

## THE PLANNING BACKGROUND

Garmouth has experienced a relatively slow rate of growth during the period of the 1993-98 Local Plan, reflecting the shift in policy that further significant development would be detrimental to the character of the village and inappropriate for the limitations of the road structure. The former Haulage Contractor's business on Station Road was identified in the 1993-98 Plan as an Opportunity Site with potential for residential development and a planning application for the development of 11 house plots was approved in July 1997. Gap site development meanwhile has continued.

The nature of Garmouth, with its narrow streets and lanes suggests that the village may have reached its optimum size. Flooding risk and sewage capacity have been a constraint to development and the Council is investigating a detailed flood risk policy in relation to specific types of development proposals.

## CHARACTER OF THE VILLAGE

Garmouth functions essentially as a commuter village, principally for Elgin. It is still small enough to maintain a village character which so many places of similar size have lost in recent years. The Conservation Area centred on High Street, Spey Street and Church Street, has been successful in maintaining and enhancing the attractiveness of the village, derived from its narrow streets, irregular building lines and a variety of architectural styles. Outwith the Conservation Area the village has a mix of local authority housing to the west end and more contemporary bungalow developments at Northfield Place and Lemanfield Crescent.

## OBJECTIVES

- (i) To safeguard the existing quality of the village by restricting further expansion of the village on the grounds of its Conservation Area character and road structure.
- (ii) To only permit development which sustains and enhances the environment of the village.

## POLICIES AND PROPOSALS

In addition to the site specific requirements identified below and in development briefs, all developments must meet the terms of the Implementation policies (L/IMP1-8) in Chapter 8 (relating to siting, layout and design, character impact, landscaping, drainage, environmental and traffic impact). Subject to the scale of the development having a measurable impact on local community facilities, amenities or infrastructure, funding policies L/F1 Developer Contributions and L/F2 'Commuted Payments' in Chapter 7 may also apply.

## BUSINESS ACTIVITIES

The Local Plan policies for business development are contained in Chapter 1 'Economic Development'.

All sizeable commercial and industrial enquiries will be directed to the industrial sites in Lhanbryde and Mosstodloch.

## TOURISM

The governing policies for Tourism are L/ED16 and 17 in Chapter 1 (Tourist Facilities and Accommodation and Roadside Signs). The Economic Development policies in Chapter 1 apply where relevant and policy L/CF4 in Chapter 5 safeguards established routes for walking, cycling, trails and cross-country skiing.

### **T1 SUSTRANS Cycle Network**

**The Council is promoting the Moray section of the SUSTRANS National Cycle Network and will consequently protect the route through Garmouth.**

## ENVIRONMENT

The policies for the maintenance and enhancement of the environment are found in Chapter 2 (Environment).

The principal policies for the local environment are L/ENV10 'Settlement Boundaries' and L/ENV18 'Public Amenity and Open Spaces' in Chapter 2, and L/IMP1 'Development in Built Up Areas' in Chapter 8.

Under the terms of policy L/ENV18 (Public Amenity and Open Spaces) a number of spaces have been identified which contribute to the environment and amenity of the town. The purpose of policy L/ENV18 is to protect the integrity of these spaces from inappropriate development and to ensure that their contribution to the amenity of the built up area is not compromised.

**ENV1 Railway Sidings/Community Woodland**

Car park, picnic facilities and public footpaths providing access to the disused railway line and community woodland. This area is to be maintained as open space for public recreational use.

**ENV2 Old Water Tower**

Site of the original water tower serving Garmouth and Kingston areas. This local landmark occupies an elevated site on the northern boundary of the village and is served by a public footpath.

**ENV3 Playing Field/Tennis Courts**

Area to be retained for recreational use and open space.

**ENV4 East of Orchard/Woodland Bank**

Wooded area on the terrace of the River Spey and east of the burn. The area in the vicinity of the burn is subject to flooding when the Spey is in spate. The natural woodland should be retained.

**ENV5 Open Space: South Road, Station Road & Kingston Road**

Small landscaped areas which should be maintained as amenity land for the adjoining housing.

**ENV6 Bowling Club Car Park**

Area to be retained as informal car park for adjacent recreational facilities.

There are wider environmental designations relating to areas of local, national and international scientific importance and to areas of high scenic and landscape quality which in most cases may relate to areas just beyond the settlement boundary. Where sites of scientific importance are found within settlement boundaries, these are designated as ENV in the Proposals Map.

**CPZ** The designation of the Coastal Protection Zone includes the banks of the River Spey as far as the viaduct. Much of this area is susceptible to flooding and erosion so the Council will investigate flood prevention and alleviation measures along with monitoring of both the River Spey and Spey Bay coastline (see L/ENV26).

**SSSI** The Spey estuary Site of Special Scientific Interest designation extends to the northern edge of the village. The estuarine section of Spey Bay is part of a Special Protection Area and Ramsar wetland site. The SSSI is also currently part of a candidate Special Area of Conservation (SAC).

**SINS** A Site of Interest to Natural Science area abutting the northern and eastern boundaries of the village is designated for its geomorphological interest.

*Detailed maps of all the above are held by The Moray Council.*

**Conservation Area**

The governing local plan policy for development within Conservation Areas is L/ENV15 in Chapter 2. (Listed Buildings are controlled under policy L/ENV14).

**The boundary remains unchanged. There will be a policy to restrict sub-division within the Conservation Area, on grounds of character, amenity, access and servicing. (See detailed maps held in the Council Environmental Services Department offices).**

**HOUSING**

The main governing local plan policy for new housing developments is L/H3 in Chapter 3 (Servicing and Layout of new Housing Developments). Policy L/H7 in Chapter 3 (Affordable Housing provision) may also apply depending on the size and location of the development.

**R1 Station Road**

The remainder of the Station Road site is designated for specialist housing (see policy L/H8 in Chapter 3). The existing Council development already contains a number of houses specifically designed for the elderly and it is considered that an additional provision on this site would be compatible with this development. Access as existing via "The Sidings".

**R2 Haulage Contractor's Yard, Station Road**

The site has been vacated and the industrial buildings recently removed, prior to the development of 11 house plots.

## UTILITIES AND SERVICES

### Waste Water Treatment

The North of Scotland Water Authority are confident that the public sewer is able to manage waste from existing housing land allocations. The village settling tank has a limited capacity at present and a new system will be required before any further development beyond that designated can be permitted. NOSWA are listed as a statutory consultee for any planning applications with associated drainage problems.

### Flood Risk

Parts of the village are subject to a persistent flood risk from the River Spey and developments within these areas will be subject to assessment under terms of policy L/ENV26 'Control of Development in Flood Risk Areas'.

### Flood Prevention Scheme

The Moray Council will pursue the preparation of a Flood Prevention Scheme for Garmouth and Kingston under the terms of the Flood Prevention (Scotland) Act 1961 as amended. This scheme will be prepared in line with statutory process under the Act, require extensive hydrological research and will be subject to public consultation and environmental assessment.

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