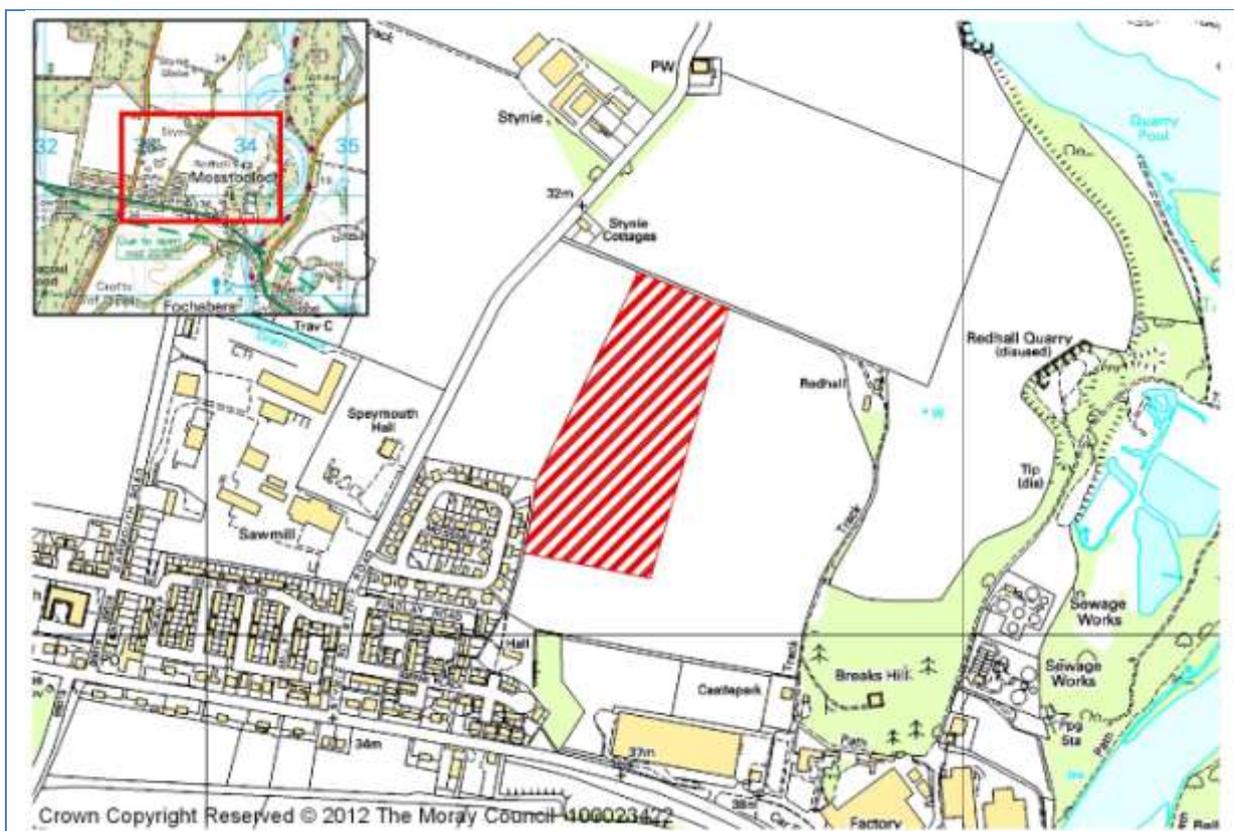


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| Settlement | Mosstodloch |
| Site Address | Land to the far east of Stynie Road (Parcel 3, Phase 1) |
| Ref Number | R6A |
| Bid Summary | Residential development (120 houses) |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



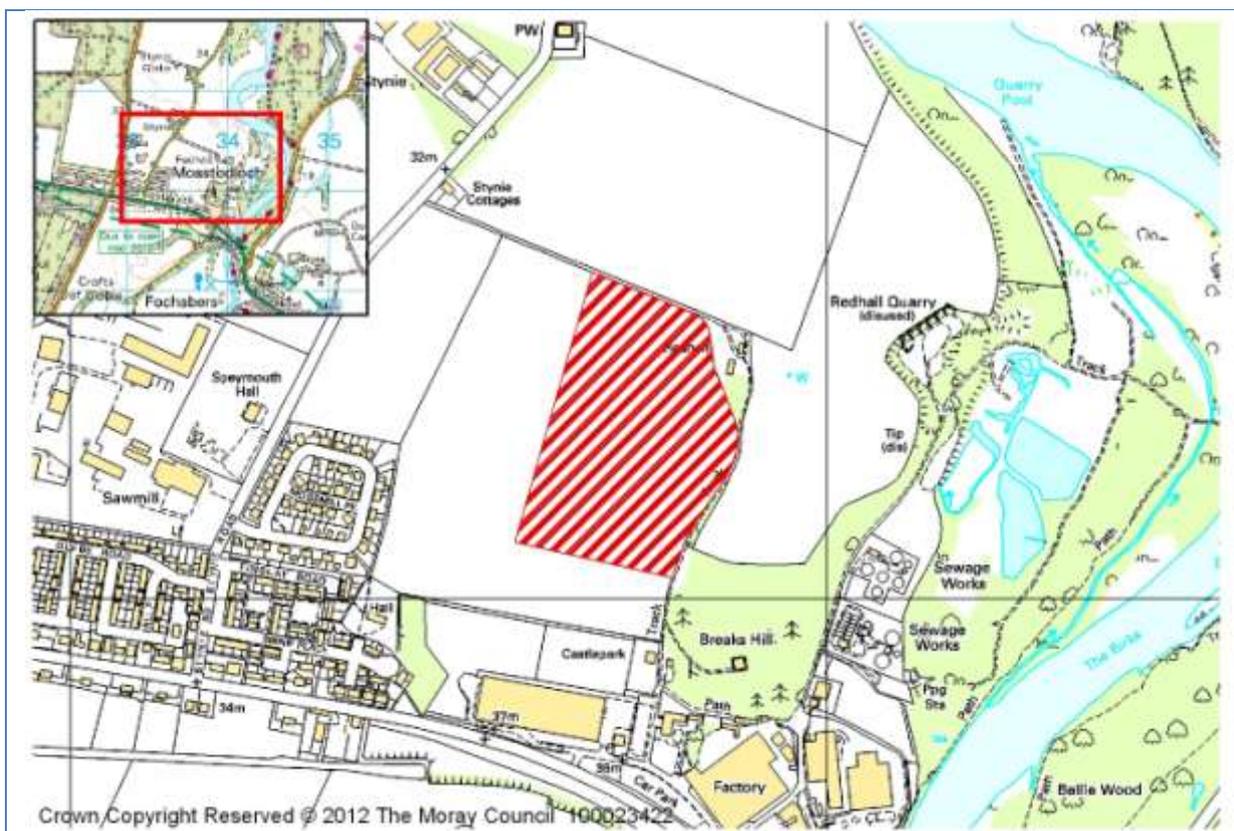
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| Transportation | <p>Transport Scotland has provided the following comment on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services has advised that development of the site may be acceptable subject to more detailed investigation at a later stage. A Transport Assessment will be required for this phase plus the whole of Parcel 3. Drainage for the old A96 is believed to run along the western boundary of this site and access to this drainage provision must be retained and upgraded as part of any development. The footway will need to be upgraded and cycleway provided along Stynie Road into the site. Pedestrian connections to the adjacent Mossmill Park will need to be provided and bus stops upgraded. Contributions will be sought towards upgrading the public transport infrastructure. Early years contributions to bus services will be sought if these are diverted along the U18E Stynie Road, through Parcel 4 to Garmouth Road. Two vehicular accesses onto the U18E Stynie Road through connections to the adjacent development 10/01276/APP will be needed.</p> <p>A core path follows the northern boundary of the site leading to Redhall Cottages, Breaks Hill and beyond. An aspirational core path is located to the west of the site along Stynie Road. This links Garmouth to Mosstodloch.</p> <p>National Cycle Route 79 (NCR 79) follows the route of the aspirational core path.</p> |
| <p>Planning History</p> | <p>The site is located outside the settlement boundary as identified in the Moray Local Plan 2008 (MLP 2008). There is a planning consent for 59 houses (10/01267/APP) on designated site R1 in the MLP 2008. This is located immediately adjacent Stynie Road to the west of this proposal. No development has taken place. The consent includes a Sustainable Urban Drainage System (SUDS) on land immediately adjacent the northern boundary of site R1 (identified as a residential proposal for the new Local Development Plan – parcel 2).</p> |
| <p>Environmental Health</p> | <p>TMC Environmental Health has no comment and there are no known contaminated land issues.</p> |
| <p>Flooding</p> | <p>The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required. If a</p> |

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| | <p>soakaway is to be used, infiltration tests should be carried out at this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| Landscape | <p>The land forms part of a larger agricultural field that slopes upwards to the east where Redhall Cottages sit at an elevated position overlooking the land. Phase 1 is less elevated than Phase 2 which is bounded by an informal track through the wooded Breaks Hill which leads to the River Spey. There are no natural features within the field to differentiate the proposed phases of development. A post and wire fence separates Phase 3 from the remainder of the field. A vehicular track leading to Redhall Cottages follows the northern boundary of the site whilst a post and wire fence and telegraph poles form the western boundary with the consented R1 development and proposed parcel 2.</p> |
| Biodiversity/Natura | <p>SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability:</p> <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability <ul style="list-style-type: none"> - With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| Water/Waste water | <p>Mosstodloch is served by the Badentian Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements.</p> |
| Cultural Heritage | <p>Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an</p> |

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| | <p>archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for R1 has already been completed.</p> <p>No other cultural heritage assets would be affected by the development of this site.</p> |
| Overall SEA Assessment | <p>Impact on River Spey SAC and SSSI, biodiversity and green spaces will need to be considered. An archaeological evaluation will be needed prior to development commencing.</p> |
| Overall Planning Assessment | <p>The proposal represents a large extension to the settlement beyond the 60 units required for the new LDP. Development would need to be considered in the wider context given there are no natural features to contain smaller areas within the landscape. Furthermore, access would need to be taken through Parcel 2 which would create a relatively convoluted and remote route from the village centre. Properties would be somewhat distant from facilities such as the primary school and shops. For the above reasons it is not intended to support residential development on Phases 1, 2 or 3 of Parcel 3.</p> |
| Other | <p>The site is located within Mosstodloch Primary School and Milne's Secondary School (Fochabers) catchments.</p> |

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| Settlement | Mosstodloch |
| Site Address | Land to the far east of Stynie Road (Parcel 3, Phase 2) |
| Ref Number | R6B |
| Bid Summary | Residential development |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



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| Transportation | <p>Transport Scotland has provided the following comment on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services has advised that development of the site may be acceptable subject to more detailed investigation at a later stage. A Transport Assessment will be required for this phase plus the whole of Parcel 3. Drainage for the old A96 is believed to run along the western boundary of this site and access to this drainage provision must be retained and upgraded as part of any development. The footway will need to be upgraded and cycleway provided along Stynie Road into the site. Pedestrian connections to the adjacent Mossmill Park will need to be provided and bus stops upgraded. Contributions will be sought towards upgrading the public transport infrastructure. Early years contributions to bus services will be sought if these are diverted along the U18E Stynie Road, through Parcel 4 to Garmouth Road. Two vehicular accesses onto the U18E Stynie Road through connections to the adjacent development 10/01276/APP will be needed.</p> <p>Core path ER138 follows the northern boundary of the site leading to Redhall Cottages, Breaks Hill and beyond. An aspirational core path is located to the far west of the site along Stynie Road. This links Garmouth to Mosstodloch. National Cycle Route 79 (NCR 79) follows the route of the aspirational core path.</p> |
| <p>Planning History</p> | <p>The site is located outside the settlement boundary as identified in the Moray Local Plan 2008 (MLP 2008). Therefore, there is a presumption against development as the land is considered to be countryside. The proposal is to extend the settlement boundary to include this 42.6 acre (17.5 hectare) parcel of land (Phases 1, 2 & 3) and designate it for residential development (250+ houses). Phase 2 constitutes 18.7 acres (7.6 hectares) of the total area and is capable of accommodating 130 houses.</p> <p>There is a planning consent for 59 houses (10/01267/APP) on designated site R1 in the MLP 2008. This is located immediately adjacent Stynie Road to the west of this proposal. No development has taken place. The site is currently being marketed by Smith's Gore. The indicative capacity of site R1 was increased from 20 to 50 houses in the MLP 2008 to reflect housing demand in the area. As a result, the settlement boundary was extended north along Stynie Road. The consent includes a Sustainable Urban Drainage System (SUDS) on land immediately adjacent the northern boundary of site R1 (identified as a residential proposal for the new Local Development Plan – parcel 2).</p> <p>Little other development has taken place in the settlement over the period 2000-2011. Two replacement dwellings have been permitted to the south of the A96 although these have yet to be constructed.</p> <p>Residential development is located to the south-west of the proposed site. This is primarily single storey, detached and semi-detached dwellings fronting onto the road (Mossmill Park). These</p> |

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| | houses are set back behind low walls at the heel of the pavement providing a relatively strong building line. Baxters Visitor Centre and Food Processing plant is located to the south of the proposed site. |
| Environmental Health | TMC Environmental Health has raised no comment and there are no known contaminated land issues. |
| Flooding | The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required. If a soakaway is to be used, infiltration tests should be carried out at this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site. |
| Landscape | The land forms part of a larger agricultural field that slopes upwards to the east where Redhall Cottages sit at an elevated position overlooking the land. Phase 1 is less elevated than Phase 2 which is bounded by an informal track through the wooded Breaks Hill which leads to the River Spey. There are no natural features within the field to differentiate the proposed phases of development. A post and wire fence separates Phase 3 from the remainder of the field. A vehicular track leading to Redhall Cottages follows the northern boundary of the site whilst a post and wire fence and telegraph poles form the western boundary with the consented R1 development and proposed parcel 2. |
| Biodiversity/Natura | SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability: <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability |

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| | <ul style="list-style-type: none"> – With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| Water/Waste water | Mosstodloch is served by the Badentinan Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements. |
| Cultural Heritage | Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for R1 has already been completed. No other cultural heritage assets would be affected by the development of this site. |
| Overall SEA Assessment | Impact on the River Spey SAC and SSSI, biodiversity and green spaces need to be considered. An archaeological evaluation will be required prior to development commencing. |
| Overall Planning Assessment | The proposal represents a large extension to the settlement beyond the 60 units required for the new LDP. Development would need to be considered in the wider context given there are no natural features to contain smaller areas within the landscape. Furthermore, access would need to be taken through Parcel 2 which would create a relatively convoluted and remote route from the village centre. Properties would be somewhat distant from facilities such as the primary school and shops. For the above reasons it is not intended to support residential development on Phases 1, 2 or 3 of Parcel 3. |
| Other | The site is located within Mosstodloch Primary School and Milne's Secondary School (Fochabers) catchments. Noise from the adjacent Baxters Factory may be an issue. |

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| Settlement | Mosstodloch |
| Site Address | Land to the west of Stynie Road (Parcel 4, Phase 2) |
| Ref Number | R7A |
| Bid Summary | Residential development (60 houses) |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



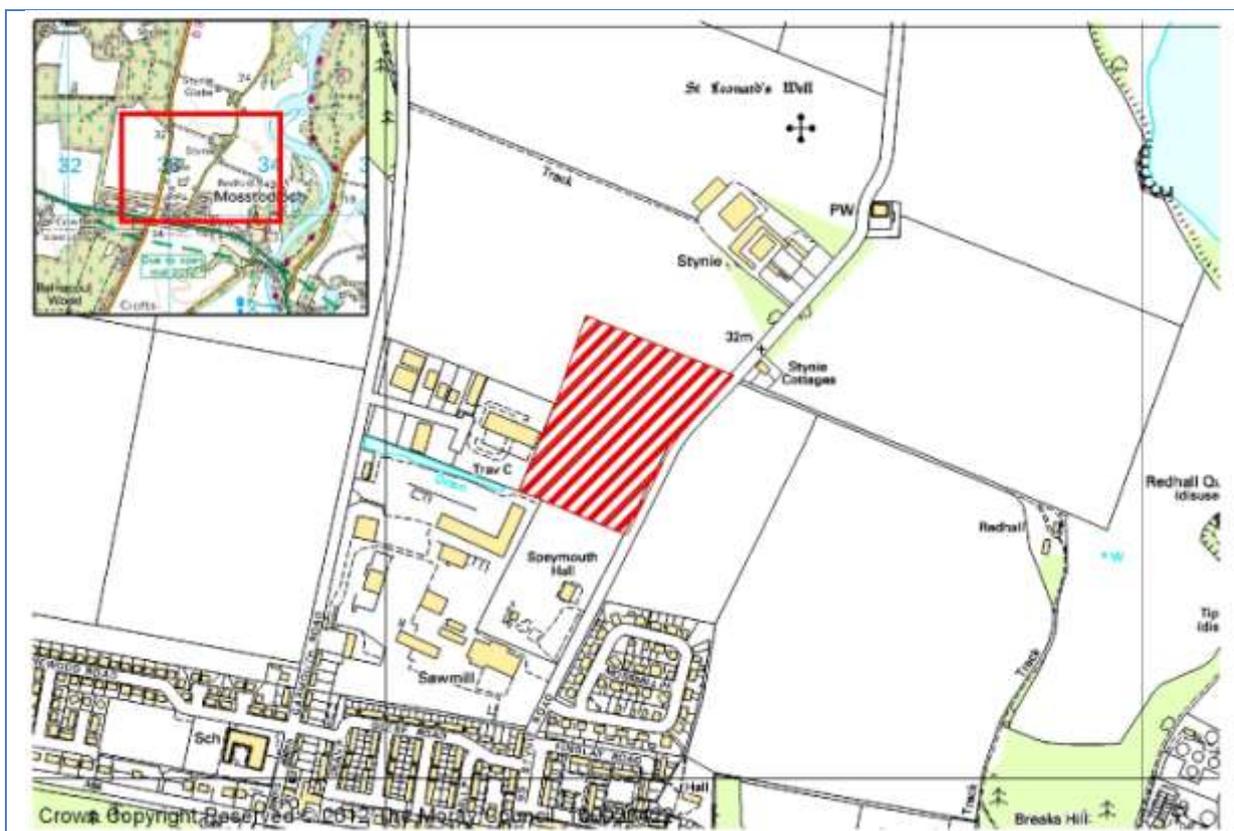
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| Transportation | <p>Transport Scotland have provided the following comments on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services have advised that the site is unsuitable for development from a transport impact perspective. Should development be pursued a Transport Assessment will be required for this phase plus the whole of parcel 4. There are flooding issues on this site, high water table and inefficient SUDS/storage for adjacent developments. The site is visually constrained to the north by vertical and horizontal alignment of the road, and to the south by third party land. The footway would require to be extended and upgraded to a cycleway along the Garmouth Road boundary and along the section to the north of the industrial estate access (third party land). Upgrading of existing bus stops and diversion of bus routes as part of the wider aspirations of the Crown Estate would be required. Contributions towards upgrading public transport infrastructure and early years contributions to bus services if diverted along the U18E Stynie Road through parcel 4 to Garmouth Road will be sought. Two vehicular accesses would be needed with limited scope to provide access(es) onto Garmouth Road.</p> <p>A core path runs along Stynie Road and follows a relatively-well established vehicular track to Redhall Cottages to the east. This path is adjacent the eastern boundary of Phase 1 of Parcel 4. An aspirational core path from Garmouth to the village centre also follows the eastern boundary of the site. National Cycle Route 79 (NCR 79) follows the route of the aspirational core path. There are no core paths/roads or cycle routes in the immediate vicinity of the proposed site (Phase 2) although a pedestrian footpath along Garmouth Road extends to the edge of the industrial estate at the south-western corner of the proposed site.</p> |
| <p>Planning History</p> | <p>There is no planning history on the site. The proposal is to extend the settlement boundary north to include this 17.2 acre (7 hectare) parcel of land (Phases 1 & 2) for residential development (150 houses). Phase 2 constitutes 7.1 acres (2.9 hectares) of the total area and is capable of accommodating 60 houses.</p> |
| <p>Environmental Health</p> | <p>TMC Environmental Health has advised in order to ensure the amenity of future residential use is protected against the existing industrial uses adjacent, it may be necessary for the provision of a detailed noise impact assessment in terms of PAN 1/2011.</p> <p>There are no known contaminated land issues.</p> |
| <p>Flooding</p> | <p>The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. Any further development should not increase this risk. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal</p> |

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| | <p>with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required together with a Surface Water Management Plan or Drainage Impact Assessment. If a soakaway is to be used, infiltration tests should be carried out at this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| <p>Landscape</p> | <p>The relatively flat, slightly undulating area of land forms part of a larger agricultural field. There are no natural features to differentiate the parcel from agricultural land beyond or phases within it. The land gently slopes down towards the west and boundary with Phase 1. Although some scrub shields the adjacent industrial estate, the buildings are clearly visible from the site. Although bushes follow the western boundary the site is clearly visible from Garmouth Road. The pedestrian footpath terminates at the south-west corner of the site. Stynie Farm is located to the north-east.</p> |
| <p>Biodiversity/Natura</p> | <p>SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability:</p> <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability <ul style="list-style-type: none"> - With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| <p>Water/Waste water</p> | <p>Mosstodloch is served by the Badentinan Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements. SEPA have raised drainage as an issue and</p> |

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| | commented that careful consideration of SUDS will be required due to the scale of development proposed. |
| Cultural Heritage | Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for MLP 2008 site R1 has already been completed. No other cultural heritage assets would be affected by the development of this site. |
| Overall SEA Assessment | Impact on the River Spey SAC and SSSI, biodiversity and green spaces will need to be considered. An archaeological evaluation will be required prior to development commencing. |
| Overall Planning Assessment | The proposal represents a large extension to the settlement beyond the 60 units required for the new LDP. The industrial estate is located immediately adjacent the site, which could detrimentally impact on the amenity of potential residential properties. Given that development has generally taken place along the east-west axis with the consolidation of properties around the hub of the village, the extension north is at odds with the general pattern of development. The site is also relatively distant from facilities such as the primary school and shops and is not suitable for development from a transport impact perspective. For the above reasons, it is not intended to support development of this site, particularly given there are other proposals that are more suitable. |
| Other | The site is located within Mosstodloch Primary School and Milnes Secondary School (Fochabers) catchments. Noise from the sawmill and adjacent industrial estate may need to be considered. |

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| Settlement | Mosstodloch |
| Site Address | Land to the west of Stynie Road (Parcel 4, Phase 1) |
| Ref Number | R7B |
| Bid Summary | Residential development (90 houses) |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside. |



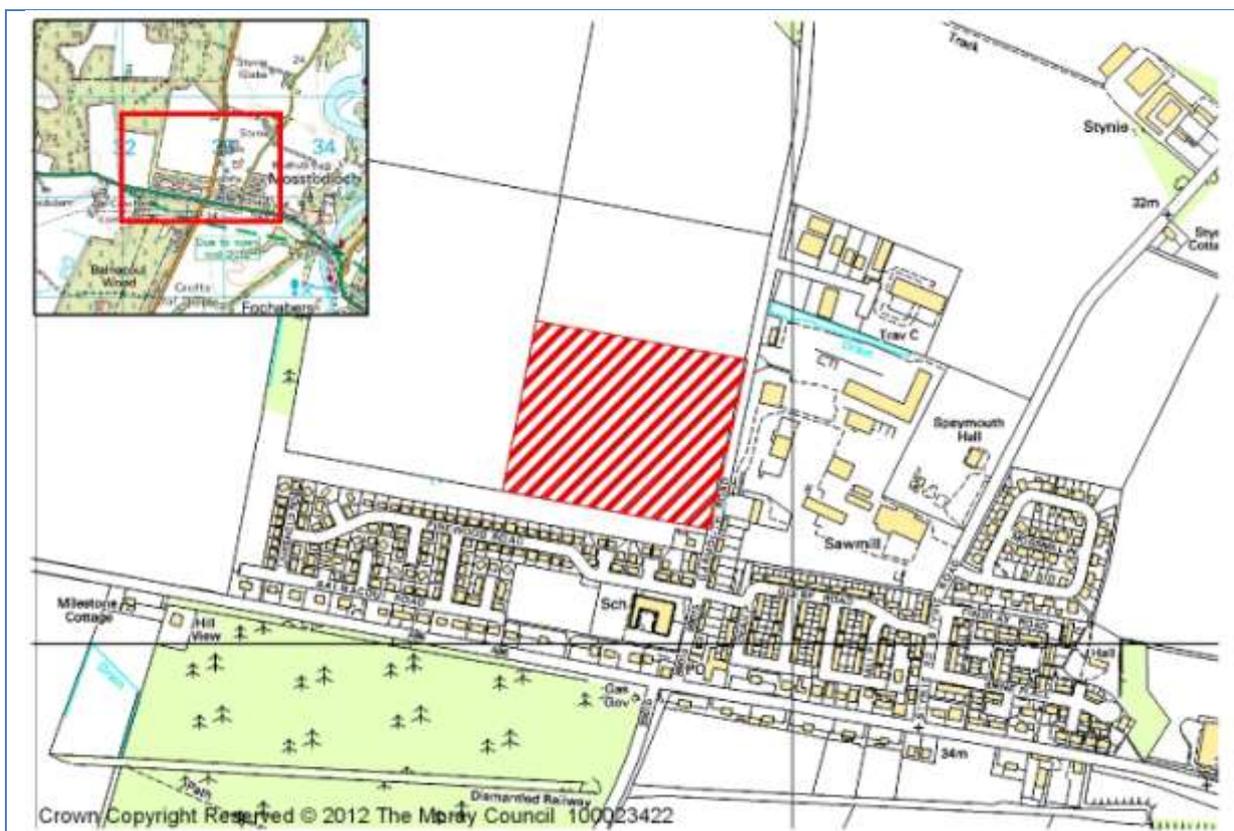
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| Transportation | <p>Transport Scotland have provided the following comments on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services have advised that the site is suitable for development subject to more detailed investigations at a later stage. A Transport Assessment will be required for this phase plus the whole of the parcel 4. There are flooding issues on this site, high water table and inefficient SUDS/storage for adjacent developments. Two vehicular accesses onto the U18E Stynie Road will be required. Stynie Road will need to be widened to 5.5m along the site frontage although this is partly to be done as proposals for the adjacent development 10/01267/APP. Contributions towards upgrading the public transport infrastructure, and early years contributions to bus services if diverted along the U18E Stynie Road through Parcel 4 to Garmouth Road will be sought.</p> <p>A core path runs along Stynie Road and follows a relatively-well established vehicular track to Redhall Cottages to the east. This path is adjacent the eastern boundary of the proposed site. An aspirational core path from Garmouth to the village centre also follows the eastern boundary of the site. National Cycle Route 79 (NCR 79) follows the route of the aspirational core path.</p> |
| Planning History | <p>There is no planning history on this site, which is located outside the settlement boundary as identified in the MLP 2008. The proposal is to extend the settlement boundary north to include this 17.2 acre (7 hectare) parcel of land (Phases 1 & 2) for residential development (150 houses). Phase 1 constitutes 10.1 acres (4.1 hectares) of the total area and is capable of accommodating 90 houses.</p> <p>There is a planning consent for 59 houses (10/01267/APP) on Site R1 in the MLP 2008. This development is located immediately east of the proposed site. No development has taken place</p> |
| Environmental Health | <p>TMC Environmental Health has raised no comment and there are no known contaminated land issues.</p> <p>In order to ensure the amenity of future residential use is protected against the existing industrial uses adjacent, it may be necessary for the provision of a detailed noise impact assessment in terms of PAN 1/2011.</p> |
| Flooding | <p>The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. Any further development should not increase this risk. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface</p> |

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| | <p>water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required together with a Surface Water Management Plan or Drainage Impact Assessment. If a soakaway is to be used, infiltration tests should be carried out at this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| <p>Landscape</p> | <p>The relatively flat area of land forms part of a larger agricultural field. There are no natural features to differentiate the parcel from agricultural land beyond or phases within it. The land gently slopes down towards the curtilage of the industrial estate. Although some scrub shields the industrial estate, the buildings are clearly visible from the site. Speymouth Hall and football pitch are located immediately to the south behind a row of trees and scrub. An attractive row of mature trees are located to the front of the hall along Stynie Road. Mature bramble bushes screen the site from the road. Stynie Farm is located to the north of the site.</p> |
| <p>Biodiversity/Natura</p> | <p>SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability:</p> <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability <ul style="list-style-type: none"> - With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| <p>Water/Waste water</p> | <p>Mosstodloch is served by the Badentinan Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements. SEPA have raised drainage as an issue and commented that careful consideration of SUDS will be required due to the scale of development proposed.</p> |

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| <p>Cultural Heritage</p> | <p>Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for MLP 2008 site R1 has already been completed.</p> <p>No other cultural heritage assets would be affected by the development of this site.</p> |
| <p>Overall SEA Assessment</p> | <p>Impact on the River Spey SAC and SSSI, biodiversity and green space need to be considered. An archaeological evaluation would be required prior to development commencing.</p> |
| <p>Overall Planning Assessment</p> | <p>The proposal represents a large extension to the settlement beyond the 60 units required for the new LDP. The sawmill and industrial estate are located immediately adjacent the site, which could detrimentally impact on the amenity of potential residential properties. Given that development has generally taken place along the east-west axis with the consolidation of properties around the hub of the village, the extension north is at odds with the general pattern of development. The site is also relatively distant from facilities such as the primary school and shops. For the above reasons, it is not intended to support development of this site, particularly given there are other proposals that are more sustainable.</p> |
| <p>Other</p> | <p>The site is located within Mosstodloch Primary School and Milnes Secondary School (Fochabers) catchments. Noise from the adjacent sawmill and industrial estate could be an issue that requires further consideration.</p> |

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| Settlement | Mosstodloch |
| Site Address | Land to the west of Garmouth Road (Parcel 5, Phase 1) |
| Ref Number | R8A |
| Bid Summary | Residential development (120 houses) |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



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| Transportation | <p>Transport Scotland have provided the following comments on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services have advised that the site is unsuitable for development from a transport impact perspective due to the requirement for third party land. Should development be pursued a Transport Assessment will be required for this phase plus the whole of parcel 5. There are flooding issues on this site, high water table and inefficient SUDS/storage for adjacent developments. Visibility is constrained to the south by the boundary of a dwelling named Carmanda. The extension of a footway alongside Garmouth Road to the site requires third party land (Carmanda). Two vehicular accesses would be required. The extension and upgrade of the footway/cycleway along the Garmouth Road boundary of the site (third party land) will be required together with upgrading existing bus stops and the diversion of bus routes as part of the wider aspiration of the Crown Estate. Contributions will be sought towards upgrading public transport infrastructure and early years contributions to bus services if diverted along the U18E Stynie Road through Parcel 4 to Garmouth Road.</p> |
| <p>Planning History</p> | <p>There is no planning history on the site, which is located outside the settlement boundary as identified in the MLP 2008. The proposal is to extend the settlement boundary north-west to include this 27.1 acre (11 hectare) parcel of land (Phases 1 & 2) for residential development (200 houses). Phase 1 constitutes 27.1 acres (11 hectares) of the total area and is capable of accommodating 120 houses.</p> <p>Some properties along Pinewood Road have extended their rear gardens into the informal open space located immediately south of the proposed site. The sawmill is located immediately to the east of the proposed site with the industrial estate to the north-east.</p> |
| <p>Environmental Health</p> | <p>TMC Environmental Health has advised that in order to ensure the amenity of future residential use is protected against the existing industrial uses adjacent, it may be necessary for the provision of a detailed noise impact assessment in terms of PAN1/2011. There are no known contaminated land issues.</p> |
| <p>Flooding</p> | <p>The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a</p> |

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| | <p>construction phase water management plan are required. If a soakaway is to be used, infiltration tests should be carried out at this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| <p>Landscape</p> | <p>The flat area of land forms part of a larger agricultural field. Trees and scrub follow the southern boundary beyond which there is an informal recreational area and residential properties that sit at a lower level than the site. Bushes create a boundary with the land to the west which is also relatively flat. These bushes are denser along the boundary of Phase 1 as opposed to Phase 2. There are no natural features or vegetation to differentiate the two phases of parcel 5. Garmouth Road forms the eastern boundary of the site along which there is a post and wire fence and some vegetation. Telegraph poles cross the site from south-west to north-east.</p> |
| <p>Biodiversity/Natura</p> | <p>SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability:</p> <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability <ul style="list-style-type: none"> - With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| <p>Water/Waste water</p> | <p>Mosstodloch is served by the Badentinan Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements. SEPA have raised drainage as an issue and commented that careful consideration of SUDS will be required due to the scale of development proposed.</p> |
| <p>Cultural Heritage</p> | <p>Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric</p> |

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| | <p>settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for MLP 2008 site R1 has already been completed.</p> <p>No other cultural heritage assets would be affected by the development of this site.</p> |
| Overall SEA Assessment | <p>Impact on the River Spey SAC and SSSI, biodiversity and green spaces need to be considered. An archaeological evaluation will be required prior to development commencing.</p> |
| Overall Planning Assessment | <p>Although the proposal represents a large extension to the settlement beyond the 60 units required for the new LDP the site is well-located for accessing facilities such as the primary school and shops. Given that development has generally taken place along the east-west axis, developing part of the site conforms with the settlement pattern of consolidating properties around the hub of the village however, transportation and third party land ownership issues would have to resolved before development could be supported. Should these issues be overcome part of the site could be supported for residential development, with options for longer term growth into the balance to the north.</p> |
| Other | <p>The site is located within Mosstodloch Primary School and Milnes Secondary School (Fochabers) catchments. Noise from the adjacent sawmill and industrial estate may require further consideration.</p> |

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| Settlement | Mosstodloch |
| Site Address | Land to the west of Garmouth Road (Parcel 5, Phase 2) |
| Ref Number | R8B |
| Bid Summary | Residential development (80 houses) |
| Site Description | Agricultural Field |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



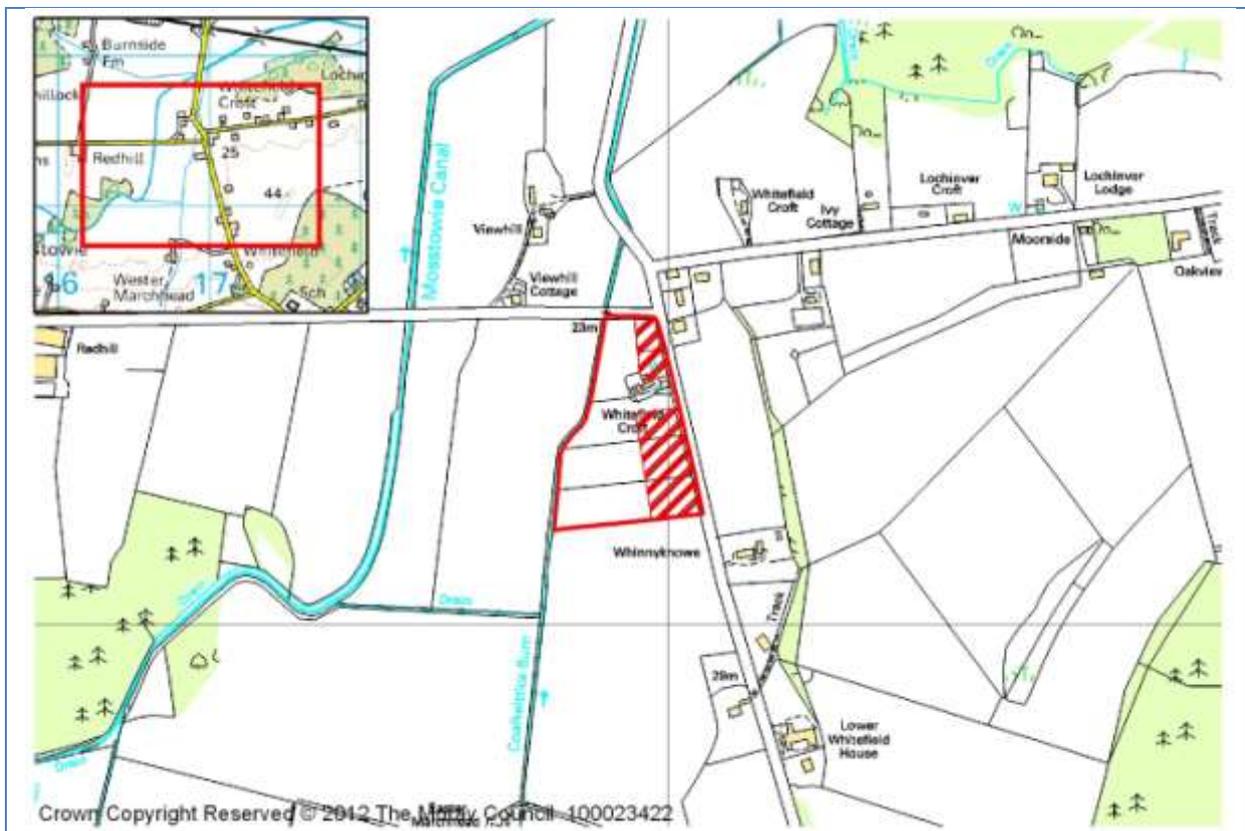
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| Transportation | <p>Transport Scotland have provided the following comments on the potential development sites to the north of the bypass:</p> <p>“The sites identified comprise a total of over 500 houses. Due to the nature of this potential development it will be necessary to establish the potential impact on the trunk road network and the nature and scale of the mitigation measures identified and then agreed with Transport Scotland. This will ensure that any necessary mitigation measures can be identified early in the process and included within the Proposed Plan. This response assumes that the Fochabers and Mosstodloch Bypass project is completed in advance of the development work and the existing A96 in this area reverts back to the Moray Council in due course.”</p> |
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| | <p>TMC Transportation Services have advised that the site is unsuitable for development from a transport impact perspective. Should development be pursued a Transport Assessment will be required for this phase plus the whole of parcel 5. There are flooding issues on this site, high water table and inefficient SUDS/storage for adjacent developments. Visibility is constrained to the south by the boundary of a dwelling named Carmanda. The extension of a footway alongside Garmouth Road to the site requires third party land (Carmanda). Two vehicular accesses would be required. The extension and upgrade of the footway/cycleway along the Garmouth Road boundary of the site (third party land) will be required together with upgrading existing bus stops and the diversion of bus routes as part of the wider aspiration of the Crown Estate. Contributions will be sought towards upgrading public transport infrastructure and early years contributions to bus services if diverted along the U18E Stynie Road through Parcel 4 to Garmouth Road.</p> |
| <p>Planning History</p> | <p>There is no planning history on the site, which is located outside the settlement boundary as identified in the MLP 2008. The proposal is to extend the settlement boundary north-west to include this 27.1 acre (11 hectare) parcel of land (Phases 1 & 2) for residential development (200 houses). Phase 2 constitutes 11.9 acres (4.8 hectares) of the total area and is capable of accommodating 80 houses.</p> <p>Some properties along Pinewood Road have extended their rear gardens into the informal open space located immediately south of the proposed site. The sawmill and industrial estate are located immediately to the east of the proposed site.</p> |
| <p>Environmental Health</p> | <p>TMC Environmental Health has advised in order to ensure the amenity of future residential use is protected against the existing industrial uses adjacent, it may be necessary for the provision of a detailed noise impact assessment in terms of PAN 1/2011.</p> <p>There are no known contaminated land issues.</p> |
| <p>Flooding</p> | <p>The site is not at risk of flooding (source: SEPA flood maps, 2012) although there is an area of known flood risk at the existing industrial estate and consideration should be given to the extent of this flood risk before planning permission is granted. The size of the proposed development overall could have an adverse impact on the surface water and catchment of Mosstodloch and consideration should be given to the accumulation effect this may have. A regional SUDS scheme may be an appropriate way to deal with the increased surface water run-off that will occur rather than individual site-specific SUDS. Should a regional scheme be promoted it may provide an opportunity to address the surface water flood risk at the existing industrial estate. Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required. If a soakaway is to be used, infiltration tests should be carried out at</p> |

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| | <p>this location where the soakaway is to be sited, generic infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased as suggested in the proposal document then the SUDS should be designed in such a way that is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| Landscape | <p>The flat area of land forms part of a larger agricultural field. There is no boundary or natural features to differentiate Phase 2 from Phase 1 of Parcel 5. Bushes create a boundary with the land to the west which is also relatively flat. These bushes are less dense along the boundary of Phase 2 as opposed to Phase 1. The land slopes gently down towards a post and wire fence and bushes along the northern boundary and onto the land beyond. Garmouth Road forms the eastern boundary of the site along which there is a post and wire fence and some vegetation. Telegraph poles cross the site from south-west to north-east.</p> |
| Biodiversity/Natura | <p>SNH have provided the following comments on the Habitats Regulations Assessment, Protected Species and biodiversity and sustainability:</p> <ul style="list-style-type: none"> • Issue: HRA <ul style="list-style-type: none"> - River Spey SAC – should not have an impact providing adequate SUDS can be implemented • Issue – Protected sites <ul style="list-style-type: none"> - River Spey SSSI – as above • Issue: Biodiversity and sustainability <ul style="list-style-type: none"> - With such a large area proposed for phased settlement expansion there is ample opportunity to include green and open space for amenity and also biodiversity. If included the Plan should ensure that provision can be made for this. • Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. |
| Water/Waste water | <p>Mostodloch is served by the Badentinan Water Treatment Works (WTW) which has an indicative capacity of 74 units and Fochabers Waste Water Treatment Works (WWTW) which has an indicative capacity of 49 units. There is limited capacity at Fochabers WWTW for further development and developers are required to contact Scottish Water regarding options and growth requirements. SEPA have raised drainage as an issue and commented that careful consideration of SUDS will be required due to the scale of development proposed.</p> |
| Cultural Heritage | <p>Archaeological Services have stated that taking into consideration the results of the evaluation undertaken in Site R1 in 2008, which revealed several undated pits, the cropmark site of a prehistoric settlement within Parcel 3 (SMR Ref No NJ36SW0036), and the other surrounding sites within the vicinity, there is potential for archaeological remains within the bid areas. Therefore an archaeological evaluation would be required for Parcels 1, 3-5 prior to development commencing. The mitigation for MLP 2008</p> |

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| | <p>site R1 has already been completed.</p> <p>No other cultural heritage assets would be affected by the development of this site.</p> |
| Overall SEA Assessment | <p>Impact on the River Spey SAC and SSSI, biodiversity and green spaces need to be considered. An archaeological evaluation will be required prior to development commencing.</p> |
| Overall Planning Assessment | <p>The proposal represents a large extension to the settlement beyond the 60 units required for the new LDP. The site is relatively well-located for accessing facilities such as the primary school and shops. Existing infrastructure in this part of the village also has more ability to cope with additional vehicular movements. However, given Phase 1 of Parcel 5 is better located than Phase 2 for accessing facilities and conforms to the general settlement pattern along the east-west axis consolidating development around the village hub, it is not intended to support this site for development</p> |
| Other | <p>The site is located within Mosstodloch Primary School and Milnes Secondary School (Fochabers) catchments. Noise from the sawmill and industrial estate may require further consideration.</p> |

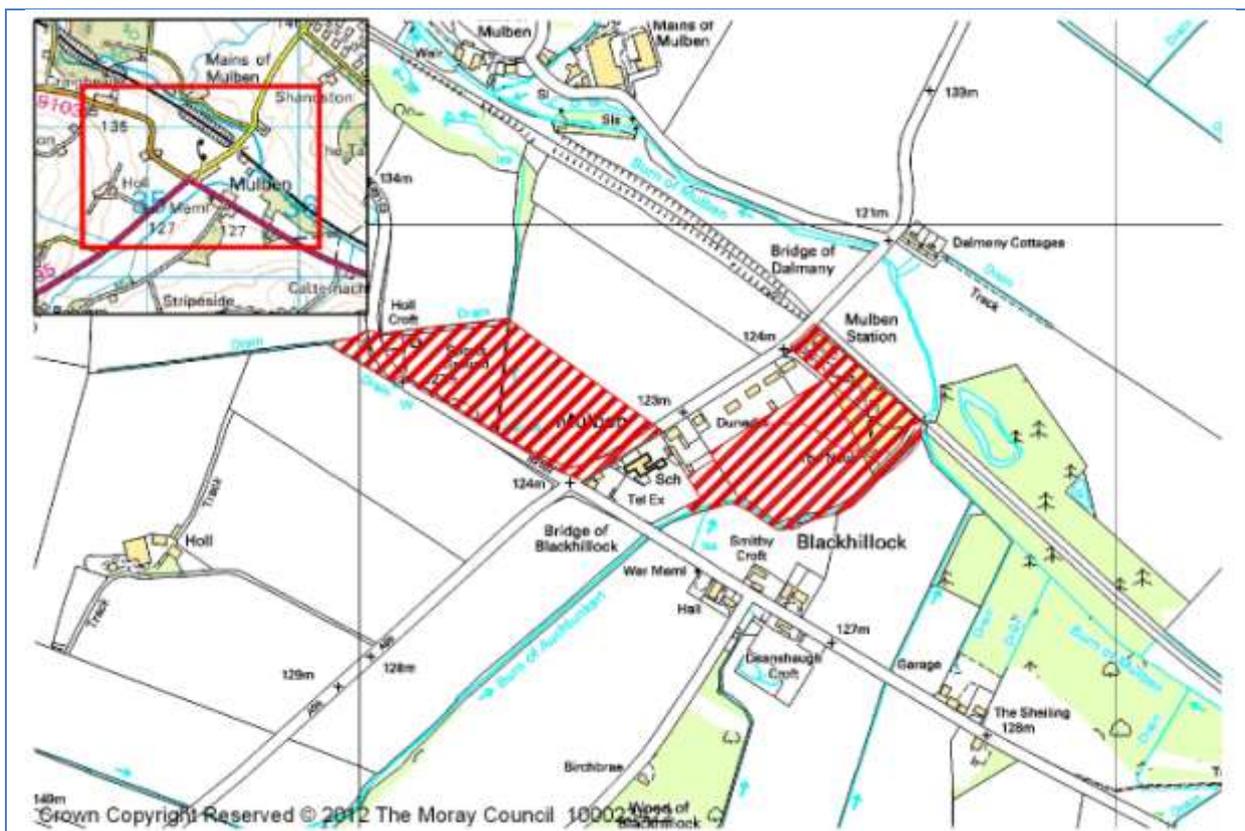
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| Settlement | Mosstowie |
| Site Address | Land at Mosstowie |
| Ref Number | SITE 1, SITE 2, SITE 3, BOUND |
| Bid Summary | Propose residential development adjacent to Cala Sona, Mosstowie. The bid appears to propose 9 dwellings, but does not propose a rural community designation. |
| Site Description | The site is flat agricultural land in an open landscape. There are a number of groupings and individual properties scattered along this minor road linking the A96 and Milntoduff. |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | None |



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| Transportation | Click here to enter text. |
| Planning History | Consent has been granted for a dwelling to the north of the bid site, however there is no history on the bid site itself. |
| Environmental Health | No comments. |
| Flooding | The western edge of the bid site is at risk of flooding 1 in 200 years. The LDP should be clearly worded to highlight that any |

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| | development on the site would need to be supported by a satisfactory FRA. The outcome of the FRA may affect the extent of developable land available, but it is likely that part of the site can be developed at least. |
| Landscape | No landscape assessment has been carried out. |
| Biodiversity/Natura | No comments. |
| Water/Waste water | Click here to enter text. |
| Cultural Heritage | There are several cropmarks visible in the vicinity of this site consistent with prehistoric settlement (SMR Ref No NJ16SE0013 and NJ16SE0039). Therefore an archaeological watching-brief would be required at the outset of any development works for this bid site. |
| Other | Click here to enter text. |
| Overall SEA Assessment | No significant environmental issues have been highlighted. |
| Overall Planning Assessment | The bid is for approximately 9 houses in the countryside. The bid does not request or propose rural community status for Mosstowie. This type of proposal for multiple houses in the countryside, outwith rural communities should be considered through the development management process, not the Local Development Plan. |

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| Settlement | Mulben |
| Site Address | Mulben |
| Ref Number | SITE 3, SITE 4, SITE 5 |
| Bid Summary | Expand Mulben rural community boundary to include an additional housing site adjacent to Mulben Station for 4 dwellings and site adjacent to the recreational ground for 12 dwellings. |
| Site Description | Mulben is located on a crossroads and stretches in a linear fashion along the B9103 and A95 towards Keith. Site 1 is a triangular parcel of land approximately 6000sq m in size. This area of agricultural land is relatively flat and access is proposed onto the B9103. Site 2 is 1.952 ha in size and is a flat area of agricultural grazing land. Site 2 is bounded by the B9103 on two sides and the recreational ground to the north west. Two means of access are proposed onto the B9103. |
| Greenfield/ Brownfield | Greenfield |
| Current Zoning | Countryside |



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| Transportation | Transportation section comments awaited. Neither of the two sites put forward are seeking access onto the A95. |
| Planning History | Site adjacent to Mulben Station - 06/02697/FUL – Proposed dwellinghouse on Land South Of Mulben Station. Refused as the |

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| | <p>proposal, being located immediately outwith the Mulben Rural Community Settlement Boundary would represent an unacceptable form of development, which would conflict with the aims of policies E9 and L/ENV10. It would be readily visible from adjacent public roads both to the northwest and south and would contribute to an unplanned piecemeal encroachment of development extending beyond the settlement boundary. The resultant development would in turn diminish the distinction between the built up area and countryside, detrimentally altering the character of this part of the countryside, which the policies seek to protect. Approval of the proposal would create an undesirable precedent for similar applications to be submitted in the area. Site 2 adjacent to recreational ground – 99/00362/Retrospective application to raise levels, form car parking area, resite pavilion, form hardcore, establish secure children's play area and picnic area, install new surface drainage and erect 2 metre high chain link fence at Mulben playing fields. Approved. Of interest Site B designation. 06/01594/FUL: - Erect 16 dwellings, access road, parking and drainage system on site at Mulben. Refused as the proposal in not fully in compliance with policy L/ENV24 with regard to surface water drainage, and as the proposed flood alleviation measures are not considered to be adequate to address flooding concerns. The proposal is contrary to policy L/IMP2 for Development in Rural Areas in terms of its impact on the character and amenity of the area, particularly with regard to the provision of street lighting. General road safety concerns with regard to the provision of a public footpath fronting the site on a trunk road. Appeal allowed consent expires 29 May 2013.</p> |
| <p>Environmental Health</p> | <p>No comments have been raised in terms of contaminated land or noise issues.</p> |
| <p>Flooding</p> | <p>Site adjacent to Mulben Station -The FRA has already been carried out and approved by us. Removed a previous objection to the site in 2008 Local Plan. Note this is not the same site as was put forward in the 2008 Plan and therefore there are still unresolved issues relating to flooding albeit these could be resolved in a similar manner to planning application 06/01594/FUL. Flood Team – Although site 1 is shown as outside the flood risk envelope as shown on SEPA's indicative flood risk map a Flood Risk Assessment is required, the proposal states that a Flood Risk Assessment has been carried out this should be reviewed prior to this land being allocated for housing. Site 2 - There is no known fluvial flooding at this location.</p> |
| <p>Landscape</p> | <p>The crossroads at Mulben is relatively flat and therefore the development of site 1 and 2 should not be a prominent feature in the landscape. Site 1 at the Neuk is relatively visually contained by it siting within the main body of Mulben to the rear of the newer housing development on site A. Site 2 is detached from the existing hamlet by means of the public road and introduces development where currently there is none. In this case landscaping would be required to soften the developments</p> |

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| | appearance and transition to the recreational area. |
| Biodiversity/Natura | River Spey SAC – the development is within the catchment of the Burn of Mulben, a tributary of the River Spey. The lower reaches of the burn are included within the SAC. Sufficient information will be required at the application stage to confirm that adequate protection measures are able to be implemented to protect the water environment. Potential to include housing and surface design ideas to reduce surface water run off. Optimise the extent of green areas that can absorb rainwater. Potential to introduce native tree planting to enhance residential area and encourage birdlife. Deterioration of the Mulben Burn should be prevented. |
| Water/Waste water | SEPA –No public sewers in the area. Effluent disposal from multi-house developments will require investigative work. Scottish Water – water supply Badentinan indicative supply 74 units. Waste water treatment works – private. |
| Cultural Heritage | No archaeological mitigation would be required within this bid site. |
| Overall SEA Assessment | No significant environmental impact identified. |
| Overall Planning Assessment | Site B has planning consent (06/01594/FUL) for the construction of 12 dwellings. This allocation is considered adequate to meet local demand in the currency of the next local plan. In addition to this, if required there may be the opportunity for further development in the substantial area of white land adjacent site B that is not required for servicing and infrastructure. This will be subject to gaining safe and suitable access onto the A95 which may require upgrading of the access approved under the terms of 06/01594/FUL to accommodate an increased level of development. It is not considered there is sufficient justification for the allocation of additional land in Mulben or extending the rural community boundary. |
| Other | The development of Site 2 would improve pedestrian linkages from the existing core of Mulben to the recreational area. The location and orientation of the dwellings should be designed to maximise the opportunities for passive solar gain and the installation of renewable technologies. |

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| | <p>in Nether Dallachy (10 of these have been built). These have primarily been on gap or infill sites within the hamlet. As a consequence, the development pattern has been relatively sporadic with similar amounts of development taking place both east and west of Beaufighter Road. There is one gap site remaining within the hamlet on Wood Lane.</p> <p>There majority of housing within the settlement is single storey with a mixture of traditional and more recent development.</p> |
| Environmental Health | <p>Waste management has been raised as an issue by the Moray Council Contaminated Land team and SEPA. There are existing waste management facilities in and around Nether Dallachy (Multi-activity site at Nether Dallachy landfill; Civic Amenity site at Dallachy CA site; Metal Recycler at Spey Bay Auto Salvage, Nether Dallachy; and a Waste Transfer Station at Grays Recycling Service, Nether Dallachy). Any potential new development adjacent to waste management facilities should not compromise the existing activities and, the potential impact of these activities on new development proposed on adjacent sites should be considered.</p> |
| Flooding | <p>No flooding issues associated with the site (source: SEPA Flood Maps, 2012). Drainage should not increase the flood risk to neighbouring property. SUDS and a construction phase water management plan are required. If soakaway are to be used, infiltration tests should be carried out where the soakaway is to be sited, generic site infiltration tests may not provide an accurate indication of ground suitability for soakaways to function properly. If the development is to be phased in the way suggested in the proposed document then the SUDS should be designed in such a way that it is operational for the initial phase and suitably sized to receive the future phases of development that make up this proposed site.</p> |
| Landscape | <p>The site forms part of a larger area of relatively flat grassland. The land is accessed via a broken tarmac track from Beaufighter Road. The vehicular track runs along the rear (south) boundary of the proposed sites. Trees and scrub follow the track leading to a larger clump. Residential properties enclose the site to the north and east. An overgrown track with a gate on either side splits the proposed medium and long term sites. Dallachy Airfield is located to the south.</p> |
| Biodiversity/Natura | <p>SNH will require sufficient information at the application stage to confirm that adequate protection measures are able to be implemented to protect the water environment of the River Spey Special Area of Conservation (SAC).</p> |
| Water/Waste water | <p>Nether Dallachy is served by the Turriff Water Treatment Works (WTW) which has an indicative capacity of 275 units. SEPA has advised that there are no public sewers in the area and effluent disposal from multi-house developments will require considerable investigative work.</p> |

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| Cultural Heritage | Archaeological Services have commented that taking into consideration the cropmarks of possible prehistoric settlement just to the south of these areas, SMR Ref NJ36SE0057, there is potential for archaeological remains within both the medium and long term bid sites. Therefore an archaeological evaluation would be required within these bid sites prior to development commencing. There are no listed buildings, Scheduled Ancient Monuments (SAMs) or Designed Gardens and Landscapes in the vicinity of the proposed site. |
| Overall SEA Assessment | Proximity to waste management facilities and impact on the River Spey SAC will need to be considered. An archaeological evaluation will be required prior to development commencing. |
| Overall Planning Assessment | The site forms part of a larger area that could form a logical extension to the settlement. However, the existing allocation for 15 houses has yet to be built and a further 30-40 houses would be incompatible with the settlement hierarchy as the total number of units allocated in a rural community would be more than some settlements. Furthermore, this level of development would be unsustainable given there are no facilities in Nether Dallachy to support growth. For these reasons, it is not intended to support the proposal. |
| Other | The site is located within the Milne's (Fochabers) Primary and Secondary School Catchments. |