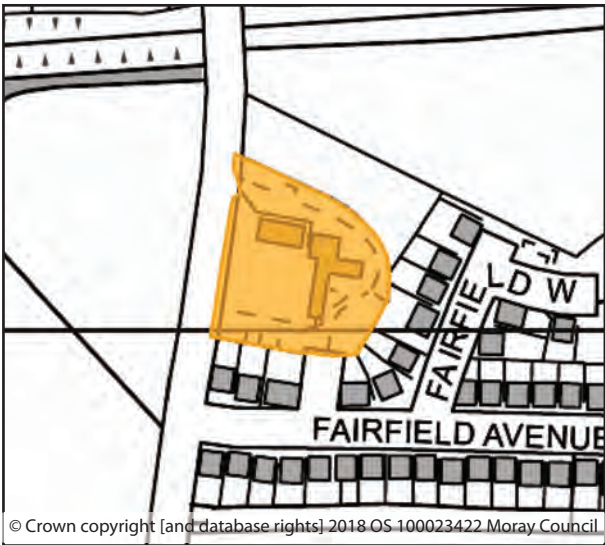


**R6 Knockmasting Wood 5.39 ha 85 units**


- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page 167.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27).
- Minimum of two access points required with connectivity to adjacent development and routes to schools and local facilities.
- Widening of Bilbohall Road required to enable access by public transport.
- Knockmasting Wood and hedges to be retained.
- Woodland structure planting along western boundary.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- In association with sites R2, R3, R4, R5 and R7 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R5 and R7 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.



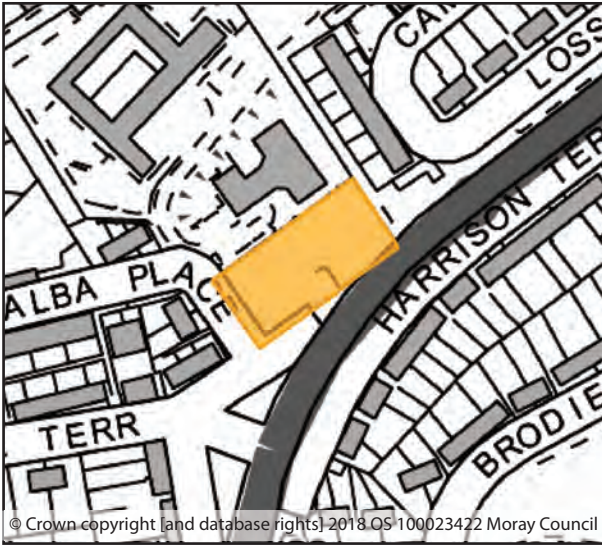
**R7 The Firs 0.4ha 10 units**



- Proposals must comply with the Bilbohall Masterplan Supplementary Guidance. The Masterplan layout is shown on page 167.
- This site is constrained until TSP3, 4, and 26 are provided.
- A Transport Assessment is required. The Transport Assessment must include an assessment of the cumulative impact of the whole Bilbohall Masterplan area. This must also assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation.
- Improvements to the operation of the Edgar Road/Glen Moray Drive/The Wards junction will be required (TSP27). The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Phase 1 Habitat Survey required.
- A Tree Preservation Order (TPO) covers the site and a tree survey and tree protection plan must be submitted.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- In association with sites R2, R3, R4, R5 and R6 enhancement of facilities at existing Bilbohall playspace to form a Neighbourhood Park required.
- In association with sites R2, R3, R4, R5 and R6 provision of path network enhancements including upgrade to Core Path from Wards Road to Elgin Golf Club to a segregated shared use path, and path links to Elgin High School, Greenwards Primary School and between Core Paths.

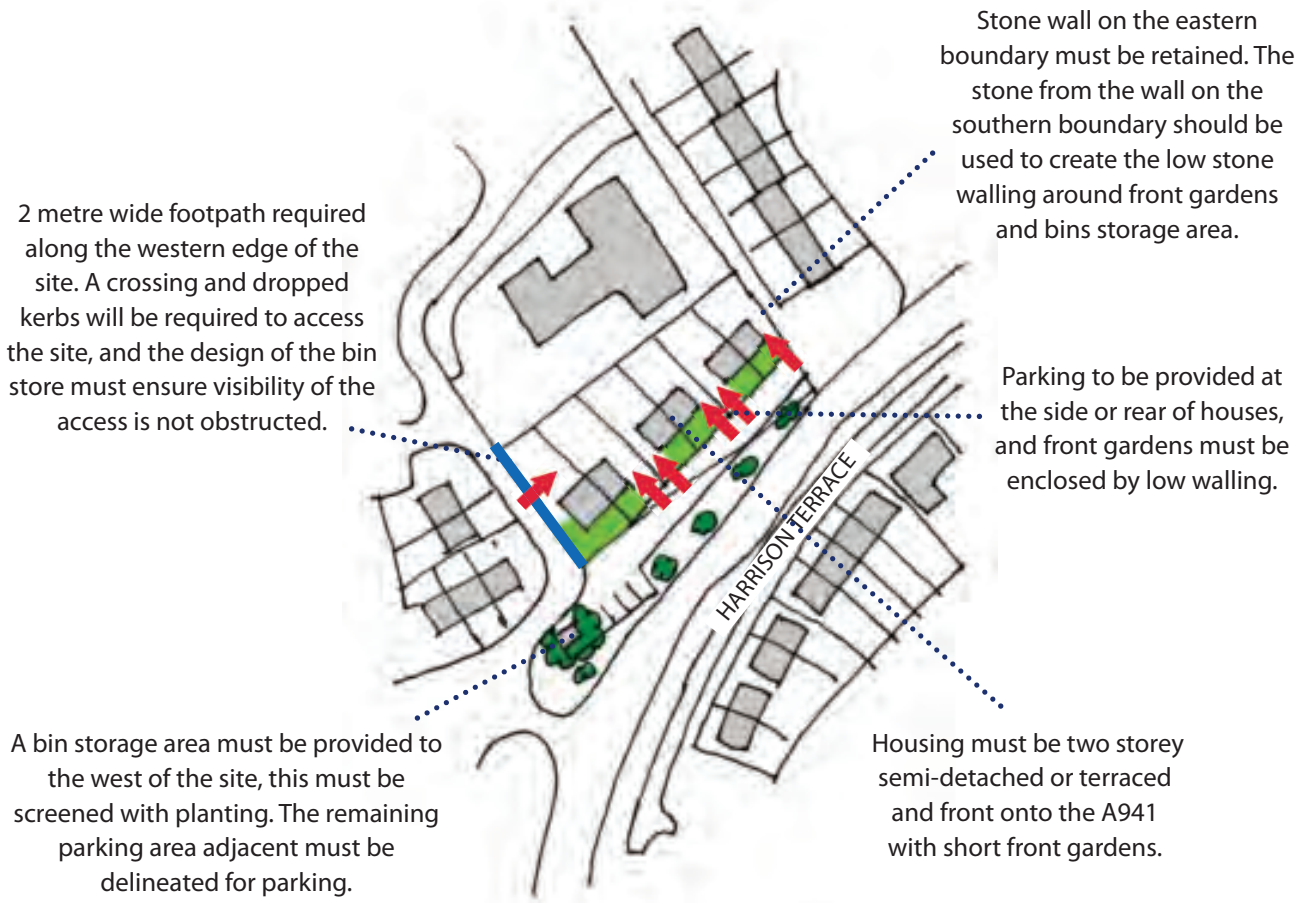


**R8 Alba Place 0.2ha 6 houses**



- Proposals must comply with the Key Design Principles in Figure 1.1.
- House design must reflect the architectural features found in Harrison Terrace (see photos in 1.1). Including arched doorways, vertical emphasis to windows, contrasting window dressing/surrounds and wet dash harling.
- Low roof pitches are not acceptable and roof pitch must reflect Harrison Terrace with chimney features.
- Development will be served from a private access.
- Detailed proposals required for road access.
- Drainage Impact Assessment (DIA) required.
- Contamination Assessment required.

**Figure 1.1 Key Design Principles R8 Alba Place**

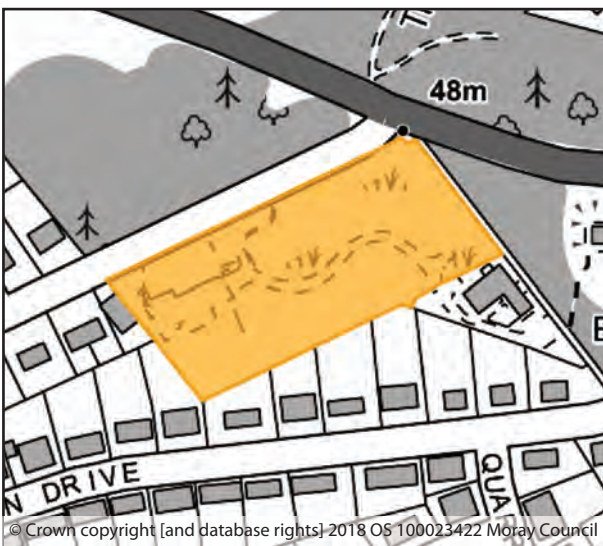




**R8 Alba Place 0.2ha 6 houses**



**R9 Hamilton Drive 1.18ha 20 units**

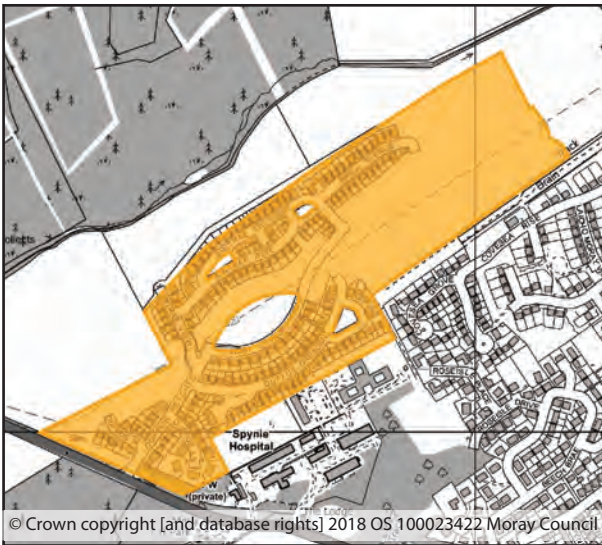


- Proposals must comply with Development Brief.
- Access to address visibility and gradient. One main primary route through site to be provided.
- Vehicle and pedestrian access to existing buildings to south east of the site must be retained.
- Pedestrian and cycle connection must be provided to the existing remote cycle path to the east of the site.
- A uniform building line and height must be provided along the northern/Hamilton Drive frontage.
- Housing must have bespoke individual designs and repetition of house types along the Hamilton Drive frontage must be avoided.
- Retention of stone boundary walls required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- SUDS to be designed into the development at the outset and should address any existing surface water issues.
- Contamination Assessment required.
- A Tree Survey is required.
- Survey work to assess impact on bats and red squirrels in trees may be required.



**R10 Spynie Hospital North 21.63ha**

**435 units**

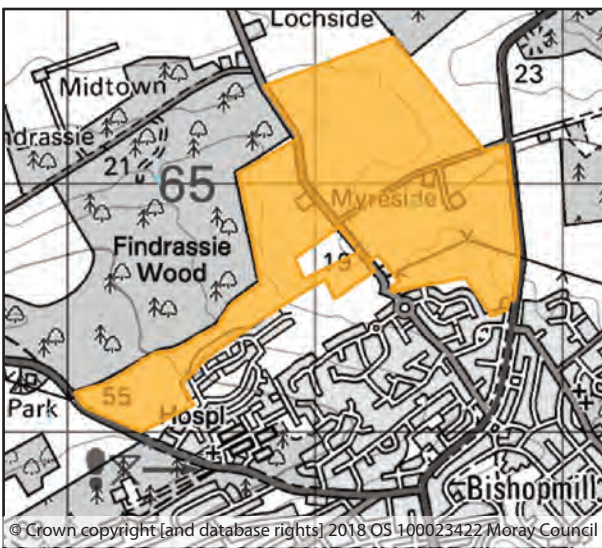


- Development commenced. 202 units remaining.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage

**R11 Findrassie**

**100ha**

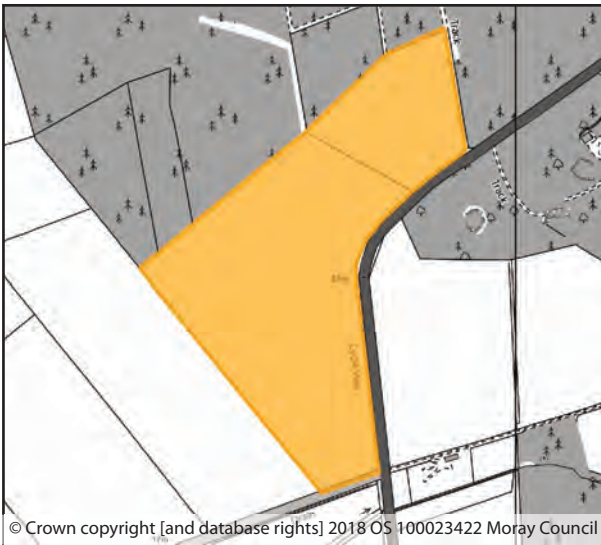
**1500 units**



- Proposals must comply with the Findrassie Masterplan Supplementary Guidance. The Masterplan layout is shown on page 169.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements (TSPs) within the Action Programme Appendix 1 for a full list.
- Connections to R10 and new junctions onto A941 required.

- Widening and improvements required to Covesea and Myreside Road.
- Footway, cycleway and public transportation connections required to access local services, including the provision of new bus laybys on the A941.
- Provision of open and green space must be provided in compliance with the masterplan. A Neighbourhood Park and series of Pocket Parks must be provided in compliance with the masterplan. Allotments must be provided.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.



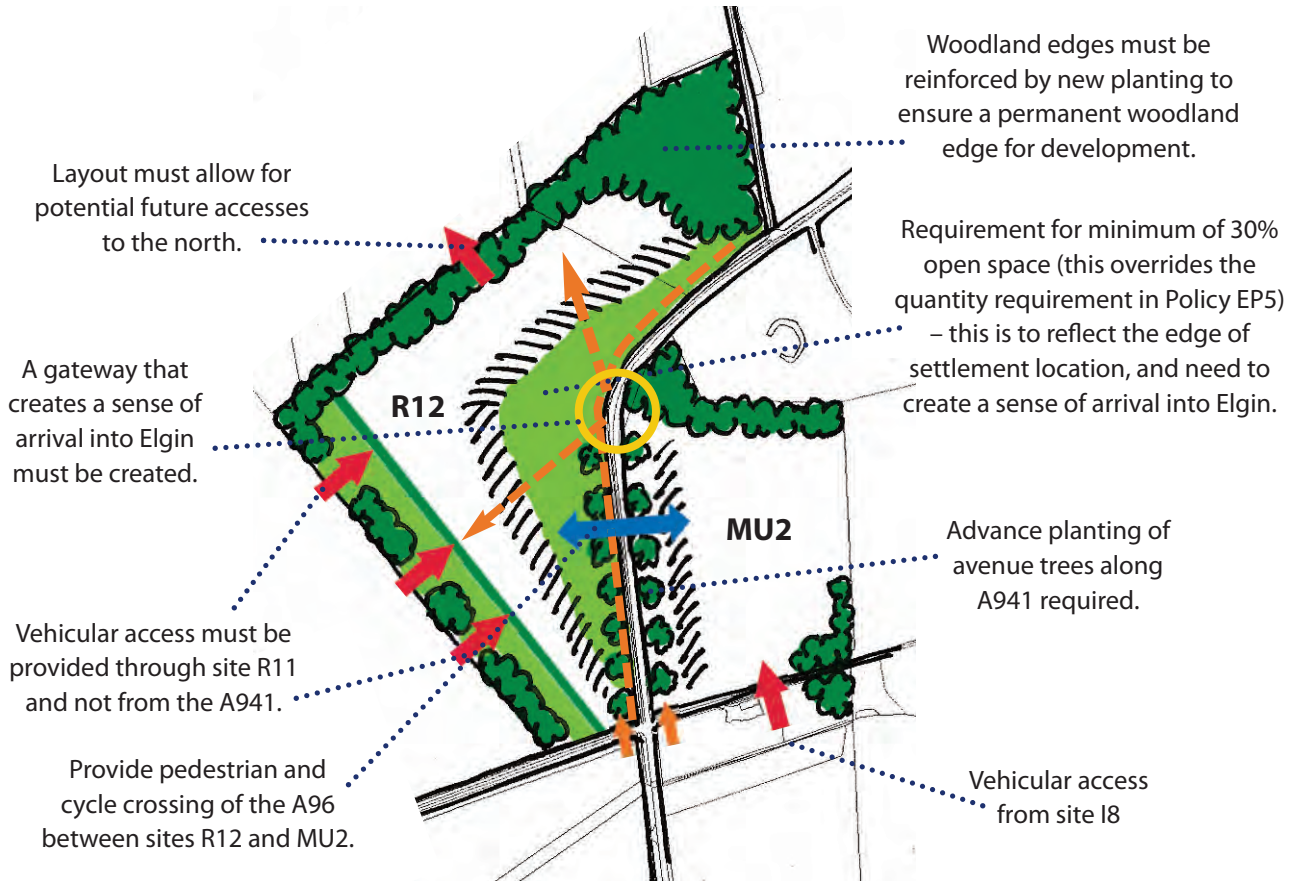
**R12 Lossiemouth Road North East****16.5ha****150 units**

- Proposals must comply with Key Design Principles in Figure 1.2.
- The layout and design must integrate with the Findrassie Masterplan. This includes in terms of access, character, landscaping provision, SUDS and open space provision.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements (TSPs) within the Action Programme Appendix 1 for a full list.
- Landscape and Planting Strategy required.
- A Pocket Park must be provided.
- Development must front onto the A941.
- Site contains cropmark evidence of buried archaeological features relating to prehistoric settlement. A programme of archaeological mitigation will be required prior to the commencement of development works. The mitigation works to include targeted evaluation and excavation of known features, evaluation and monitoring of areas of intended development, appropriate post-excavation analysis and publication, and provision of public benefit from this work.
- Flood Risk Assessment (FRA) required.
- Noise Impact Assessment due to proximity to A941 required.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.

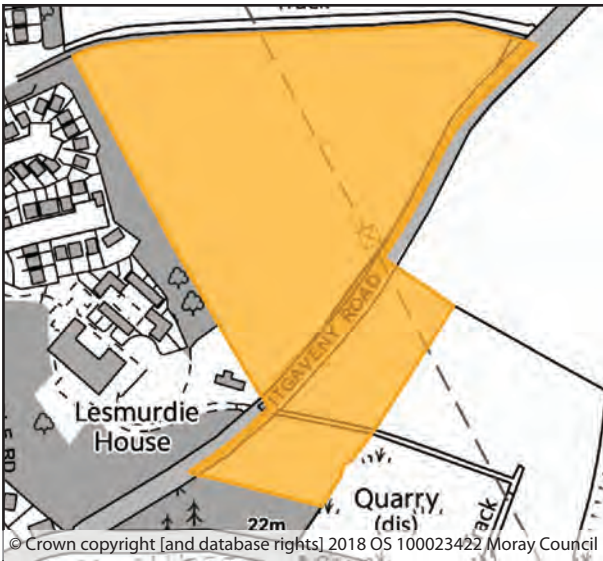


**R12 Lossiemouth Road North East 16.5ha 150 units**

Figure 1.2 Key Design Principles R12 and MU2 Lossiemouth Road North East

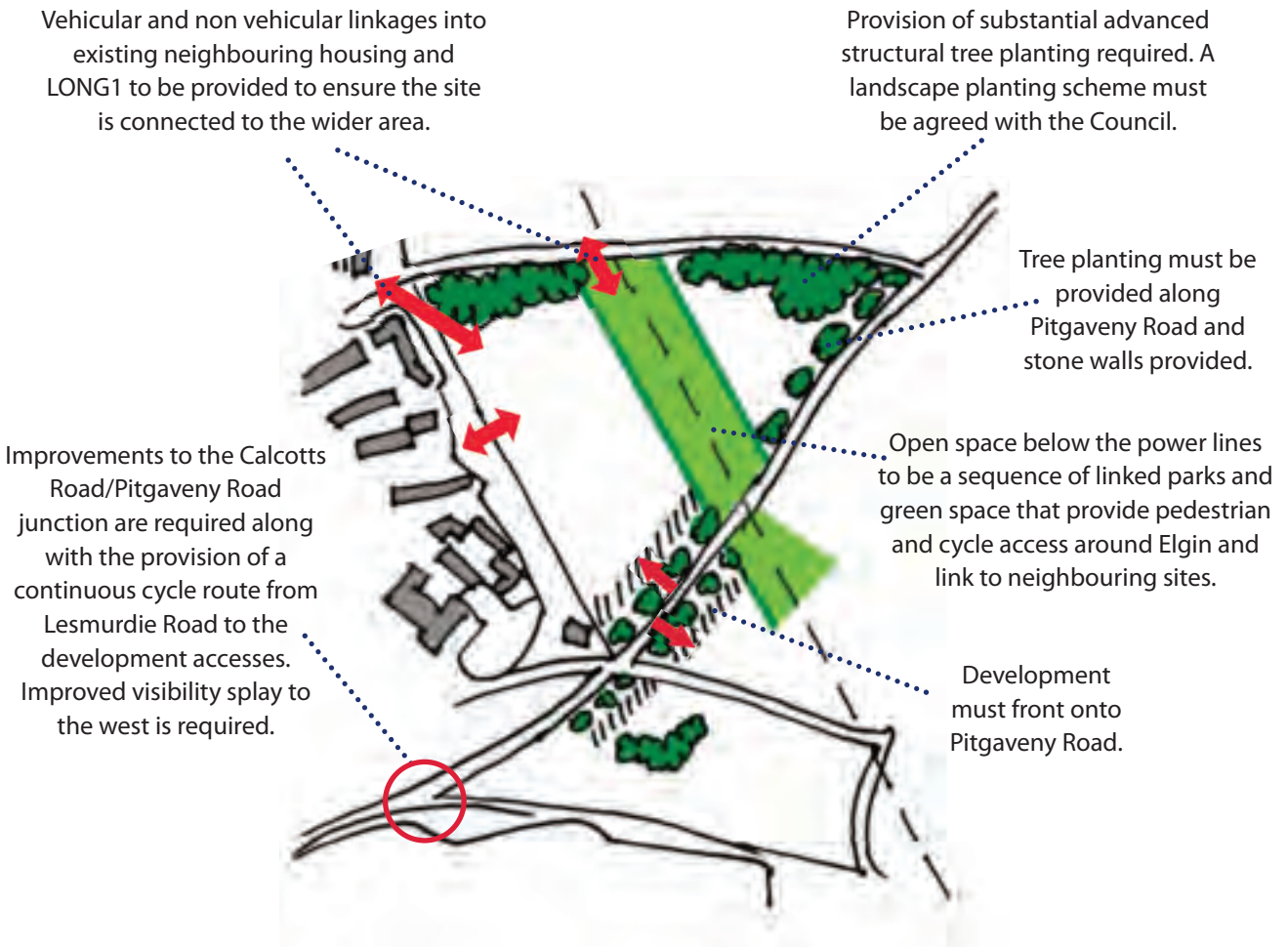


**R13 Lesmurdie Fields 6ha 70 units**



- Proposals must comply with the Key Design Principles shown in Figure 1.3.
- A Pocket Park must be provided.
- Widening of Pitgaveny Road will be required to enable access to the site, along with the provision of a new cycleway.
- Detailed design of proposed access arrangements based on a detailed topographical survey with sections for all visibility and road alignments is required. The existing road geometry, forward visibility, topography and landscaping make achieving a viable access onto Pitgaveny Road difficult.
- Access to the site for public transport to be provided.
- Transport Assessment required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.

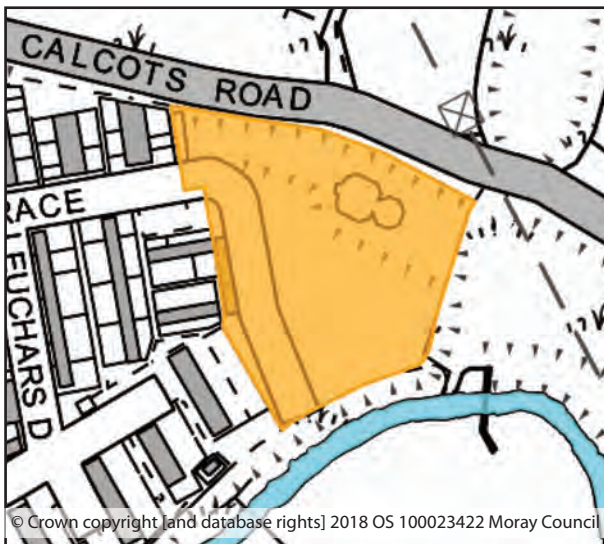
**Figure 1.3 Key Design Principles R13 Lesmurdie Fields**





**R14 South Lesmurdie 0.9ha**

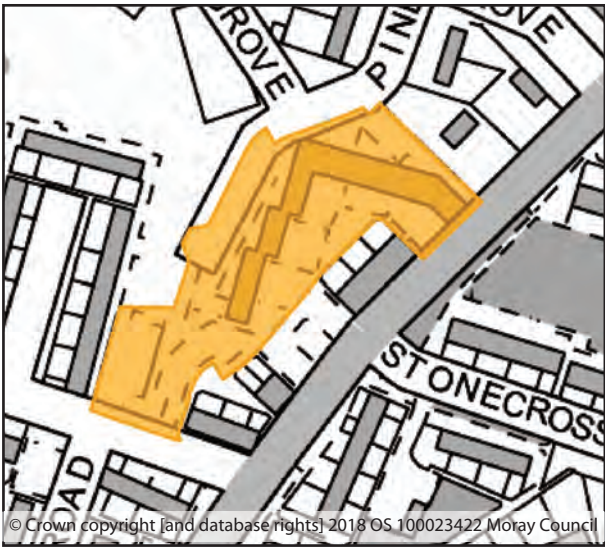
**15 units**



- A replacement play area must be provided. This must include enhanced play equipment and cater for a broader range of age groups to create a Pocket Park.
- Landscaping proposals must reflect existing planting along the riverside and tree planting on the edge of the settlement. Green corridors and path networks must be retained and enhanced with improved paths and planting.
- Flood Risk Assessment (FRA) required. The defended flood plain is not suitable for vulnerable uses, including housing. No development within 6m of the embankment to the south of the site will be permitted.
- Drainage Impact Assessment (DIA) required.
- Pipeline corridors and areas constrained due to flood risk must be managed positively as open space.
- Contamination and ground gas risk assessment required.
- Access to former Elgin- Lossiemouth railway line to be retained.
- Transportation Statement required.
- Phase 1 Habitat Survey required.

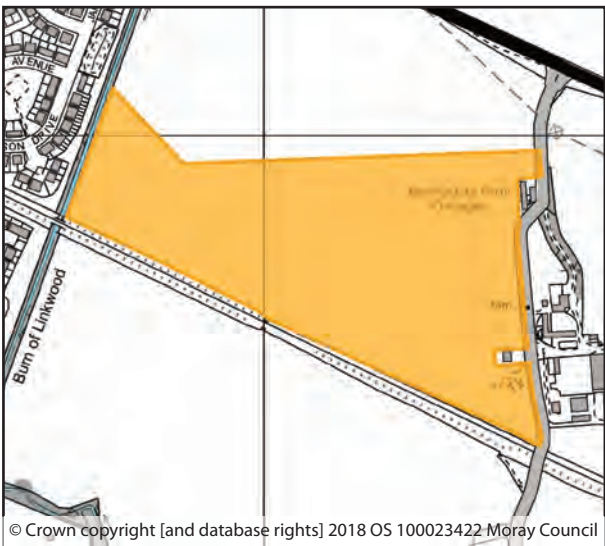


**R15 Pinegrove 0.6ha 36 units**



- Proposal includes redevelopment of existing buildings and will incorporate new flatted accommodation.
- Connected access from Pinefield Crescent to Pinegrove to roads adoption standard required.
- Transportation Statement required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Open space provision must complement and connect to existing open space.
- Layout must incorporate parking for existing, replacement and new properties.

**R16 Barmuckity 12.5 ha 190 units**

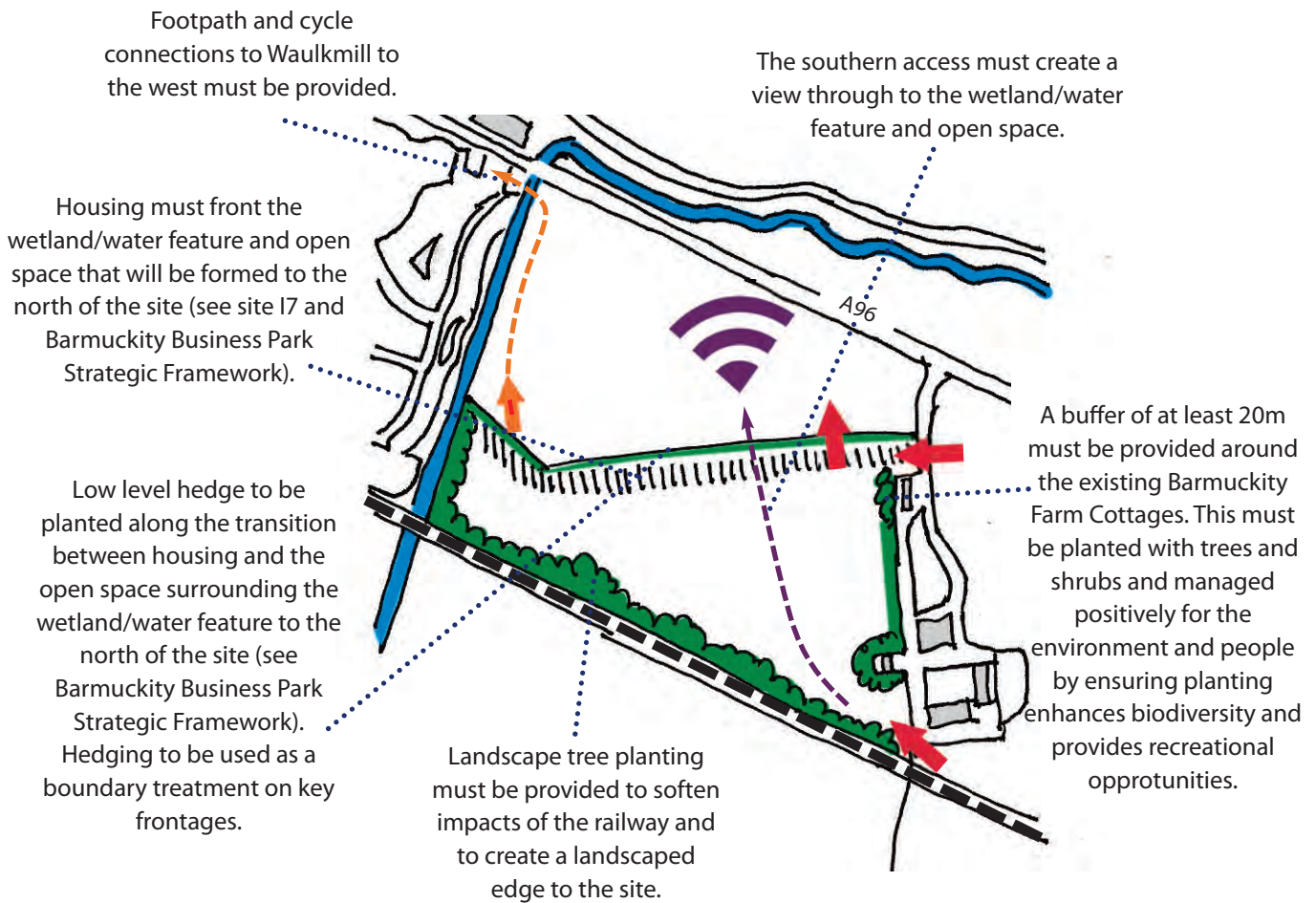


- Proposals must comply with the Key Design Principles shown in Figure 1.4.
- Proposals must link with I7 and the approved road layout. The Barmuckity Business Park Strategic Framework is shown on page 153.
- A Pocket Park must be provided.
- Access must be taken from the Barmuckity roundabout.
- Two points of access required to the site.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Footpath and cycle connections to Waulkmill to the west must be provided.
- Connection to the Elgin South development to be provided, including a safe route to the new Linkwood Primary School and other local facilities.
- Phase 1 Habitat Survey required.
- Level 2 Flood Risk Assessment (FRA) required, including hydrological and hydraulic studies. Areas at risk from flooding must be kept free from development.
- Drainage Impact Assessment (DIA) required.
- A Water Framework Directive waterbody specific objective will require to be addressed
- 7-10% archaeology evaluation of areas not previously dug required.
- Noise Impact Assessment may be required.



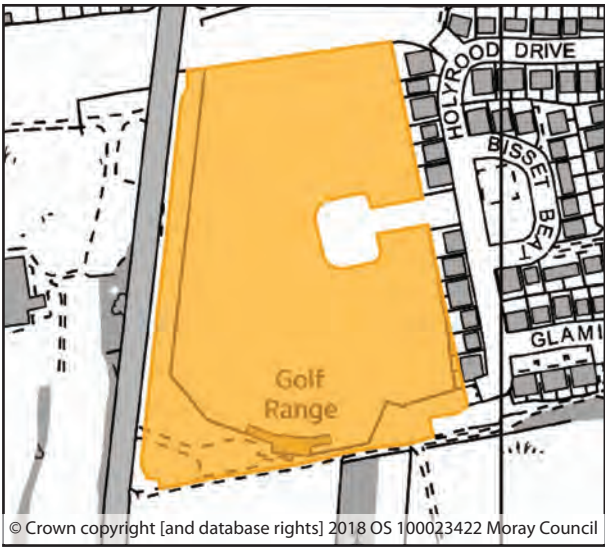


**Figure 1.4 Key Design Principles R16 Barmuckity**



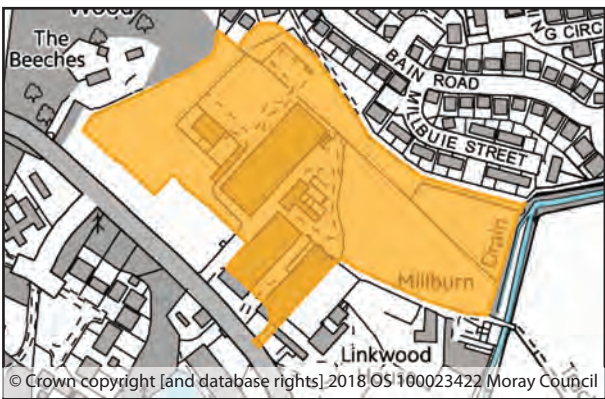


**R17 Driving Range Site 4.81 ha 132 units**



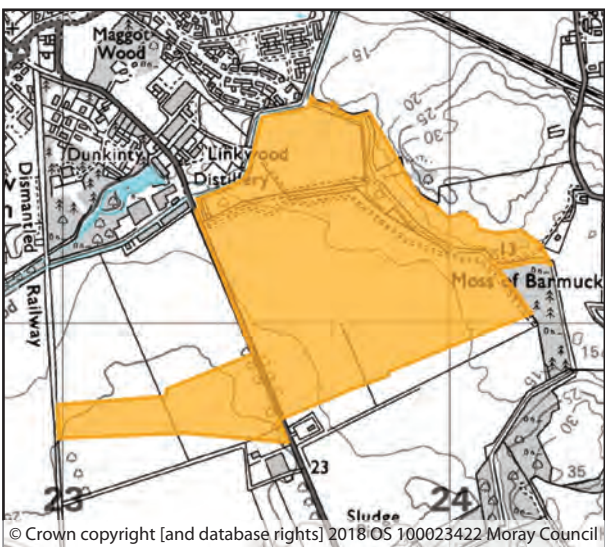
- Development commenced.

**R18 Linkwood Steading 3.49 ha 111 units**



- Development commenced.
- Retention of the main façade of the 19th Century steading building required.

**R19 Easter Linkwood and Linkwood 48ha 675 units**



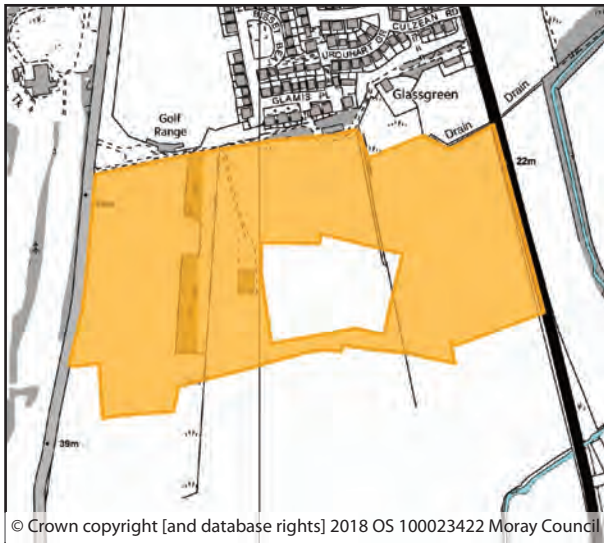
- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page 171.
- Site R19 includes Village Core East, Meadows, and Village Garden neighbourhoods within the Elgin South masterplan.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Open space and play areas must be provided in compliance with the masterplan.



**R20 Glassgreen, Elgin South**

**18 ha**

**195 units**

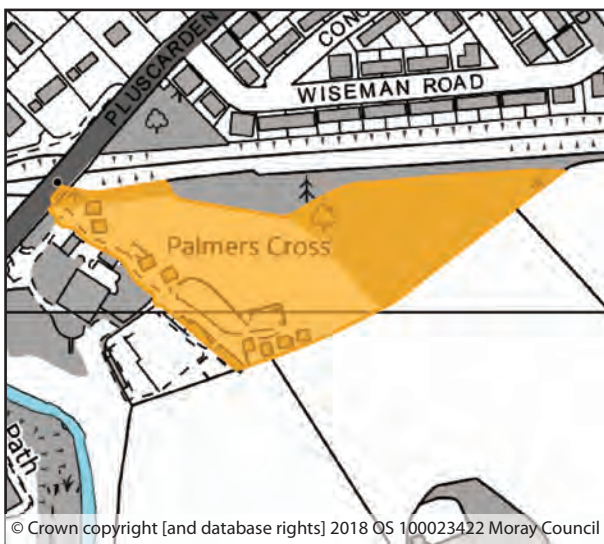


- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page 171.
- Site R20 includes South Glassgreen and Crescent (North) neighbourhoods within the Elgin South masterplan.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- Open space and play areas must be provided in compliance with the masterplan.

**R21 Palmers Cross**

**2ha**

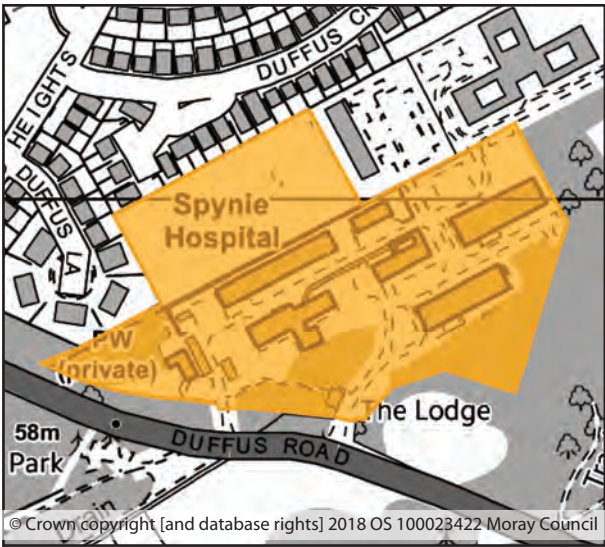
**20 units**



- The development layout must positively address the historic context of Palmers Cross House. A courtyard style of development would complement the historic house, with a gatehouse style at the entranceway.
- The house types, architectural details, and boundary types must create a distinct character reflecting the woodland setting of Palmer's Cross House.
- Transport Statement required that provides details of the accessibility of the site by all modes of transport, including connections to adjacent development designations. The scope of the Statement must be agreed with Moray Council Transportation and must include an appraisal of the access onto Pluscarden Road, based on current vehicle speeds and measurements of available visibility splays.
- Landscaping and management/maintenance plan must be provided.
- A Tree Preservation Order (TPO) covers land to the north of the site and a tree survey and management plan of this area and the site must be submitted with proposals.
- Pedestrian and cycle access to the play area at Bilbohall must be provided.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment required due to proximity to railway.

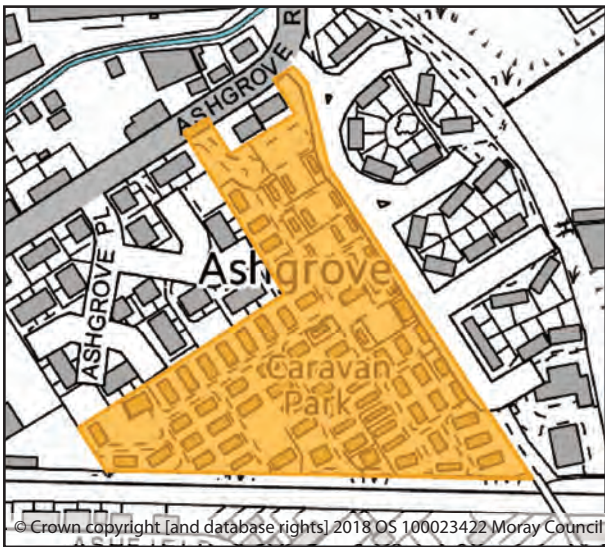


**R22 Spynie Hospital 2.85 ha 50 units**



- Buildings now demolished.
- Bat and squirrel survey required.
- Proposals must aim to maintain the woodland character of the site by incorporating new tree planting.
- A Tree survey is required.
- Consideration to de-culverting watercourse required.
- Transport Assessment required. TSP 11 and 12 must be assessed.
- Footpath and cycle links from Duffus Crescent to Duffus Road to be provided.
- Links to Core Path to south of site to be made.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Pocket Park must be provided.

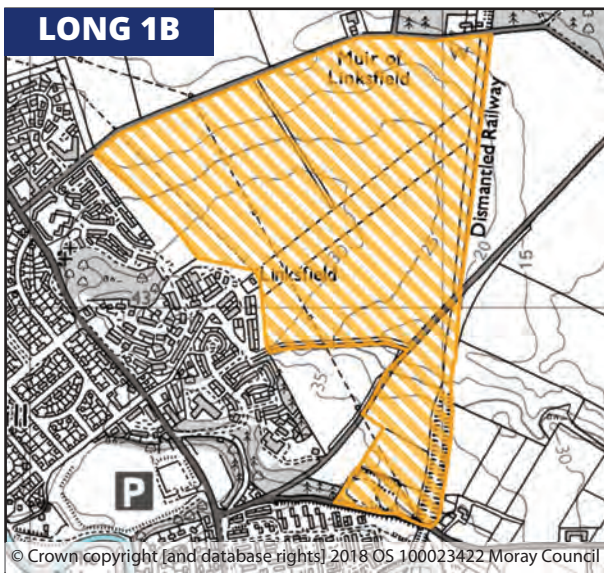
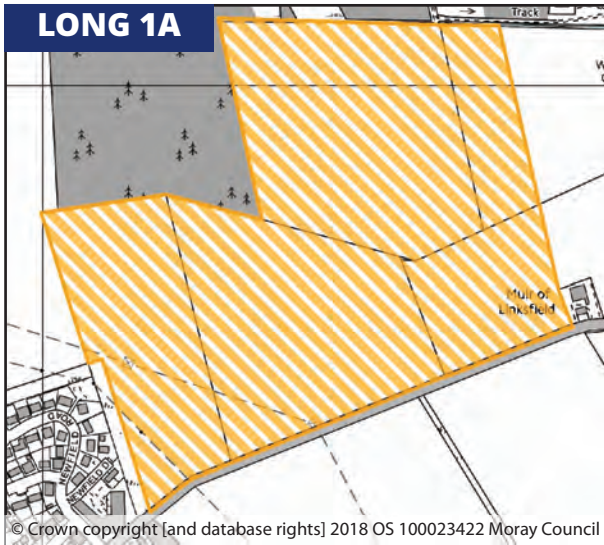
**RC1 Ashgrove Residential Caravan Park**



- Currently has permission for 100 residential caravans and could be redeveloped. The site will be considered favourably for either conversion to holiday use or redevelopment to permanent housing, at maximum of one for one replacement.
- Caravans are categorised as a “most vulnerable use”. A Flood Risk Assessment (1 in 1000 year event) and Drainage Impact Assessment (DIA) required.



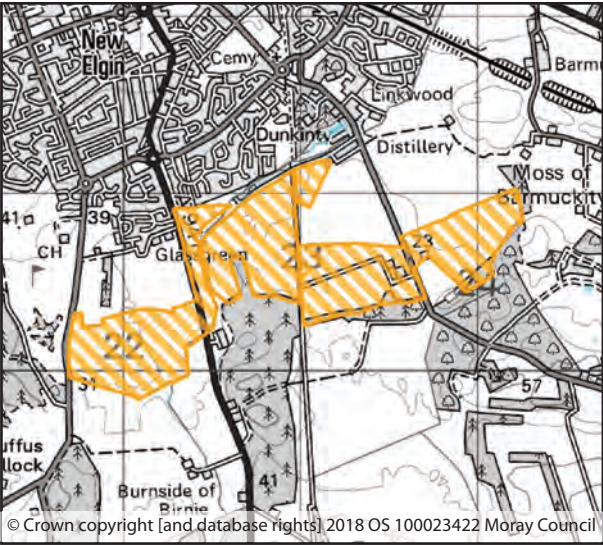
**LONG 1 A/B North East**



- A masterplan is required for the site.
- The area identified LONG1A would be a first phase.
- Flood Risk Assessment (FRA) required. Flood risk may constrain parts of the site.
- A drainage masterplan that covers the whole development area is required.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of houses to mains water and sewerage.
- A buffer strip of at least 6 metres between the watercourse and development is required.
- Phase 1 Habitat Survey required.
- Links to be made to the old Elgin /Lossiemouth railway and the path network in Elgin.
- A Transport Assessment is required which must assess the impacts on junctions TSP 30 and 31 to determine the level of developer obligations for any necessary mitigation. The scope of the assessment must be agreed with Transport Scotland and the Moray Council Transportation.
- Off site road improvements are required, see Roads Infrastructure Improvements within the Action Programme Appendix 1 for a full list.
- Connections to be provided to site I8 Newfield and R13 Lesmurdie Fields. Connections to be provided between sites LONG 1A and LONG 1B.



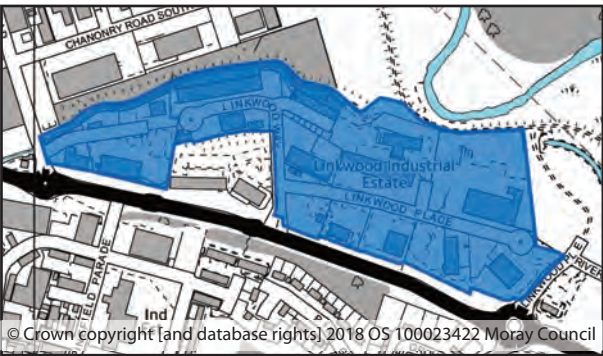
**LONG2 Elgin South**



- Proposals must comply with the Elgin South Masterplan Supplementary Guidance. The Masterplan layout is shown on page 171.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Vehicular connection to the A96(T) required via the Barmuckity Business Park.
- A Water Framework Directive waterbody specific objective will require to be addressed.

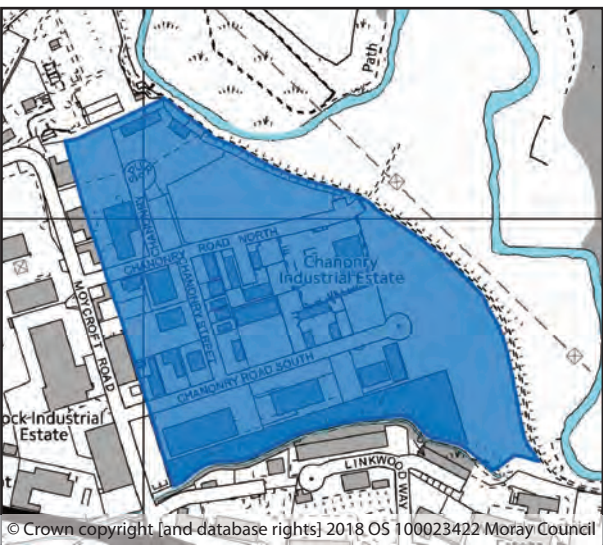
**EMPLOYMENT**

**11 Linkwood Industrial Estate Industrial Estate**



- Built out. New development will comprise redevelopment, extension or change of use.
- Landscape strip along A96 must be retained and enhanced with tree planting.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

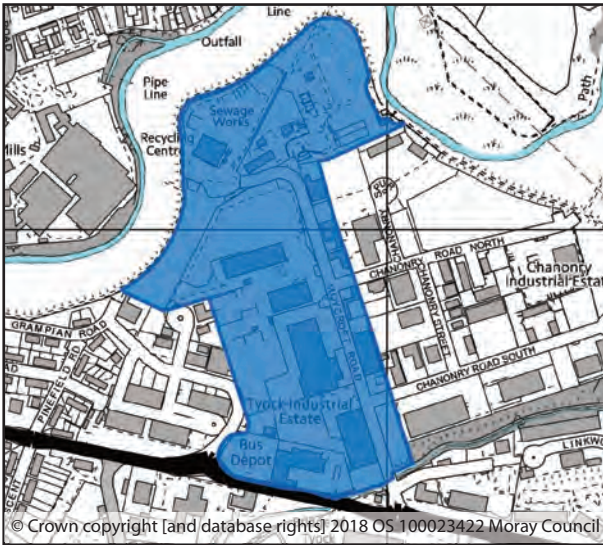
**12 Chanorny Industrial Estate Industrial Estate**



- Suitable for light and heavy industrial operations.
- Limited land available.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

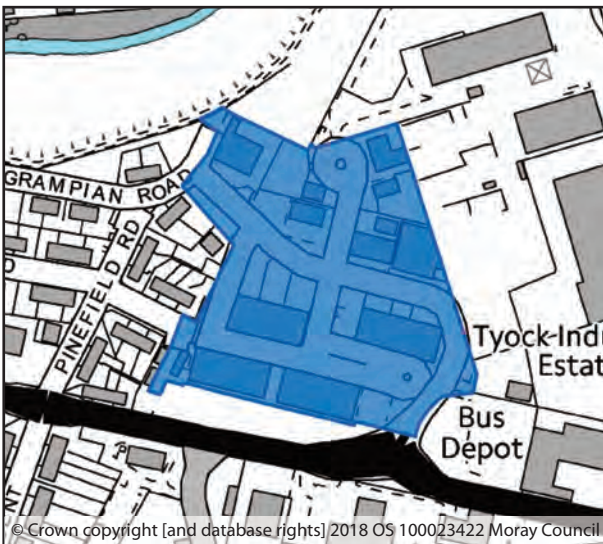


**13 Moycroft Industrial Estate Industrial Estate**



- Built out. New development will comprise redevelopment, extension or change of use.
- Suitable for light and heavy industrial operations.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Moycroft Waste Management site safeguarded for waste management uses.

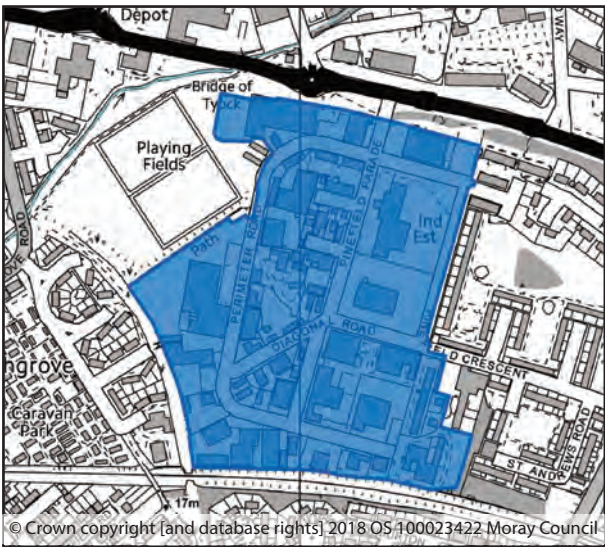
**14 Tyock Industrial Estate Industrial Estate**



- Built out. New development will comprise redevelopment, extension or change of use.
- Suitable for light industrial and commercial operations.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

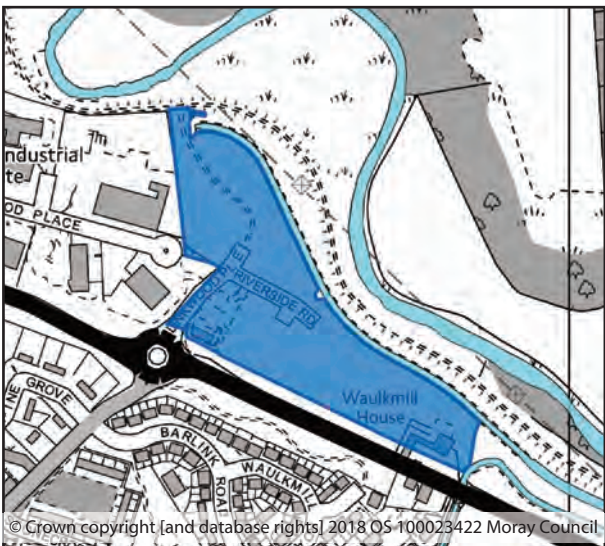


**15 Pinefield Industrial Estate Industrial Estate**



- Small area to north west of site identified for the expansion of Hendry Hydraulics. Landscaping along western boundary of this area is required to soften edge between open space and industrial uses. A contamination and ground gas risk assessment required. Transport Statement required.
- Remainder of site built out with new development likely to comprise of redevelopment, extension or change of use.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

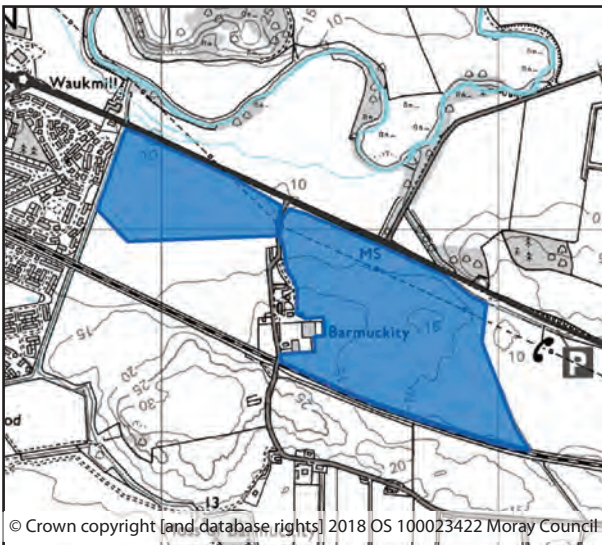
**16 Linkwood East Industrial Estate**



- Site is suitable for Use Class 4 Business, Use Class 5 General Industrial and Use Class 6 Storage or Distribution.
- Access via roundabout junction on the A96 with Reiket Lane.
- Proposals must address/safeguard the potential to achieve a pedestrian and vehicular access between I1 and I6.
- Pedestrian and cycle connection must be provided to the existing cycle path along the Flood Alleviation Scheme embankment.
- A 15 metre landscaped strip with broadleaf trees and shrubs along the A96 and eastern boundaries must be provided.
- Buildings fronting onto the A96 must be of a high architectural standard.
- Flood Risk Assessment (FRA) required, and any proposal must not impact on the integrity of the Flood Alleviation Scheme. No development within 6m of the embankment.
- Drainage Impact Assessment (DIA) required.



**17 Barmuckity Business Park Industrial Estate**



- Proposals must comply with the Barmuckity Business Park Strategic Framework shown on page 153.
- Barmuckity’s primary function is for Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution. A minimum of 14.69 ha\* is reserved for these uses.
- A greater mix of uses is supported across 7.41 ha\* of the site; these areas are adjacent to the A96 and are shown within the Barmuckity Business Park Strategic Framework as areas 2, 3 and 6. Within these areas Use Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution, Class 7 Hotel and Hostels, and Class 11 Assembly and Leisure are supported subject to other policies including policy DP7. Retailing may be acceptable where retailing is ancillary to the main use.

- An access strategy is required to be agreed with Transport Scotland for Phase 2 (west) of the development.
- Positive frontages onto the A96 must be provided and the quality of design must reflect the key gateway to Elgin.
- Vehicular connection over the railway line to be retained/provided to Moss of Barmuckity to the south.
- A vehicular connection to the south to be safeguarded to enable future provision of access to Elgin South development.
- Strategic and boundary landscaping must be provided in compliance with the approved Landscape Design for Elgin Business Park – Phase 1 submitted to the Council on 30th May 2018. Phase 2 landscaping to be in compliance with the Strategic Framework.
- Individual proposals on plots within the wider site must provide a landscape and maintenance plan. Landscaping must complement the strategic and boundary landscaping in the relevant area. Landscaping must be used to define plots.
- Level 2 Flood Risk Assessment (FRA) required. No development within the functional floodplain. No development within 6m of the watercourses.
- Areas at risk from flooding must be made a landscape feature to provide biodiversity and a high amenity setting for development.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.
- A Water Framework Directive waterbody specific objective will require to be addressed.
- Footpath and cycle connections within and to outwith the site required.

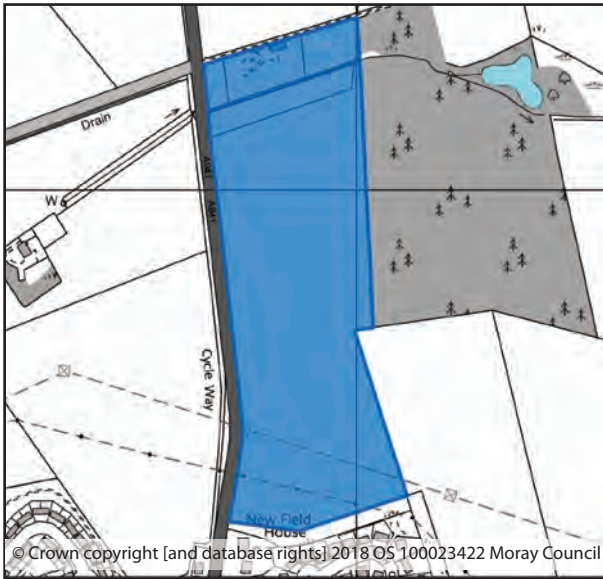
(\*This is a net area which excludes landscaping, areas at risk of flooding etc.)





**18 Newfield**

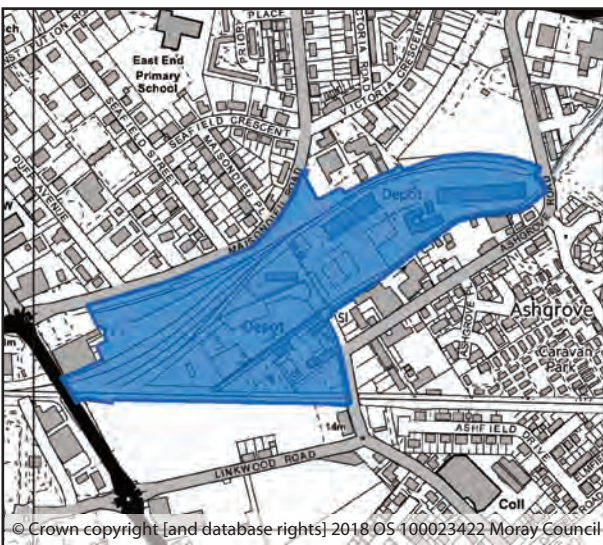
**Industrial Estate**



- Proposals must comply with the Findrassie Masterplan Supplementary Guidance. The Masterplan layout is shown on page 169.
- Suitable for business uses within use Class 4 (Business) or Class 5 industrial uses that are compatible with surrounding uses which is predominantly residential.
- High amenity setting required.
- Transport Assessment required. The impacts on junctions TSP9, 12, 17, 20 and 21 must be assessed and addressed.
- Connections to the adjacent MU2 and LONG 1A sites must be safeguarded.
- Phase 1 Habitat Survey required.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of buildings to mains water and sewerage should avoid such changes.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development to occur within 6m of the watercourse.
- The site may be impacted by the A96 dualling and development may require to take into account the preferred A96 dualling route.

**19 Railway Sidings/Ashgrove Road**

**Existing Business Area**

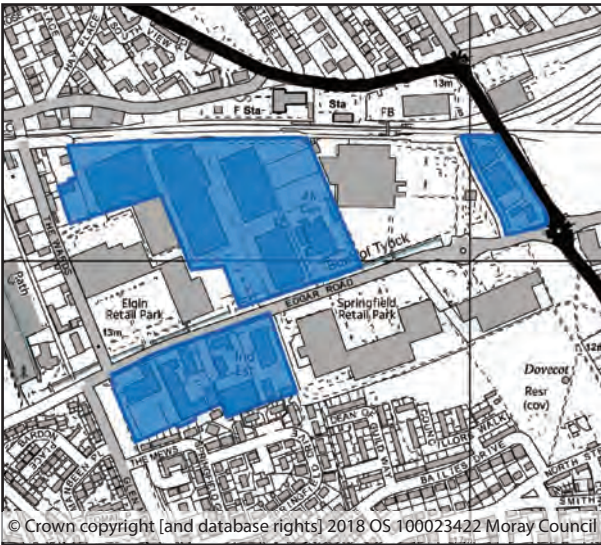


- Mixed industrial and commercial uses. Suited to redevelopment for business uses, particularly those which take advantage of rail freight opportunities.
- Site contains LPG tanks that may constrain certain development types. Health and Safety Executive consultation required.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Phase 1 Habitat Survey required.



**110 Edgar Road**

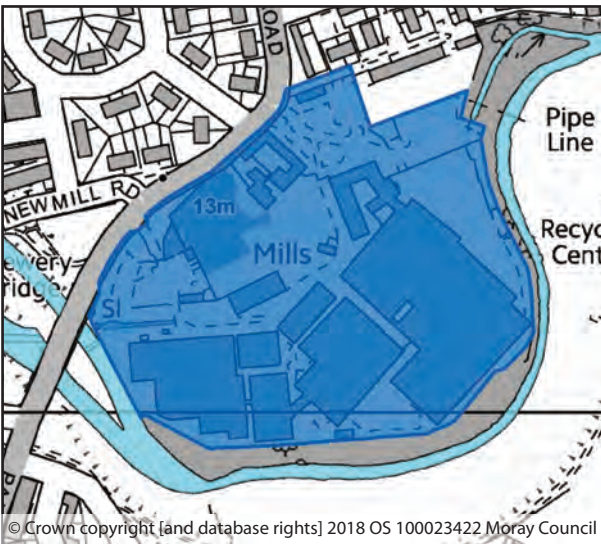
**Existing Business Area**



- Established uses within Class 4(Business), and Class 6 (Storage and Distribution).
- Level 2 Flood Risk Assessment (FRA) required.

**111 Johnstons Woollen Mill**

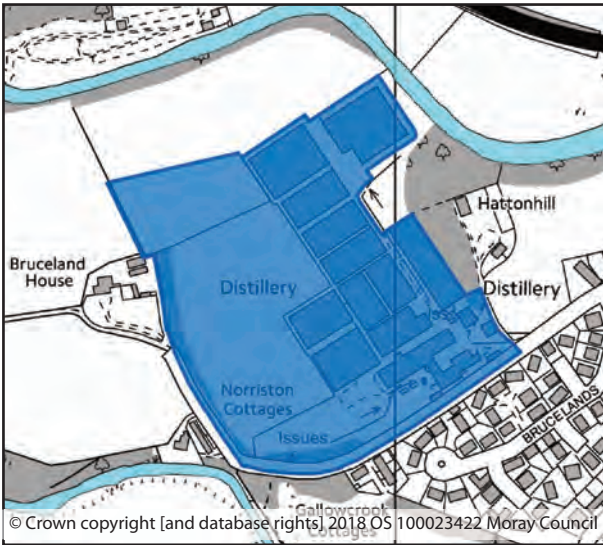
**Existing Business Area**



- Reserved specifically for the operation of the existing mill.
- Retail policy DP7 will apply to any retail proposals.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.

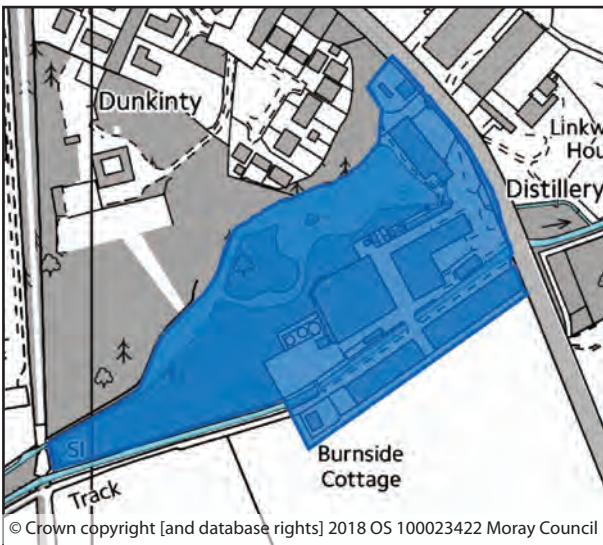


**I12 Glen Moray Distillery, Bruceland Road Existing Business Area**



- Reserved for distillery related uses.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.

**I13 Linkwood Distillery Existing Business Area**

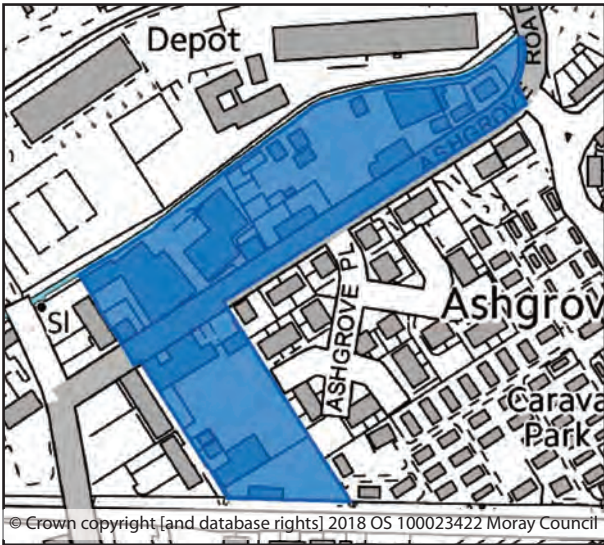


- Reserved for distillery related uses.
- Phase 1 Habitat Survey required.
- Level 2 Flood Risk Assessment (FRA) required. No development within functioning floodplain, or within 6m of the watercourses.
- A Water Framework Directive waterbody specific objective will require to be addressed.



**114 Ashgrove Road**

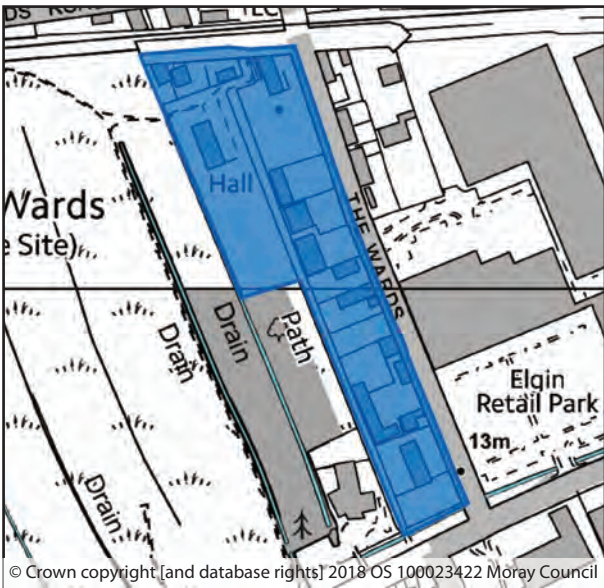
**Existing Business Area**



- Mix of commercial and industrial uses.
- Redevelopment opportunities may require to address improvements to Ashgrove Road.
- Level 1 Flood Risk Assessment (FRA) may be required. No development within 6m of the watercourse will be permitted.

**115 Sandy Road (The Wards)**

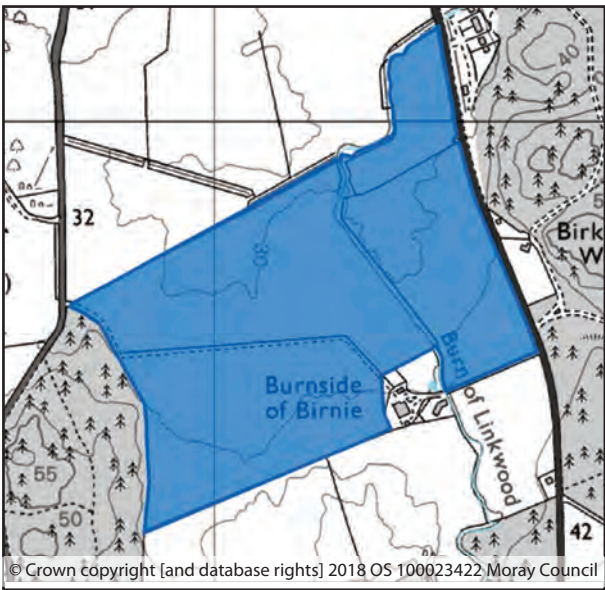
**Existing Business Area**



- Mix of commercial and business uses.
- Redevelopment proposals must allow for possible road widening and creation of a footpath.
- Level 1 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development to occur within 6m of the watercourse.



**116 Burnside of Birnie Industrial Estate**



- A Development Framework, in conjunction with LONG3, is required. This must include the range of uses, landscaping and open space details and design requirements.
- Proposals must comply with the Key Design Principle's set out in Figure 1.5.
- Burnside of Birnie's primary function is for Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution. A minimum of 15ha\* is reserved for these uses.
- A greater mix of uses is supported across 5.5ha\* of the site; these areas are adjacent to the A941 and are shown on the Key Design Principles. Within these areas Use Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution, Class 7 Hotel and Hostels, and Class 11 Assembly and Leisure are supported subject to other policies including policy DP7. Retailing may be acceptable where this is ancillary to the main use.

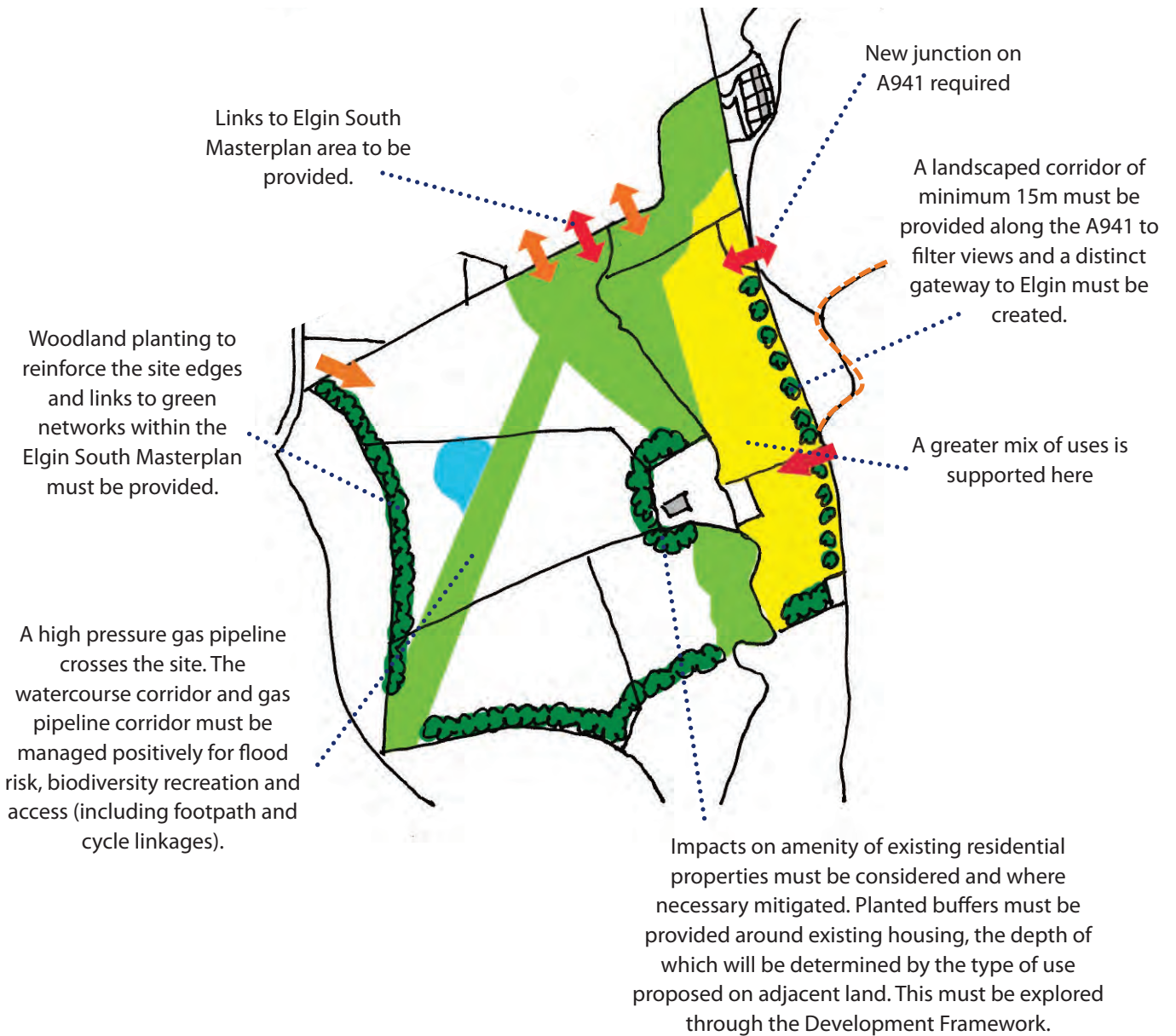
- The site must provide a minimum of 30% open space (this overrides the quantity requirement in Policy EP5).
- Level 2 Flood Risk Assessment (FRA) required, any mitigation measures must tie into the natural surroundings and made a feature of the development. No development within the functioning floodplain. All mitigation measures and drainage design must provide evidence that the risk of flooding will not be increased in the surrounding area or downstream of the site.
- A Water Framework Directive waterbody specific objective will require to be addressed
- Provide cycle and pedestrian access from Birnie Road in north west corner of site.
- New junction on A941 required, see TSP24. Links through to the Elgin South Masterplan area to be provided. To create a second access point onto the A941 careful consideration must be given to junction spacing and using the existing access to Burnside of Birnie is likely to be required. Connection to LONG3 to the south to be safeguarded.
- Transport Assessment required.
- Access for pedestrians, cyclists and public transport required.
- Phase 1 Habitat Survey required.
- 7% Archaeology evaluation required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) and Air Quality Assessment may be required.
- Development proposals will require to take into account the preferred option for the A96 dualling route which impacts on this site.

(\*This is a net area which excludes landscaping, areas at risk of flooding, and gas pipeline corridor etc.)

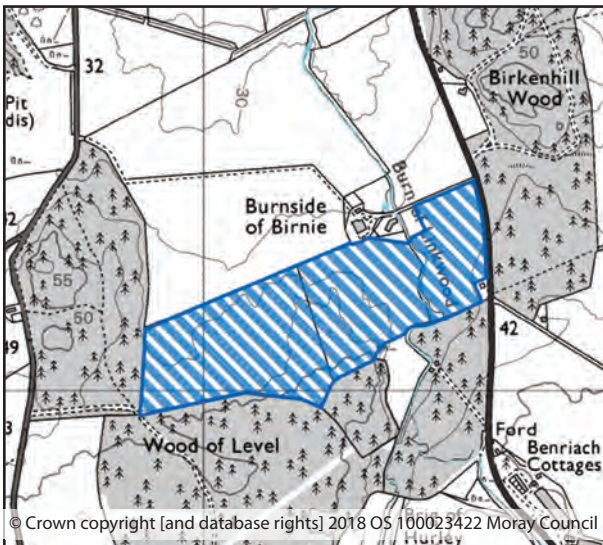




Figure 1.5 Key Design Principles I16 and LONG3 Burnside of Birnie



**LONG3 Burnside of Birnie Industrial Estate**

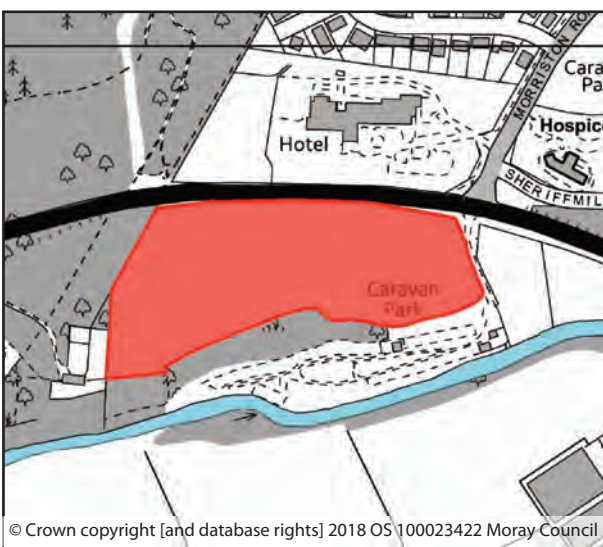


- A Development Framework, in conjunction with I16 is required. This must include the range of uses, landscaping and open space details and design requirements. Proposals must comply with the Key Design Principles set out in Figure 1.5.
- A landscaped corridor of 15m must be provided along the A941 to filter views.
- Woodland planting to reinforce the site edge and links to green networks within the Elgin South Masterplan must be provided.
- A high pressure gas pipeline crosses the site. The watercourse corridor and gas pipeline corridor must be managed positively for flood risk, biodiversity and recreation.
- The site must provide a minimum of 30% open space (this overrides the quantity requirement in Policy EP5).

- Phase 1 Habitat Survey required.
- 7% Archaeology evaluation required.
- Level 2 Flood Risk Assessment (FRA) required, any mitigation measures must tie into the natural surrounding and make a feature of the development. No development within the functioning floodplain. All mitigation measures and drainage design must provide evidence that the risk of flooding will not be increased in the surrounding area or downstream of the site.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required.
- New junction on A941 required (TSP24), along with vehicular connection to I16 to the north.
- Transport Assessment required.
- Access for pedestrians, cyclists and public transport required.
- Development proposals will require to take into account the preferred option for the A96 dualling route which impacts on this site.

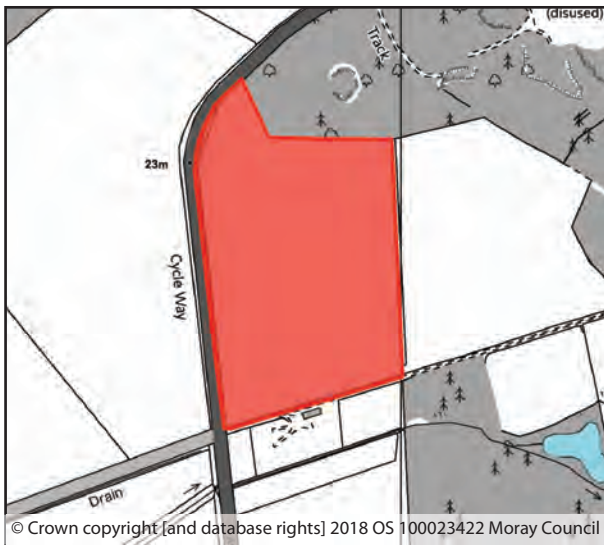
**MIXED USE**

**MU1 Riverview 4 ha Business, hotel, residential**



- Suitable uses are for business, hotel and/or residential.
- Development proposals must be compatible with the quality and high amenity setting of the site.
- A Landscaping and maintenance plan must be submitted that demonstrates how the quality and amenity of the setting of this gateway to Elgin will be maintained and enhanced.
- Existing access must be used.
- A Transport Assessment is required, the scope of which must be agreed with Transport Scotland and the Moray Council Transportation.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of existing flood alleviation measures will be permitted.
- Residential development will require a Pocket Park to be provided.
- Development proposals will require to take into account the preferred option for the A96 dualling route which impacts on this site.



**MU2 Lossiemouth Road (NE)****7 ha Business, live work units**

- Proposals must comply with the Key Design Principles set out in Figure 1.2 at site R12.
- Suitable for business uses within use Class 4 (Business) or light industrial uses that are compatible with surrounding uses. Up to 2ha of the site can be developed for live work units/workshops.
- The layout and design must integrate with the Findrassie Masterplan. This includes in terms of access, character, landscaping provision and open space provision.
- A Landscape and Planting Strategy is required.
- A gateway that creates a sense of arrival into Elgin must be created in conjunction with R12.
- Advance planting of avenue trees along A941 required.
- Access must be taken through site I8 to the south.
- Transport Assessment required. The impacts on junctions TSP9, 12, 17, 20 and 21 must be assessed and addressed.
- Flood Risk Assessment (FRA) required.
- Noise Impact Assessment required due to proximity to A941.
- Depending on business uses proposed noise and air quality may need assessed.
- A Drainage Impact Assessment (DIA) and full SUDS design will be required at an early stage. Development run off must match pre-development run off by using appropriate levels of SUDS. SUDS must be used to fully treat surface water prior to discharge given the size and sensitivity of the catchment.
- Demonstrate that there will not be an adverse effect on the integrity of Loch Spynie Special Protection Area e.g. by minimising diffuse pollution, preventing pollution reaching watercourses during construction, and connection of buildings to mains water and sewerage should avoid such changes.
- A buffer strip of at least 6 metres between the watercourse and development is required.





OPPORTUNITY SITES

**OPP1 Flemings Sawmill, Linkwood Road 2.7 ha**



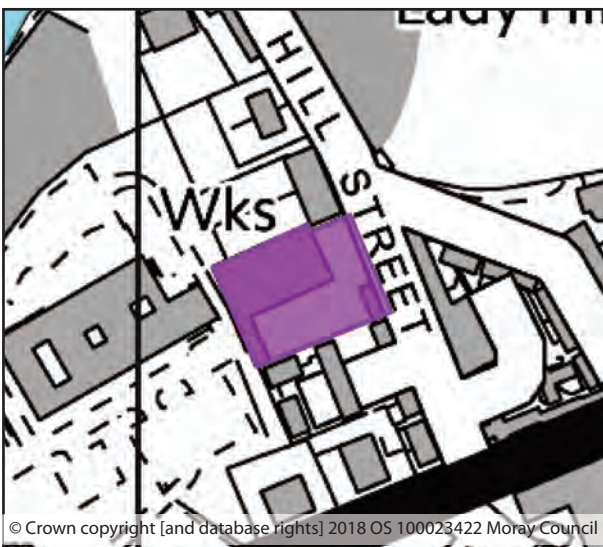
**Suitable Uses**

Commercial and Industrial

**Site specific requirements**

- Proximity to LPG tanks may constrain certain development types. Health and Safety Executive consultation required.
- A Transport Assessment is required which must assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. Land for improvements to TSP30 to be safeguarded.
- Access must be provided from Linkwood Road (not roundabout) along with improvements to pedestrian/cycle access on Linkwood Road.
- Uses that can exploit rail link for freight are encouraged.
- Level 2 Flood Risk Assessment (FRA) required. No development within 6m of the watercourse.
- Contamination issues arising from the site's former use will require to be considered.

**OPP2 Hill Street/ Ladyhill 0.16 ha**



**Suitable Uses**

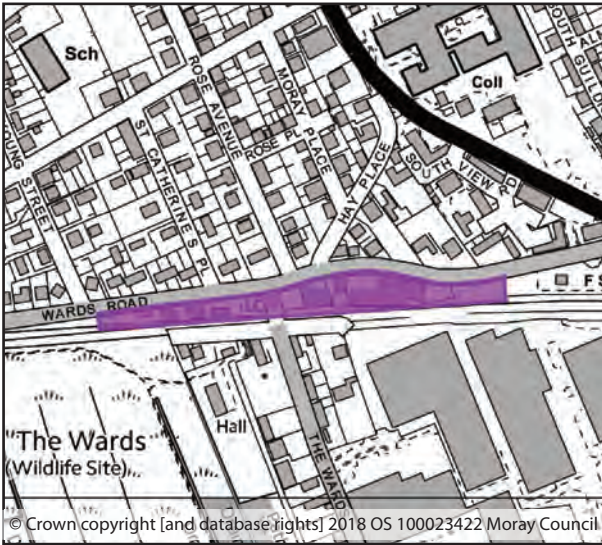
Residential

**Site specific requirements**

- Redevelopment opportunity for high quality flatted residential development.
- Contamination issues arising from site's former use will require to be considered.



**OPP3 Wards Road 0.9 ha**



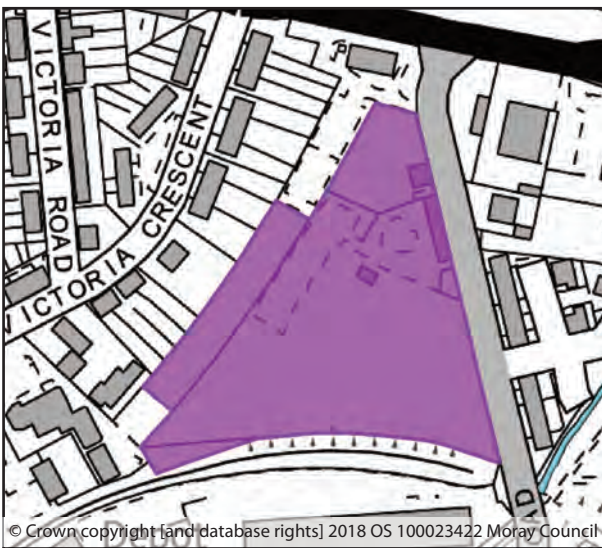
**Suitable Uses**

Class 4 Business or Residential

**Site specific requirements**

- Contamination issues arising from site's former use will require to be considered.
- Phase 1 Habitat Survey required.

**OPP4 Ashgrove Road 1.9 ha**



**Suitable Uses**

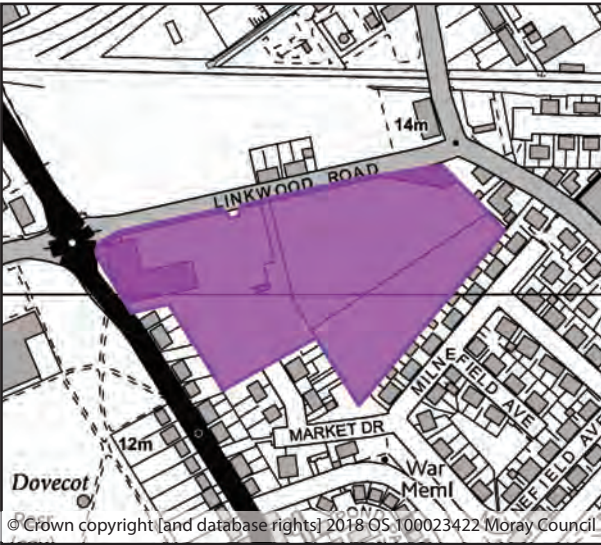
Residential, industrial or commercial uses

**Site specific requirements**

- Contamination issues arising from site's former use will require to be considered.
- Level 2 Flood Risk Assessment (FRA) required.
- Phase 1 Habitat Survey required.
- Opportunities to provide a pedestrian/cycle route through the site must be explored and safeguarded.



**OPP5 Auction Mart, Linkwood Road 3.5 ha**



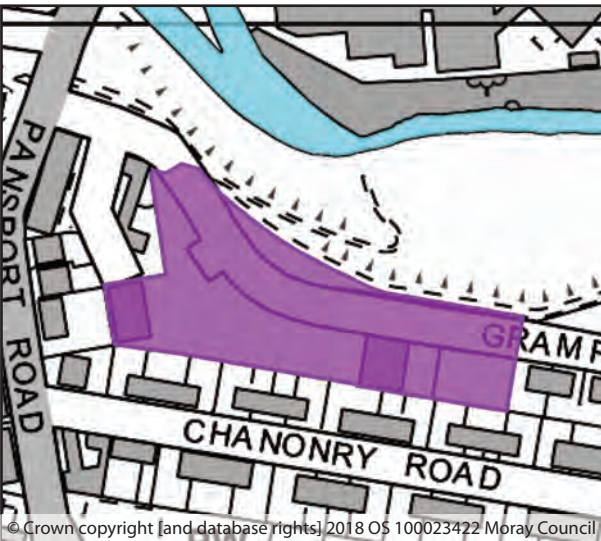
**Suitable Uses**

Residential, office, industrial or commercial uses

**Site specific requirements**

- Open space within development must incorporate public access for pedestrians and cyclists.
- Landscaping along the southern and eastern boundaries required to minimise impacts on neighbouring residential properties.
- Access must be provided from Linkwood Road (not roundabout) along with improvements to pedestrian/cycle access on Linkwood Road.
- Connection to Market Drive to the south of the site to be provided, if development is for housing or mixed use with housing.
- Proposals must look to reflect the historic use of the site as an agricultural auction mart in the character and design of buildings and public art.
- A Transport Assessment is required which must assess the impacts on junctions TSP30 and 31 to determine the level of developer obligations for any necessary mitigation. Land for improvements to TSP30 to be safeguarded.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.

**OPP6 Grampian Road 0.5 ha**



**Suitable Uses**

Industrial, office or commercial uses

**Site specific requirements**

- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.
- Contamination and Noise Assessment depending on proposal detail.



CENTRAL ELGIN



Central Elgin has many assets including its historic townscape, Cathedral, Cooper Park, Moray College, and well established brands and businesses. It is recognised that whilst Central Elgin has a strong identity it must do more to meet expectations of residents, business, investors and visitors. Central Elgin must adapt to offer more than just retail by investing in arts and culture and encouraging an evening economy.

The Vision that emerged from the Central Elgin Regeneration Public Design Charrette in 2015 was

*“In 2025 Central Elgin is the very heart of Moray, a vibrant thriving City Centre with a real buzz. Central Elgin has something for everybody: the young, families, older people, residents and visitors. This is a distinctive and compelling small city that now has a European reputation for its historic townscape, arts/culture and creativity and range of venues, spaces and activities. This includes the influential Moray College of Art, festivals and a strong evening economy.*

*Elgin also has a city centre for living with a wide choice of residential and visitor accommodation. The High Street has a diverse mix of independent businesses, uses/activity and is now pedestrian priority shared space. Cooper Park has been refreshed and offers a variety of sports and quiet facilities.*

*Central Elgin is an extremely well connected, walking and cycling friendly place and so it is very easy to navigate within and between Lossie Green, Cooper Park and the City Centre. The award winning ‘Castle to Cathedral to Cashmere to City Centre’ heritage experience is a significant attraction where the routes include engaging interpretation and feature lighting. The future of important buildings like St Giles’ Church, Grant Lodge and the Town Hall have been secured and are well used facilities and popular venues.*

*Above all Elgin has a very committed and effective private, public and third sector partnership team that actively drives forward and promotes the Central Area.”*

To deliver the Vision the Charrette report sets out Action Plan Programmes to deliver the Vision.

**Central Elgin Masterplan**

A masterplan will be prepared for Central Elgin. This must take forward the key concepts of the Charrette including

- A focus on bringing people into Central Elgin.
- Improving connectivity between the Town Centre, Lossie Green and Cooper Park.
- Creation of a Cultural Quarter with landmarks and destinations that support the arts and culture.
- Diversification of uses to support the vitality and viability of the town centre.
- Proposals that support health and wellbeing.
- Enhancement of green networks.



Key proposals and interventions from the Charrette are detailed in the following figures.

A key concept from the Charrette is for the three Landmark buildings, (the Town Hall, St Giles Church and Grant Lodge) to work together to offer a coherent array of art, culture and community facilities. Each building to have its own function that compliments the other landmark building helping to create a cultural quarter in the heart of Elgin.



Grant Lodge



Elgin Town Hall



St Giles Church and Plainstones



Drummer Boy, High Street



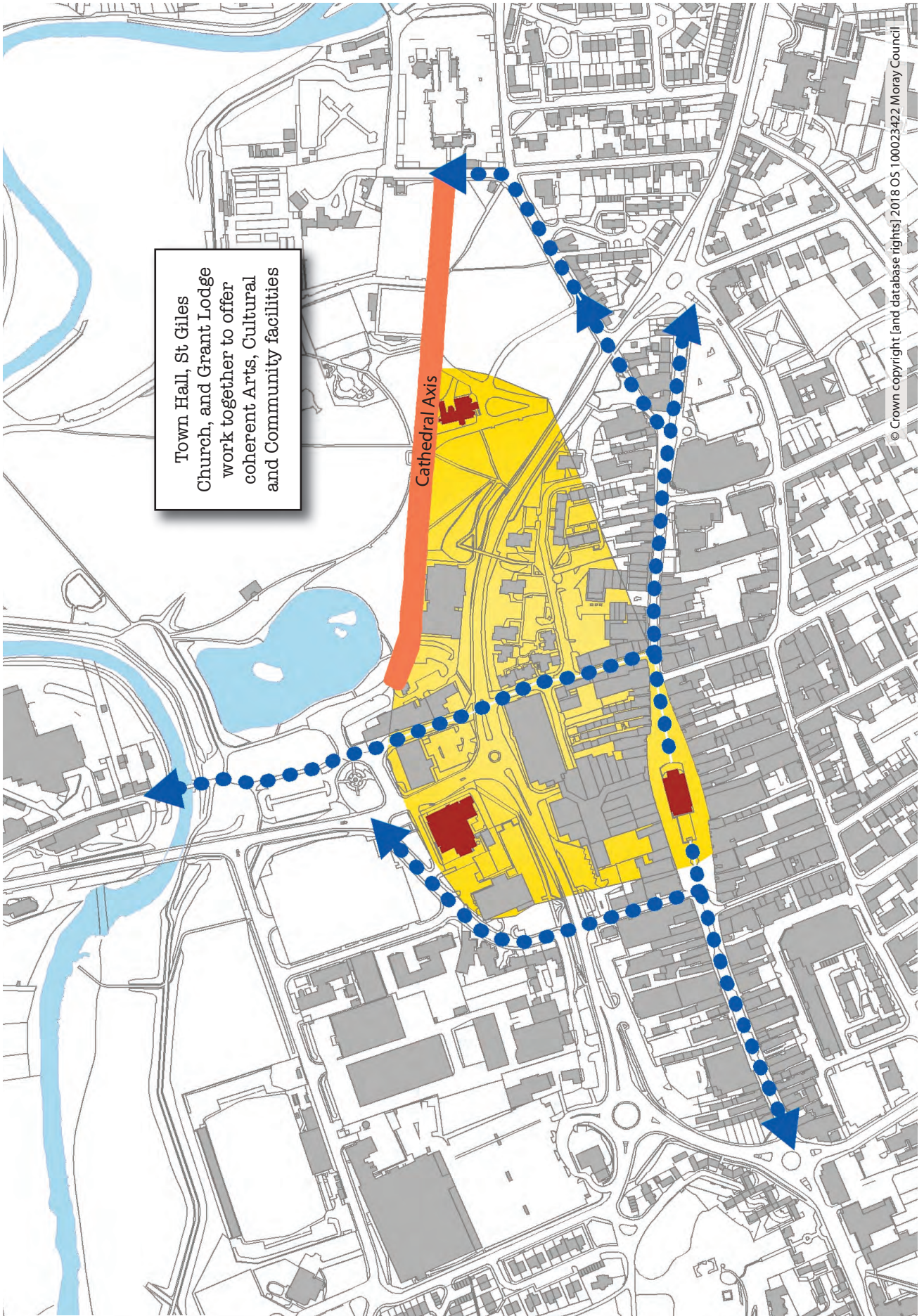
Cooper Park (Cathedral Axis)



Elgin Cathedral



Figure 1. 6 Central Elgin Regeneration Public Design Charrette – Key Concept



Other actions focus on regenerating key areas, placemaking and placemending. These include redevelopment of key areas and key buildings which are currently or may become available for development. Some of these have been identified as Opportunity Sites (OPP) and include Gordon MacPhail, Lossie Green, Elgin Town Hall, Grant Lodge and the Walled Garden. Other actions are highlighted on Figure 1.7.



High Street East



A96 Underpass



High Street East



Batchen Street



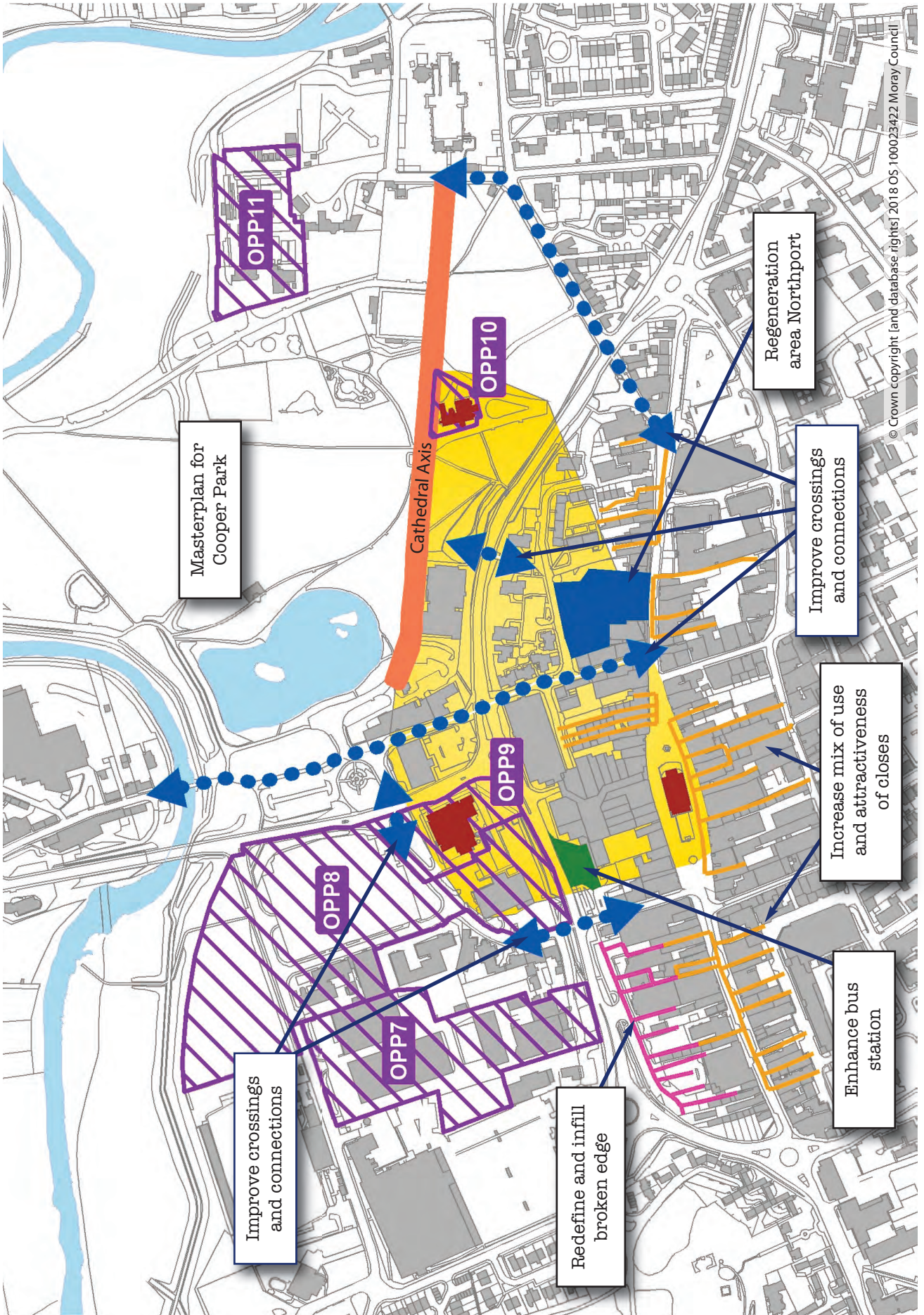
Lossie Green



Thunderton Place



Figure 1.7 Key Proposals Central Elgin



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**OPP7 Gordon Macphail, Borough Briggs 1.9 ha**



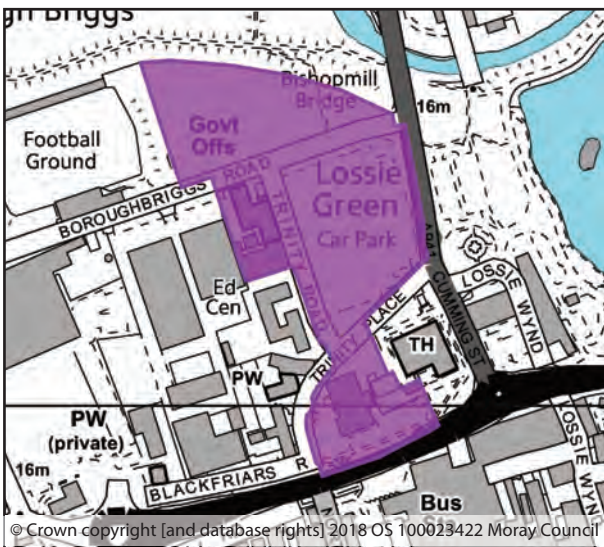
**Suitable Uses**

Commercial, community and retail

**Site specific requirements**

- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures will be permitted.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.
- Contamination and Noise Impact Assessments may be required depending on proposal detail.
- Transport Assessment required, the scope of which must be agreed with Transport Scotland and Moray Council Transportation.
- Connectivity through the site, to the town centre for pedestrians and cyclists required.

**OPP8 Lossie Green 3.8 ha**



**Suitable Uses**

Leisure, office, retail

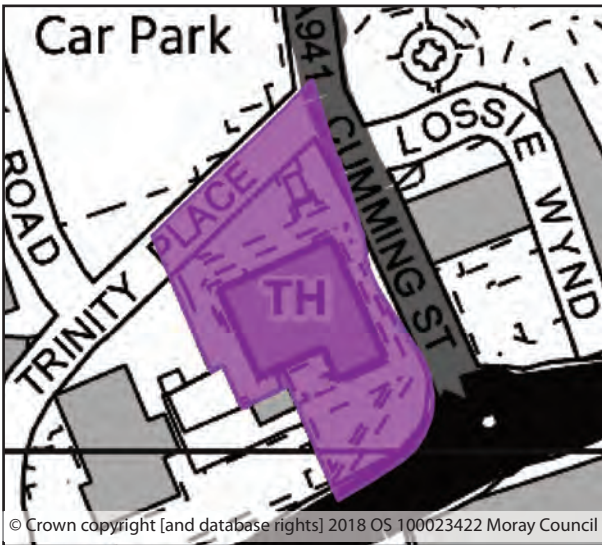
**Site specific requirements**

- Transport Assessment required, the scope of which must be agreed with Transport Scotland and Moray Council Transportation.
- Parking Appraisal required, this must consider loss or displacement of parking (including for HGV). Scope of assessment to be discussed with Moray Council Transportation.
- Connectivity through the site, to the town centre and river for pedestrians and cyclists required.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6m of existing flood alleviation measures will be permitted.
- The site lies within the defended flood plain and is therefore not suitable for vulnerable uses, including housing.



**OPP9 Town Hall**

**0.6 ha**



**Suitable Uses**

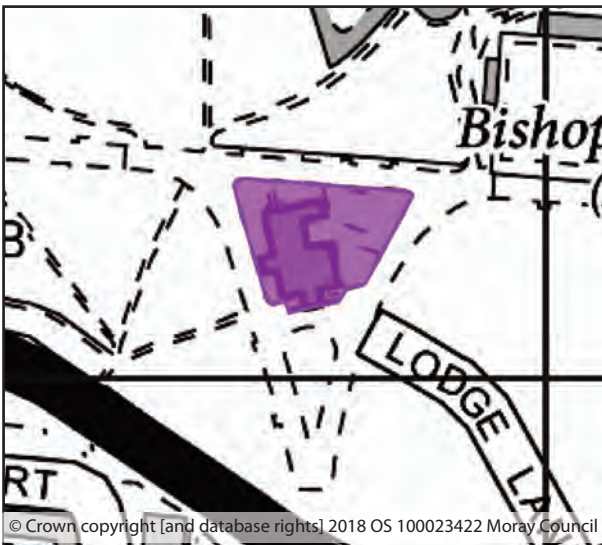
Arts, Cultural and Community Facilities

**Site specific requirements**

- Redevelopment, extension and reconfiguration of existing Town Hall to provide enhanced arts, cultural and community facilities will be supported.
- Proposals must enhance the public realm around the Town Hall.
- The Town Hall is Category B Listed and potential heritage impacts will require to be assessed.
- Prior to any redevelopment of the site a Standing Building Survey of the existing building is required.

**OPP10 Grant Lodge**

**0.17 ha**



**Suitable Uses**

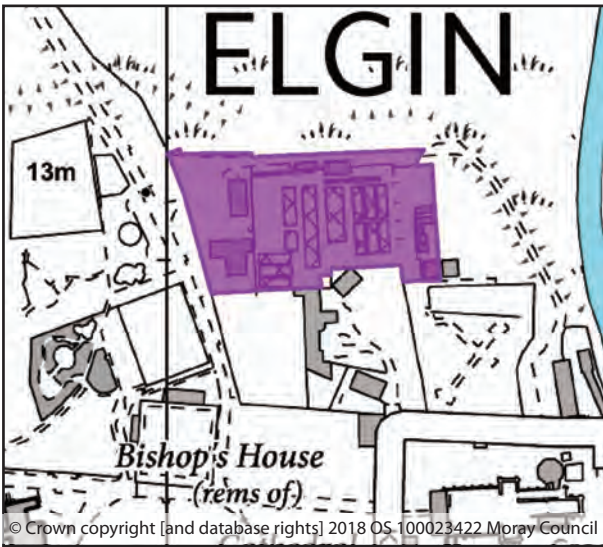
Arts, Cultural and Community/Visitor Facilities

**Site specific requirements**

- Review of parking provision required to assess if adequate for proposed use.
- Grant Lodge is Category B Listed and potential heritage impacts will require to be assessed.
- Prior to any redevelopment of the site a Standing Building Survey of the existing building is required.
- Improvements to the quality of pedestrian and cycle connections leading from the town centre to Grant Lodge required.



**OPP11 Walled Garden 0.96 ha**



Walled Garden

**Suitable Uses**

Arts, Cultural and Community/Visitor Facilities. Other potential uses to be considered and refined through development of the Central Elgin Masterplan.

**Site specific requirements**

- Given the listed buildings on the site and proximity to the Scheduled Monuments of Bishop’s House and Elgin Cathedral, any development must be informed by a detailed assessment of potential heritage impacts. Consideration must be given to the scale and height of proposals and impacts on views to and from the Cathedral, and detrimental impacts must be avoided.
- Given the Listed Buildings and historic setting only development of exceptional design quality that respects this sensitive setting is acceptable. Materials must reflect that of the historic buildings, and include use of slate and stone.
- Only hotel proposals that aim to achieve a 4 or 5 star rating will be considered acceptable where tourist accommodation is proposed.
- Prior to any redevelopment of the site a Standing Building Survey is required.
- Access options to be considered are via King Street and/or through Cooper Park. Primary access must be via King Street rather than through Cooper Park. Access will require to be upgraded and suitable access for refuse and servicing must be considered.
- Direct links to the Core Path and Active Travel Network must be provided.
- As part of the consideration of redevelopment of the site alternative sites for some existing uses will require to be identified.
- Level 2 Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- No development within 6 metres of existing flood alleviation measures will be permitted.



### Redefining Cooper Park

Developing a masterplan for Cooper Park is key step to redefining this and supporting the actions identified in the Charrette report. See Figure 1.8 for Key Proposals.



*Pond, Cooper Park*



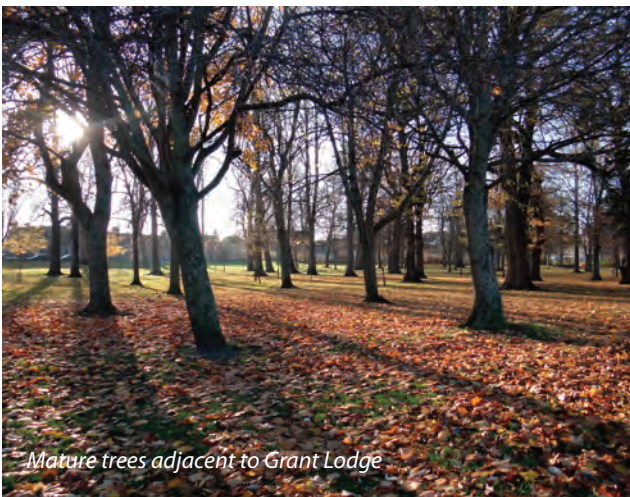
*Bridge connection to Bishopmill*



*Cycle Path*



*Skate Park*



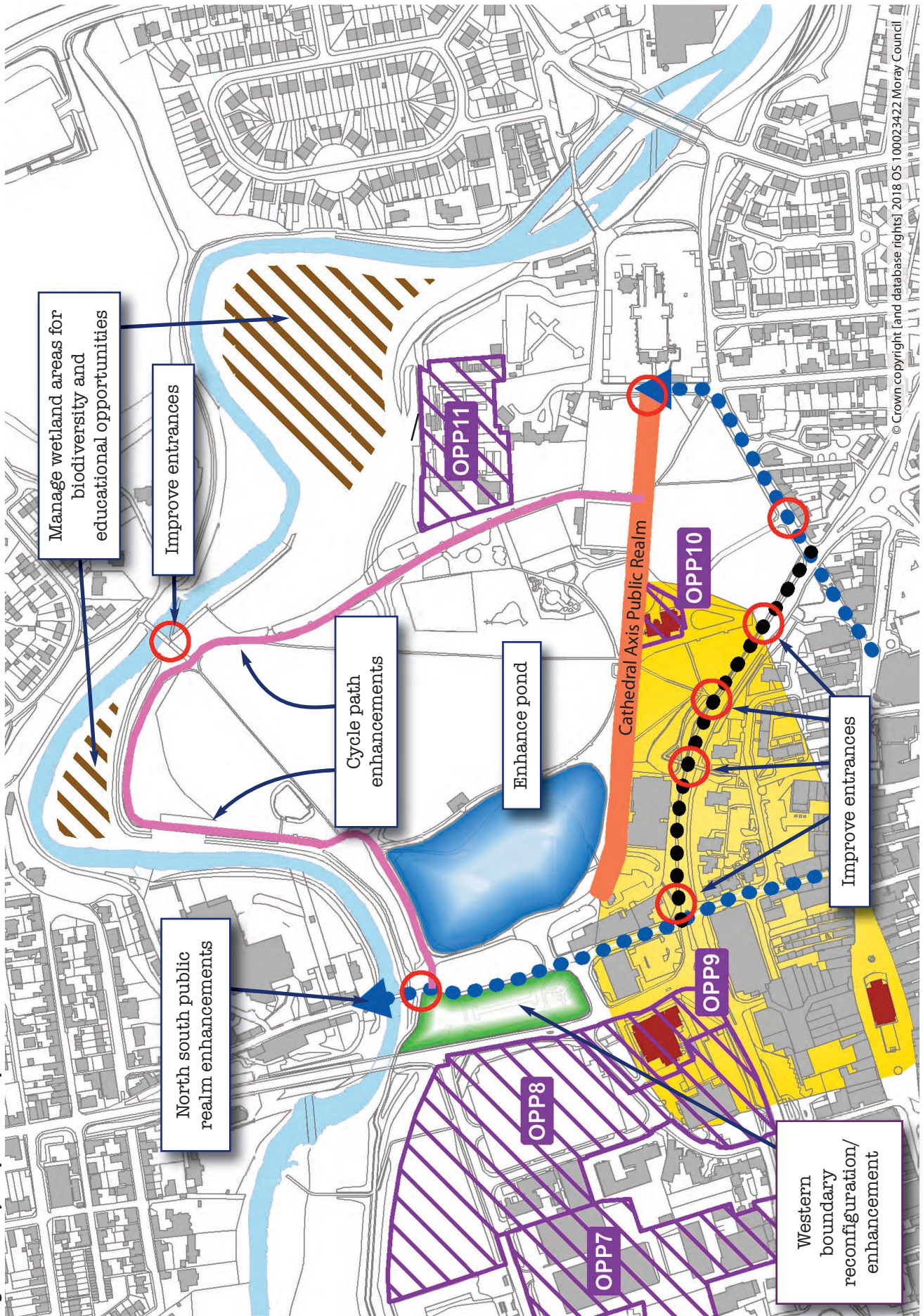
*Mature trees adjacent to Grant Lodge*



*Cathedral Axis*



Figure 1.8 Key Proposals Cooper Park



**Town Centre/Core Retail Area (CRA)/Commercial Centre**

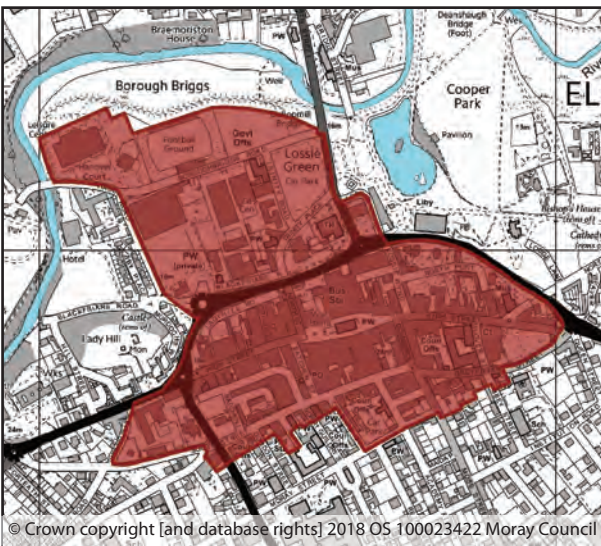
Elgin Town Centre is the main focus for retail development in Moray and is identified as the Principal Town Centre within Policy DP7. This recognises Elgin Town Centre’s regional function as a focus for retail, leisure, entertainment, and cultural activities. A diverse mix of uses is encouraged within the town centre. Retail, commercial, leisure, entertainment, recreation, tourism, cultural, residential and community facilities all contribute to maintaining the vitality and viability of the town centre.

New retail proposals and other development likely to attract significant footfall will be directed to the town centre. Policy DP7 Retail/Town Centres requires a sequential approach to be taken to site selection whereby sites are considered in the following order; Town Centre, edge of centre, Commercial Centres, Brownfield or OPP sites and lastly out of centre sites.

It is recognised that the Edgar Road area is an established retail area that helps to maintain Elgin’s competitiveness with Inverness and Aberdeen. The Edgar Road area is therefore identified as a Commercial Centre.

For the purposes of applying Policy DP7 Retail/Town Centres the following designations are identified on the Elgin Settlement Map.

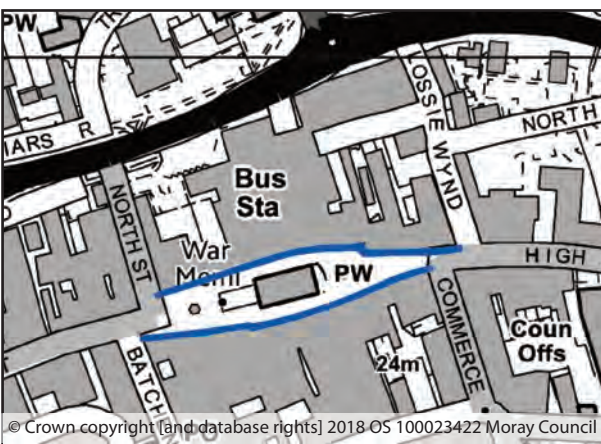
**TC Elgin Town Centre**



**Suitable Uses/Role of Centre**

- To support a diverse mix of uses and be the largest regional retail offer. A focus for leisure, entertainment, recreation, and cultural and community activities, particularly with a regional market/catchment.
- A Flood Risk Assessment may be required for planning applications in this area. Northern parts of the Town Centre that are defended by the Elgin Flood Alleviation Scheme are not suitable for more vulnerable uses.

**CRA Elgin Town Centre – Core Retail Area**

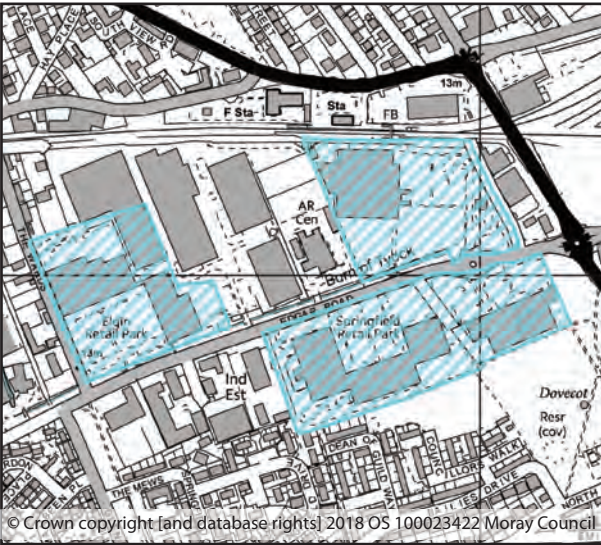


**Suitable Uses/Role of Centre**

- Within Core Retail Areas (identified on settlement maps, CRA), at ground level, only development for Use Class 1 Shops, Use Class 2 Financial, professional and other services, or Use Class 3 Food and drink will be supported.



**CC Edgar Road Commercial Centre**

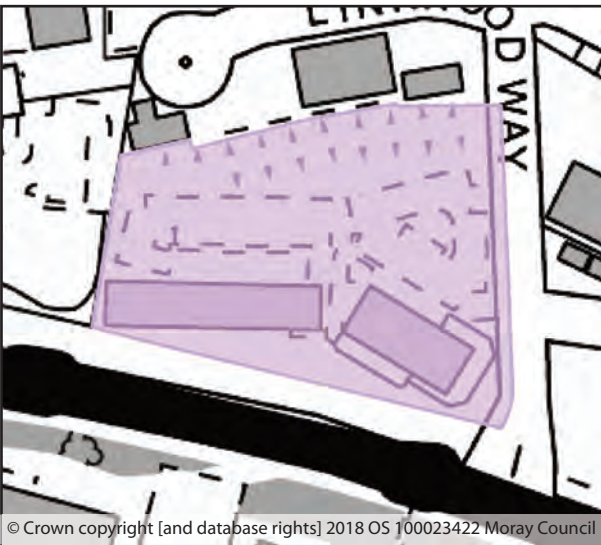


**Suitable Uses/Role of Centre**

- To meet the demand for comparison and bulky goods retailing where these cannot be accommodated within the town centre or edge of centre. Help stem leakage outside the region.
- A Flood Risk Assessment may be required for planning applications in this area.

**TOURISM**

**T1 Linkwood**



**Suitable Uses**

- Existing site that supports tourism with hotel and restaurant.

**Site Specific Requirements**

- Landscape strip along the A96 must be retained and enhanced with tree planting.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.



**ENVIRONMENT/GREEN INFRASTRUCTURE**

Open space that contributes to the environmental amenity of Elgin will be safeguarded from development that is not related to its current use as set out in the table below. Where available the audit site reference from the Open Space Strategy is given in brackets:

REF	Type of Open Space	Location
ENV1	Public Parks and Gardens	Maggot Wood (EL/OS/011), Doocot Park (EL/OS/014), Biblical Garden (EL/OS/025), Cooper Park (EL/OS/027), Seafield (EL/OS/033), Mayne/Bilbohall (EL/OS/041)
ENV2	Amenity Greenspace	Bain/McMillan Avenue (EL/OS/006), Fairway Avenue (EL/OS/007), Waulkmill Grove (EL/OS/016), Spynie Brae/Covesea Rise (EL/OS/036), Milnfield Avenue (EL/OS/039), Hardhillock (EL/OS/047), Fraser Avenue (EL/OS/052), Pinefield (EL/OS/054), Moray College, The Oaks, Southfield/Thornhill Drive, Linkwood Steading Amenity, Duffus Heights Amenity Area, Kintrae Crescent, Birnie Road
ENV3	Playspace for Children and Teenagers	Greenwards Playspace (EL/OS/002), Glassgreen Playspace (EL/OS/004), Bain/McMillan Avenue (EL/OS/006), Kingsmill Playspace (EL/OS/022), School/Dyke Walk (EL/OS/031), Nelson Square (EL/OS/037), Calcots Crescent (EL/OS/043), McBeath Avenue (EL/OS/044), Reynolds Crescent (EL/OS/045), Esmonde Gardens (EL/OS/049), Ferrier Terrace (EL/OS/050), McIntosh Drive (EL/OS/053), Pinefield (EL/OS/054), Manitoba (EL/OS/056), Bisset Beat, Gleneagles Drive, Kintrae Crescent, Duffus Crescent
ENV4	Sports Areas	Linkwood Playing fields (EL/OS/003), Pinefield Playing fields (EL/OS/009), Deanshaugh (EL/OS/028), Morriston Playing Fields (EL/OS/051), Elgin Golf Course, Driving Range, Elgin Academy/Bishopmill Primary School, Westend Primary School, Seafield Primary School, Eastend Primary School, St Sylvesters, New Elgin Primary School
ENV5	Green Corridors	East Road (EL/OS/008), Sandy Road (EL/OS/020), Thornhill (EL/OS/046), Myreside Circle (EL/OS/048), Reiket Lane (EL/OS/055), Reiket Lane/Ashgrove Road Cycle Path (EL/OS/057), Lossiemouth Road (EL/OS/59), Borough Briggs (EL/OS/060), Lesmurdie (EL/OS/063), River Lossie Corridor and Cyclepath (EL/OS/064), Linkwood Burn (EL/OS/078), Linkwood Path (EL/OS/079), Old Railway Elgin South (EL/OS/080), Morriston Road (EL/OS/084), Glassgreen





REF	Type of Open Space	Location
ENV6	Natural/Semi-Natural Greenspace	Lesmurdie House (EL/OS/010), North East Amenity Land (EL/OS/012), Wards Wildlife Site (EL/OS/013), South and East of Spynie Hospital (EL/OS/018), Marleon/Lesmurdie Wood (EL/OS/021), Lesmurdie Wood (EL/OS/026), Palmers Cross (EL/OS/042), Sherriff/Old Mills (EL/OS/061), Kockmasting Wood (EL/OS/067), Findrassie Woods (EL/OS/068), Quarrelwood (EL/OS/072), Mayne Wood (EL/OS/075), Birkenhill (EL/OS/077), Oakwood/Quarrelwood (EL/OS/081), Bogs of Linkwood, Hallowood/Moss of Barmuckity
ENV7	Civic Space	Ladyhill (EL/OS/040), Elgin Cathedral
ENV8	Allotments	Part of ENV4 at Pinefield Playing fields (EL/OS/009)
ENV9	Cemeteries and proposed extensions	Elgin Cemetery (Linkwood Road) (W), Elgin Cemetery (Linkwood Road) (E), New Cemetery (Elgin South)
ENV11	Other Functional Greenspace	Hamilton Gardens SUDs

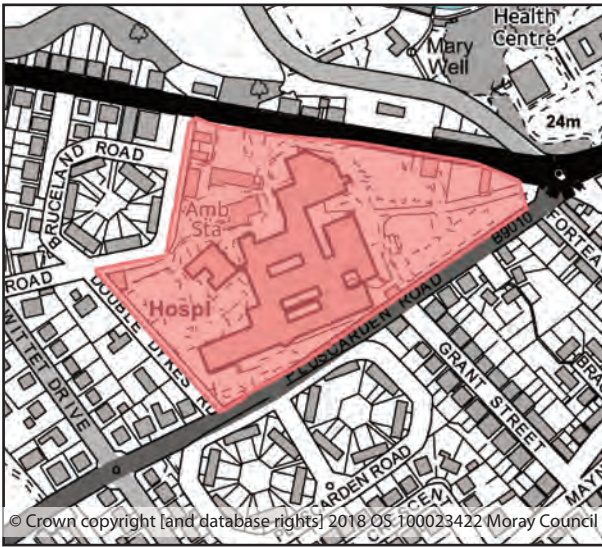
**WIDER ENVIRONMENTAL DESIGNATIONS**

REF	Type of Environment Designation	Specification
CAT	Countryside Around Towns	Protects the area around the town from development
CA	Conservation Area	Elgin High Street Conservation Area, Elgin South Conservation Area
TPO	Tree Preservation Order	The College King Street, Linkwood, East Road, Reiket Lane, Oakbank Duffus Road, Dunkinty House, Lesmurdie Road, Dunbarney House West Road, Mayne Farm Road, and Pluscarden Road.
SLA	Special Landscape Area	Quarrelwood; and Spynie



COMMUNITY FACILITIES

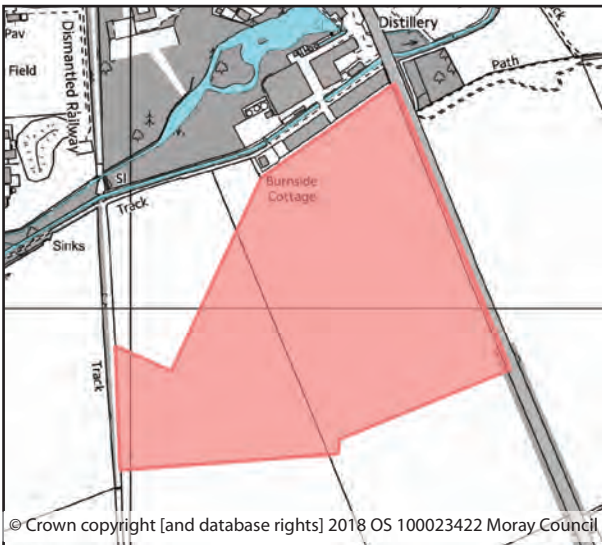
CF1 Dr Gray's Hospital



Suitable Uses

- Site safeguarded for health services.

CF2 Linkwood Primary School and Moray Sports Centre

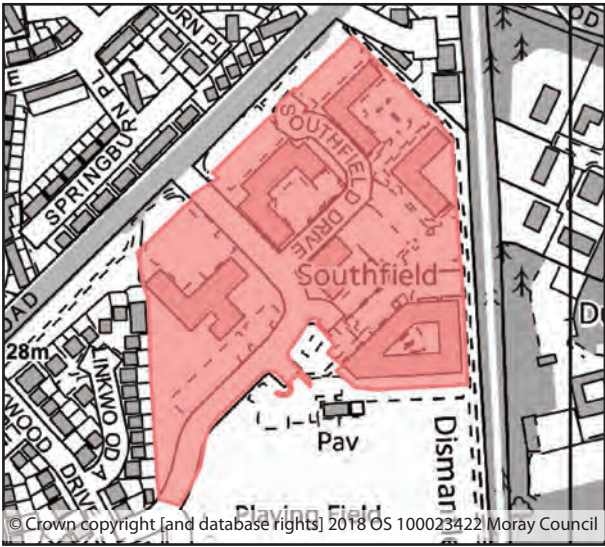


Suitable Uses

- Site safeguarded for new Primary School and for a sports centre.



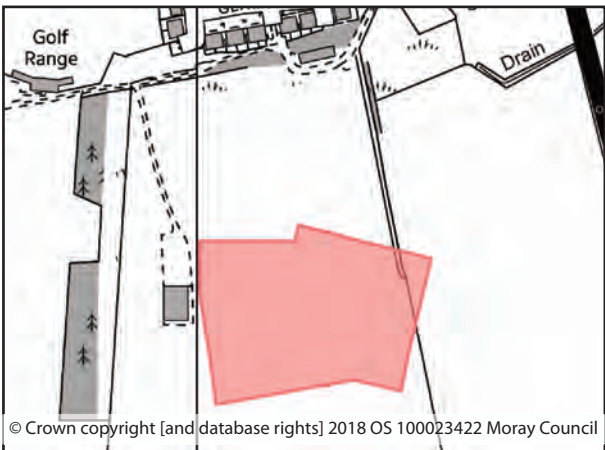
**CF3 Thornhill Neighbourhood Facilities**



**Suitable Uses**

- Site safeguarded for neighbourhood shops, community uses and offices.

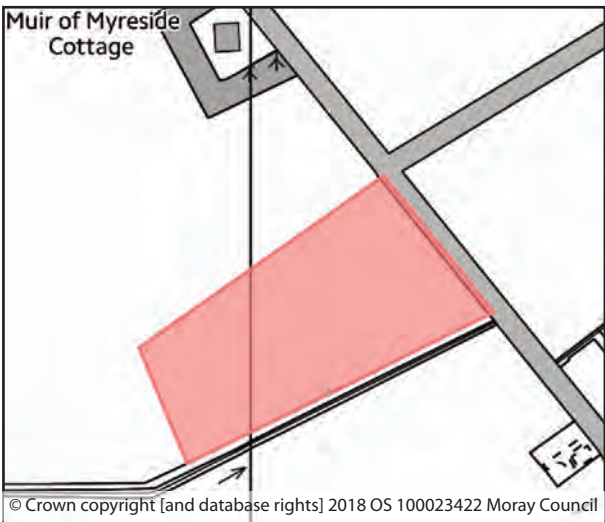
**CF4 Glassgreen Primary School**



**Suitable Uses**

- 2.5ha site safeguarded for new Primary School.

**CF5 Findrassie Primary School**



**Suitable Uses**

- 2.5ha site safeguarded for new Primary School . A Flood Risk Assessment (FRA) may be required.



**INFRASTRUCTURE**

Sites denoted on the Infrastructure, Green Network and the Transport Proposals (TSP) Maps will be required to contribute to and/or provide the infrastructure identified to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out on the maps are not exhaustive and do not preempt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Primary Education	New Primary School (Linkwood) and 2.5ha serviced site	LONG2, R19
Primary Education	New Primary School (Glassgreen) and 2.5ha serviced site	R1, R3, R4, R5, R6, R7, R20, LONG2
Primary Education	New Primary School (Findrassie) and 2.5ha serviced site	R11, R12
Primary Education	Extension to Bishopmill Primary School or alternative provision	R9, R22
Primary Education	Extension to Seafield Primary School or alternative provision	R13
Secondary Education	Extension to Elgin High School or alternative provision	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5
Secondary Education	Extension to Elgin Academy or alternative provision	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4
Healthcare (Health Centres)	New Health Centre/hub facility within Elgin South or alternative provision	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5
Healthcare (Health Centres)	Extension to Maryhill Health Centre or alternative provision	R8, R9, R10, R11, R12, R13, R14, R15, R22, LONG1, OPP2, OPP3, OPP4
Healthcare (Health Centres)	Extension to Elgin Community Surgery or alternative provision	Windfall sites
Healthcare (Dental Chairs)	5 x Additional Dental Chairs	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, LONG1, LONG2, OPP2, OPP3, OPP4, OPP5
Healthcare (Pharmacies)	1 x Additional Pharmacy within Elgin South	R1, R2, R3, R4, R5, R6, R7, R16, R17, R18, R19, R20, R21, LONG2, OPP5



## 17 Barmuckity- Barmuckity Business Park Strategic Framework

### 1 Introduction

The purpose of this document is to provide a framework in both landscape and land use terms to set the context within which all future proposals and planning applications will sit to provide consistency and continuity. The framework should be read in conjunction with planning approval 09/00883/FUL granted on 14 July 2011 that granted consent for the road layout that is under construction.

Individual proposals for development plots or groups of plots within the site will be the subject of future planning applications in their own right and the Council will ensure these are consistent with this framework.

### 2 Land Uses

The balance of uses proposed within the framework aim to promote delivery by ensuring the project is economically viable. The mix includes some higher value uses to help support the delivery of business and industrial uses. The proposed land uses with the Business Park will include

Area on Plan	Area (acres/hectares)	Uses	Phase
Area 1 Area 4 Area 5	5.26 acres/2.13ha 11.11 acres/4.49ha 19.9 acres/8.07 ha	Use Class 4 Business, Use Class 5 General Industrial and Use Class 6 Storage and distribution	Phase 1
Area 2 Area 3	7.39 acres/2.97ha 4.32 acres/1.75 ha	Use Class 1 Shops (where retailing is ancillary to the main use)*, Use Class 4 Business, Use Class 5 General Industrial, Use Class 6 Storage or distribution, Use Class 7 Hotel and Hostels, and Use Class 11 Assembly and Leisure*	Phase 1
Area 6	6.7 acres/2.69 ha	Use Class 1 Shops (where retailing is ancillary to the main use)*, Use Class 4 Business, Use Class 5 General Industrial, Use Class 6 Storage or distribution, Use Class 7 Hotel and Hostels, and Use Class 11 Assembly and Leisure*	Phase 2

\* Retail proposals and other uses generating significant footfall will be assessed against "Policy DP7 Retail/Town Centres"

The phasing proposed reflects that the eastern part of the site is more readily developable. Phase 2 will require further work to establish the extent of flood risk .

### 3 Key Design Principles for Development Areas

The section below sets out some broad design principles for development of the areas identified in the plan.

#### Areas 1, 4 and 5

- Uses with lower numbers of public visitors and buildings of a more industrial/manufacturing nature will be placed to the rear (South) of the site where there is greater screening by other buildings and more planting to reduce impacts when viewed from out-with the site.
- Smaller units must be clustered together.
- Trees and shrubs must be used to define plots and filter views. Species must reflect that used in the wider landscaping (see section 4) and provide seasonal variation.
- Buildings must have positive frontages onto roads.
- Parking must be to the rear and broken up with tree planting or landscaping.
- In Area 1 key frontages on the north West and north east corner which are located on key junctions must contain buildings that address the corner with positive frontages.



**Areas 2, 3 and 6**

- Buildings within this area will include functions principally for visiting members of the public. Accessibility by all modes must be provided.
- Buildings must be of the highest standard of design, and have positive frontages to the A96 where visibility will be greatest.
- The area safeguarded for the overhead power lines should include parking and low level planting that is compatible with the power line.
- Parking provision must be to the rear and broken up with landscaping and planting
- In these locations landscaping and planting will perform less of a screening function and will be used to filter and frame views to and from the site. The A96 frontage will include low level shrub planting and widely spaced feature trees giving an avenue like feel with broken views to and from buildings. Tree planting to be provided within development areas.
- Buildings within Area 6 must maximise frontage onto the SUDS/wetland feature as well as the A96.
- In areas 2 and 3 buildings closer to the roundabout access must positively address the A96, the main access road off the A96 into the Business Park and internal roads to the south to create a clear sense of arrival to the Business Park. This gateway area can include 2-3 storey buildings.

**4. Wider/Strategic Landscape Principles Phase 1**

Wider/Strategic and boundary landscaping must be provided see framework plan. For Phase 1 this must be provided in line with the approved Landscape Design for Elgin Business Park – Phase 1 as submitted to the Council on 30th May 2018.

**Eastern Site Edge**

Substantial double row of semi mature Scots Pine trees to be planted along a flat top bund. Planting must screen development and reduce visual impacts on the setting of Elgin. A woodland edge mix is to be planted to create an understorey.

**Southern Boundary/Railway Edge**

Retention of existing trees required along with substantial new tree planting along the boundary. Mix of Scots Pine, birch, and Rowan/Ash to be used. A woodland edge mix to be planted to create an understorey. Planting must soften views from the railway and provide a planted backdrop to development. The south western corner of the site must be planted as a small woodland.

**A96 Frontage**

Low level hedging (mix of Beech, cherry, Box and honeysuckle) to be provided along A96 frontage. Mix of shrubs to be planted between the hedge and road edge must provide colour and seasonal variation. Bulb planting to be provided along road edge. Opportunities for tree planting are restricted due to a major water main and the offsets required to this. However, opportunities to plant trees at the Business Park entrance and north east corner must be provided. Tree planting within development areas that front onto the A96 will be required.

**A96 Roundabout and Business Park Entrance**

The significant entrance adjacent to the roundabout must have a specific treatment to accentuate the entrance. Landscaping must incorporate planting which helps to define this gateway, including level changes, earth shaping, stone walling, shrub hedge and tree planting to create a distinct gateway to the site.

Two sections of stone dyke to be constructed on the immediate entrance to the Business Park to define the key entry point to the site. Earth shaping to raise levels at the entrance to be provided to help create a distinct gateway to the site.

Roundabout to be planted with low level hedging framing a central shrub bed with bulb planting around the outer edge.

Main internal access road to be planted with an avenue of Rowans with varying colours . Shrub and bulb planting to be provided to the edge of footpath.

**Edge of Barmuckity Farm Buildings.**

The edge of Barmuckity Farm buildings has been planted with mixed woodland planting.



**Phase 2**

Wider/Strategic and boundary landscaping must be provided (see framework plan) and detailed landscaping plans must be submitted in this respect. Proposals must comply with the principles set out below. It is noted that the approved Landscape Design for Elgin Business Park as submitted to the Council on 30th May 2018 is for Phase 1 only.

**Wetland and Water Features**

A water feature and wetland area must be created. This must be designed into development to provide a focal point with multiple benefits in terms of providing SUDS, biodiversity, visual amenity, unique character, and recreation. The ecological benefits of the water feature must be enhanced by relevant planting.

Planting in the open space around the wetland water feature must define this area as a parkland setting. The setting must provide for the needs of residents and workers both visually and for passive recreation. This will include shrub planting, provision of seating and viewpoints. Low level hedges must be used to define the area around the wetland water feature. Public safety, and in particular that of children, must be considered in the design of the wetland and the area around this.

**Western Edge**

Substantial double row of semi mature Scots Pine trees to be planted. Planting must screen development and reduce visual impacts.

**A96 Frontage**

Landscape treatment the same as Phase 1 must be provided to create a unified frontage. See Phase 1 A96 Frontage.

**5. Access**

Provision must be made for public transport stops on the A96 frontage close to pathways. Internal roads must allow for public transport routes including appropriate stopping places and provide a second point of access for emergency vehicles.

Cycle and pedestrian connections linking the Business Park to existing active travel routes must be provided. Existing pedestrian and cyclist pathways at the northern edge of the site must be linked to the internal path network. Internal pathways must be planted to define these as safe and enjoyable non-vehicular routes. An active travel link to Barlink Road via a new bridge must be provided. Cycle and pedestrian routes must be provided early within the development to ensure access to early phases. Lighting to paths, and informal/formal routes must be provided to ensure a safe walking and cycling environment.

Less formal footpaths and walking routes must be provided through landscaped areas, providing recreational routes, and pedestrian permeability within the site

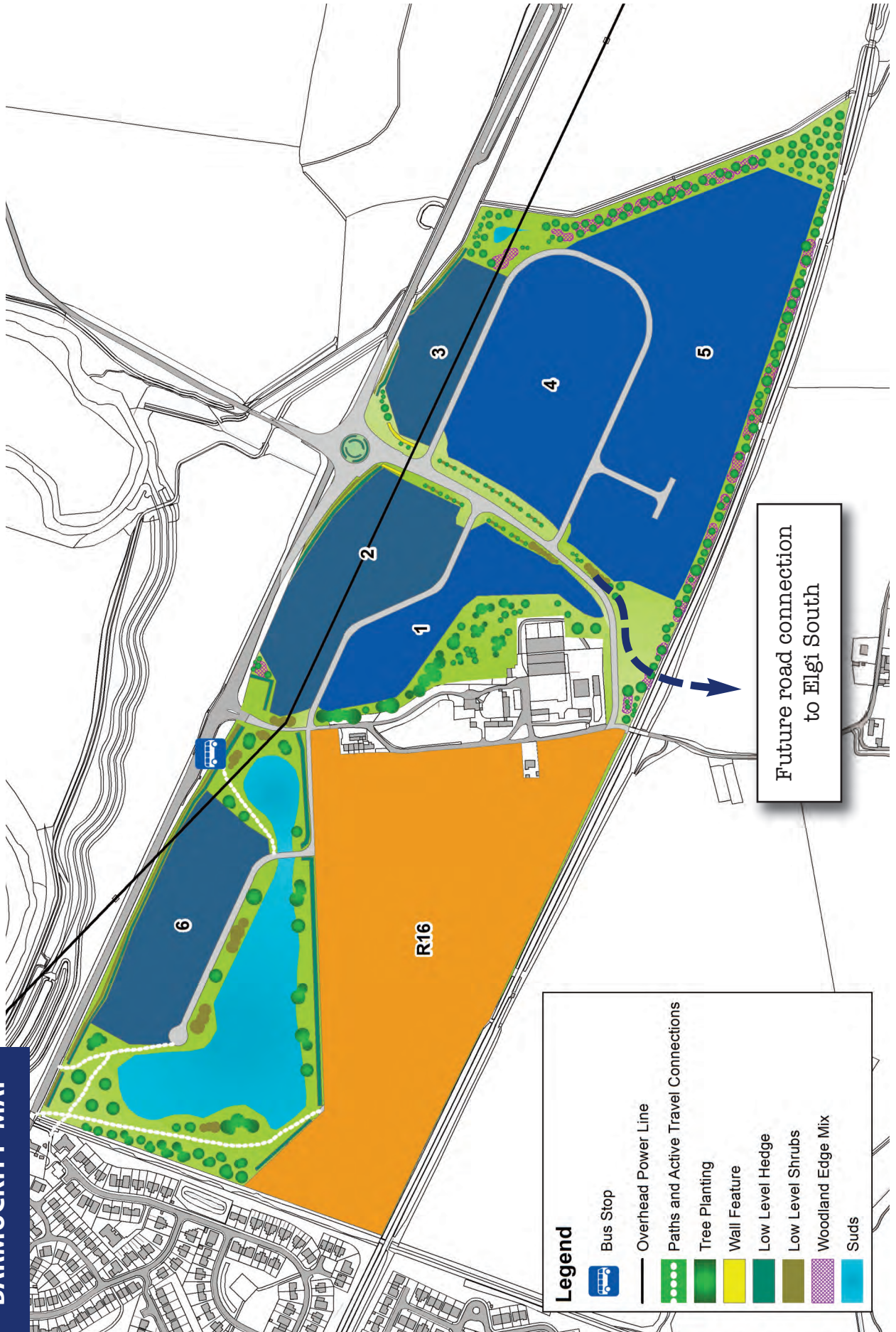
An indicative location for a future road connection to the Elgin South development area is shown on the plan with an arrow. Transport Scotland and the Council's Transportation service will be consulted on detailed planning proposals.

**6. Flood Risk**

Areas within the designation are at fluvial flood risk and form part of the functional floodplain of the Linkwood Burn. There is also flood risk associated with the Spankey Burn and areas at risk of surface water flooding. Detailed proposals must include Flood Risk Assessment, Flood Risk mitigation and drainage design. SEPA and the Council's Flood Risk Team will be consulted on detailed development proposals.



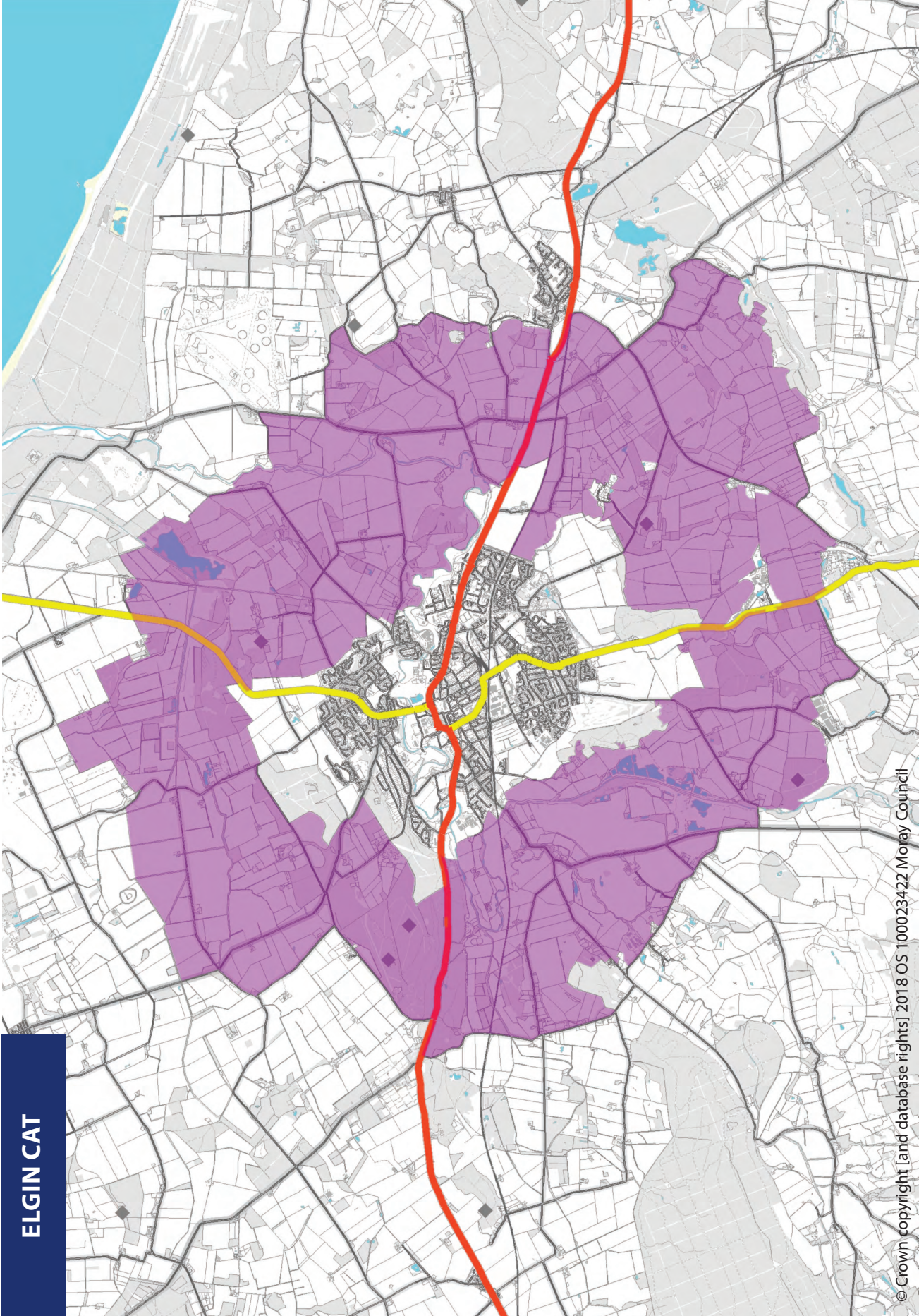
BARMUCKITY MAP



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**ELGIN CAT**

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