

Keith

Hierarchy Status/Objectives/Issues

Keith is a second tier settlement and a focus for growth

- An ample supply of housing land is made in order to promote development
- There is a shortage of land for employment/business development
- Topography and road access restrict where development can take place.

Infrastructure

Water and Drainage

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

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

Roads

A number of potential roads improvements have been identified for each settlement. The most significant of these are shown on the settlement map as TSP and the full extent is shown in the pages following the map. Comments on road access arrangements are provided in site designation texts. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to service the site, along with the need for any off-site improvements. These requirements are not exhaustive, and do not pre-empt anything that might result through the Transport Assessment process. It is essential that developers contact Transportation at an early stage, especially where there is a requirement for a Transport Assessment identified in the site text.

Developer Contributions

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

Layout and Design

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

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

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

Housing

R1 Nelson Terrace

0.5ha Indicative capacity 5 houses

Approximately 5 plots remain available here from this development which commenced in the 1970's.

R2 Alexandra Road

1.8ha Indicative Capacity 25 houses

This site was expected to be a private housing development, with a capacity of 25 houses. Part of the site has subsequently been developed for Local Authority Housing, at a higher density, and this left some surplus land, which could accommodate some further development, above the indicative capacity. Planning consent has now been approved for a total of 31 houses on site. Due to possible wetland habitats, a phase 1 habitat survey will be necessary.

R3 Edindiach Road West

3.22ha Indicative capacity 40

This site is in two ownerships, and thus any proposal for either part must indicate how it relates with the other, particularly in respect of connecting road layouts. Ground conditions may require consolidation and electricity cables crossing the corner of the site will restrict the developable area. Taking this into consideration, the indicative capacity is 40 houses.

No individual houses, or part development, will be approved without an overall layout for the site having been submitted, and approved (as per policy H1), in order to ensure that this does not prejudice development on the balance of the site. In the ultimate development of the site, road access should be provided from both Edindiach Road and Dunnyduff Roads. Houses fronting Edindiach Road should be serviced internally with no individual accesses onto Edindiach Road itself. This will reduce vehicle movements and reduce on street parking, contributing to road safety. Footways should be provided along site boundaries where they do not already exist.

Due to localised flooding in Bridge Street, a flood risk assessment will be required, to identify solutions and ensure that further development does not exacerbate this situation.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependant terrestrial ecosystems.

R4 Balloch Road**0.26ha Indicative capacity 6 houses**

The disused buildings currently on site can be demolished and the site re-developed, with a capacity of 6 houses. If renovation of the buildings is practical, conversion to flats would be acceptable. There are known to be some ground contamination issues that will require to be resolved.

Due to localised flooding in Bridge Street, a flood risk assessment will be required, to identify solutions and ensure that further development does not exacerbate this situation.

A ground contamination investigation will be required.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependant terrestrial ecosystems.

R5 Seafield Walk**0.78 ha Indicative capacity 11 houses**

Planning consent has previously been approved for development of 11 houses on site (now lapsed) , with access via an upgrading of the track serving Cuthill Park. Footpath/cycleway links into the park should be provided.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependant terrestrial ecosystems.

R6 Banff Road North**8.52 ha Indicative capacity 60 houses**

The presence of overhead cables restricts the developable area, and are not a particularly attractive neighbour for residential properties. The site does however offer potential for development between the current edge of the built up area and the cemetery. The cables on wooden poles should be undergrounded but this may not be economically feasible for the pylons, and any layout will have to take safeguarding requirements into account. As indicated on the settlement map, a significant part of the site should be given over to structural landscaping/tree planting, in order to restrict the amount of development on the upper slopes and crest of the hill, and help with the integration of new development into the landscape. Feature tree planting along the eastern boundary should also be provided. These requirements will restrict capacity to 60 houses.

Road access must be considered in association with site R7 immediately to the south. An initial junction may comprise a priority T or ghost island, however land must be safeguarded for a roundabout to serve both sites. Re-positioning of the 30mph signs will be required, to be promoted by the developer. A contribution towards improvements at the Banff Road/A96 road junction may be required.

Along the A95 frontage, hedging and feature tree planting should be provided, to create an attractive road verge incorporating footpath/cycleway.

It will be necessary for the developer to carry out a badger survey to confirm there is no presence of badgers on site.

R7 Banff Road South**16.66 ha Indicative Capacity 200**

This is a new site, brought forward as a LONG site from the 2008 Plan. It can be developed in phases, but in accordance with policy H1, and overall layout/masterplan will require to be approved in order to ensure that any single phase does not prejudice the development of the remainder of the site. As indicated on the settlement map, significant parts of the site should be given over to woodland/structure planting and open space, with hedging and feature tree provision along the north and eastern boundaries.

As a development of over 100 houses, there should be 2 points of access. The access from A95 should be looked at in association with access into site R6 to the North. An initial junction may comprise a priority T or ghost island, however land must be safeguarded for a roundabout to serve both sites. The footway along the A95 will require to be extended along the site frontage, along with relocation of speed limits and provision of street lighting. A contribution towards improvements at the Banff Road/A96 road junction may be required.

The second point of access should be from Drum Road, with eventual connection through the site to Banff road. The footway along Drum road will require to be extended to the end of the site boundary. Off site junction improvements may be required at Union Terrace and Drum Road junctions with A96.

Due to the presence of a watercourse in the NE corner of the site, a Flood Risk Assessment will be necessary, and water resilient measures should be considered as part of this.

R8 Edindiach Road (East)**5.38ha Indicative capacity 85 houses**

This represents the first phase of a land release which will have the effect of incorporating the Den housing estate into the body of the town. Planning consent has previously been granted for 55 houses. The balance of land here is designated LONG as a future growth area.

Road access should be via Edindiach Road, around the mid-point of the site, and a secondary or emergency point of access will be required. A Transport Assessment will be needed. Road widening; footway provision and street lighting will be required in Edindiach Road.

The "Green Roadie" to the north of the site would benefit from some feature tree planting within the road verge along this boundary, and this along with similar planting on the NE site boundary, will be a requirement of the site's development. A noise impact assessment must be carried out to confirm whether houses nearest the car body repair works will be affected.

R9 Jessiman's Brae**0.4ha Indicative Capacity 6 houses**

Although lying within the Isla Valley ENV designation, this small paddock could accommodate a small housing development without detracting from the special features of the ENV designation. The site is steeply sloping which may affect access into the site, and the internal layout. To maintain the character of the area, a low density development of up to six 1-1 1/2 storey houses is appropriate. Stone wall boundaries around the site should be retained and off site links provided into the surrounding footpath network. In light of the proximity of the neighbouring distillery, a noise impact assessment will be required in order to confirm whether houses will be affected by any noise, and the Health and Safety Executive will be consulted on any planning application regarding risk from any hazardous materials.

Due to the site's location within Keith's historic core, an archaeological evaluation of the site should be carried out during development.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependant terrestrial ecosystems.

R10 Broomhill Road

1.57ha Indicative Capacity 5 houses

No more than 2 houses will be permitted using the existing track. It is unlikely that the track could be upgraded to adoptable standard.

LONG

In order to indicate the longer term direction of growth and provide a reserve housing land supply, a LONG site has been identified on the settlement statement map. This site is not proposed to be developed during the currency of this Local Development Plan, but should any of the "triggers" for early release apply, the site can be brought forward, under the terms of Policy H2.

Edindiach Road : as a further consolidation of housing in this area, and to balance the direction of growth. Some further road improvements/provision of footways/street lighting (beyond those done in association with R8) may be required. Feature tree planting and on site and off site structural woodland planting will be sought for this site.

Business Land

Industrial Estates (Policy ED2 applies)

I1 Westerton Road North

A serviced site with land available for small plots, but nearing capacity.

A drainage impact assessment is required to ensure that existing flood risk on Bridge Street is not increased from development on this site.

I2 Westerton Road South

Phase 1 effectively fully taken up, with balance available for new development. Road layout should allow for potential connection through to Bridge Street (I4), and I3 to the east.

A drainage impact assessment is required to ensure that existing flood risk on Bridge Street is not increased from development on this site.

A walkover and photographic survey of habitats is required to assess the presence of wetlands and to identify any consequent requirement to address/mitigate the impact on groundwater dependant terrestrial ecosystems.

I3 Westerton Road East

This is a new allocation made in order to increase the supply of employment land in Keith. Primary access will be from Westerton Road, but a secondary access into the adjoining I2 site should be provided for. Depending on the scale of development, some road improvements may be required, including BridgeStreet/A96 junction.

A footway along the site frontage connecting with the existing is required.

The expansion of industrial uses towards the existing housing receptors at Substation Villas to the east may need further consideration in terms of noise impact, depending on the type of industrial use proposed and a noise impact assessment may be required

A drainage impact assessment is required to ensure that existing flood risk on Bridge Street is not increased from development on this site.

I4 Bridge Street

The development by Keith Builders Merchants has taken up much of this site, but has provided for access to land to the north. Development proposals here should incorporate a road layout which can connect with I2 and Westerton Road to the North.

The portion on south east is constrained by road access and overhead cables, but could be utilised if solutions can be identified.

A drainage impact assessment is required to ensure that existing flood risk on Bridge Street is not increased from development on this site.

Some wetland habitats may be present, and a phase 1 habitat survey will be required.

I5 Edindiach Road

This area is fully occupied by the lorry park and the car body repair business. Land to the rear is constrained (see I4 above) but can be utilised should solutions be found.

I6 Newmill Road

This small estate is fully developed and only the re-use of existing properties is possible.

I7 Isla Bank Mills

Although not an "industrial estate" in the accepted sense, the Mills have been converted into a range of units and a number of businesses accommodated. The flat land to the rear is liable to flooding, but may be suitable for storage use. Any stored materials must not cause a potential pollution hazard should flooding occur. A Flood Risk Assessment will be required for any application that is submitted for this area.

Existing Business Areas (Policy ED4) applies**I8 Grain Store, Dufftown Road**

The site of a long established grain merchant is retained for that use. Any future commercial or industrial development, whether for the established use or another use, must take into account the potential for excessive noise nuisance likely to affect residential properties in the vicinity. Applicants should have regard to noise measurement criteria where appropriate.

I9 Burn of Haughs Bonded Warehouses

Chivas Brothers warehousing adjacent to the railway. A Flood Risk Assessment will be required for any planning application that is submitted for this site. A buffer strip of at least 6 metres between the development and the watercourse is required.

I10 Railway Land and Blending Works

Railway sidings and associated land (including whisky blending works) are to be retained for transport/freight uses, including the bulk shipping of whisky, in line with policy T4. A Flood Risk Assessment will be required for any planning application that is submitted for this site.

Business Parks (Policy ED3 applies)**BP1 Mulben Road**

This site is identified should there be any demand for a business development which requires a high amenity/high quality environmental setting. As a green field site with a backdrop of Cottage Woods and proximity to trunk roads, these basic essentials are available here. The site will not be released for general business use, and shall be reserved only for high amenity end users (Class2 and 4 uses).

In order to qualify for the release of this site, such high amenity uses would still require to demonstrate, to the satisfaction of the Local Planning Authority, that the proposal

- Necessitates such a high quality gateway site
- Requires trunk road location and a quality environment
- Complements the site and its environs.

Provides opportunities for non vehicular traffic through footpath and cycleway connections.

Access would be from the minor road, which would require to be upgraded, as would the existing junction with A95 Trunk Road. Transport Scotland will require to be consulted as Trunk Road Authority.

Opportunity Sites**OPP1 The Tannery**

The former Tannery building has been demolished and this site is now available for re-development. Access onto the A96, with poor visibility to the south, is a constraint on possible uses, and activities with low traffic movement would be more suitable. A Flood Risk Assessment will be required for any application submitted for this site.

OPP2 Former Primary School Church Road

With the building of the new primary school this site is no longer in use, and is available for alternative development. Access onto A96 may restrict possible uses/activities, but in land use terms, housing or business use would be appropriate.

Transport Scotland should be consulted as the Trunk Roads Authority.

OPP3 Newmill Road South

The relocation of the Builders Merchants has released this site for redevelopment. Whilst business uses could be continued, these should be compatible with adjoining housing. Redevelopment for housing would be the preferred new use.

OPP4 Former Caravan Site

Given the commercial viability of the caravan site, and the current condition, development to an alternative use will be permitted. Uses would have to be compatible with surroundings, and depending upon intensity of use, there may be a need for road widening and junction improvements.

Transportation Improvements (TSP)

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

Tourism

To enhance the role of tourism within the local economy, the following designations are made.

T1 Keith Dufftown Railway

The presence of the railway provides a strong visitor attraction. The line between Keith Town Station and Dufftown will be safeguarded from development, and the extension of the line to re-connect with the main Aberdeen-Inverness will be supported, and the route similarly safeguarded.

Use of the station building in an enhanced tourism/visitor centre role will be acceptable.

Keith has a significant tourism role in the Moray Economic Strategy and can have a gateway function, and promote its culture (language/culture). Developments around this theme will be encouraged.

A Conservation Area Regeneration Scheme (CARS) has been developed for Keith which will see upgrading of key landmark buildings and investment in the traditional fabric of buildings, intended to improve the built environment and attraction of the historic town centre.

Shopping

TC Town Centre

In accordance with retail policy R1, proposals for retail use will be expected to locate within the areas defined as Town Centre on the Keith Town Map (TC). Proposals for retail development outwith these areas will have to comply with the sequential approach, and applicants may be asked to submit a retail impact assessment in support of off centre locations. Only where the impact is regarded as acceptable will a departure from this policy be supported.

Within the "core area" of the northern half of Mid Street (CRA), non retail use of ground floor premises is unlikely to be permitted, in accordance with policy R2.

Transportation Improvements (TSP)

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

The Scottish Government intends to dual the A96 between Aberdeen and Inverness by 2030, but has advised that the line previously safeguarded for a by-pass need no longer be retained. No provision is therefore made on the Settlement Map.

Environment

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

ENV1 Public Parks and Gardens

St Rufus Park; St Rufus Park Gardens

ENV3 Amenity Greenspace

Town entrance road verge at Bridge of Haughs

ENV4 Playspace for Children and Teenagers

Nelson Court;

ENV5 Sports Areas

Golf Course; Fife Keith Park; Simpson Park; Seafield Park; Keith Grammar and Primary School grounds; Bowling Green; Kynoch Park; Dunnyduff Road; Cuthill Park

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

Isla Valley*; Cottage Woods; The Den

ENV7 Civic Space

War Memorial Gardens

ENV9 Other Functional Greenspace

Alexandra Road; Newmill Road; Seafield Terrace; Isla Brae; Keith Showgrounds (agricultural land)

ENV11 Cemeteries

Banff Road, including area reserved for future extension.

Given the existence of several different activities within this site, and the size and scale of the designation, "non-ENV" proposals may be possible, without compromising the integrity and character of the area.

Development proposals will be considered on their merits and the impact on trees, shrubs, and other features will be integral factors in considering the impact of development.

TPO Tree Preservation Order

The Cottage Woods and Golf Course areas are covered by a Tree Preservation Order. Any proposals to lop or fell trees will require the prior approval of the Council.

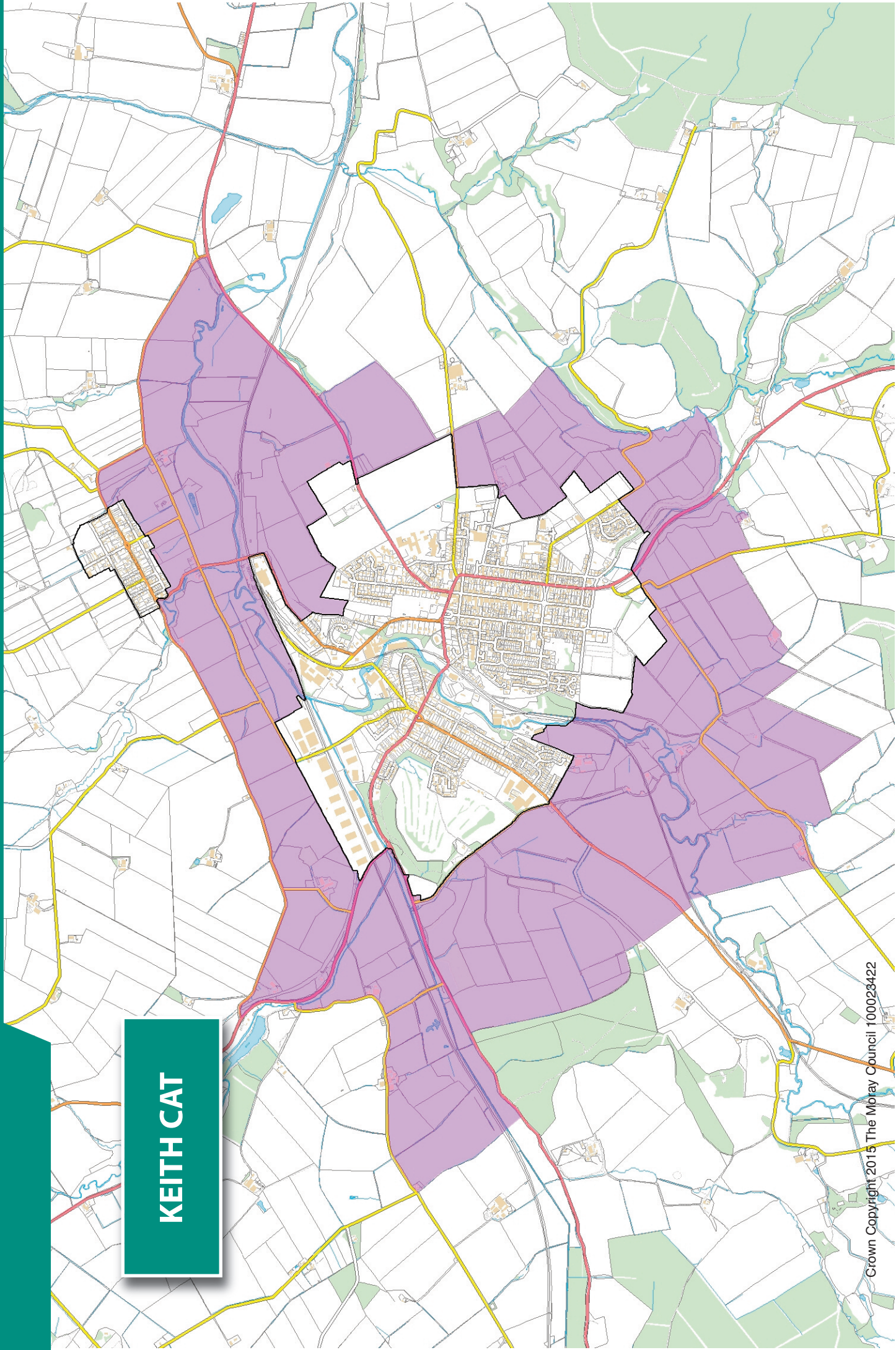
CA Conservation Area

New development proposals within these areas will have to respect the character and features of the surrounding townscape, and comply with the terms of policy BE3. The Keith Conservation Area Regeneration Scheme (CARS) will promote and support improvements within these areas.

CAT Countryside Around Towns

The area immediately outwith the settlement boundary is designated as Countryside Around Towns (CAT), and will act as a form of "green belt" around the town. Development within the CAT will be restricted to maintain a clear town/countryside distinction.

KEITH CAT



KEITH

Population: 4734
Households: 2181

2011 Census

KEITH

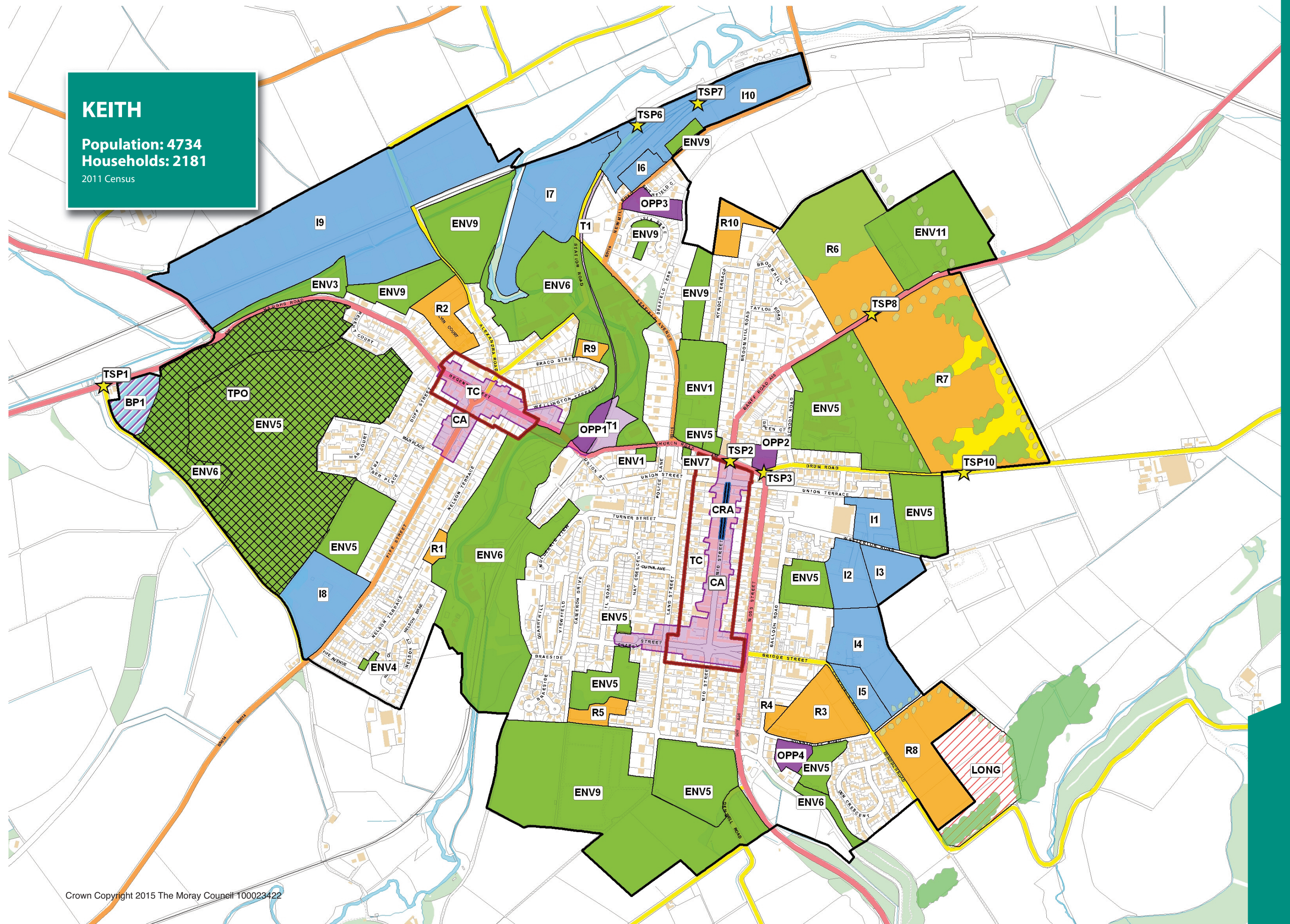
Population: 4734
Households: 2181

2011 Census

KEITH

Population: 4734
Households: 2181

2011 Census



KEITH TSP

TSP1 TSP2 TSP3 TSP4 TSP5 TSP6 TSP7 TSP8 TSP9 TSP10 TSP11

Crown Copyright 2015 The Moray Council 100023422

KEITH TSP

- 1* A95/Toll House Road**
Junction improvement for access to BP1 (to be taken off Toll House Road – no direct access on to A95)
- 2* A96/A95 Banff Road/Mid Street Crossroads**
Junction improvement associated with development to north east of Keith. Impact on this junction from development of sites needs to be considered in Transport Assessments
- 3* A96/Drum Road**
Junction improvements may be required associated with the development of sites to the north east of Keith
- 4 A96/Union Terrace**
Junction improvements may be required associated with the development of sites to the north east of Keith
- 5 Seafield Walk**
Potential improvements required to existing private unadopted lane connecting Seafield Walk to Cameron Drive (U180E) to improve road width, drainage and construction associated with development of R5
- 6* Keith Railway Station**
To be safeguarded against proposals which would have a negative impact on the operation or viability of these facilities for passenger and freight transport by rail. Opportunities to enhance and improve the facilities will be sought to improve the operation of, and encourage use of more sustainable forms of transport. (see policy T4)
- 7* Keith Railway Sidings**
To be safeguarded against proposals which would have a negative impact on the operation or viability of these facilities for passenger and freight transport by rail. Opportunities to enhance and improve the facilities will be sought to improve the operation of, and encourage use of more sustainable forms of transport. (see policy T4)
- 8* Banff Road**
New Junction on A95/Banff Road to serve R6 and R7. Extension of footway along A95, relocation of speed limits and provision of street lighting.
- 9 Edindiach Road**
Improvements including road widening/provision of footways/ street lighting associated with development of sites to the south east of Keith (R8) (Impact on this link from development of sites needs to be considered in Transport Assessments.)
- 10* Drum Road**
Additional access to serve R7 and a connection through to TSP8. Footway along Drum Road (U35H) to be extended along to end of site boundary. Speed limit to be relocated and street lighting provided.
- 11 Auchoynanie Road**
New junction to access LONG site Auchoynanie Road (U44H) will also provide a secondary access to site R8.