

FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN



SUPPLEMENTARY GUIDANCE

THE MORAY COUNCIL / PITGAVENY

NOVEMBER 2015

THE MASTERPLAN
DESIGN DEVELOPMENT
DEVELOPMENT FRAMEWORK
SUSTAINABILITY
PHASING DELIVERY

THE VISION/
MASTERPLAN

VOLUME 1

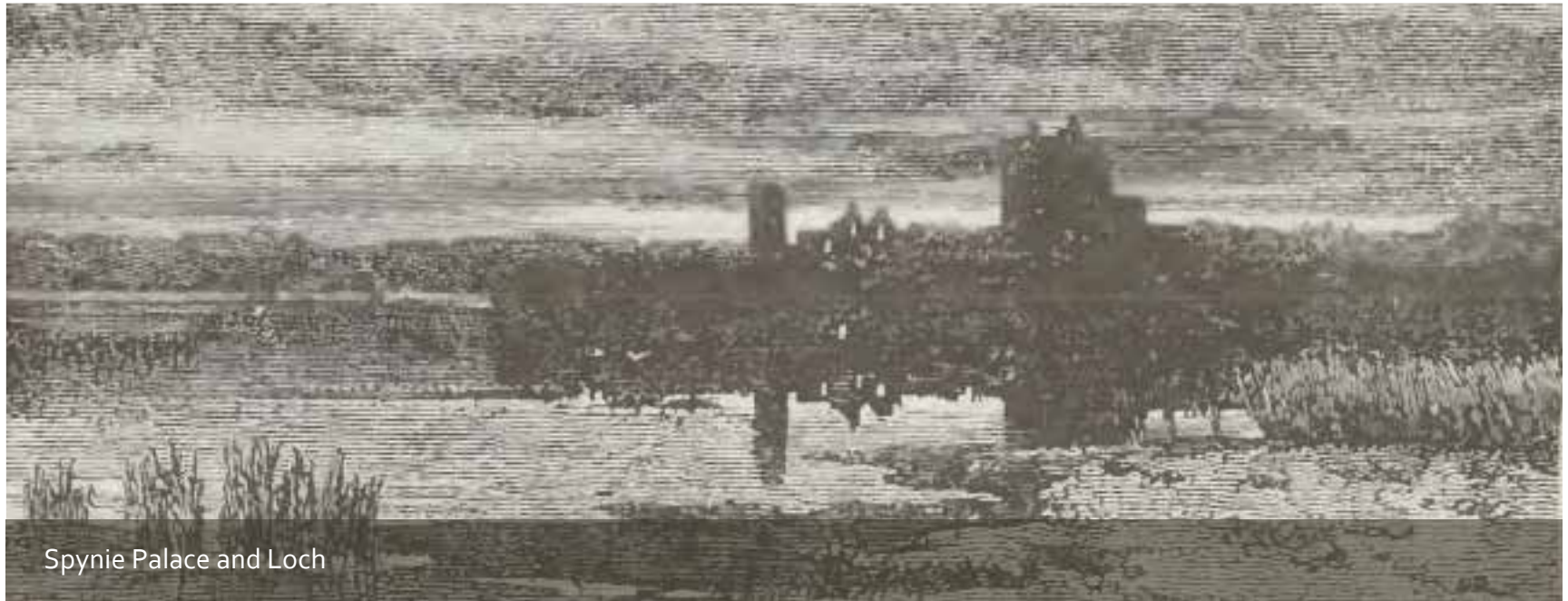
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Thomas Telford 1757–1834

PREFACE

The proposals for the new neighbourhood at Findrassie have been developed as part of a collaborative process between The Moray Council and the landowners at Pitgaveny. The design solution has therefore been generated by the people who own and live on the land. This relationship has helped to inform the process and has provided a first hand insight into the heritage of site and its surroundings. Thomas Telford's design for the Spynie Canal eventually lead to Spynie Loch being drained between 1790 and 1850. The result was that many acres of agricultural land was reclaimed for farming. Pitgaveny will continue to farm the land and manage the surrounding forestry and quarries and will maintain a close involvement with the development at Findrassie as it evolves. The new neighbourhood will be an integral part of the ongoing work at the estate which includes land management, employment and which will ensure the long term future of Findrassie for the next generations.

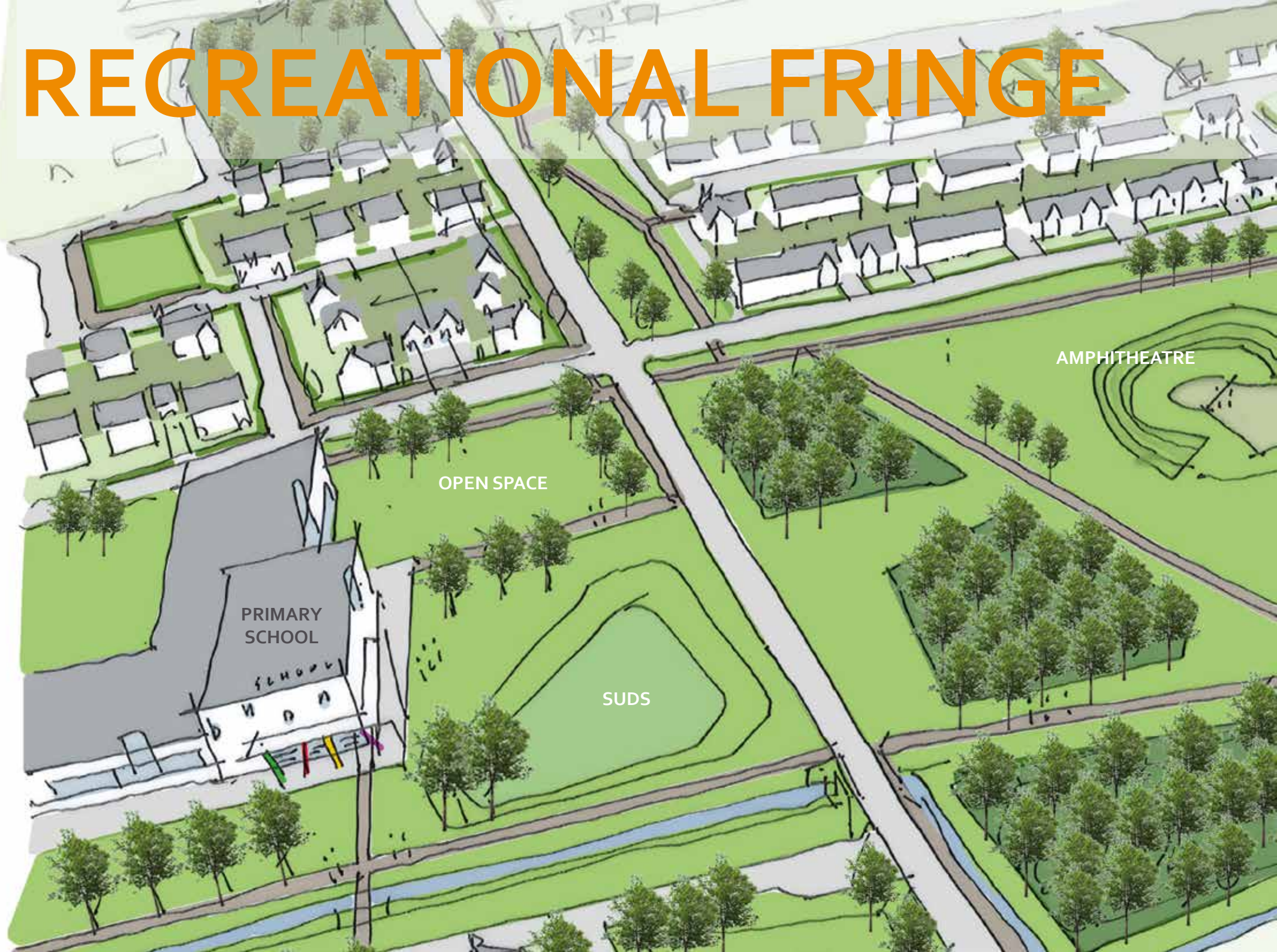


Spynie Palace and Loch



Open space as focal point for new neighbourhood at Findrassie

RECREATIONAL FRINGE





VISION FOR FINDRASSIE

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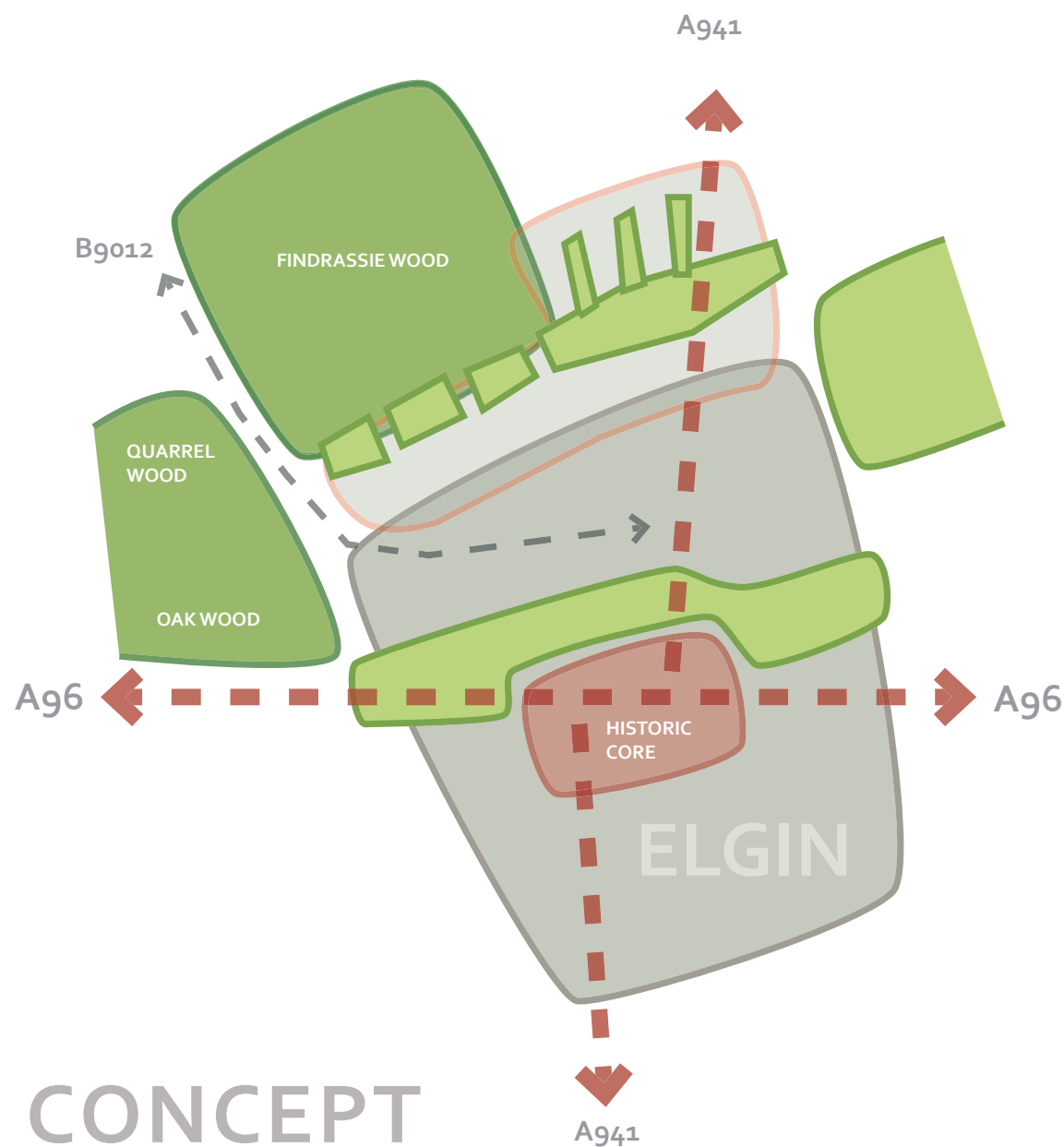
15.0 FUTURE APPLICATION CHECKLIST



1.0 : THE MASTERPLAN

FINDRASSIE IS:

- A desirable place , the development of which is embedded in the landscape and is reflective of the traditional pattern of development, open space and built form of Elgin;
- An attractive northern gateway(s) into the city akin to the western approach;
- A place where opportunities for social interaction are created through a mix of residential, commercial, community and recreational uses and walking, cycling and local food production are encouraged;
- A distinctive place where people identify with where they live and one another helping to create communities;
- A place where people can live throughout their lifetime.





1.1: THE VISION

IMPROVED CYCLE + FOOTPATH NETWORK

PLAY

WOOD

SUDS

VILLAGE GREEN

COUNTRY CYCLES

RECREATIONAL FRINGE



WOODLAND WALKS



SUSTAINABLE

1.1: THE VISION

The vision for Findrassie has been to create a landscape based solution to Elgin's housing requirements.

While there have been a number of recent developments in Elgin that have provided much needed housing within appropriate locations, the new networks of streets and neighbourhoods have not been supported by a strong landscape framework. At Findrassie the existing landscape and its qualities has been considered in great detail. This detailed appraisal of the site has then informed the vision, and in turn the masterplan.

The integration of Findrassie Wood into the new neighbourhood will create a sense of place and identity from the outset. The integration of the primary green space along the Sey Burn Corridor and incorporation of the pond at Myreside Farm also retains and enhances existing features of the site to create interest along this route.

The masterplan establishes connection into the existing surrounding residential areas to ensure the development is integrated and can become part of the local community. The design also respects the existing tree planting and historical field pattern.

The landowner and design team are committed to delivering the best possible design for a new neighbourhood. Architecture + Design Scotland are supportive of the general concept and approach. The vision and concept for Findrassie can also be controlled through the ongoing action / implementation plan.



EMPLOYMENT



IMPROVED ACCESSIBILITY



FIRST TIME BUYERS



HOUSING FOR ALL AGES



FAMILY HOMES

INTEGRATED NEW COMMUNITY



OUR VISION FOR FINDRASSIE

RECREATIONAL FRINGE

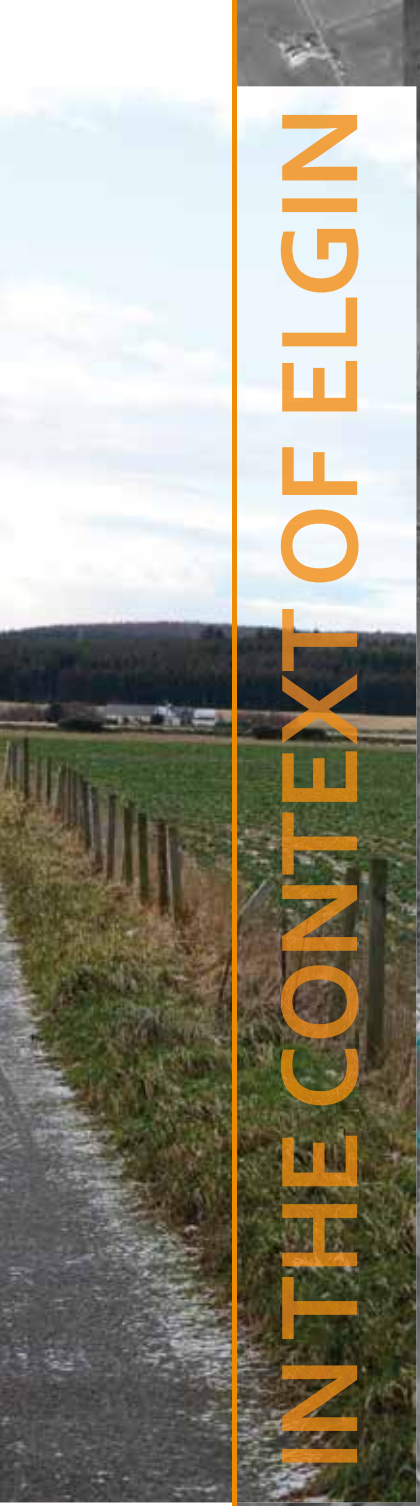


Findrassie will incorporate a range of house types and accommodation from 1 bedroom cottage flats to 5 bedroom family homes and will include housing for the elderly.

The result will be a truly varied and integrated new neighbourhood which respects both the character of the landscape setting and the historical significance of Findrassie.



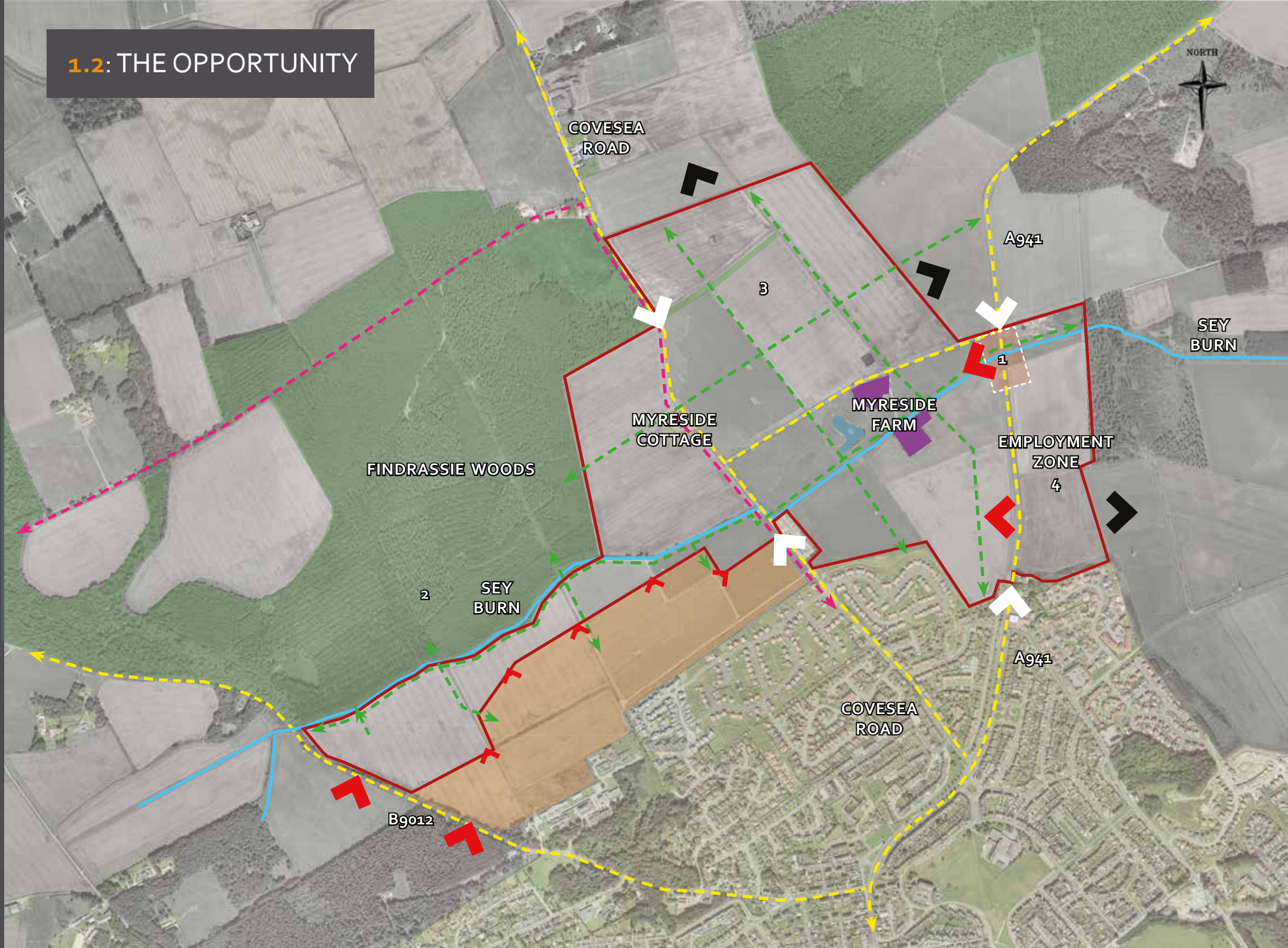
VIEW TOWARDS ELGIN FROM LOSSIEMOUTH ROAD



IN THE CONTEXT OF ELGIN



1.2: THE OPPORTUNITY





EXISTING ROAD ACCESS NETWORK



WATERCOURSE



ENCLOSING WOODLANDS / TREE BELTS



BUILDINGS TO BE RETAINED



ROBERTSON HOMES AND SCOTIA DEVELOPMENT SITE



EMPLOYMENT ZONE



EXISTING ACCESS



POTENTIAL ACCESS



VIEWS



IMPROVE FOOTPATH AND CYCLE LINKS



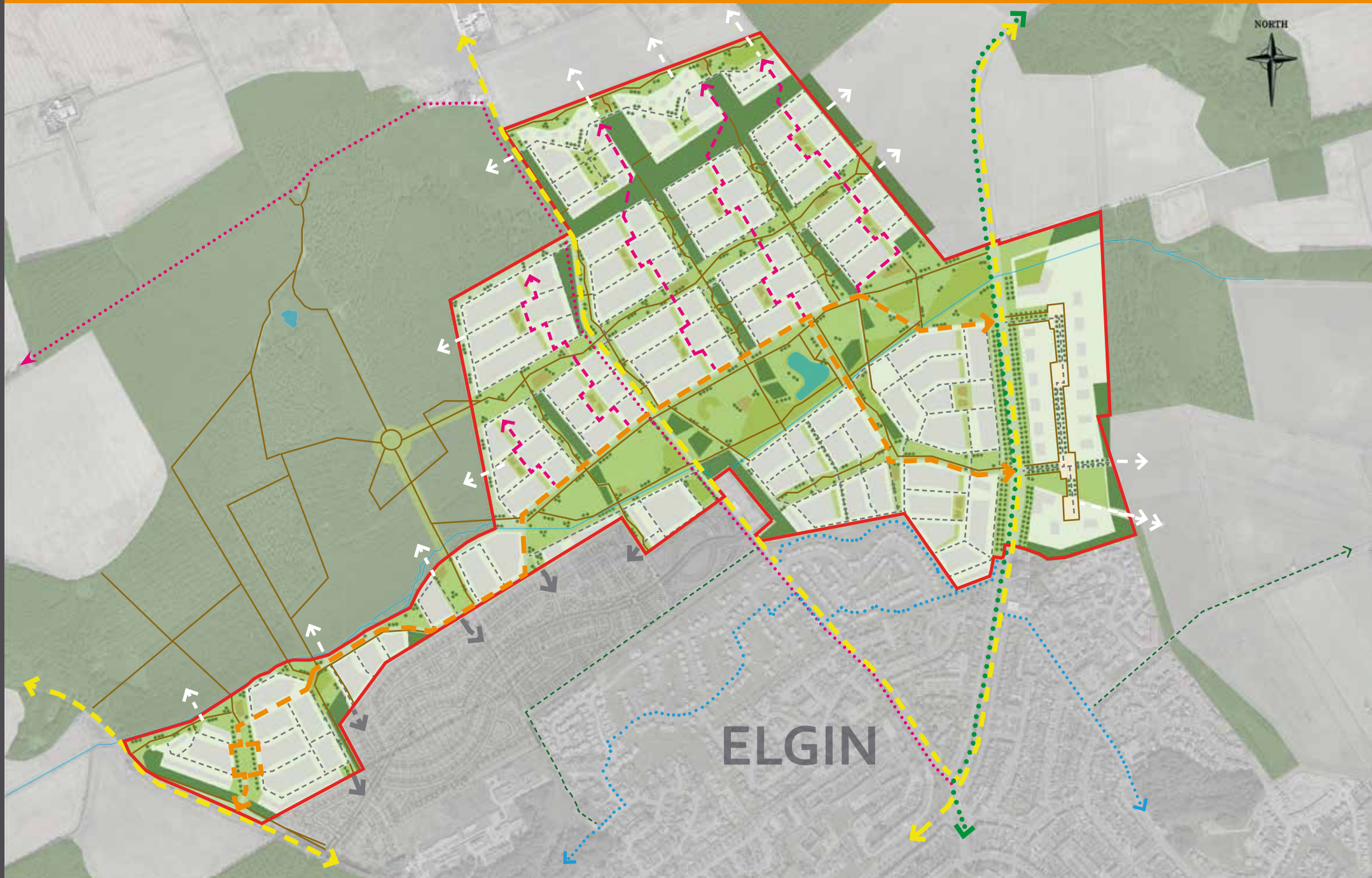
NEW FOOTPATH AND CYCLE LINK TO INTEGRATE THE AMENITY OF THE SURROUNDING LANDSCAPE AND WOODLAND INTO THE TOWN

1.2: THE OPPORTUNITY

The key opportunities that the new neighbourhood at Findrassie can help to deliver are to:

1. Greatly improve northern approaches to Elgin;
2. Merge countryside with built-up edge;
3. Deliver 1500 new houses;
4. Create jobs during construction phase and within the proposed employment area;
5. Create a new neighbourhood which reflects the character and best features of Elgin;
6. Provide new footpath connections into Findrassie Wood improving access to this important amenity and adding recreational value to the existing community and the new neighbourhood;
7. Create valuable and usable new open space in the heart of the new neighbourhood close to the historical approach to Spynie Palace from the west.

2.0 : DEVELOPMENT FRAMEWORK



2.1: INTRODUCTION + PURPOSE

The masterplan must be sufficiently flexible, robust and deliverable if it is to remain relevant for the duration of the delivery over a 25 year period. The Moray Council, landowner and the design team have undertaken extensive community and stakeholder consultation to ensure that the views and responses from all those consulted has been considered. A number of technical studies have also informed the process and are included within the appendices. Moray Council's Supplementary Guidance on Urban Design outlines the 3 key factors for a successful new development as movement, buildings and open space. The development of the framework and masterplan has broadly followed these principles and is led by a strategy:

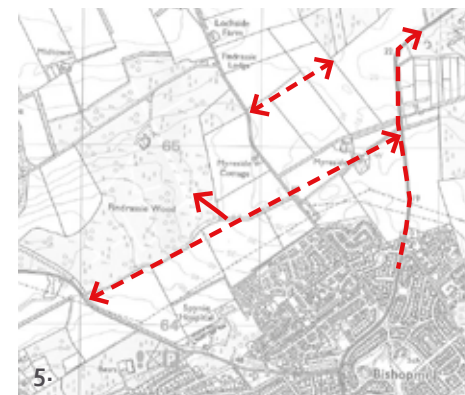
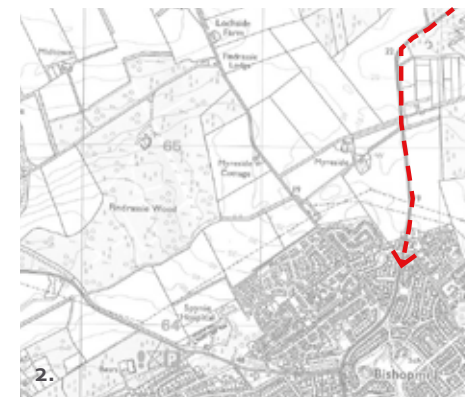
1. A landscape and open space strategy
2. An access strategy for connectivity and movement
3. A "development block" strategy for the disposition of and buildings.

	EXISTING ROAD NETWORK
	WATERCOURSE
	ENCLOSING WOODLANDS / TREE BELTS
	OPEN SPACE
	URBAN FABRIC
	PRIMARY ROUTE
	SECONDARY STREETS
	SHARED SURFACES / HOUSING STREETS
	FOOTPATH NETWORK
	CORE PATHS
	ESN1N OFF ROAD CYCLE ROUTE TO LOSSIEMOUTH
	EXISTING CYCLE ROUTE
	EXISTING WIDER FOOTPATH NETWORK
	POTENTIAL FUTURE CONNECTIONS

2.2 : LANDSCAPE STRATEGY

The masterplan framework promotes places that are responsive to the natural environment and offer safe, high quality recreational opportunities. Moray Council's Supplementary Guidance on Urban Design identifies the key principles as follows:

- Incorporate and respond to natural features (i.e. knolls, ridge lines) through layout and mix of building heights;
- Create a network of open spaces that are connected externally to the surrounding landscape and internally through green corridors;
- Use land efficiently to avoid layouts that result in left over space;
- Provide different types of open space (i.e. recreational or play, amenity or leisure and private);
- Open spaces must be fit for purpose and linked together by footpaths and cycle paths;
- Open spaces, footpaths and parking areas should be overlooked by buildings to provide natural surveillance;
- Encourage biodiversity by considering a range of planting including retained, enhanced and new;
- Proposals must include provision for public art, and,
- Design open spaces to maximise environmental benefits (i.e. building height will impact on the amount of light reaching the public realm).



2.2.1: LANDSCAPE ELEMENTS

There are nine elements to the landscape strategy for Findrassie. They are fundamental to a successful and distinctive development of Findrassie and each phase of development must adhere to these principles.

1. DEFINE AND STRENGTHEN EDGES

- To break away from the “building led” appearance of Elgin’s southern and eastern approaches, Findrassie is to be developed with a softened integration of building and adjoining woodland and countryside;

-To lessen the present impact of the housing developments along the towns current northern edge. Deciduous edges will be planted on the southern boundary of Findrassie wood.

2. IMPROVE APPROACHES TO THE TOWN

The Northern approach is to be transformed by boulevard planting along Lossiemouth Road, merging into the distinctive avenue planting in Bishopmill. Similarly, the Duffus road approach is to be replanted in a strengthened deciduous woodland edge.

3. TO CREATE A “GREEN” SPINE

An east-west green corridor along the length of the Sey Burn Valley will replicate one of Elgin’s most important characteristics - the extensive open space which stretches from the Oakwood in the west to Deanshaugh and Lesmurdie Wood in the east, through Old mills and Cooper Park.

4. IMPROVE LINKS TO EXISTING HOUSING AREAS TO THE SOUTH

There needs to be more, and better links to ensure, for example safe walking routes to the new school proposed for Findrassie, and to ensure the cycle tracks and footpaths permeate through existing build up areas all the way from the Findrassie development to the town centre.

5. TO CREATE LINKS INTO THE COUNTRYSIDE

Findrassie woods will become accessible from the development, and tracks and footpaths will link to attractive features like Spynie Loch, Spynie Palace and Quarrel Wood.

6. TO USE EXISTING ROADS FOR CIRCULATION

In addition as far as possible field boundary dykes should be retained and upgraded if necessary.

7. REDUCE AND SUBDIVIDE THE OPEN SPACE AREAS

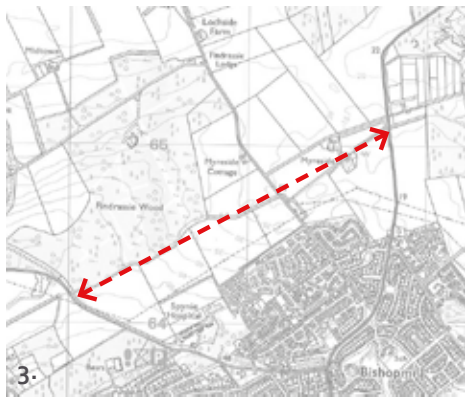
Landscaped green spaces and corridors are to be used to create distinct enclosed areas within the housing development, and to reduce the scale of the open fields as they currently are. These areas are to be functional and usable for recreation, pedestrian/cycling interconnections, and community uses such as for allotments or for public events.

8. TO CREATE GATEWAYS

The accesses from Lossiemouth Road and Duffus Road into the Findrassie site are particularly important in “making a statement” about entering a carefully planned and designed development.

9. LOCATE COMMUNITY FACILITIES IN SIGNATURE SPACES

The proposed community facilities will be positioned along the length of the green corridor signature space, and not concentrated in one area of interest, so as to draw movement and activity throughout more of the total development.



2.2.2: WOODLAND + OPEN SPACE MANAGEMENT

Traditionally the landscape and greenspace would have been handed over to the local authority with a commuted sum. However due to the phased nature of the proposed development and the need to fully integrate the provision and maintenance of landscape spaces with the development and marketing programme an alternative approach to the maintenance of greenspace is being progressed.

Pitgaveny, (who are already involved in the management of woodland and open space throughout the estate) are in discussion with the local authority, about continuing the management of all open spaces and woodland in the Findrassie development. One such approach would be to establish a company or trust. All owners and occupiers would become members with a controlling share held by the Developer. Once capital landscape works are completed and following a three-year establishment period the Developer will hand the completed works to the company/trust who will then be responsible for organising future maintenance. The trust/company will be funded through charges on owners and occupiers.





2.2.3: ADVANCE PLANTING

There will be advanced planting in key areas identified in the masterplan (Shown on the plan opposite). Not only will these provide shelter and enclosure earlier in the process and help to separate emerging new neighbourhoods from ongoing construction, they will also establish an early sense of character and identity within the development pockets and character zones.

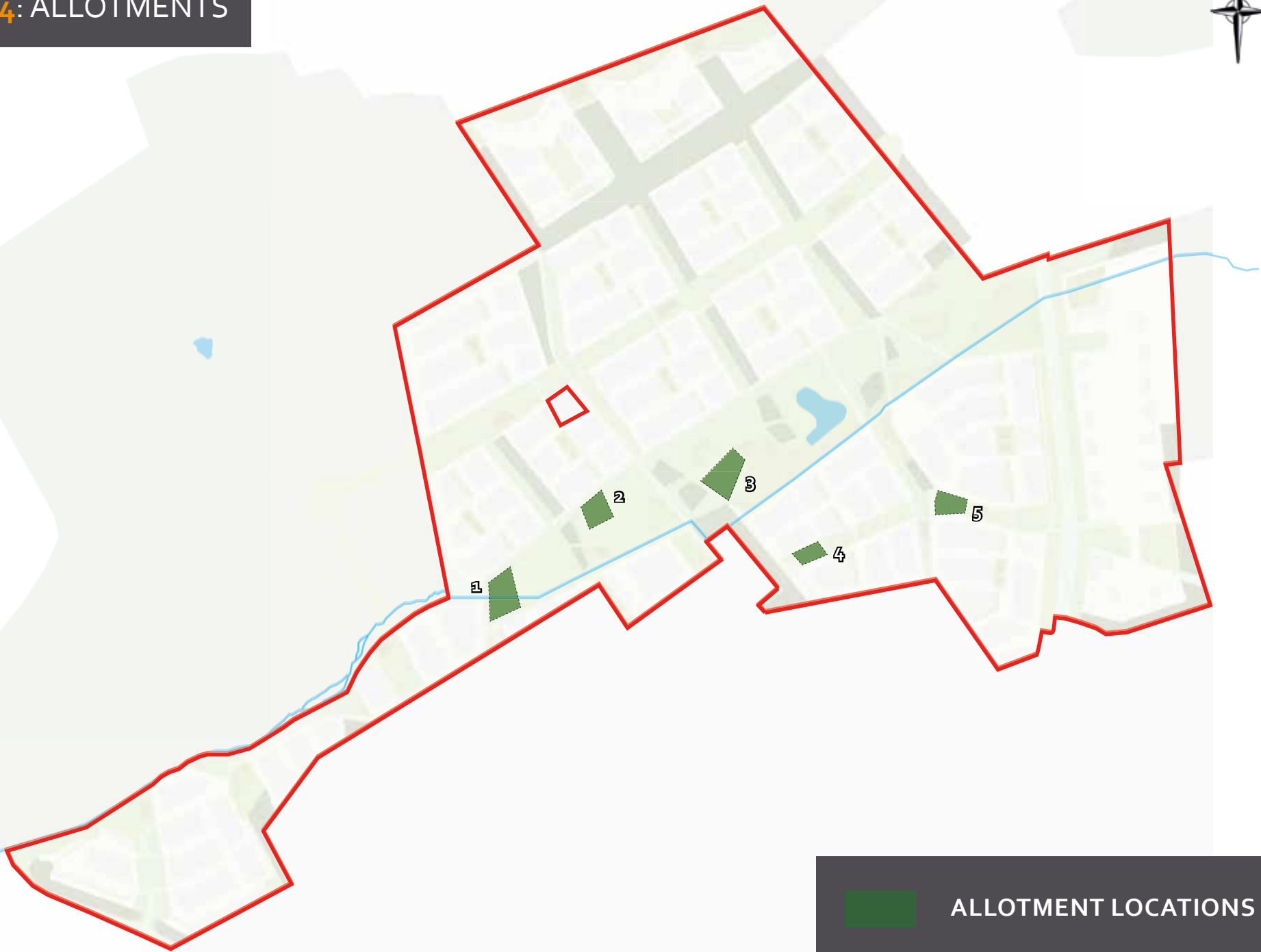
The principle of carrying out planting in advance of development is an integral part of the long term development programme. This approach will ensure that maximum benefit can be obtained on a cost-effective basis and further that the standards and aspirations of the Developer are clearly demonstrated at all stages of the development process.

The principle of advance planting can be applied to new woodland, avenue/boulevard planting, SUDS features/wetlands and also to landforms.

The extent of initial advance planting is currently under consideration. Examples currently being reviewed include new woodland blocks on the eastern edges of the site, boulevard planting to Lossiemouth Road and planting to screen the sub-station.

	ENCLOSING WOODLANDS / TREE BELTS		WATERCOURSE
	OPEN SPACE		PLAY AREAS
	URBAN FABRIC		TREES
			ADVANCE PLANTING

2.2.4: ALLOTMENTS



ALLOTMENT LOCATIONS



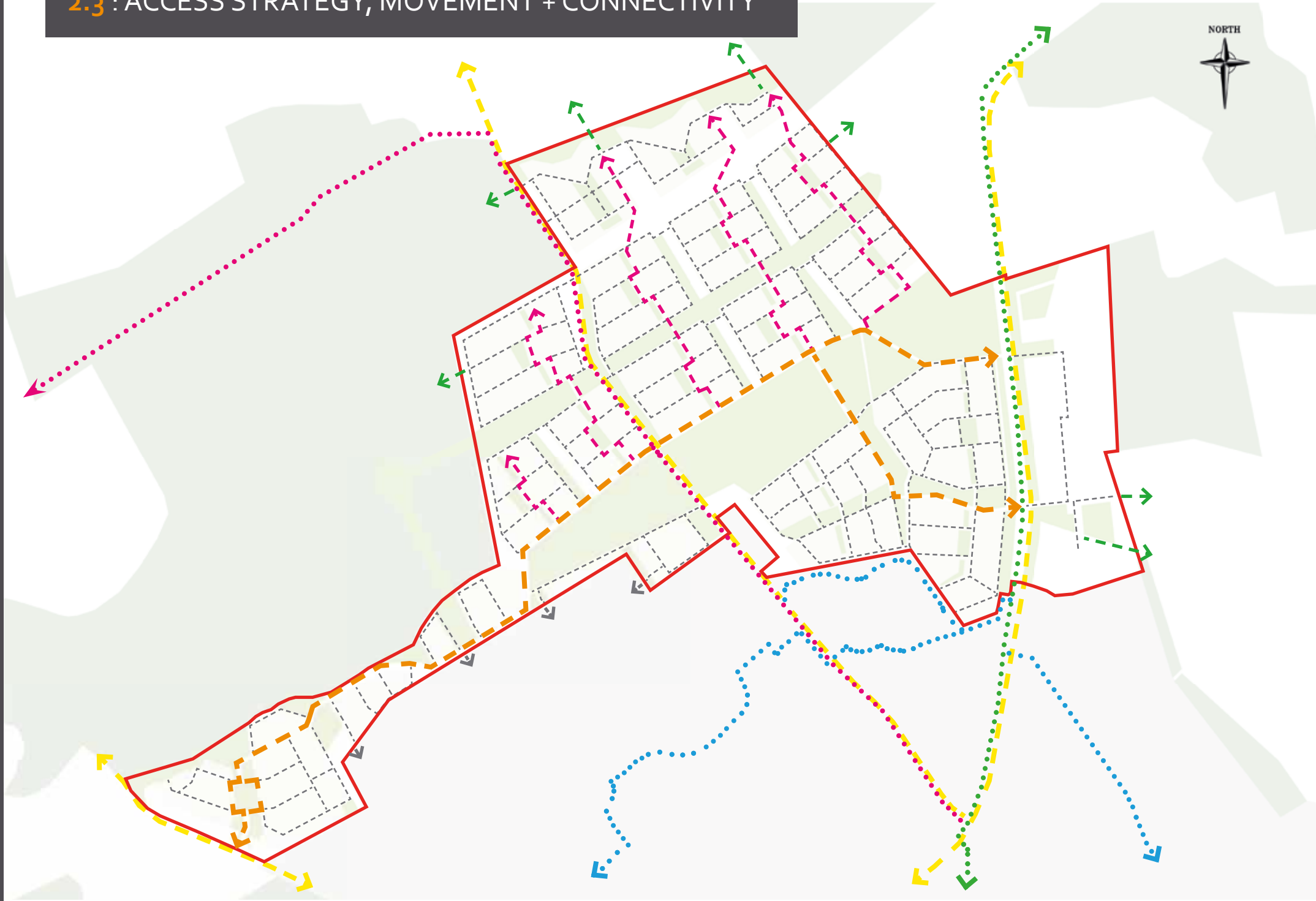
2.2.4: ALLOTMENTS

The provision of Allotments within the new neighbourhood has been discussed on a number of occasions throughout the consultation process. There is currently a demand for and under supply of suitable facilities in the Elgin area and the development at Findrassie has been identified as a location for allotments to address this issue. This is a policy requirement of the Local Development Plan.

Consideration has been given to a number of locations within the new masterplan. The location of this amenity next to the proposed school site would allow parking areas to be shared and would also allow opportunities for learning. It would also create a real community allotment and would also allow the upkeep of the facility during the school holidays.

Allotment locations are shown on diagram opposite.

2.3 : ACCESS STRATEGY, MOVEMENT + CONNECTIVITY















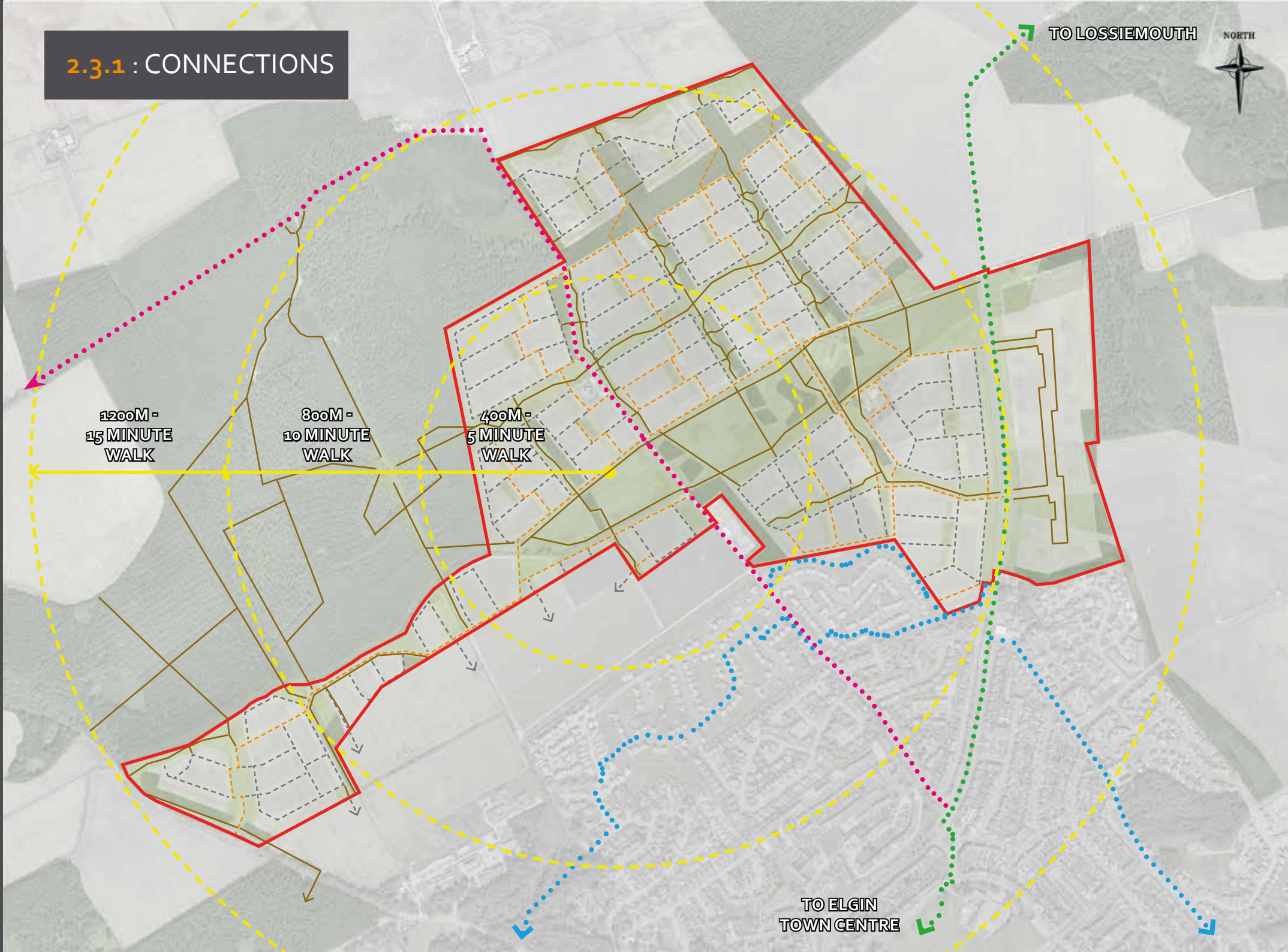
2.3: ACCESS STRATEGY, MOVEMENT + CONNECTIVITY

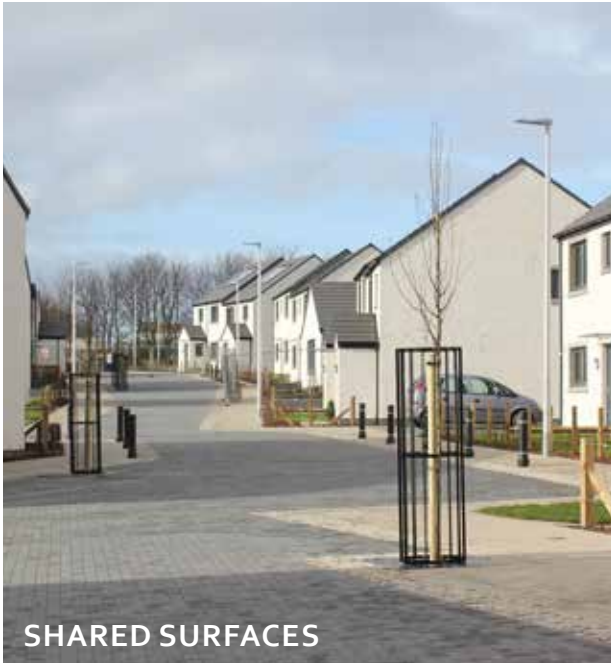
The masterplan framework promotes development that is integrated and connected, and offers a variety of modes of travel. The key principles as identified within Moray Council's Urban Design Guide are as follows:

- Development must be based on a permeable movement framework which accommodates desire lines and is well-connected internally and externally with the adjacent street and footpath networks and allows for future connections;
- A hierarchy of street types must be developed with each street type classified according to its character and capacity (i.e. street, lane, court);
- Paving material or contrast material can be used to allow each element of the hierarchy to be clearly expressed (i.e. variations in colour, thresholds of small cobbles, etc.);
- Places must promote the concept of a 'walkable neighbourhood';
- Parking provision must not dominate the streetscape;
- Traffic safety should be built into the development by slowing traffic down through use of articulation of through routes or intervention within the street space as opposed to 'traditional' 'calming measures
- Support sustainable travel by encouraging walking and cycling and providing for public transport;
- Design for an inclusive environment (i.e. access for all);
- Reduce street clutter.

-  FINDRASSIE SITE BOUNDARY
-  EXISTING ROAD NETWORK
-  PRIMARY ROUTE
-  SECONDARY STREETS
-  HOUSING STREET / SHARED SURFACE
-  CORE PATHS
-  ESN₁N OFF ROAD CYCLE ROUTE TO LOSSIEMOUTH
-  EXISTING / IMPROVED CYCLE ROUTE
-  LINKS INTO ROBERTSON HOMES AND SCOTIA DEVELOPMENT
-  POTENTIAL FUTURE LINKS

2.3.1 : CONNECTIONS





FINDRASSIE SITE BOUNDARY

DETACHED FOOTPATHS

STREET FOOTPATHS

SHARED SURFACES

CORE PATHS

EXISTING / IMPROVED CYCLE ROUTE



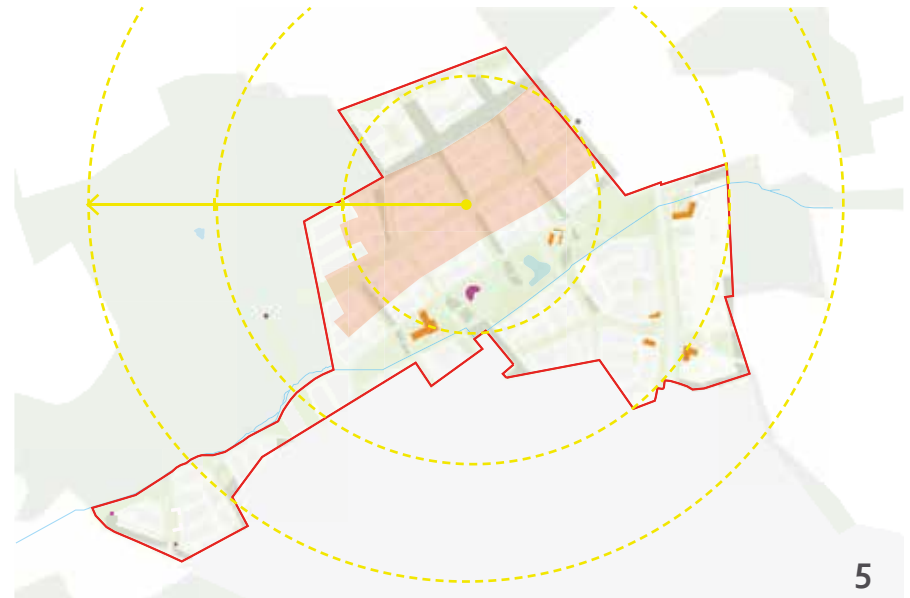
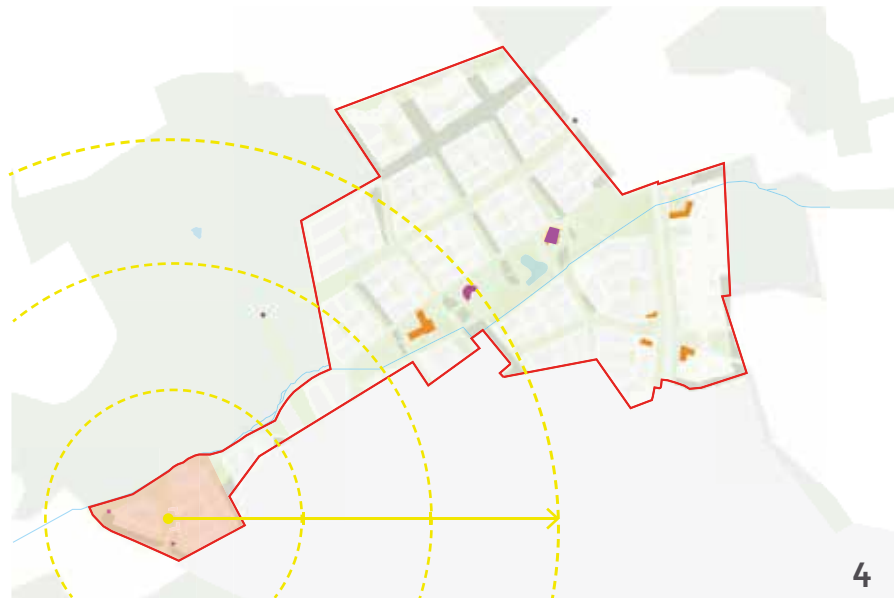
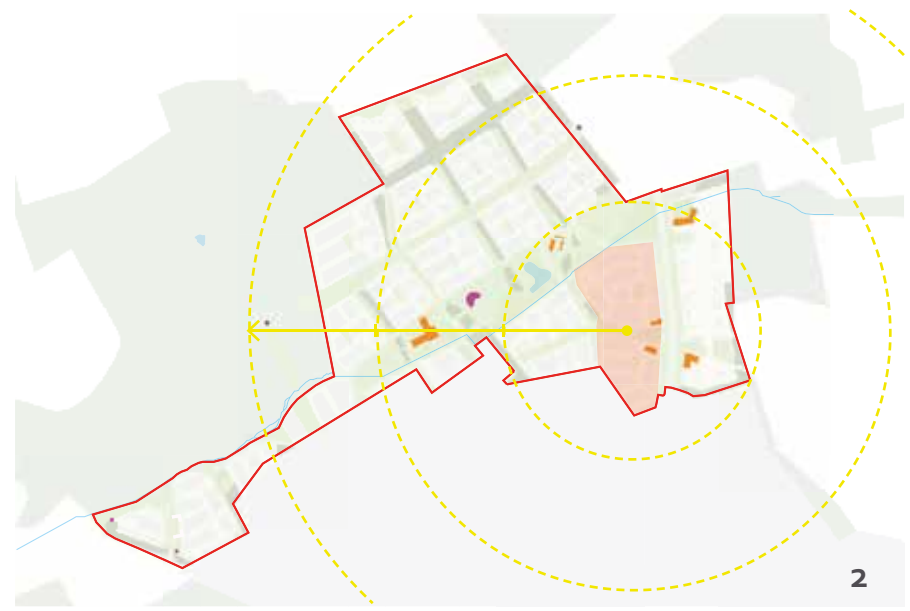
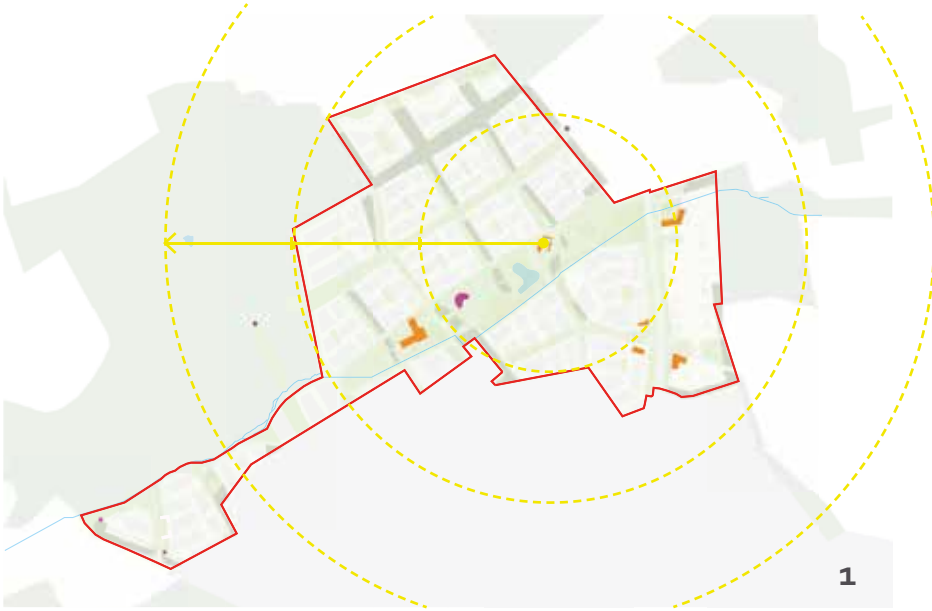
2.3.1: CONNECTIONS

The development at Findrassie will create a network of green spaces and these will provide the opportunity for safe and pleasant footpaths and cycleways which link to the local hub, the school and the open space.

Connections must link to the existing core path network along the northern edge of Bishopmill and the existing Elgin to Lossiemouth cycle path. There are limited opportunities to connect to southern development, but Findrassie will maximise these and take advantage of the close proximity of the existing footpaths to Quarrel Wood, Spynie Palace, and Spynie Loch. The specific links through and improvements to core paths EG13 and EG33 can be achieved through emerging planning consents to the south. Where this is not possible an appropriate legal agreement will be required to ensure these important connections to the centre of Elgin are achieved.

Different surface materials are to be used to distinguish the different functions of rural paths, neighbourhood footpaths, and safe routes to school. Street footpaths along the primary and secondary routes must provide separate zones for pedestrians, and therefore have been detached where possible. This is important for pedestrian safety. Elsewhere these can be part of the carriageway such as shared surfaces or housing streets. In these areas the pedestrian is prioritised over the vehicle.

2.3.2 : WALKABLE NEIGHBOURHOODS



2.3.2: WALKABLE NEIGHBOURHOODS

The central core and green spine is within reasonable walking distance of all of the proposed housing areas of the new neighbourhood. The diagram shows 400m, 800m and 1200m walk zones and demonstrates 100% of the proposed housing located within a 15 minute walk from the proposed school site in the heart of the development. The network of roads and footpaths has been developed to maximise permeability and minimise cul-de-sac design.

'Walkable neighbourhoods support the wider aim of encouraging the creation of mixed use communities with well connected street patterns and local facilities within walking distance, reducing the dependence on the car.'

(Moray Council Supplementary Guidance on Urban Design)



3



6

FINDRASSIE SITE BOUNDARY

IMPORTANT BUILDINGS

LANDMARKS / FOCAL POINTS

400M - 5 MINUTE WALK

800M -10 MIN WALK

1200M - 15 MINUTE WALK

1. WALKING DISTANCES FROM THE LOCAL HUB

2. WALKING DISTANCES FROM LOSSIEMOUTH ROAD CHARACTER ZONE

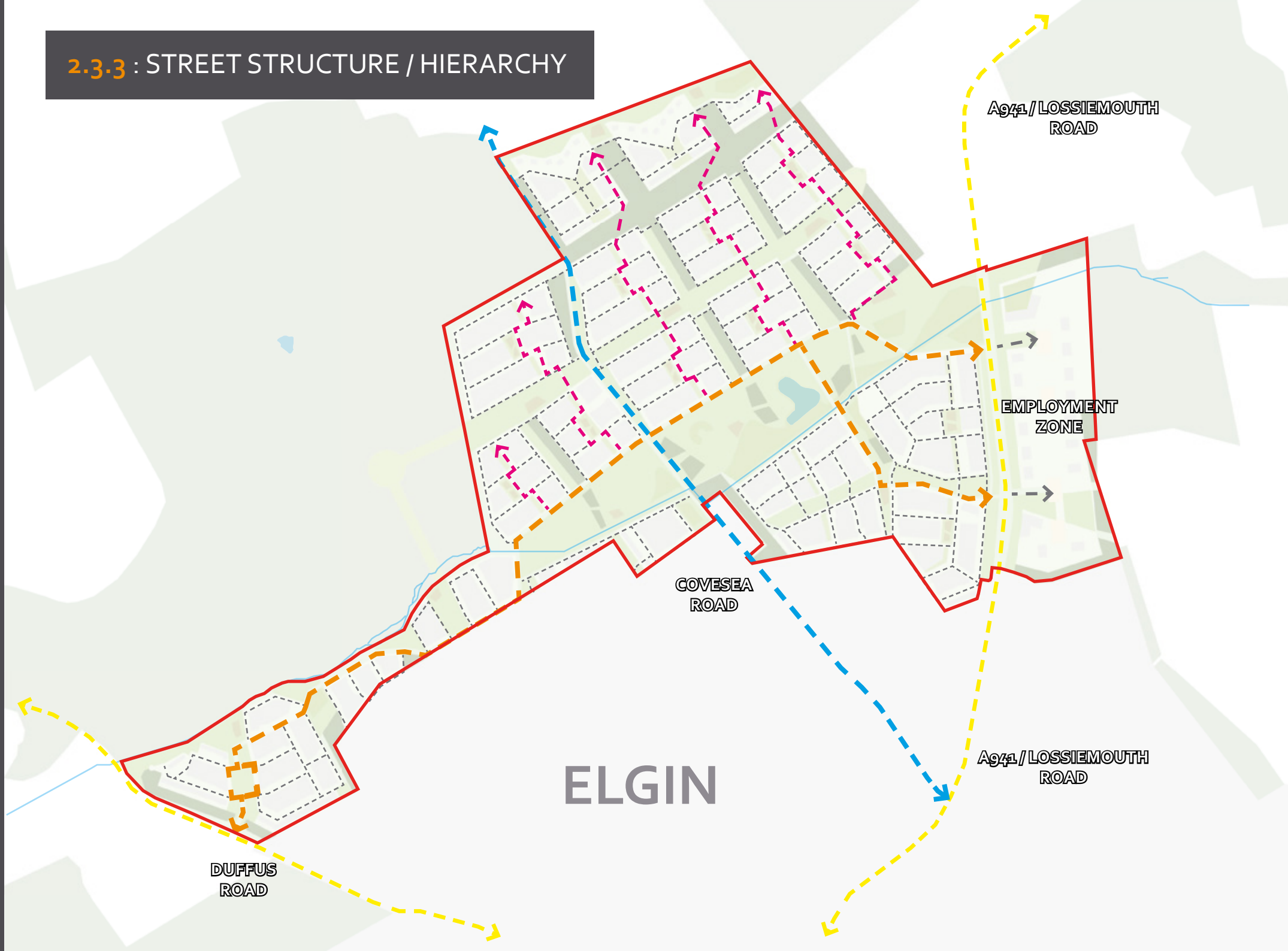
3. WALKING DISTANCES FROM FINDRASSIE EDGE CHARACTER ZONE

4. WALKING DISTANCES FROM DUFFUS ROAD CHARACTER ZONE

5. WALKING DISTANCES FROM NORTH / SOUTH CHARACTER ZONE

6. WALKING DISTANCES FROM NORTHERN EDGE CHARACTER ZONE

2.3.3 : STREET STRUCTURE / HIERARCHY





CONNECTIONS INTO EMPLOYMENT ZONE



HOUSING STREETS



TREE LINED AVENUES



SHARED SURFACES

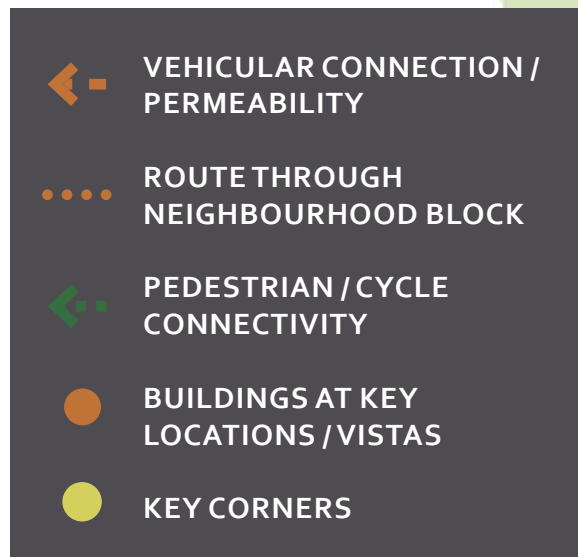
2.3.3: STREET STRUCTURE / HIERARCHY

The street structure and hierarchy of the masterplan has been developed alongside the landscape strategy. The primary route through the new neighbourhood will run from the A941 / Lossiemouth Road in the east to the B9012 Duffus Road in the west connecting into Covesea Road. At the Lossiemouth Road edge there will be two points of connection at least, one to facilitate access to the employment area on the east side of the road (As shown on page 134 - Lossiemouth Road). The north / south secondary routes maximise connectivity throughout the new neighbourhood and will provide access to the residential blocks. Elsewhere the streets are to be residential streets and lanes in order to reduce vehicle speeds and maximise pedestrian and cycle activity.

The streets and lanes of the new neighbourhood are illustrated in more detail within the chapter on character areas.

- FINDRASSIE SITE BOUNDARY
- ← — EXISTING ROAD NETWORK
- ← — COVESEA ROAD
- — PRIMARY ROUTE
- ← — NORTH / SOUTH SECONDARY ROUTES
- — SHARED SURFACE / HOUSING STREET

2.3.4 : LEGIBILITY



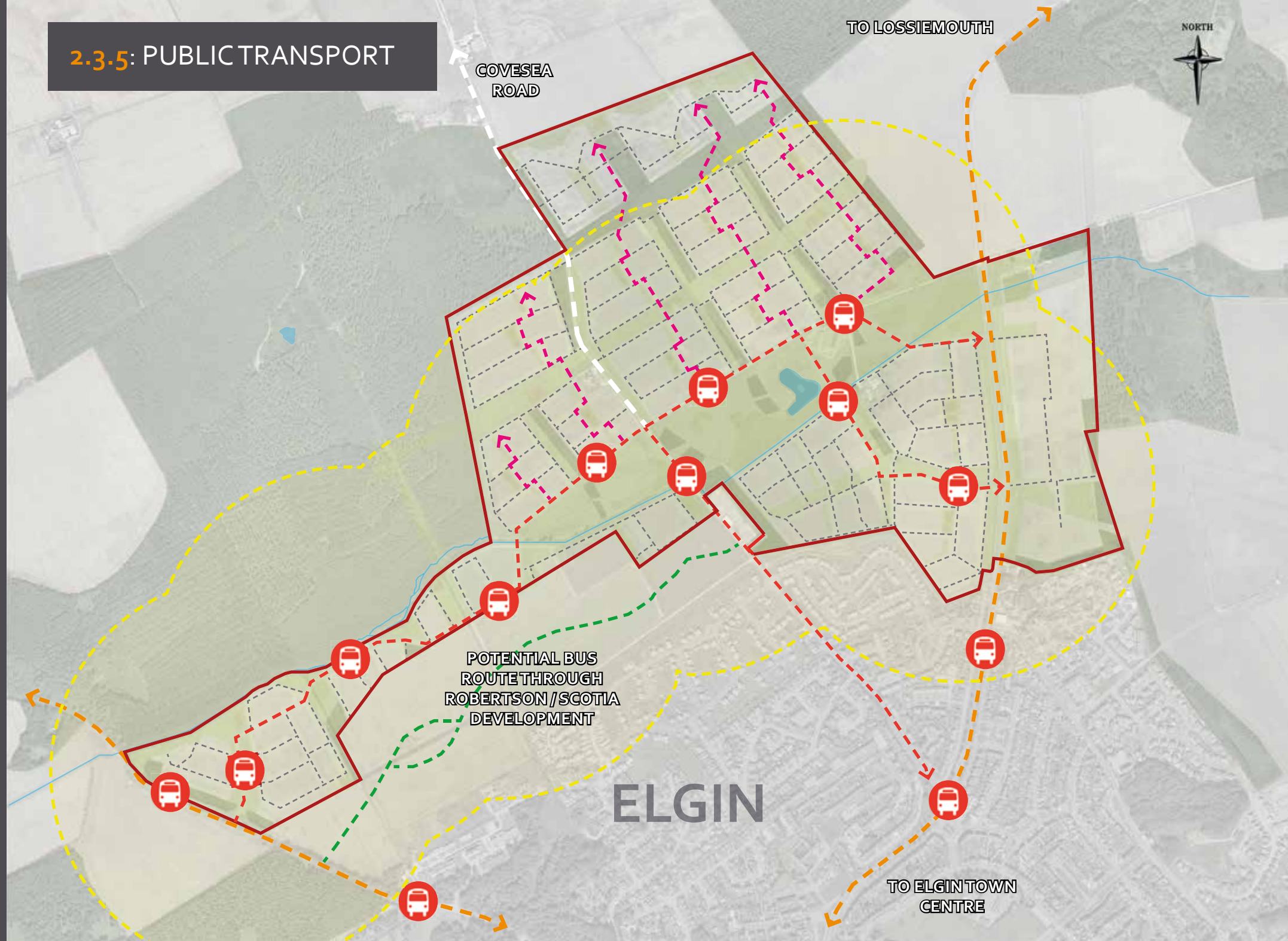
FINDRASSIE GRID



2.3.4: LEGIBILITY

The Findrassie masterplan has been developed with a grid iron street pattern based on historic and local precedent. The block sizes and building locations have been developed at an appropriate scale and have focal points, landmarks and characteristics which help distinguish different parts of the new neighbourhood. The buildings are arranged as perimeter blocks which address the street and have a clear definition between public and private realm. For the majority of street, parking within the front curtilage will be minimised by locating parking to the rear or side of the building. Continuous but varied street frontages provide enclosure to streets and open spaces, whilst also encouraging a level of activity creating a sense of security. The size of the residential blocks has been developed in accordance with those of successful residential developments within Bishopmill, Elgin and Lossiemouth. The small block sizes offer a choice of routes and are considered more permeable and easy to move around. The block sizes take reference from the existing grid iron pattern within Bishopmill. The choice of routes also offers more opportunity for pedestrians and cyclists.

2.3.5: PUBLIC TRANSPORT





2.3.5: PUBLIC TRANSPORT

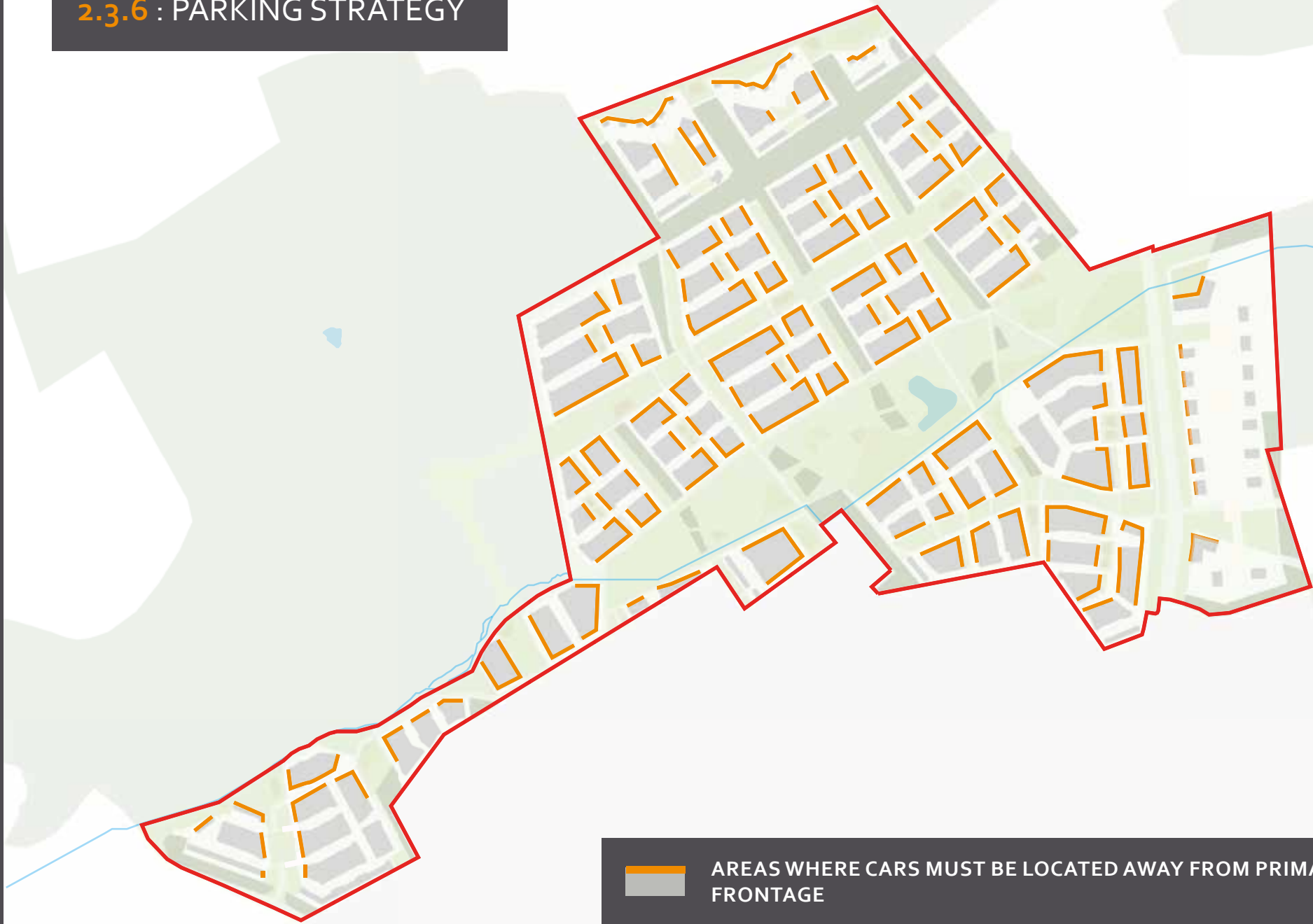
The new neighbourhood will connect into the existing public transport network with an east / west public transport route to be attained (the Primary Street) connecting Duffus Road with Lossiemouth Road. Phased implementation of this route will be considered in tandem with the phasing of public transport penetration within the site.

The bus stops will be located in strategic locations throughout the masterplan, such as the local hub and primary school.

- FINDRASSIE SITE BOUNDARY
- ← EXISTING BUS ROUTE
- ← PROPOSED NEW BUS ROUTE
- 🚌 POTENTIAL BUS STOPS
- ← SECONDARY STREETS
- SHARED SURFACE / HOUSING STREET
- 5MINUTE (400M) WALK FROM BUS STOP
- POTENTIAL BUS ROUTE THROUGH ROBERTSONS / SCOTIA DEVELOPMENT



2.3.6 : PARKING STRATEGY



AREAS WHERE CARS MUST BE LOCATED AWAY FROM PRIMARY FRONTAGE



AREAS WHERE A MIX OF DETACHED AND INTERNAL GARAGES MAY BE ACCEPTABLE

2.3.6: PARKING STRATEGY



On primary frontages and the majority of secondary frontages, parking must be provided to the rear or side of properties. Detached garages are the most effective way of achieving this. If this is not achievable then garages must be set back a sufficient distance from the main building line to ensure that vehicles are sufficiently screened by the massing of the building. Locating garages back from the main building line encourages parking to the rear of properties minimising the visual impact of parked vehicles in front of the building line and in front gardens. Alternatively parking must be provided to the side of these properties. This ensures the visual impact of parked cars on the streetscene.

On secondary frontages, internal garages will be acceptable on the minority of properties providing these have positive boundary treatments and a high quality landscape design to reduce the visual dominance of the car. On-street parking shall be broken up by soft landscaping to reduce the visual impact of parked cars and soften the streetscene. Planting and boundary treatments will be explained in more detail in the Design Code for each character zone of this Supplementary Guidance (Volume 2). Appropriate visitor parking will be provided. All parking must be provided in accordance with Moray Council's Parking Standards and the requirements set out within the Moray Council's Supplementary Guidance on Urban Design.

In the employment zone, parking will be located to the rear of buildings, particularly along Lossiemouth Road as it is the key gateway into Elgin. Any parking to the rear or front of buildings along the internal road must be broken up with landscaping. Careful consideration has to be given to providing adequate parking for other non-residential uses such as the primary school and local hub. Parking must not be permitted to dominate these areas and must be adequately screened and broken up with planting and landscaping.

2.3.7 : CYCLE PARKING



2.3.7: CYCLE PARKING

Cycling connections have been an important consideration in the development of the framework and indicative masterplan for the new neighbourhood. Active connections and the recreational fringe have been a recurring theme throughout the process. To help to establish a strong network of cycle connections and routes the development must also allow for satisfactory levels of cycle parking to help encourage residents onto their bikes.

Cycle parking will be provided for all dwellings within the masterplan in accordance with the criteria set out within Moray Council's extant parking standards. Houses throughout the new neighbourhood will have provision within private gardens and garages to facilitate adequate storage for bicycles.

Suitable storage facilities will also be required at the primary school, local hub, within the proposed employment zone and at other key locations. This can be in the form of covered areas with simple sheffield style racks. This will help to support the strong network of paths and cycleways which are one of the most important features of the new neighbourhood within the proposed open space and woodland.



2.4: DEVELOPMENT BLOCK STRATEGY + BUILDINGS



FINDRASSIE
WOODS

EMPLOYMENT
ZONE

ELGIN

- PERIMETER BLOCKS
- PRIVATE BACKS
- CORNER PLOTS / HOUSES
ADDRESSING BOTH STREETS
- OPEN SPACE
- PLAY PARKS

2.4: DEVELOPMENT BLOCK STRATEGY + BUILDINGS

All development, when submitted for planning approval must be in accordance with the key principles of Moray Council's supplementary guidance on urban design. People must be able to navigate round the neighbourhood by reference to identifiable focal points, markers or vistas, and must be able to distinguish different areas by their architecture. The key principles within Moray Council's Supplementary Guidance on Urban Design are:

- Development must reflect an understanding of the context of the surrounding built and natural environment;
- Development must incorporate a mix of housing types and sizes and a density appropriate.

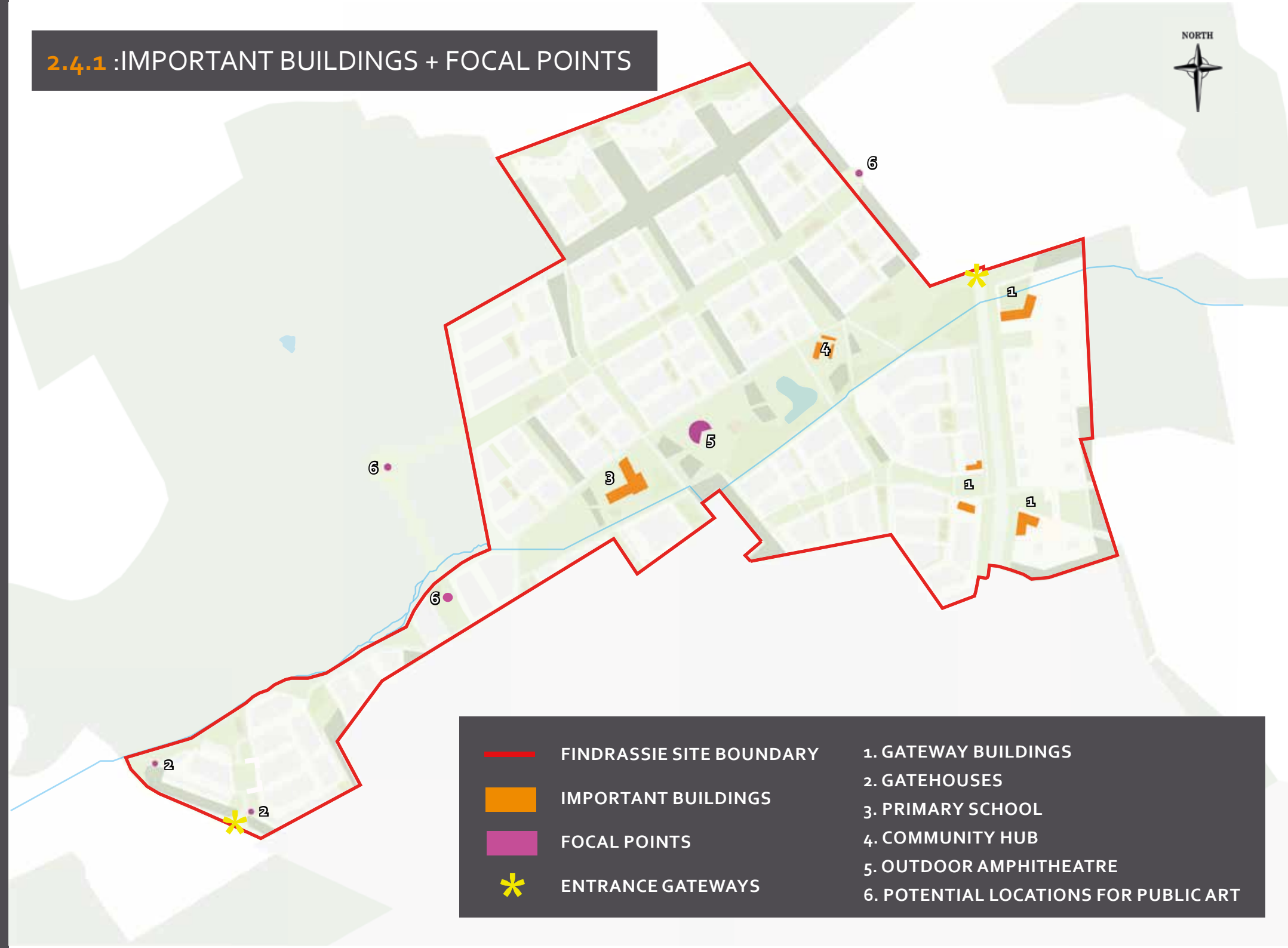
Buildings should be arranged in perimeter blocks with private backs and public frontages;

- Buildings must front onto the street to ensure active frontages;
- Public and private space must be clearly defined;
- Built-in features (i.e. marker homes, walls, play areas) that use architectural devices (i.e. gables, chimneys, articulated window surrounds) and materials should provide focal points to guide people through the development;
- House types should reflect local characteristics (i.e. combine standard house types with local architectural elements to reflect a modern contemporary development that is sensitive to its context);
- Buildings should be designed to 'turn a corner' (i.e. L-shaped footprint, windows built into gable elevation) to address another street and provide natural surveillance;
- The relationship between the scale of buildings, massing, materials (i.e. house and road surface) and boundary treatment (i.e. garden walls, hedges) should reflect the street hierarchy and provide a sense of containment (e.g. massing and variation in scale along key frontages);
- Buildings along prominent streets, key frontages and corners must reinforce the character and identity of a place;
- Buildings should be orientated to maximise visual connections with the surrounding area (i.e. termination of a vista with a landmark); and,
- Buildings should maximise environmental benefits (i.e. passive solar gain by presenting principal elevations to the sun-path and avoiding blank gables to the south).

The new neighbourhood should also accord with the latest Scottish Government policy statement which identifies six principles of creating places:

- People & Communities
- Health & Place
- Economy & Place
- Culture & Heritage
- Sustainable Development
- Landscape & Environment

2.4.1 :IMPORTANT BUILDINGS + FOCAL POINTS



- FINDRASSIE SITE BOUNDARY
- IMPORTANT BUILDINGS
- FOCAL POINTS
- ✱ ENTRANCE GATEWAYS

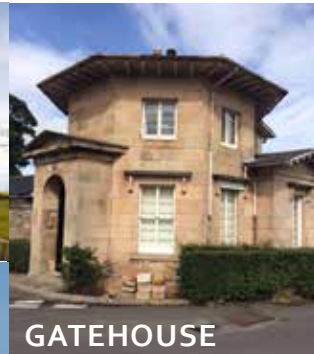
- 1. GATEWAY BUILDINGS
- 2. GATEHOUSES
- 3. PRIMARY SCHOOL
- 4. COMMUNITY HUB
- 5. OUTDOOR AMPHITHEATRE
- 6. POTENTIAL LOCATIONS FOR PUBLIC ART



OUTDOOR AMPHITHEATRE



GATEWAY BUILDING



GATEHOUSE



PUBLIC ART



COMMUNITY HUB

2.4.1: IMPORTANT BUILDINGS + FOCAL POINTS

The framework and masterplan incorporate important community buildings such as the local hub and primary school which are predominantly located within the central open green space. The green spine forms the backbone of the new neighbourhood and is located so that it is easily accessible from all of the housing pockets. The concept to locate a series of events along this corridor serves to create not only a sense of character and identity but a sense of enclosure around the large areas of open space. This will also improve visual surveillance and the overall feeling of safety and security throughout the central open space.

The gatehouses located along the Duffus Road corridor will create appropriate gateways to Elgin from the north west and into the new neighbourhood at Findrassie. These will be linked and built into the estate wall and railings along this edge which will be designed and implemented to replicate a more traditional estate style entrance. The gatehouses must be used as dwellings and will provide opportunities for unique and innovative designs.

The opportunity for focal points in the form of public art exists throughout the development, particularly in the central spine of open space. This complements the series of events which run along this area. Public art may be in the form of landscape, interactive routes (e.g. Stormness), local facts or sayings imprinted within paving or stone slabs (e.g. Thomas Telford's Pultneytown, Church Street in Inverness or the Royal Mile) etc. as well as installations.

The focal points and landmarks must be delivered through the implementation of the masterplan, the emerging phasing plan and the detailed planning applications. For locations (6) within Findrassie Wood and on the eastern edge of the masterplan the sites will be made available by the landowners to ensure that these installations can be delivered through appropriate legal agreements attached to any detailed consents.

2.4.2 : KEY FRONTAGES



ELGIN

-  FINDRASSIE SITE BOUNDARY
-  KEY FRONTAGES
-  SECONDARY STREET FRONTAGES



BUILDINGS OVERLOOK OPEN SPACES AND PRIMARY ROUTES



ACTIVE FRONTAGES AND NATURAL SURVEILLANCE OF PLAY AREAS

2.4.2: KEY FRONTAGES

Key frontages have been identified in important locations and elevations throughout the new neighbourhood. Buildings have been located to overlook key spaces such as primary routes, open space and play areas, providing active frontage and natural surveillance. They will also act as landmarks within housing streets so that the new area is easily navigated and recognisable. This will ensure that the individual areas are unique and help to create a sense of character and identity throughout the new neighbourhood.

When a building is on a corner it should provide an active frontage to both streets. This will serve to increase interest, enhance legibility and improve visual surveillance and the overall feeling of safety and security. It will also create a more attractive and interesting residential neighbourhood.

Key frontages will address important areas of public realm such as the central open space and the north south connections. Secondary street frontages will address local areas of open space within the development pockets and the secondary streets identified within the street structure and hierarchy section.

2.4.3 : GATEWAYS



GATEWAY BUILDING WITH DESIGNED LANDSCAPE



LANDSCAPE FEATURES



GATE HOUSE AND BOUNDARY TREATMENT



SCULPTURE / PUBLIC ART

2.4.3: GATEWAY FEATURES

Gateways are the first impression of a place. They need to be attractive to create a positive perception of a place to encourage people to reside and visit, and businesses to invest. Gateways can be created through a number of features such as planting, public art, boundary treatment, buildings etc. These features add to the character, identity and legibility of a place. This helps people identify with the neighbourhood and town as a whole, and find their way around.

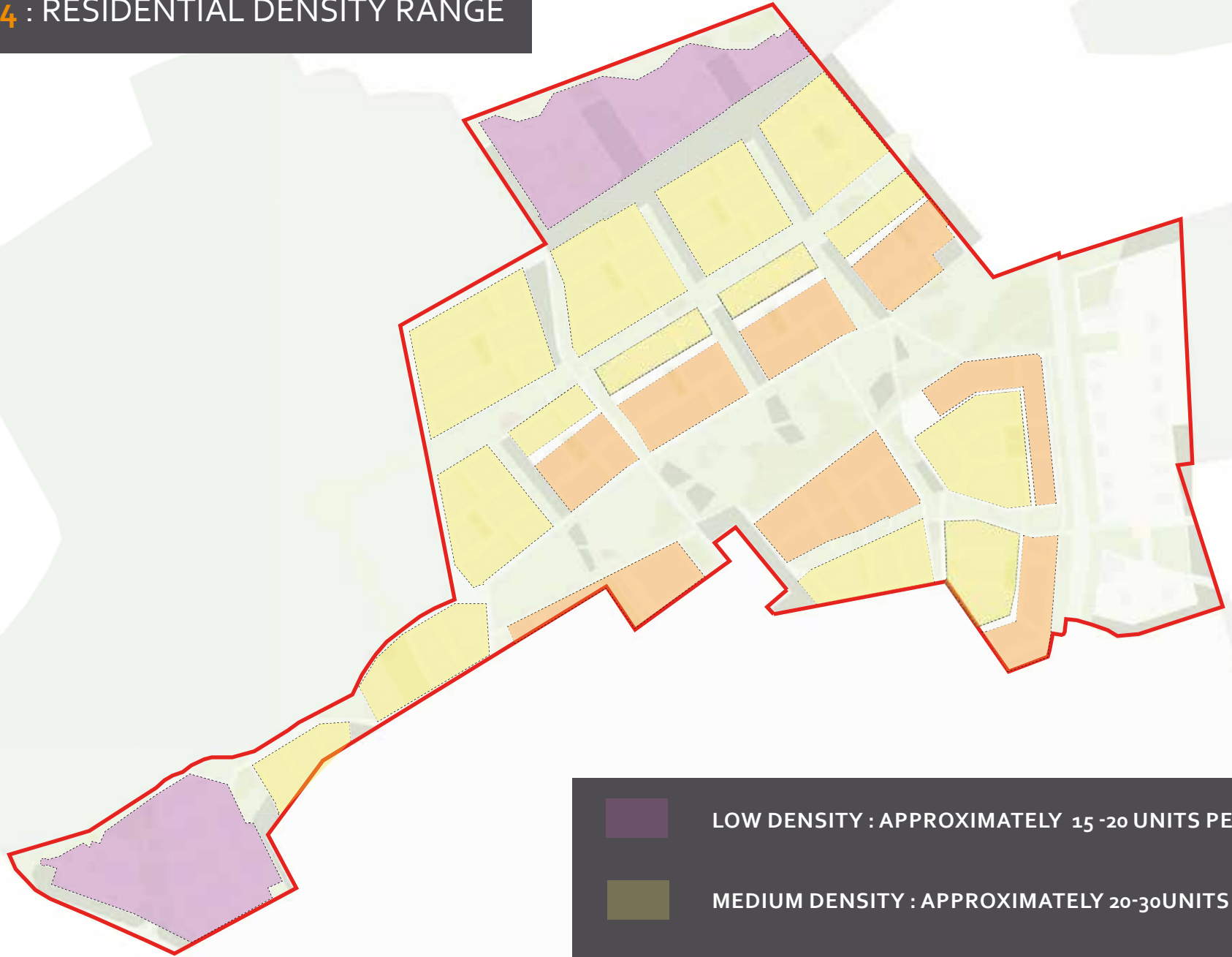
Findrassie has 3 gateways - Lossiemouth Road, Duffus Road and Covesea Road. The gateways into Findrassie build upon the success of the woodland approach to Elgin from the west along the A96. The development will create attractive new entrances into Elgin from the north.

Lossiemouth Road is an important gateway as the majority of people will arrive at Elgin by travelling along this route. This route is also well-travelled by tourists as the neighbouring town of Lossiemouth is a popular tourist destination. This gateway will take the form of a boulevard with avenue planting along both sides of the road. Buildings (houses and businesses) will front onto the road and public and private space will be defined by boundary treatment identified for the Lossiemouth Road character zone in the Design Code (Volume 2). The management of traffic through signalisation will form part of the gateway. It is important that this preferred means of traffic management is sensitive to its situation as a gateway.

Duffus Road is rural in character and presents a layered approach into Elgin - woodland, stone dyke walls, hedges and fencing transitions into recent development set back from the road, into mature trees and stone walls and slowly into a variety of houses fronting onto the street with walls and trees defining public and private space. This layered approach must be reinforced. Rear gardens of houses must be screened in their entirety by planting along Duffus Road and must not back onto the entrance into the new neighbourhood of Findrassie. Existing scrub trees adjacent to the road along the boundary of Findrassie will be removed. The new gateway will be formed by re-planting native trees set back from the roadside behind a mown verge, wild grass / planting, footpath and stone dyke wall. This landscaped approach will present another layer to the entrance to Elgin from the north, whilst screening the new development from the road. Planting will be provided to a level that gives enough coverage to ensure that any back garden fencing and rear elevations are screened from the road, to the satisfaction of the planning authority. Further interest will be created by the inclusion of two gatehouses within the stone dyke walls, the location of which is identified in the relevant sub-section of this Supplementary Guidance (3.4.2 Important Buildings + Focal Points). An extension of the existing footpath / cycleway from Elgin will be provided to the Duffus Road entrance.

Covesea Road forms the main central north-south route through Findrassie. The approach from the north will retain the current rural character through mature woodland and the re-use of stone dyke walls along the road edge which will screen development in the Findrassie wood edge character zone. This will re-create a similar approach through Findrassie woods from Duffus Road to Covesea Road which exudes Pitgavney's legacy as a farming estate with features such as stone gate pier entrances and steadings. This is Findrassie's unique identity which sets it apart from other developments in Elgin. The transition from the countryside to the built-up area takes place as mature planting and stone dyke walls give way to an increasing amount of housing visible as the central area of open space is reached. From the south the success of Covesea Road gateway will largely depend on the screening of the sub-station. An appropriate boundary treatment must be secured as the majority of new residents and people travelling into the development from the existing housing will pass the sub-station. Fencing and walling of a contemporary design, as illustrated, are most likely to be suitable. The sub-station will be screened from the proposed housing by mature planting on the remaining 3 sides.

2.4.4 : RESIDENTIAL DENSITY RANGE



LOW DENSITY : APPROXIMATELY 15 -20 UNITS PER HA



MEDIUM DENSITY : APPROXIMATELY 20-30 UNITS PER HA



HIGHER DENSITY : APPROXIMATELY 30 - 35 UNITS PER HA



SPYDIE BRAE DENSITY



BISHOPMILL DENSITY



LADYHILL, ELGIN



SOUTH GUIDRY STREET, ELGIN

2.4.4: RESIDENTIAL DENSITY RANGE

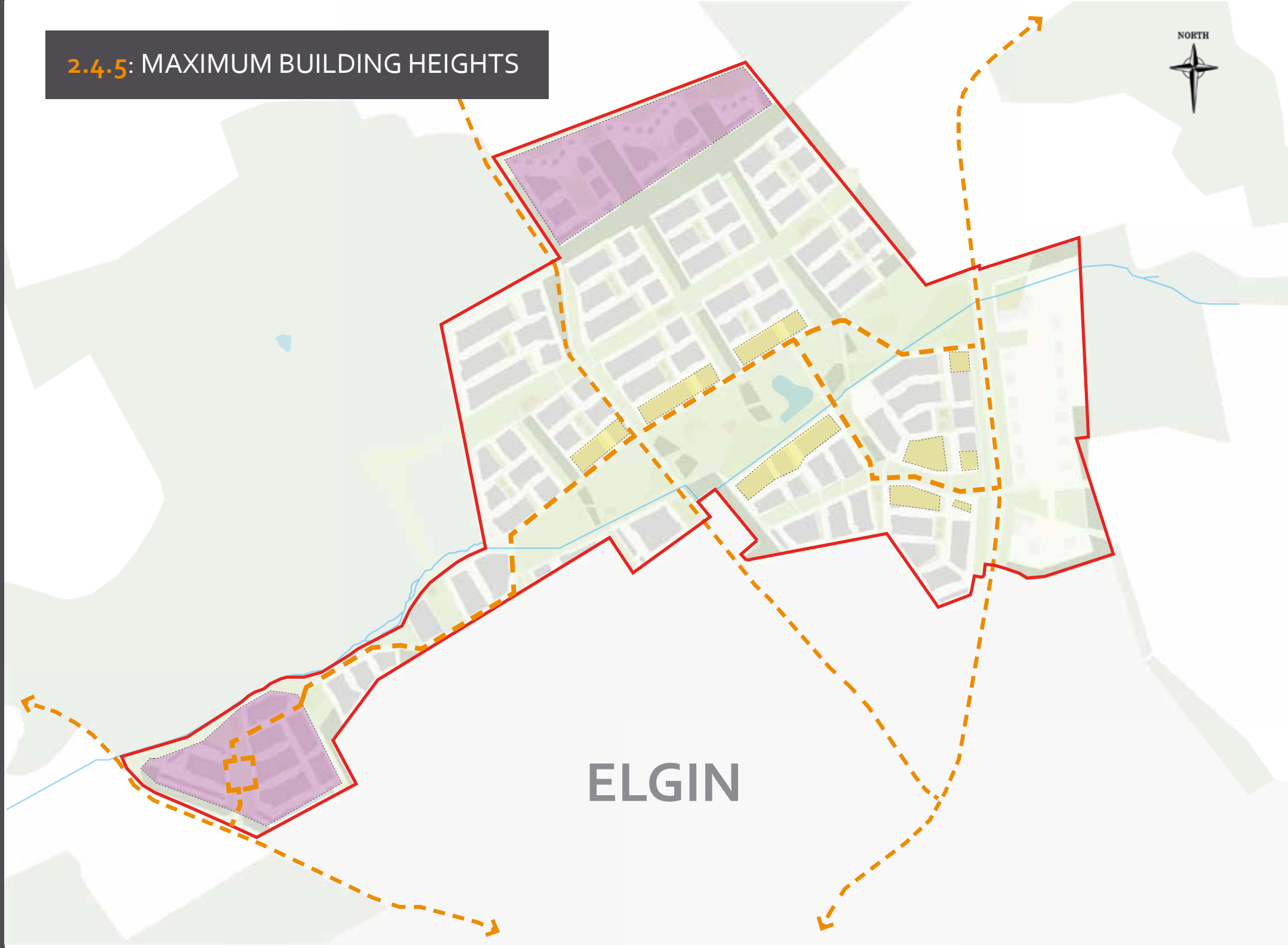
There is a requirement within the Moray Council Local Development Plan to provide 1500 houses at Findrassie. Whilst this is a high number, when spread across the whole site area of more than 100ha this level of housing can be easily accommodated. The proposed densities will be considered against the characteristics of the site, and conform with the Local Development Plan policies PP3 Placemaking, H8 Affordable Housing, IMP1 Developer Requirements and Supplementary Guidance including the Findrassie Masterplan.

The site provides more than the required level of open space and additional woodland planting will help to integrate the housing into the landscape and reinforce the links to Findrassie Wood. The housing within the pockets created by the proposed landscape framework will vary in density between 15 and 35 units per hectare. This provides flexibility and will create a new neighbourhood with a range of accommodation and house types.

Larger houses within more generous plot sizes will be more appropriate along the northern boundary at the new urban edge of Elgin. These houses will benefit from the view north towards Lossiemouth and the Moray Firth. Similarly lower density and larger units will be more appropriate along the Duffus Road corridor with close links to the adjacent housing at Hamilton Drive in the west. The density of the new neighbourhood is illustrated in more detail within the character zone chapter of the Supplementary Guidance.

Accessible housing is a Local Development Plan policy requirement and therefore, 10% of the private housing stock will be built to wheelchair accessible standards. For this to be a truly integrated new community this provision should be located throughout the masterplan area and not pre-defined through supplementary guidance.

2.4.5: MAXIMUM BUILDING HEIGHTS





BUNGALOWS



2 STOREY



1.5 STOREY WITH DORMER WINDOWS



2.5 STOREY



OPPORTUNITIES FOR LOWER STOREY HEIGHTS INC.
BUNGALOWS AND 1.5 STOREY



PREDOMINANTLY 2 STOREY HOUSING



OPPORTUNITIES FOR INCREASED STOREY HEIGHTS UP TO 2.5
STORIES

2.4.5: MAXIMUM BUILDING HEIGHTS

The height of the buildings shall be dictated by the existing topography and surrounding landscape. Findrassie Wood provides the backdrop for the new neighbourhood and will in all locations be much higher than the proposed houses. This will help to create a sense of character and identity from the outset with the wood visible from much of the site.

The natural topography of the site also falls away from the wood thus further increasing the impact of this imposing feature.

Increased height on areas of higher ground is not desirable and should be avoided, however 2.5 storey buildings can be accommodated in the lower lying parts of the site such as the Sey Burn Corridor. There may be scope for higher development at corners such as the entrance into the development at Lossiemouth Road, around the hub, primary school and central open space. These elements are all located along the Sey Burn corridor in the lowest part of the site.

Elsewhere the new neighbourhood will comprise of predominantly 2 storey buildings. There will be areas which also provide the opportunity to provide 1.5 storey housing and bungalows. These will be primarily located in areas which are more prominent in terms of topography and where the height of the buildings is more critical. The lower heights will be most appropriate adjacent to the ridge in the northern part of the new area.

Whilst there are level differences across the site these have been considered over the entire area of the new masterplan. The engineering solution proposes that minimal earthworks are carried out to create a site which will achieve all of the necessary requirements of barrier free access at a maximum gradient of approximately 1 in 20. This is essentially considered to be flat by NHBC.

2.4.6: MIXED USE

- SITE BOUNDARY
- PRIMARY SCHOOL
- FOCAL POINTS
- COMMUNITY HUB
- COMMERCIAL USES
- RESIDENTIAL
- POTENTIAL FOOD RETAIL LOCATIONS
- FLEXIBLE GROUND FLOOR COMMERCIAL SPACE

ELGIN



EXISTING HUB BUILDING
FLOOR AREAS:

1. 429 METERS SQUARED

2. 203 METERS SQUARED

3. 107 METERS SQUARED



COMMERCIAL BUILDINGS



FOCHABERS - MIXED USE



FLEXIBLE GROUND FLOOR SPACE

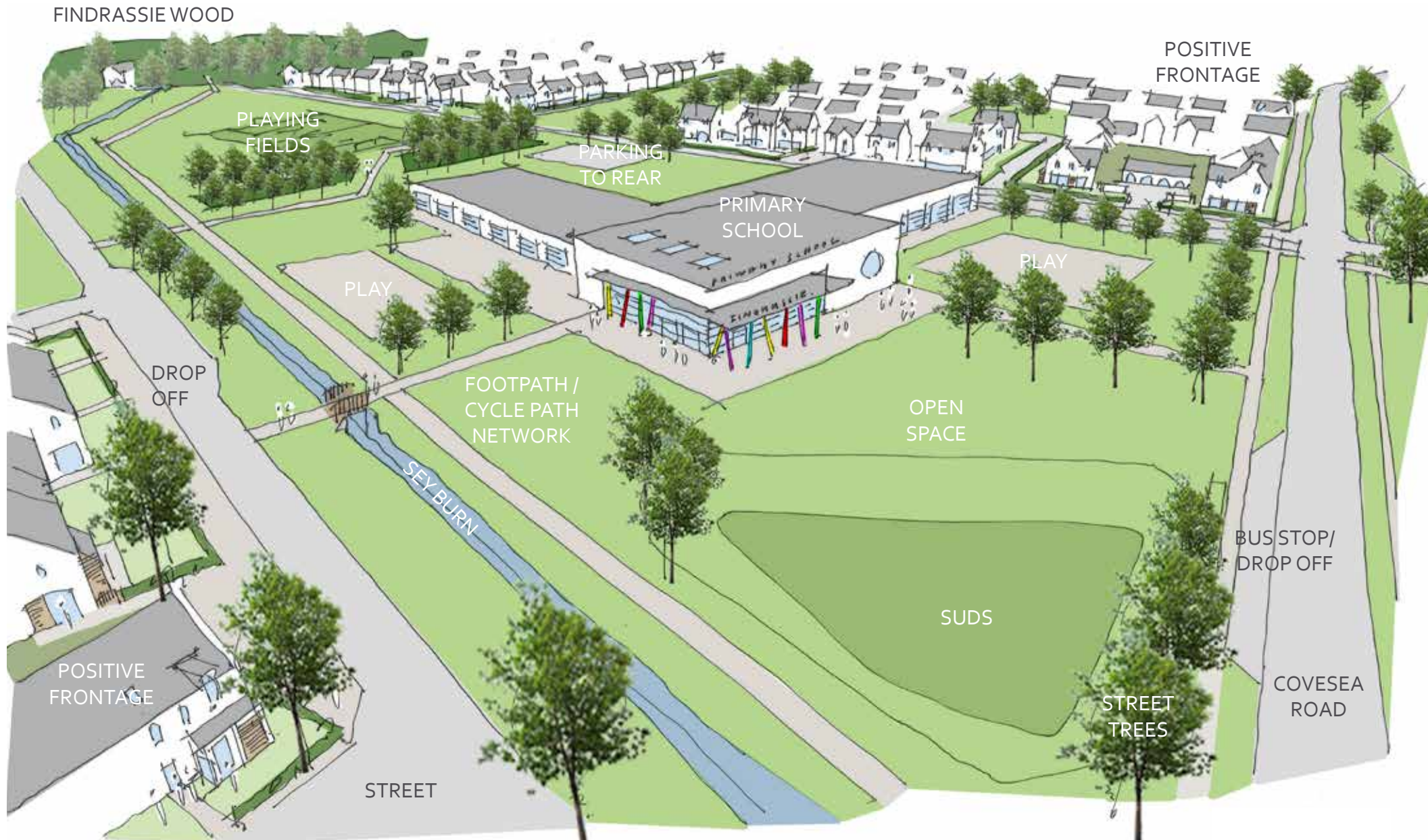
2.4.6: MIXED USE

Large residential areas such as Findrassie should also include a range of non-residential uses which will ultimately reduce the need to travel further afield for necessary amenities. The provision of local amenities within the new neighbourhood will encourage activity, create a sense of place and provide opportunities for social interaction. These community facilities must be served not only by the public transport network but also by the proposed network of footpaths and cycleways so that vehicle journeys are kept to a minimum. The non-residential uses at Findrassie are anticipated as a local community hub, a primary school, a shop and of course an employment area. The community hub should accommodate small business units and workshop space with a desire to create a farm shop which would sell local produce. There is interest in potential nursery and childcare uses. The employment area will accommodate any larger scale business interests, as well as office space and warehouse uses, similar to that of the Forres Enterprise Park. The diagram (left) identifies areas where commercial uses are most appropriate. Buildings located in areas identified for potential commercial development should have an increased floor to ceiling height, which will make it possible to accommodate retail uses. Where commercial space identified in the masterplan is proven to not be needed (e.g. has been marketed for a particular period of time at a reasonable rate), the supplementary guidance provides the flexibility for these properties to be considered suitable for residential use.

2.4.7: HOUSING MIX

The development at Findrassie must encourage as many different age groups to live there as possible. This will ensure the sustainability and success of the new neighbourhood. This has been done by providing a range of tenures, house types and flats. This will include private homes and affordable housing but also have provision for specialist needs housing such as housing for the elderly and assisted living. 10% of the private housing stock will be accessible homes, as per local development plan requirements. There will also be opportunity for self build plots in appropriate areas allowing individuals the chance to design and build their own homes within this sustainable new neighbourhood. The provision of facilities such as playing pitches to quiet woodland walks, from toddlers play to teenagers play will help to create a varied and diverse community from the outset. The landscape structure, historical links and character zones will also help to create a sense of character and identity which is unique to the new neighbourhood at Findrassie. This will also serve to set the new neighbourhood apart from recent new housing developments around the northern and southern edges of the town. Buildings around open spaces shall be a mixture of terraces, semi-detached and detached houses to create the massing necessary to reflect the importance of these areas within Findrassie. Terraces will allow the accommodation of commercial space on the ground floor around the central spine.

2.4.8: COMMUNITY, SCHOOL BUILDING + PLAYING FIELDS





FOCAL POINT WITHIN NEIGHBOURHOOD



SCHOOL PROVIDES ENCLOSURE TO OPEN SPACE



WATERCOURSE AS A LEARNING OPPORTUNITY

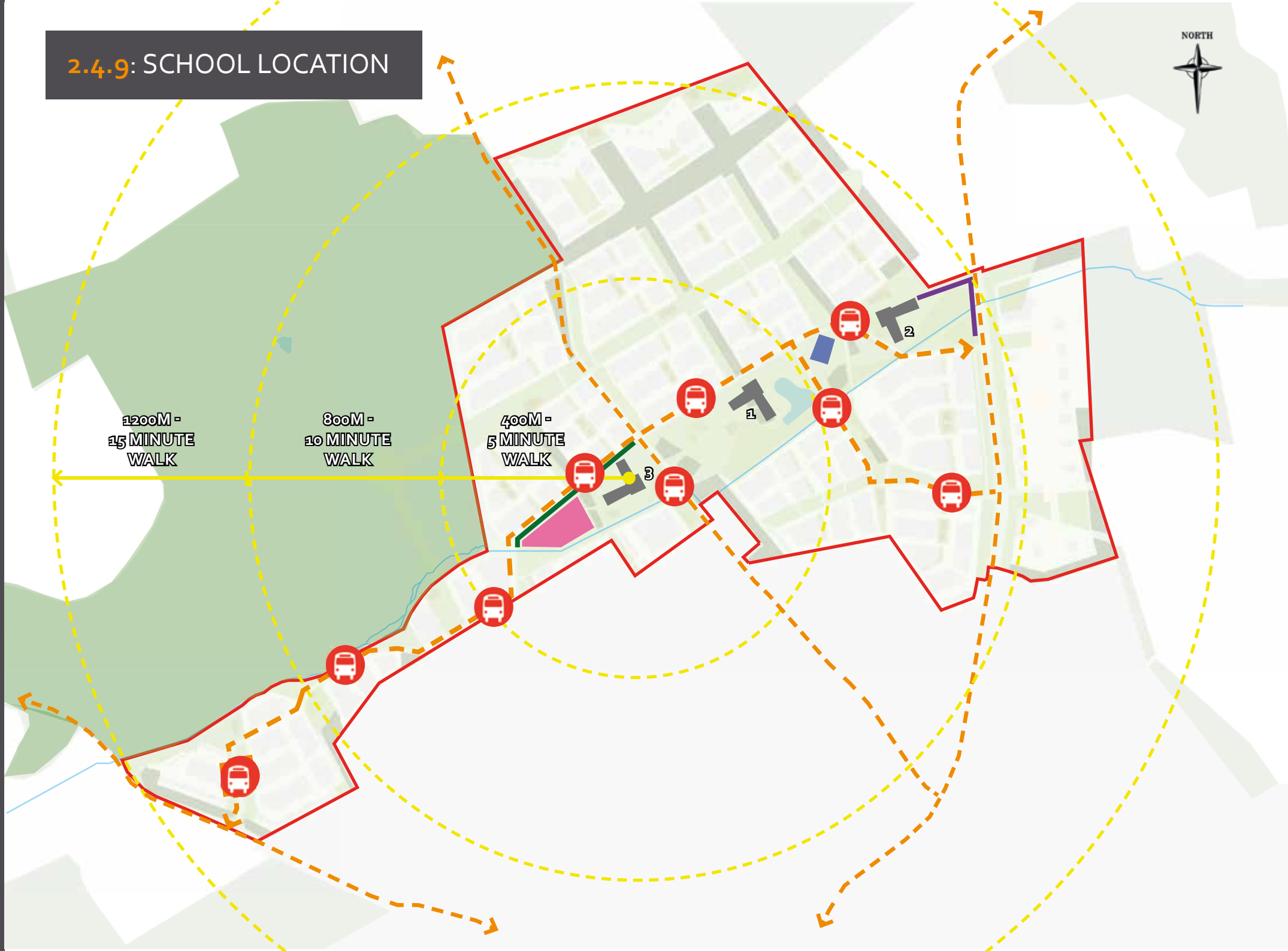
2.4.8: COMMUNITY, SCHOOL BUILDING + PLAYING FIELDS

The community school location is important in establishing a focal point within the new neighbourhood. A number of locations were tested through the development of the masterplan, however the proposed location will maximise accessibility throughout the new area and from the wider community as a whole. It should be located so as to encourage pedestrian and cycle activity rather than car use, although provision will be required for parking, drop off and pickup. Vehicular access to the school will be further discouraged by the location of parking and drop off areas away from main pedestrian entrances. The main entrance will also be located near to the proposed public transport route and bus stop. The school has been set back from the carriageway to allow for suitable bus stops to be accommodated. In other areas throughout Moray a travel plan which rewards active travel journeys to school has been introduced successfully. There is potential to implement a similar plan at Findrassie.

The school will have the capacity to accommodate a nursery and will also incorporate areas for external play and playing fields. It is important the site has the flexibility and available surrounding land required to provide any possible future expansion. At Findrassie these elements can be achieved whilst also providing close links to important features and learning opportunities such as the existing wood and the Sey Burn corridor. The proposed SUDs feature within the site can also be a learning feature. The location adjacent to Covesea Road sits in the heart of the new neighbourhood at Findrassie and is therefore perfectly placed to serve the existing and emerging community. The location is also within the new green spine and has therefore plenty of surrounding area to accommodate play areas, playing fields, running track and expansion opportunities. Its location on the west of the green spine also helps to define the open space with housing to the north and south and the local community hub in the east. It also provides good access to the open space and the proposed amphitheatre which could be used for outdoor learning. These important elements along the green spine are an important feature of the journey through the new neighbourhood and help to define a series of public spaces and amenities rather than provide a single multi-function focal point. This should help to tie the whole masterplan together rather than create isolated housing pockets with little nearby amenity or sense of identity.

The location of the school adjacent to water courses presents excellent opportunities for learning. This is a positive relationship but will require to be fully assessed in line with best practice and guidance from ROSPA. The school is located more than 100m from the existing sub-station with existing and proposed housing located much closer. There is no evidence of associated health risks to people or properties located in the vicinity of a sub station. If the school is not required or delivered then the land reserved for this purpose may be used to accommodate alternative community uses (e.g. Community Hall) with the remaining land retained as green space. Should no development take place on this land then the area will be retained as green space in its entirety and afforded the same protection as ENV designations within the Local Development Plan.

2.4.9: SCHOOL LOCATION





TESTED SCHOOL LOCATIONS



ROAD NETWORK



PUBLIC TRANSPORT NETWORK



WALKING DISTANCES



MYRESIDE POND



SEY BURN



LOCAL HUB



ROOM FOR PLAYING FIELDS AND
FUTURE EXPANSION



EXPOSED TO EAST EDGE



DEFINES EDGE OF OPEN SPACE



FINDRASSIE WOODS

2.4.9: SCHOOL LOCATION

The potential location for the new school was assessed through the design process and a number of alternative locations considered. These locations were all along the central open space and can be summarised as follows:

1. LOCAL HUB

Reasons for elimination:

- Too close to pond,
- Too close to hub,
- Too many cars in one location,
- Too much focus in one area of masterplan,
- Too far away from housing in west,
- Not in central location.

2. EASTERN EDGE OF OPEN SPACE

Reasons for elimination:

- Too close to Lossiemouth Road,
- Too exposed on eastern edge,
- Too far away from housing in west,
- Not in central location,
- Poor location for walking / cycling / safer routes to school.

3. WESTERN EDGE OF OPEN SPACE

Reasons for location:

- Central location in heart of masterplan,
- Defines western edge of central open space with community hub in east,
- Contributes to concept / character of new neighbourhood and events along spine,
- Located along public transport route,
- Located close to learning opportunities in Findrassie Wood,
- Located to maximise safer routes to school,
- Maximum potential for expansion,
- Allows parking to be located to rear.

2.4.10: AFFORDABLE HOUSING





RANGE OF HOUSE TYPES



ACCESS FOR ALL



VARIED STREETSCAPE



VARIED STREETSCAPE

2.4.10: AFFORDABLE HOUSING

Affordable housing will account for 25% of the new homes at Findrassie. These homes shall be fully integrated within the new community and be tenure blind so that there is no obvious difference between private and affordable houses. The design code ensures that the look and feel of the affordable housing is in keeping with that of the character zone within which these areas are located. The required 375 units should not all be located within one area of the site but dispersed evenly allowing deliverability by the local authority, a housing association or an RSL (Registered Social Landlord).

No designated affordable housing land is proposed as part of the masterplan, instead affordable housing will be delivered as part of the phasing programme for Findrassie. Each phase, or planning application, will have to comply with the 25% affordable housing contribution required by the Supplementary Guidance on Affordable Housing Policy, with applications assessed in terms of the design standards and parameters laid down in the masterplan.

The affordable housing provision will incorporate a broad mix of detached, semi-detached, terraced, cottage flats and flats. It is expected that a large proportion of the affordable housing will be for social rent, but there will be provision for other tenures such as mid-market rent. The local authority has stated a preference to avoid affordable housing above commercial properties.

The affordable housing will be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides. This will ensure access for all including the elderly, ambulant disabled and wheelchair users. Whilst the multi-generational (10% accessible homes) should be provided as close as possible to the proposed public transport network and local amenities it should be dispersed throughout the masterplan area to provide a truly integrated new community at Findrassie.

2.4.11: SELF BUILDS



ELGIN



SELF BUILD LOCATIONS

2.4. 11:SELF BUILDS

The masterplan has provided a framework within which there is an opportunity to provide an element of self-build houses. These would be provided as serviced plots and allow potential purchasers the opportunity to design and build their own home whether it be traditional or contemporary. This would contribute to the success of the masterplan and help to create a truly diverse new neighbourhood. These plots will be located in areas where the road network already exists so that early delivery of housing would be possible. Services will also be provided from the existing road network. It would be possible to utilise temporary septic tanks for these properties until the drainage network for the site has been established. Connection could then be made into the adopted system. The diagram indicates the locations where this type of development will be appropriate, however other opportunities may arise throughout the development area. All self builds would require detailed planning consent.



2.4.12: PUBLIC ART

Moray Council's Supplementary Urban Design Guidance states that:

'public art can make a major contribution towards creating a sense of character and identity in a place. Public art must be integrated into the design from the outset and can be provided in a wide range of imaginative ways including street furniture, paving art and events. Developers should commission artists at an early stage of the design process to integrate art into the development.'

At Findrassie there are a number of opportunities to create a sense of character and identity from the outset of the new development. The green spine through the new neighbourhood will have a number of features along its length including the Sey Burn, Myreside Loch and proposed landscaping. These natural features will be supplemented by built forms such as the re-use of existing farm buildings at Myreside as the local hub, the new primary school and the proposed bridge over the burn. These elements will all help to add an element of interest and character to the new neighbourhood. The open space to the north of the main green spine will create views into the development at Findrassie from the approach on Lossiemouth Road. The opening in the proposed woodland will provide a glimpse of the housing and open space behind. This green space could be terminated in the east and west by an appropriate installation by a local artist. To the east the installation will sit exposed between the proposed enclosing woodland. In the west the installation will be enclosed by the surrounding woodland at Findrassie. It is intended that the public art is provided through collaboration with Moray College.

The provision of Public Art is a requirement of the local development plan and the supplementary guidance and must be delivered through S75 legal agreements attached to any future planning consents. For locations of public art please see diagram on page 45. The provision of Public Art will be linked to the phasing strategy.





2.4.13: ARCHAEOLOGY

There are a number of important archaeological aspects to the site which have helped to inform the development of the framework and the indicative masterplan.

Thomas Telford was a Scottish architect, engineer and stonemason born in Dumfriesshire in 1757. He was responsible for a number of engineering and architectural feats throughout the UK such as bridges, aquaducts and canals. Spynie Canal was created in the early 1800's to drain Loch Spynie and the low lying areas between Spynie Palace and Lossiemouth. There is an opportunity at Findrassie to raise awareness of this important local historical landmark. This would be in the form of interpretation boards or as part of the public art strategy. Either would provide a sense of the history to the new neighbourhood establishing a sense of place, character and identity from the outset of the development.

The site at Findrassie may also have been one of the routes to Spynie Palace from the west. The central open space corridor within the new masterplan has been located so as to reflect this possible approach.

Pitgaveny have also played an important role in the history of the site and the interpretation boards and public art could also relate to more recent history. More recently in relation to the management of the farm and the woodland which provides such an important setting for the new neighbourhood. They are also one of the land owners involved in the Heritors of the Spynie Canal.

3.0 : SUSTAINABILITY

The masterplan and supplementary guidance provides the framework and opportunity to incorporate a range of measures which will help to reduce the carbon footprint of the new neighbourhood and its impact on the environment. Alternative sources of sustainable energy should be explored through the evolution of the area. The implementation of elements such as biomass / CHP can be further reviewed through the action / implementation plan.

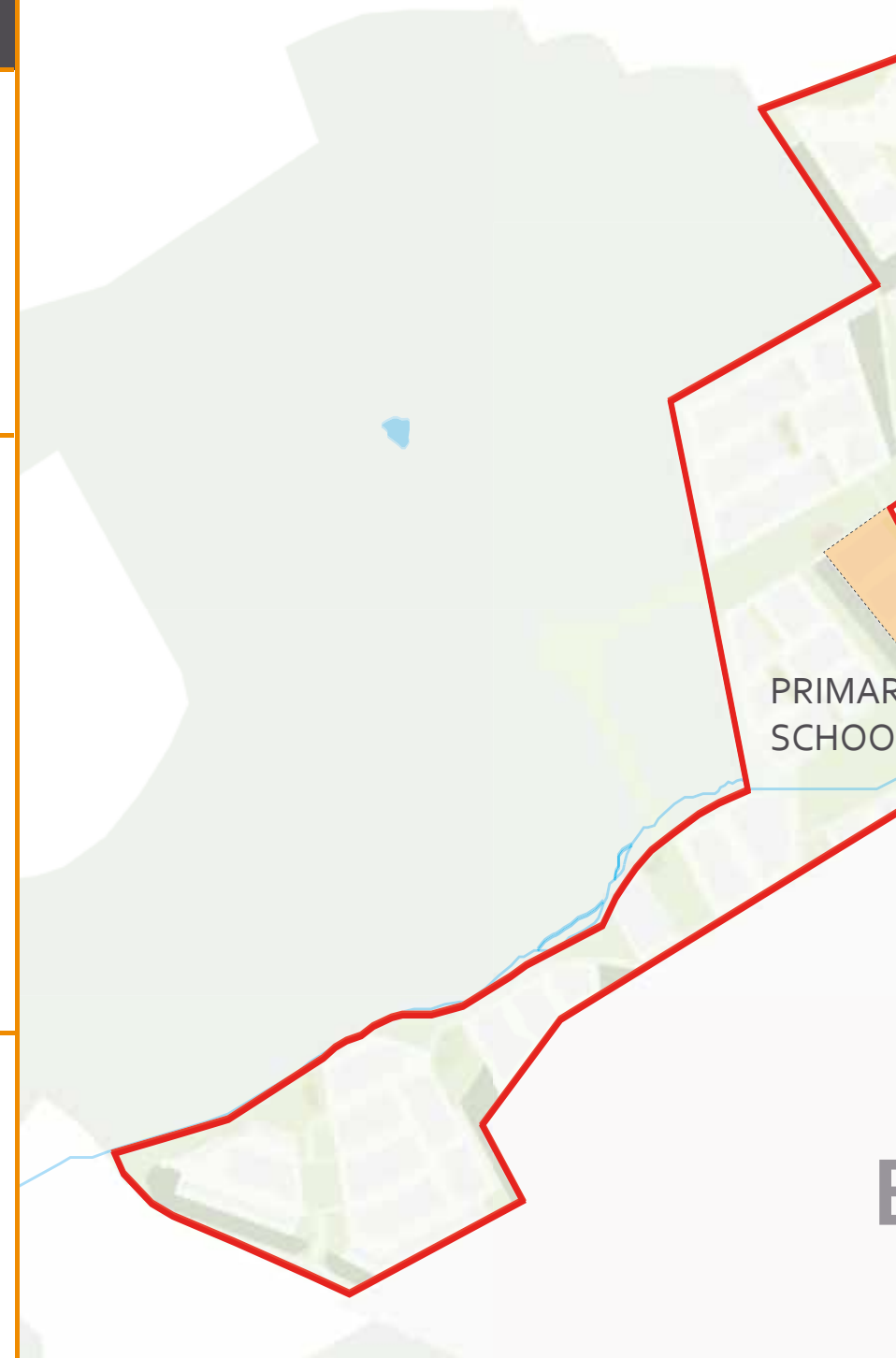
3.1: LOCATION

The location of the new neighbourhood has already been assessed through the Local Development Plan process which identified the site for housing. The site has good links to the surrounding road network, the existing footpath and cycle network and the surrounding public transport routes which can be extended through the new neighbourhood. The site is located close to local amenities and schools and therefore should encourage active transport. The new neighbourhood is predominantly located on a south facing gradient so sunlight and natural daylight can be maximised.

The RSPB, SNH and SEPA have also been consulted at an early stage and have been supportive of the proposals to retain and enhance the existing features of the site and develop the area in accordance with the principles of national and local policy and guidance.

3.2: CONSTRUCTION PHASE

Throughout the construction phase there are various measures which can be put in place to minimise the impact of the development on the surrounding area. A construction phase Environmental Management Plan can be implemented to ensure best practices and procedures are carried out. A statement could also accompany detailed planning applications outlining how the materials used in the construction are from a sustainable source and where possible from a local supplier.





3.3: OCCUPATION PHASE

The dwellings will be constructed in accordance with the latest Building Regulations with increased insulation to the fabric of each dwelling. The current regulations require further improvements on carbon reduction in line with government strategies, with the end goal of carbon neutral neighbourhoods in the future. This will be updated again in October 2015. The design of the layout allows for future flexibility in this regard, as the housing has been primarily laid out in a north south orientation. This provides the opportunity to utilise solar or photovoltaic panels in areas throughout the masterplan. This will be subject to relevant planning and building warrant approvals. Other micro renewables may also be possible within the future dwellings. SNH and the RSPB have also raised the possibility of incorporating swift bricks within the new houses.

3.4: EMPLOYMENT ZONE

There is the possibility that the employment zone could incorporate an element of energy production such as biomass or CHP. This would be subject to relevant supporting technical studies, evaluations and consents. This could produce energy for the new neighbourhood and infrastructure supplied through the central green space to the primary school and the local hub. This would also allow the potential for future affordable housing sites to connect into the network. The land owner and the local authority are currently investigating all opportunities for the implementation of a biomass or CHP solution.

3.5: GREEN INFRASTRUCTURE AND BIODIVERSITY

The masterplan creates opportunities to provide green corridors that aid habitat creation and enhance biodiversity. The masterplan respects the existing features of the site such as the wood, the pond and existing hedgerows whilst proposing new features within the landscape and improved connections. The new trees to be planted within the site are all native species and appropriate for this type of development and location. There are also opportunities for food creation such as allotments and community orchards.

3.6: ACTIVE TRAVEL

Public transport routes will be provided through the heart of the new neighbourhood along the primary route. The new neighbourhood will also be well connected to the existing surrounding cycle and footpath network. Strong and safe connections through areas of open space are proposed to the employment land in the east. This should encourage people to walk and cycle across the A941 to work and create a truly walkable neighbourhood.

3.7: SUDS AND FLOODING

The proposed SUDS strategy utilises existing features of the site and surroundings such as the Sey Burn and the Spynie Canal. Flood risk has been mitigated and contained within the areas of open space along the Sey Burn corridor. A range of attenuation and treatments can be provided at the detailed planning application stage such as permeable paving, new ponds and wetlands and swales.





3.8: SUSTAINABILITY STATEMENT

The new neighbourhood will conform the requirements of Policy PP2 Climate Change within the emerging local development plan.

In order to contribute to reducing greenhouse gas emissions, developments of 10 or more houses and buildings in excess of 500 sqm should address the following:

- Be in sustainable locations that make efficient use of land and infrastructure,
- Optimise accessibility to active travel options and public transport,
- Create quality open spaces, landscaped areas and green wedges that are well connected,
- Utilise sustainable construction techniques and materials and encourage energy efficiency through the orientation and design of buildings,
- Install low and zero carbon generating technologies,
- Prevent further development that would be at risk of flooding or coastal erosion,
- Where practical, meet heat and energy requirements through decentralised and local renewable or low carbon sources of heat and power.

All detailed proposals must be supported by a Sustainability Statement that sets out how the above objectives have been addressed within the development. This policy is supported by supplementary guidance on climate change.

4.0 : PHASING / DELIVERY

The Council's Housing Land Audit in 2014 gave figures for house completions in Elgin in the individual 9 years from 2005 to 2013 as 1309, an annual average of 145. It is accepted however that building rates are likely to increase after the downturn of the housing market, but would be unlikely to ever achieve more than 200 annual house completions sustained over several years. It is estimated that the development at Findrassie could achieve between 60-100 completions in the early phases based on these current figures.

The development at Findrassie is likely to commence 2016/17. A substantial amount of preparatory work has been carried out into serviceability of the site, and, crucially, it is under one ownership. Extensive analysis of the site has already been completed, and reports can be furnished to the Council as required.

As a general indication, the phased delivery of the development will be from south to north, with the release of any first tranche of Employment Land dependent on market demand at any time in the 20-25 year horizon of the masterplan. The phased release of housing land will be subject to review through the Council's Housing Land Audit which is reviewed on an annual basis.

The first phase of development is likely to commence in Phasing Zone E (E1, E2, E4). In preparation for this, the woodland and landscaping plans for Lossiemouth Road (west), the pylon corridor, and the substation (north, west and south) will be implemented.

Within the first phase, the landscape plans for the Duffus Road edge will be implemented, to enable an early phase of development of Phasing Zone D at D1 and D2.

Phase 2 is proposed as the balance of Phasing Zone D, along with the Zones W1 and E3, and the implementation of the Green Corridor at P1 and P2. During this phase, work will commence on the creation of the Hub, with the initial conversion of the farm buildings, which (as with the Employment Land) will be dependent on market interest.

The new primary school in P3 will be phased in at approximately the stage of 500 house completions at Findrassie (coinciding with the 430 completions at Hamilton Gardens / Duffus Heights) but is dependent on the outcome of the Elgin Schools Review as to what it's expected catchment will be.

During the second phase, planting around the Findrassie Wood edge will be implemented, as well as the footpath connections into the wood, and the planting edge along the northern boundary.

Phase 3 will be the balance of Phasing Zone W, and commencement of Zone N at N7, N8 and N9. Phase 4 will be the balance of Zone N.



EASTERN PHASING

E1A – 64 UNITS
 (54 HOUSES / 10 FLATS)
 E1B – 51 UNITS
 (39 HOUSES / 12 FLATS)
 E2A – 88 UNITS
 (73 HOUSES / 15 FLATS)
 E2B – 90 UNITS
 (78 HOUSES / 12 FLATS)
 E3 – 96 UNITS
 E4 – 66 UNITS

NORTHERN PHASING

N1 – 92 UNITS
 N2 – 70 UNITS
 N3 – 69 UNITS
 N4 – 54 UNITS
 N5 – 70 UNITS
 N6 – 80 UNITS
 N7 – 39 UNITS
 N8 – 32 UNITS
 N9 – 13 UNITS

WESTERN PHASING

W1 – 40 UNITS
 W2 – 50 UNITS
 W3 – 68 UNITS
 W4 – 102 UNITS

DUFFUS PHASING

D1 – 44 UNITS
 D2 – 118 UNITS
 D3 – 43 UNITS
 D4 – 61 UNITS

TOTAL: 1500

4.1: PHASING PLAN

The phasing plan outlines the preliminary strategy for the phasing of the new development. The design of the framework and the new landscape structure allows for the phasing to be implemented with minimum disruption to existing and future residents of the area. Access can also be provided from Lossiemouth Road, Duffus Road and Covesea Road presenting alternatives for access and options for phasing.

4.2: SERVICING

Findrassie is well serviced by the main utilities in that there are Gas, Water and Electricity available within the environs of the site at the moment. The areas adjacent to the existing roads at Lossiemouth Road, Duffus Road and Covesea road are readily serviceable at the moment and this is reflected in the location of the proposed first phase of development adjacent to the Lossiemouth Road. There is wastewater infrastructure available within Lossiemouth Road; a pumping station within the lowest north eastern part of the development area will be required to provide a connection into this existing system.

As the site is developed out the servicing strategy shall ensure that services are adequately sized to service the proposed phased development areas.

4.3: ADVANCED PLANTING PHASING

The phasing plan is accompanied by a strategy to implement advanced planting across the development site. This will allow the early establishment of new planting which will reinforce the existing landscape structure and provide the envelope for future development phases. Detailed specification of trees is included within the Landscape Elements section of the appendices.

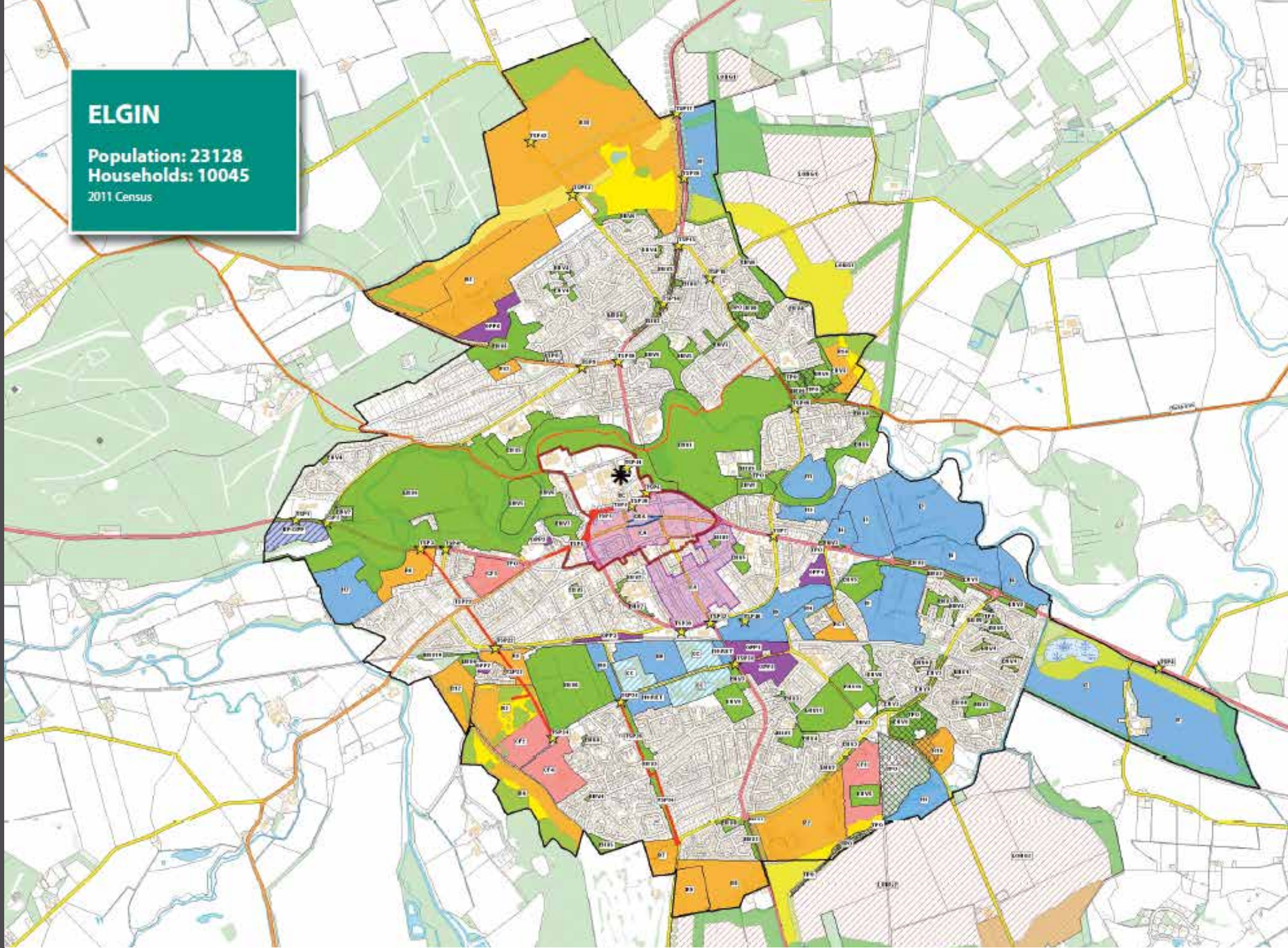


4.3: ADVANCED PLANTING PHASING














ELGIN

Population: 23128
Households: 10045
2011 Census





Moray Local Development Plan

-  Business Park (BP)
-  Commercial Centre (CC)
-  Community Facilities (CF)
-  Environmental (ENV)
-  Flood Alleviation (FA)
-  Harbour (HBR)
-  Industrial (I)
-  Long Term Residential (LONG)
-  Opportunity (OPP)
-  Residential (R)
-  Residential Caravans (RC)
-  Core Retail Area (CRA)
-  Tourism (T)
-  Town Centre (TC)
-  Elgin Central Area Redevelopment
-  Transport Improvements (TSP)
-  Transport Improvements (TSP)
-  Tree Preservation Order (TPO)
-  Settlement Boundary
-  Conservation Area (CA)
-  Sustrans Cycle Route
-  Moray Coastal Trail
-  Speyside Way
- Landscape Enhancements**
 -  Boundary Landscape Strip
 -  Feature trees
 -  New woodland structure planting
 -  Open water
 -  Open water features and associated wetland habitat
 -  Public open space
 -  Riparian woodland

4.4: POTENTIAL STRATEGY FOR SERVICING SELF BUILD PLOTS

The access and utility servicing strategy for the area for self build plots shall be incorporated within the wider site access and utility servicing strategy and phasing. In particular the access junctions, utility layouts and capacities shall be allowed for within the design for the wider plot servicing in order to ensure that adequate infrastructure capacity is provided for the self build plot area.

4.5: FUTURE LAND RELEASE

The framework and masterplan allows for future connections into adjacent sites which are not yet allocated for development. This will ensure that future land releases are not sterilised by the current development at Findrassie and help to avoid the problems within other areas of the town which have resulted in poor connectivity. Most notably connections are shown to the current long designation in the south east (which is not yet adopted), the land to the north east between the site and the Lossiemouth Road, to the north of the site and to Findrassie Wood.

4.6: SUMMARY

Whilst the phasing plan has been developed to accommodate maximum flexibility to allow the site to be developed effectively, it is not a fixed element. Factors outwith the control of the applicant or local authority may require a different strategy and this can be considered throughout the process of supplementary guidance and future planning applications.

