

# FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN



## SUPPLEMENTARY GUIDANCE

THE MORAY COUNCIL / PITGAVENY

NOVEMBER 2015

LOSSIEMOUTH ROAD  
DUFFUS ROAD  
LOCAL HUB  
NORTH / SOUTH CONNECTIONS  
NORTHERN EDGE

DESIGN  
CODE

VOLUME 2

2

# CONTENTS

## VOLUME 1:

### 1.0 THE MASTERPLAN

- 1.1 The Vision
- 1.2 The Opportunity

### 2.0 DEVELOPMENT FRAMEWORK

- 2.1 Introduction + Purposes
- 2.2 Landscape Strategy
- 2.3 Access Strategy, Movement + Connectivity
- 3.4 Development Block Strategy + Buildings

### 3.0 SUSTAINABILITY

- 3.1 Location
- 3.2 Construction Phase
- 3.3 Occupation Phase
- 3.4 Employment Zone
- 3.5 Green Infrastructure + Biodiversity
- 3.6 Active Travel
- 3.7 SUDS + Flooding
- 3.8 Sustainability Statement

### 4.0 PHASING / DELIVERY

- 4.1 Phasing Plan
- 4.2 Servicing
- 4.3 Advanced Planting Phasing
- 4.4 Potential Strategy for Servicing Self Build Plots
- 4.5 Future Land Release
- 4.6 Summary

## VOLUME 2:

### 5.0 GUIDE TO DESIGN CODE

5.1 Common Elements .....	79
5.1.1 Landscape .....	79
5.1.2 Streets .....	81
5.1.3 Street Types .....	83
5.1.4 Boundary Treatments .....	85
5.2 Specific Elements .....	87
5.2.1 Lossiemouth Road .....	89
5.2.2 Duffus Road .....	91
5.2.3 Hub + Central Open Space .....	93
5.2.4 Findrassie Wood Edge .....	95
5.2.5 North / South Connections Fundamentals .....	97
5.2.6 Northern Edge .....	99
5.2.7 Employment Zone Fundamentals .....	101

### 6.0 CHARACTER ZONES

6.1 Lossiemouth Road .....	103
6.2 Duffus Road .....	113
6.3 Hub + Central Open Space .....	123
6.4 Findrassie Wood Edge .....	135
6.5 North / South Connections .....	145
6.6 Northern Edge .....	155
6.7 Employment Zone .....	165
6.8 Sub-station .....	173
6.9 Pylon Corridor .....	175

## VOLUME 3:

### 7.0 THE MASTERPLAN PROCESS

- 7.1 Introduction
- 7.2 Planning Context
  - 7.2.1 Planning History
  - 7.2.2 Policy
  - 7.2.3 Moray Local Development Plan 2015
- 7.3 Supplementary Guidance Introduction
- 7.4 Community Engagement

### 8.0 CONTEXTUAL ANALYSIS

- 8.1 The Context
- 8.2 The Site
- 8.3 Site History
- 8.4 Elgin's Townscape
- 8.5 Surrounding Heritage
- 8.6 Site Appraisal
  - 8.6.1 Ground Conditions
  - 8.6.2 Existing Watercourses
  - 8.6.3 Topography
- 8.7 Movement + Connections
- 8.8 Public Transport Network
- 8.9 Access to Local Amenities
- 8.10 Landscape Appraisal

### 9.0 DESIGN DEVELOPMENT / TESTING OPTIONS

- 9.1 Previous Frameworks
- 9.2 Testing + Options

### 10.0 LANDSCAPE

- 10.1 Landscape Elements
- 10.2 Landscape Design Guidelines
- 10.3 Landscape Maintenance
- 10.4 Landscape Management
- 10.5 Advanced Planting

### 11.0 ENGINEERING

- 11.1 Drainage
  - 11.1.1 Surface Water
  - 11.1.2 Construction Phase Drainage
  - 11.1.3 Waste Water Drainage
  - 11.1.4 Flood Risk
- 11.2 Utilities
  - 11.2.1 Existing Overhead Power-lines
  - 11.2.2 Existing Sub-Station
- 11.2.3 Other Utilities

### 12.0 TRANSPORT

- 12.1 Road Design Standards

### 13.0 RISK

- 13.1 Health and Safety

### 14.0 CONCLUSION / SUMMARY

### 15.0 FUTURE APPLICATION CHECKLIST



incorporating



the **moray** council

**IronsideFarrar**  
Environmental Consultants



## 5.0: GUIDE TO DESIGN CODE

A design code should set the rules and principles to which the design of a new neighbourhood or masterplan must adhere. It can be used in the design and planning process as a mechanism to control future applications and ensure that the vision established within the framework is realised and delivered.

The design code will comprise of illustrated design rules and requirements, which instruct and advise on the physical development of a site or area. The graphic and written components of the code will be detailed and precise, and build upon the vision set out within the development framework and the masterplan. This will serve to provide the benchmark for the new neighbourhood as it progresses over time.

At Findrassie the design code reflects the character and history of the site and builds upon positive elements of the existing built and natural environment. The Design Code for Findrassie also identifies common elements throughout the proposed masterplan which serve to tie the new neighbourhood together. The Code also identifies elements which will be specific to each character zone within the new neighbourhood.

The Design Code should also be clear, succinct and easy to use by everyone who has an interest in the development of the masterplan. The code has distilled the key requirements into a short summary which includes the fundamental and potential requirements of each character zone.

### DESIGN REVIEW

Prior to detailed submissions to the local authority it is expected that each development proposal will have been subject to a rigorous review process involving a design review panel. This is to ensure that the vision and the code have been understood and expressed within the emerging proposals.

The Design Code will also be subject to quinquennial review.





## 5.1 : COMMON ELEMENTS

### 5.1.1: LANDSCAPE

#### AIM:

The aim of landscape design guidelines is to achieve a high quality setting for development at Findrassie through consistent standards of design and management.

#### OBJECTIVES:

The objectives of the landscape design guidelines are:

- to achieve a robust and healthy landscape;
- to have regard to growing conditions on site to obtain optimum growth performance;
- to create a hierarchy of external spaces which give an ordered appearance;
- to ensure that landscape spaces are protected and managed.

#### STANDARDS:

The specifications which form part of these guidelines are the acceptable standard and quality of design and materials for finished works. The planning authority will consider proposals to vary these standards provided always that clear additional public benefit will arise, that the variations are consistent with the objectives of the guidelines and the intentions of the masterplan.

#### LANDSCAPE MATERIALS:

Variations in building forms by different developers will be the main means of achieving visual diversity. The intention of the guidelines is to create an ordered appearance which relates each part of the development to its surroundings.

#### GROWING MEDIUMS:

All landscape areas should incorporate adequate growing medium to promote sufficient root development to sustain healthy plant growth and stability.



WOODLAND



WETLAND + SUDS



FOOTPATHS & CYCLEWAYS



PUBLIC OPEN SPACE



BOULEVARD PLANTING

### 5.1.1: LANDSCAPE

#### PLANTING:

The minimum standards for the main types of planting will be:

**Woodland structure planting** shall consist of a core mix and an edge mix, planted as a matrix including pioneer and climax species in mixture and shall be established using transplanted nursery stock. Woodland areas should not be less than 15m in width.

**Extra Heavy Standard** trees will be used for avenue planting and within parks and residential streets.

**Ornamental planting** should be limited in extent and chiefly confined to private garden areas where the use of small scale ornamental species is appropriate.

**Hedge planting** is encouraged as an effective means of defining spaces and providing shelter. Mixed hedges shall be used at the edge of woodland belts. Beech hedges are preferred in residential areas and parks.

**Grass** should only be used as a ground cover where machine access for maintenance is practical.

**Marginal planting** is limited to SUDS basins which will be planted and seeded with native marginal species

#### LANDSCAPE MAINTENANCE

The objectives of this guideline are to establish adequate management for plant establishment and sustained growth as well as to ensure that landscape works within development plots are maintained to consistent standards. Developers shall prepare a Landscape Management Plan which specifies the operations to be carried out each year for a five year period following completion of the planting works to ensure that the intended planting performance is achieved.

## 5.1.2: STREETS

The proposed streets at Findrassie are one of the common elements which will create a cohesive and well integrated new neighbourhood. Whilst the geometry of the streets can vary there will be a number of elements which are consistent across the masterplan area.

The streets within the Findrassie masterplan have been developed to maximise connection throughout the new neighbourhood but also to create places to walk, cycle, play and integrate with neighbours and the wider community. They provide vehicular connection throughout the masterplan and pedestrian connection to the green network of dedicated footpaths and cycleways. They must therefore be easily defined and recognisable as Findrassie.

The varied geometry of the streets will help to slow vehicle speeds. This will be further reduced by the introduction of street trees, positive boundary treatments and a varied building line. With the majority of the parking located to the side and rear of the properties there will be more flexibility to create a varied building line with properties located closer to the carriageway.

Materials such as slabs and paviers will help to define the pedestrian focused streets and lanes. Higher quality materials such as stone setts or cobbles are more appropriate within public areas such as the local hub and around the primary school. It is important that a consistent palette of materials is adopted across the entirety of the masterplan area.

Parking is an important part of any new housing development but its impact on the streetscape must be minimised. On the majority of streets parking will be located to the side or rear of the building line so as not to dominate the frontage. The impact of car parking must be mitigated with careful planting and landscape strategies.





-  PRIMARY ROUTE
-  SECONDARY ROUTE
-  HOUSING STREETS
-  BUILDINGS AT KEY LOCATIONS / VISTAS
-  KEY CORNERS

## 5.1.3 : STREET TYPES

### PRIMARY STREET :

The primary route will run through the new neighbourhood and link the Lossiemouth Road in the East with the Duffus Road in the west. This will also be the route for the proposed integration of public transport. Materials will therefore need to be considered in relation to higher levels of traffic and buses.

Speed: 30mph

Typical Carriageway Width: 6m

Footpaths: 2m footpaths on both sides of street except where development is on or on neither side, in which case footpaths will be provided on a single side.

### SECONDARY STREET:

The secondary streets run through the new neighbourhood on a north to south axis linking the residential neighbourhoods in the northern part of the masterplan with the central open space and the local hub. These streets can have a more varied road width which will help to reduce vehicle speeds. They have also been located within the residential blocks away from strategic green links to further prioritise pedestrian and cycle travel through the green network. This should also slow vehicles adjacent to houses.

Speed: 30mph

Typical Carriageway Width: 5.5m

Footpaths: 2m footpaths on both sides of street except where development is on or on neither side, in which case footpaths will be provided on a single side.

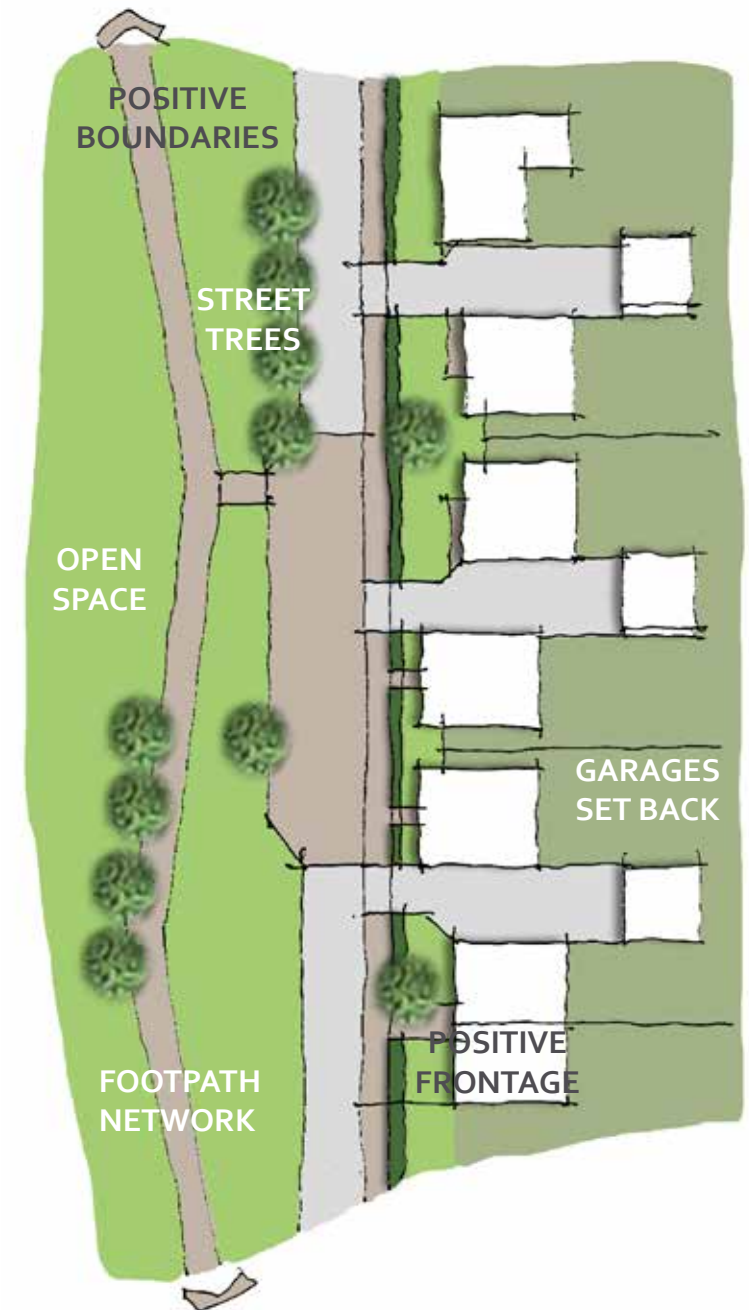
### HOUSING STREET:

The streets and lanes through the residential blocks should be less rigid with varied carriageway widths and building lines. This will prioritise pedestrian and cycle movement and make these streets a more attractive area to meet, congregate and play. Elements such as street trees, courtyards, varied surfaces and informal parking will reduce vehicle speeds and increase safety.

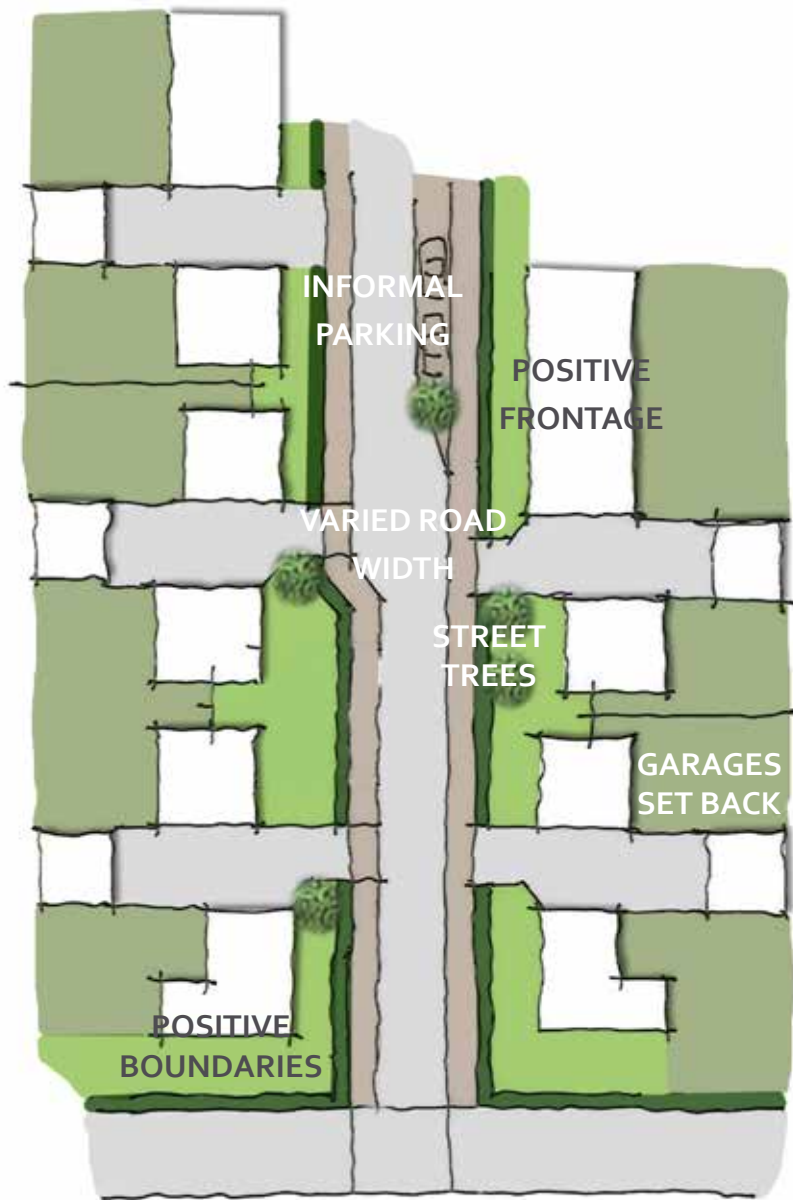
Speed: 10mph

Typical Carriageway Width: 3.7m Minimum

Footpaths: Shared surfaces.



PRIMARY STREETS :



SECONDARY STREETS :



HOUSING STREETS :

## 5.1.4 : BOUNDARY TREATMENTS

Another common element is the treatment of boundaries within the new neighbourhood. The provision of positive boundaries throughout the masterplan area will serve to create a sense of place and identity which will be instantly recognisable as Findrassie.

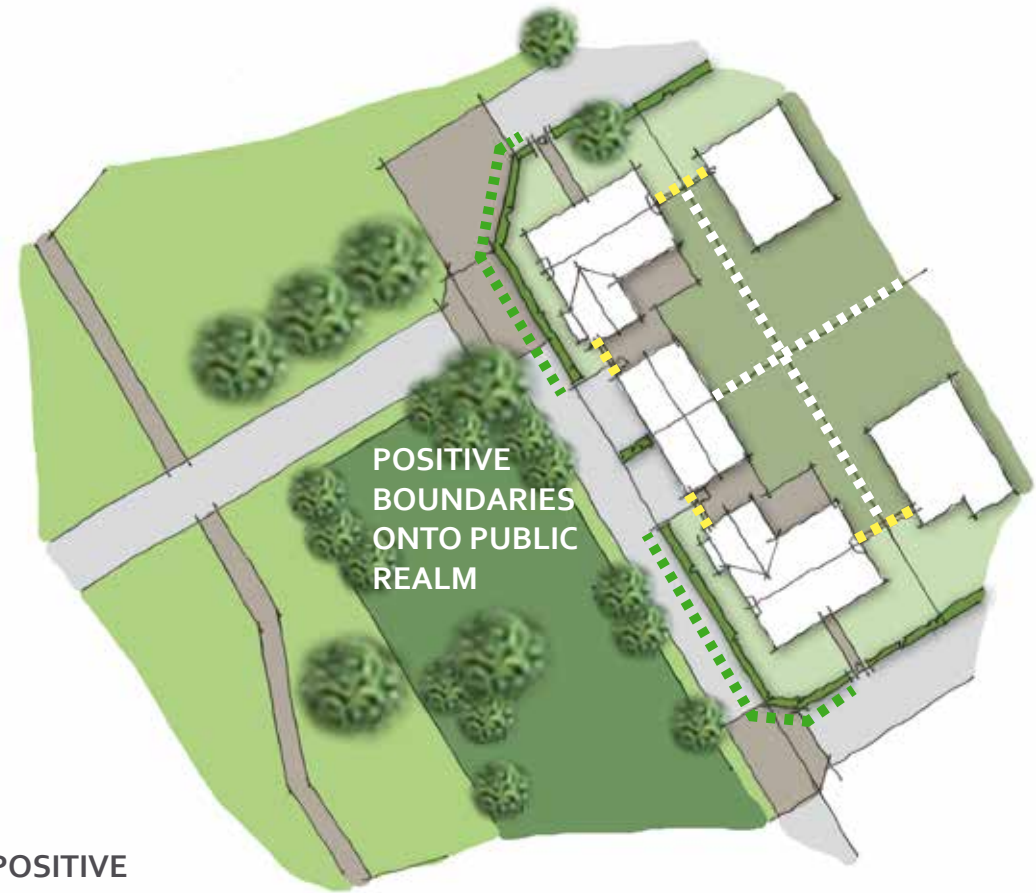
Positive boundary treatments must be incorporated in all areas of the new masterplan. This is particularly important along important frontages such as the primary route and central open space but also along secondary streets and within housing streets.

Positive boundary treatments will serve to define boundaries between the private and public realm and also help to mitigate the impact of cars on the street environment. By incorporating a mix of hedges, railings and walls which will be located at the back of footpaths or shared surfaces, gardens can be enclosed and cars / drives can be screened. With the inclusion of street trees, the provision of positive boundaries adjacent to shared surfaces will also help to reduce forward visibility for motorists and therefore reduce vehicles speeds.

Rear and side boundaries onto the public realm should be avoided wherever possible. Where this cannot be designed out these boundaries must be formed in appropriate materials such as block and render or stone / cast stone and to an appropriate height to provide privacy. Divisions between private gardens should be as far as possible post and wire fences with supplementary shrub planting.

Timber fences within the public realm are not an acceptable solution and will not help to create the quality public realm envisaged at Findrassie.

	POSITIVE BOUNDARY -	low level hedge, rail or wall
	POSITIVE BOUNDARY -	1800mm wall / hedge
	POSITIVE BOUNDARY -	post + wire fence with supplementary shrub planting



POSITIVE  
BOUNDARIES





HIGH WALLS



RAILING / FENCES



LOW WALLS

## 5.2: SPECIFIC ELEMENTS

There are a number of characteristics which define each area of the masterplan. We have summarised these as **fundamental** and **potential** requirements of the character zones within the masterplan.

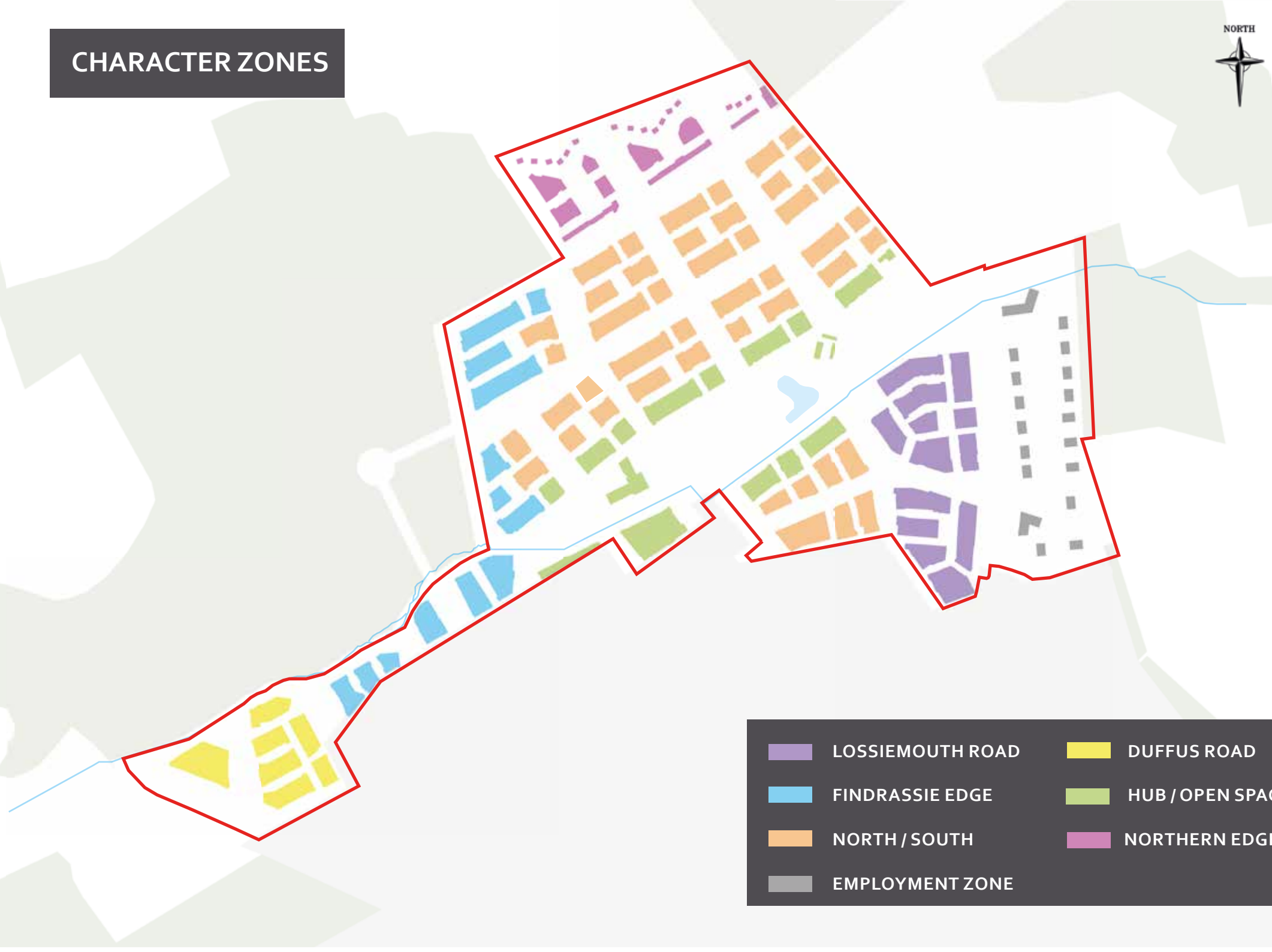
- A fundamental requirement must be protected through the design evolution.
- A potential requirement highlights a key principle or opportunity within the masterplan which will be expected to be expressed in some form within the design solution. This will also present opportunities for unique and innovative design.








The masterplan has been divided into 7 character zones as follows:

- LOSSIEMOUTH ROAD
- DUFFUS ROAD
- HUB + CENTRAL OPEN SPACE
- FINDRASSIE WOOD EDGE
- NORTH / SOUTH CONNECTIONS
- NORTHERN EDGE
- EMPLOYMENT ZONE



# CHARACTER ZONES



- |   |                  |   |                  |
|---|------------------|---|------------------|
|  | LOSSIEMOUTH ROAD |  | DUFFUS ROAD      |
|  | FINDRASSIE EDGE  |  | HUB / OPEN SPACE |
|  | NORTH / SOUTH    |  | NORTHERN EDGE    |
|  | EMPLOYMENT ZONE  |   |                  |

## 5.2.1 : LOSSIEMOUTH ROAD FUNDAMENTALS

- Provide a positive gateway to Elgin ;
- Reduce vehicle speeds along the frontage of a new residential neighbourhood;
- Create new boulevard planting which reflects tree along existing northern edge;
- Maximise views into the development across the proposed open space from the approach to Elgin from the north;
- Create green link which links the employment zone with the hub located in the heart of the new neighbourhood;
- Maximise connections to the existing cycleway and south to Bishopmill.





## 5.2.2: LOSSIEMOUTH ROAD POTENTIALS

**Frontage:** to Lossiemouth Road should have strong building line and continuous frontage.

**Massing:** creates opportunity for special buildings and raised building heights of up to 3 storey at key locations and corners.

**Boundary treatments:** should reflect positive boundaries to existing properties along the Lossiemouth Road such as low level hedges, railings and walls .

**Appearance:** building features such as chimneys and window surrounds reflect the history of housing along the Road.

**Retail:** opportunities are provided in buildings with direct relationship to the road and flexible ground floor uses .



EXISTING SUCCESSFUL PLANTING EXTENDED

## 5.2.3 : DUFFUD ROAD FUNDAMENTALS

- Provide a positive gateway to Elgin;
- Provide a positive gateway to the new neighbourhood at Findrassie ;
- Establish new woodland to replace existing scrub removed to create sightlines;
- Build new stone 'estate type' wall enclosing woodland and new neighbourhood;
- Create arrival space / new village green with direct visual link to Findrassie Wood ;
- Create a transitional zone of green space between housing and woodland;
- Work with existing topography to ensure level access to woodland and no major level changes;
- Provide connection to existing national cycle route / network within Quarry Wood.



## 5.2.4: DUFFUS ROAD POTENTIALS



**Frontage:** maximised to woodland and potential for views.

**Gatehouses:** to be opportunities for innovative design. These must be built into the estate wall.

**Boundary treatments:** The proposed estate style wall reinforces the western edge and the entrance to the new neighbourhood and Elgin.

**Arrival:** comprises of a series of events -

1. Open space
2. Estate type wall
3. New woodland
4. Gatehouse
5. Village green
6. Public park
7. Findrassie Wood

This is in accordance with one of the primary aims of the masterplan to provide a series of events or points of interest along a key route or green space.



## 5.2.5 : HUB + CENTRAL OPEN SPACE FUNDAMENTALS

- Create focal point for new community;
- Provide series of events along central open space;
- Provide location for new community primary school adjacent to Findrassie Wood;
- Maintain and reinforce the existing and proposed network of footpaths;
- Contain parking within suitable areas of landform or vegetation;
- All buildings must have positive relationship / frontage to central open space.



## 5.2.6: HUB + CENTRAL OPEN SPACE POTENTIAL



**Massing:** Generally 2 storey but with opportunities for 3 storey.

**Boundary treatments:** will accord with the general principles of the masterplan. This will ensure a common vision and approach to new housing at Findrassie.

**Appearance:** buildings to form backdrop to open space.

**Tree planting:** proposed landscaping and vegetation to define spaces and form enclosure within open space.

**Amphitheatre:** provides opportunity to create meeting / congregational space.

**Myreside Pond:** to be retained and enhanced as historical / SUDS feature.

**Farm buildings:** existing steading to be used as farm shop.



## 5.2.7 : FINDRASSIE WOOD EDGE FUNDAMENTALS

- Provide a positive relationship between housing and Findrassie Wood;
- Protect the woodland edge ;
- Provide access to the woodland;
- Create a transitional zone of green space between housing and woodland;
- Work with existing topography to ensure level access to woodland and no major level changes;
- Create 3 critical connection points:
  1. Link to upper east / west route
  2. Link to hub
  3. Link to Robertson / Scotia Homes development.



## 5.2.8: FINDRASSIE WOOD EDGE POTENTIALS



**Views:** of Findrassie Wood are important in this character zone and have been provided within the masterplan in a number of ways-

1. Continuous frontage to woodland
2. Gable frontage to woodland offering views from private gardens
3. Along streets, lanes and pedestrian links.

**Massing:** 2 storey dwellings are appropriate and will have a positive relationship with the woodland which is much higher and provides a positive backdrop.

**Boundary treatments:** will accord with the general principles of the masterplan. This will ensure a common vision and approach to new housing at Findrassie.

**Appearance:** building features such as picture windows to maximise views towards woodland and materials such as timber which reflect the proximity of the wood.



TRANSITIONAL ZONE AT END OF FINDRASSIE WOOD

## 5.2.9 : NORTH / SOUTH CONNECTIONS FUNDAMENTALS

- Maximise north / south connections to local hub, primary school and open space;
- Maximise east / west connections to Findrassie Wood and Lossiemouth Road;
- Maximise connections between development pockets;
- Design for new neighbourhood is based upon permeability and connection in all directions;
- Create a transitional zone of green space between housing and woodland;
- Ensure significant topographical level changes occur within the green spaces;
- Maximise opportunities to take advantage of southern aspect.



## 5.2.10: FINDRASSIE WOOD EDGE POTENTIALS



**Frontage:** maximised in three distinct areas-

1. Houses which front onto woodland
2. Houses which front onto open space
3. Houses which front onto green thread.

**Green thread:** created along linear north / south route so that more private green space within development pocket is still well connected.

**Boundary treatments:** will accord with the general principles of the masterplan. This will ensure a common vision and approach to new housing at Findrassie.

**Massing:** 2 storey dwellings are appropriate and will have a positive relationship with the proposed open space and woodland which provides a positive backdrop.

**Views:** to be maximised south towards Elgin and east / west over new landscape areas of woodland and open space.



HOUSES FRONT ONTO OPEN SPACE

## 5.2.11 : NORTHERN EDGE FUNDAMENTALS

- Maximise views to the north towards Lossiemouth and the Moray Firth;
- Create frontage to north ;
- Respect the containment of the new woodland and prevent new housing on the highest part of the site along the ridge;
- Work with existing topography to ensure level access to woodland and no major level changes;
- Maximise connections to the new neighbourhood to the south of the ridge.





## 5.2.12: NORTHERN EDGE POTENTIALS

**Housing form:** in three distinct areas-

1. Housing along northern edge
2. Housing around the woodland edge
3. Housing facing onto open space

**Housing along northern edge -**

1. No continuous frontage / views between housing
2. 1 or 1.5 storey only
3. Garages and outbuildings to be located to the south
4. Potential for self-build

**Frontage:** maximised to woodland, open space and northern aspect.

**Boundary treatments:** should be low walls, hedges, railings to northern aspect to maximise views. Rear boundaries should be consistent to present positive uniform frontage to streets and lanes.

**Appearance:** building features such as picture windows to maximise views towards woodland and materials such as timber which reflect the proximity of the wood.



VIEWS TO NORTH TOWARDS COUNTRYSIDE

## 5.2.13 : EMPLOYMENT ZONE FUNDAMENTALS

- Provide gateway building;
- Create new boulevard planting which reflects tree along existing northern edge;
- Create positive frontage to Lossiemouth Road ;
- Provide 2 points of access to new employment area and potential future (Long) allocation;
- Utilise existing woodland as backdrop to new buildings .



## 4.2.14: EMPLOYMENT ZONE POTENTIALS



**Massing:** predominantly 2 storey with continuous frontage.

**Boundary treatments:** will accord with the general principles of the masterplan. This will ensure a common vision and approach to new housing at Findrassie.

**Appearance:** opportunities for modern / contemporary design and materials.

**Parking:** to be located to rear and away from primary frontage.

**Connection:** maximised to proposed local hub through footpath / green network.

**SUDS:** design should be innovative and create positive landscape frontage to signature gateway building.



GATEWAY BUILDING

# 6.0: CHARACTER ZONES

## 6.1: LOSSIEMOUTH ROAD

### THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR LOSSIEMOUTH ROAD:

This is the primary 'gateway' character zone, for which views into the development from Lossiemouth Road are a critical aspect. It must give the impression of a tree lined entrance to the town.

The frontage to Lossiemouth Road is to be bounded by two rows of trees merging from the open parkland landscape to the immediate north into boulevard planting all the way into Bishopmill and containing (and improving) the existing cycleway. It will be accessed by both the key gateway feature at the entrance to the development ( Myreside Road - the primary route) and by a secondary entrance to the south. These accesses should be signal-controlled, so that there is both a traffic calming effect and a safe crossing created between the 'employment' and 'residential' areas, each served by bus routes.



EXISTING APPROACH TO ELGIN

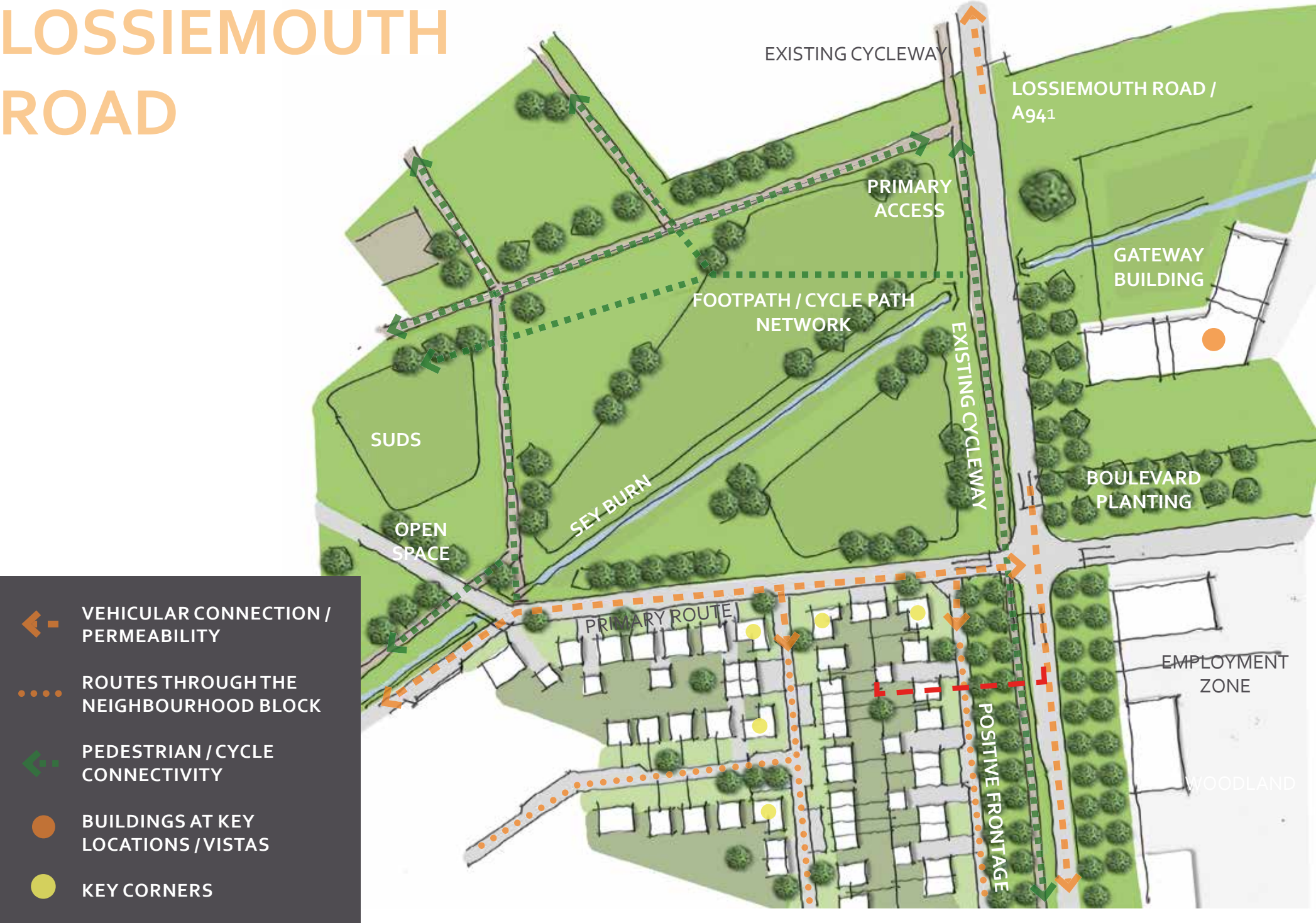


SUCCESSFUL PLANTING ON LOSSIEMOUTH ROAD



EXISTING CYCLEWAY RETAINED / PROTECTED

# LOSSIEMOUTH ROAD



## 6.1: LOSSIEMOUTH ROAD

At the southern and south western boundary, the ground rises, and the site abuts the existing housing and boundary planting there; the southern edge will need edge-of-development planting, and must provide links into the existing cycle track and footpaths.

The zone will be divided by an open space corridor accommodating the pylons and overhead lines and along which a primary access is to be routed. This corridor will be designed to accommodate an area of allotments within the network of footpaths and open space.

The character of this housing area will be defined by the set-back frontage of Lossiemouth Road; it must not present rear gardens or fences to the service road which runs parallel to the tree lined planting; while the housing blocks facing north onto the 'green corridor' should be designed in a strong two storey elevational treatment, opening onto, and overlooking, the corridor, as they are the first buildings that will be seen on this important approach from the north into Elgin.



EXISTING CYCLE  
ROUTE



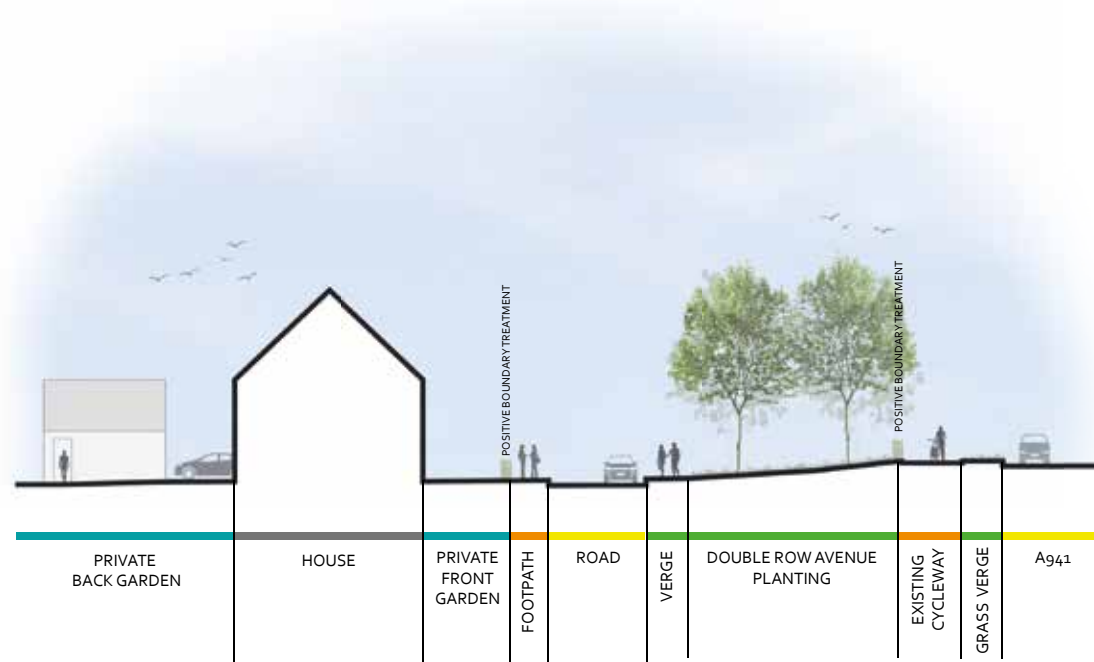
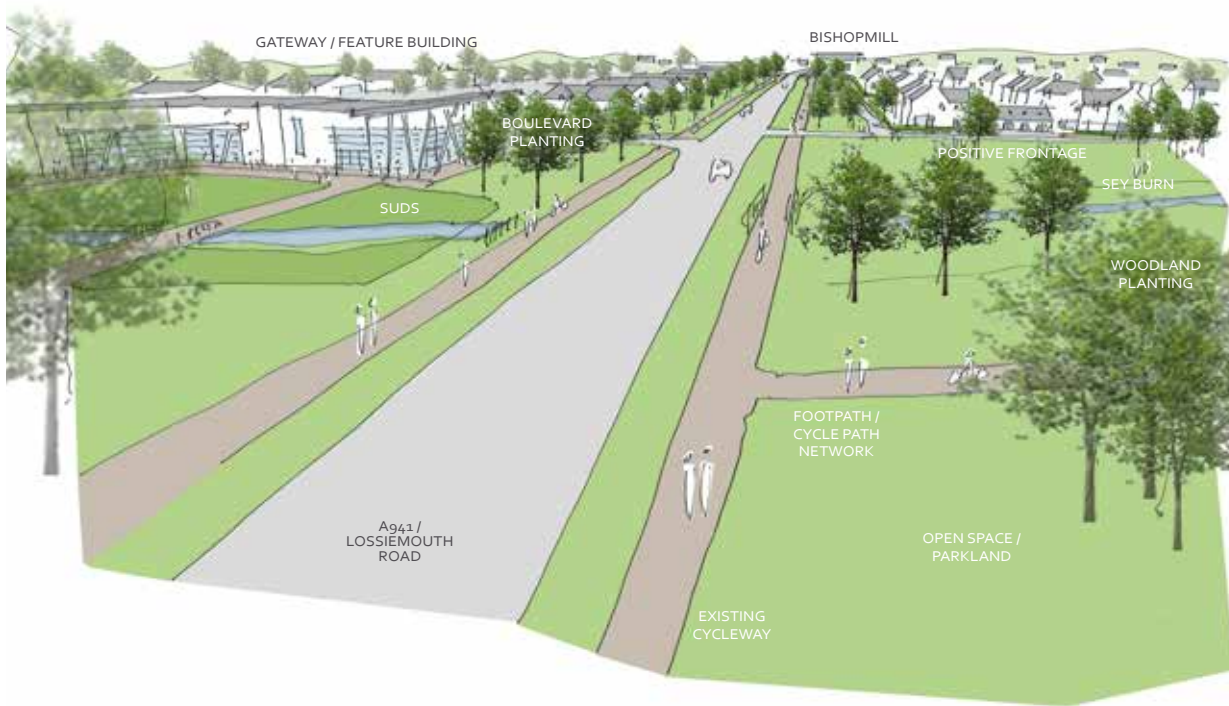
EXISTING FRONTAGE



LANDSCAPED EDGE TO ROAD AND CYCLEWAY



GATEWAY BUILDING



- New gateway to Elgin on approach from the north along Lossiemouth Road;

- Entrance to Findrassie;

- Avenue planting along Lossiemouth Road will help integrate the new neighbourhood into the existing settlement of Elgin;

- Buildings set back from Lossiemouth Road;

- Positive frontages to Lossiemouth Road;

- Central open space provides views west towards the local hub and Findrassie woods;

- Existing Elgin / Lossiemouth cycle route maintained and intergrated into wider footpath / Cycle network through Findrassie.



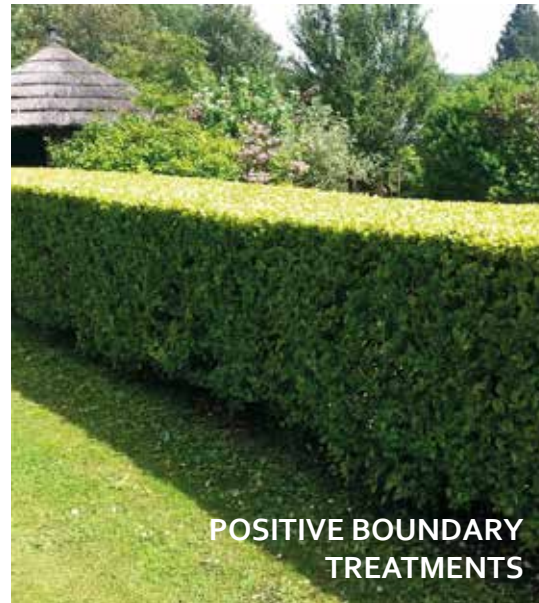
# LOSSIEMOUTH



# ROAD



TREE LINED BOULEVARD



POSITIVE BOUNDARY  
TREATMENTS



RECREATIONAL FRINGE



### 6.1.1: MATERIALS

The materials within the Lossiemouth Road character zone must be defined by the existing positive features of the road and the entrance into Elgin from the north. The existing housing along the A941 has developed over a number of years but some of the materials such as off white render and slate are more consistent. Appropriate materials for this area within the masterplan will be:

- White wet dash / textured render
- Off white wet dash / textured render
- Natural stone
- Slate
- Concrete tile
- Cast stone and dry dash render could be used in less prominent locations.



WHITE WET DASH RENDER



SLATE



NATURAL STONE



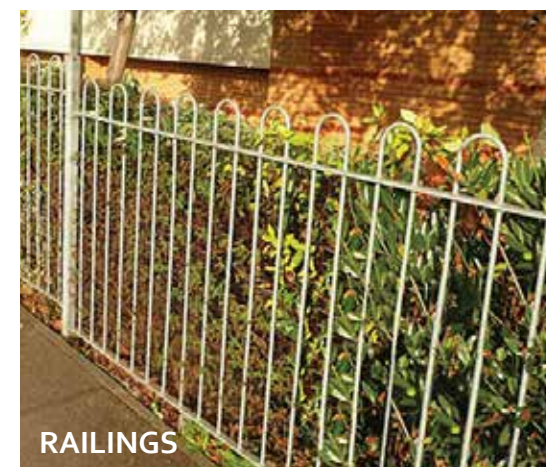
CAST STONE

### 6.1.2: BOUNDARY TREATMENTS

The boundary treatments along the Lossiemouth Road corridor should also reflect its important location. The existing housing adopts a mix of walls, railings and hedges in this area to define private gardens from the public realm. A similar positive approach will be appropriate in this area.



WALLS



RAILINGS



CHIMNEYS + SLATE DORMERS



WINDOW / DOOR SURROUNDS



TERRACED HOUSING

### 6.1.3: KEY FEATURES

The neighbouring housing features a number of architectural elements which enhance the appearance of the buildings in this area. Chimneys and window surrounds are prominent as are gable features and slate dormers. These positive elements will become a feature of the new Lossiemouth Road housing and help to establish a sense of character, place and identity for the area.

### 6.1.4: KEY BUILDINGS

Key buildings have been identified along the frontage of the Lossiemouth Road and the northern edge which bounds the open space. These will be the areas where the higher quality materials are more appropriate and where key architectural features should be located.

### 6.1.5: LEGIBILITY / CONNECTION

Connections within this area are crucial as it provides one of the 3 key access points into the new neighbourhood. This vehicular connection is supplemented by a number of connections into the existing cycle route which provides access back into Elgin and north to Lossiemouth. These connections will be an important feature of emerging planning applications. The vehicular and pedestrian connections between the employment area and the hub are also important and will be protected through the development of the open space.

### 6.1.6: HEIGHT / DENSITY

The A941 / Lossiemouth Road will have a strong frontage through massing created predominantly by terraces and flats 2 storey's in height with scope to increase to 2.5 storey's at corner locations and the entrance into the development. Buildings at the entrance to the development will have commercial space within the ground floor.

## 6.1.7: LOSSIEMOUTH ROAD SUMMARY

### GATEWAY:

- The gateway will take the form of a boulevard with avenue planting along both sides of Lossiemouth Road.

### DEVELOPMENT BLOCKS:

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

- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (low walls, railings and hedges).

- Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.

### BUILDINGS AT KEY LOCATIONS /VISTAS:

- Buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark)

- Flexible ground floor commercial space must be provided in buildings that front onto the entrance of the Findrassie development.

### FRONTAGES:

- Buildings (houses and businesses) located along key frontages will front onto primary spaces such as Lossiemouth Road, the central open space and the pylon corridor.

- Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets, as well as secondary streets.

### BUILDING AESTHETICS:

- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.1.1 (Materials), 5.1.3 (Key Features) and 5.1.6 (Heights / Density).

### PARKING:

- 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.

- On secondary frontages, internal garages will be acceptable on the minority of properties providing that they have positive boundary treatments and a high quality landscape design to reduce the visual dominance of the car.

- On street parking must be broken up by soft landscaping to reduce the visual impact of parked cars and soften streetscapes.



## 6.2: DUFFUS ROAD

### THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR DUFFUS ROAD:

The Masterplan will deliver a new vehicular connection to Duffus Road to ensure that the development is fully integrated with the existing settlement and surrounding road network. It will also ensure maximum pedestrian and cycle connectivity including the completion of a link between Quarrel wood and the development which can then go on to link with Findrassie Wood completing a recreational linkage between the well used Quarrel wood area and new recreational opportunities created by the development.

The access will link the west of the new neighbourhood with the Lossiemouth Road in the east. It will also link the cycle path network within Quarrel Wood with the newly installed cycle path from Elgin to Lossiemouth. The existing scrub along the Duffus Road serves to screen the site from the road but provides little visual amenity.

Recent surrounding residential development has also created an unsatisfactory relationship with the existing road with development backing on to it and which does nothing to reduce vehicle speeds along this stretch of road. By introducing a positive element between Findrassie Wood and the existing settlement a section of new stone wall will provide a more appropriate transition between town and country. The existing scrub can be replaced by more appropriate native tree planting which will be set back from the carriageway and will entirely screen the back gardens of the properties facing onto Duffus Road. This layered approach will provide a more structured edge to the new neighbourhood for years to come. This will also help to improve sight-lines at the new junction and help to make the road a safer environment for both vehicles and pedestrians.

Road access at this point is likely to be in the form of a priority 'ghost island' junction which will be laid out to lie within the 60mph speed limit and permit later conversion to a roundabout should ground to the west be developed in future.



# DUFFUS ROAD



## 6.2:DUFFUS ROAD

- New gateway to Elgin from the west along Duffus Road;
- Arrival point into Findrassie;
- Focal points such as the gatehouses provide opportunity for innovative design;
- Layered boundary treatments (Drystane Dyke / Railings / Woodland);
- Connections to the wider footpath / cyclepath network;
- Transition between rural and urban;
- Early visual connection to Findrassie Wood.





MAXIMISE CONNECTION  
TO QUARRY WOOD



# DUFFUS ROAD



OPPORTUNITY  
FOR INNOVATIVE DESIGN



WALLS AND GATEPOSTS



MOWN VERGE



HEDGES AND WALLS



DETACHED FOOTPATHS THROUGH OPEN SPACE AND WOODLAND



WOODLAND PROVIDES POSITIVE SETTING FOR HOUSING



LARGER FAMILY HOUSING ON DUFFUS ROAD EDGE



PROPOSALS SHOULD RELATE TO  
AND CONNECT TO FINDRASSIE WOOD

## 6.2.1: MATERIALS

The materials within the Duffus Road character zone must be informed by the rural nature of the approach to Elgin from the north west. There is little housing to the north of the proposed access point but there are a number of structures in stone and render such as walls and gateposts. Housing further south along the Duffus Road incorporates more earthy and colourful render tones. Appropriate materials for this area within the masterplan will be:

- Earthy / recessive coloured wet dash / textured render
- White / Off white wet dash / textured render
- Natural stone
- Slate
- Timber
- Concrete tile
- Cast stone and dry dash render could be used in less prominent locations.



EARTHY WET DASH RENDER



CONCRETE TILE



GATEPOSTS

## 6.2.2: BOUNDARY TREATMENTS

The boundary treatments along the Duffus Road corridor must reflect the rural nature of this location. The proposed wall / railings along the existing road should be higher than those along the Lossiemouth Road frontage. The development must be screened from the road and together with the proposed woodland create an entrance to Findrassie and Elgin North not unlike the approach from Oak Wood in the west. After entering the new neighbourhood the private and public realm can be defined by smaller scale walls and hedges .



SMALL WALLS AND HEDGES



### 6.2.3: KEY FEATURES

The housing along the Duffus Road is more varied in character and less ordered than the Lossiemouth Road. A mix of building and architectural styles have been employed with varying degrees of success. Positive features that must inform the Duffus Road character zone are chimneys, quoins, vertical windows, entrance canopies and external stairs.

### 6.2.4: KEY BUILDINGS

The two key buildings which have been identified along the frontage of the Duffus Road are the gatehouses. These should be built into the proposed estate style boundary wall and mark the entrance of the new neighbourhood. The north lodge defines the pedestrian access in the extreme east of the development whilst the south lodge defines the new vehicular access. Both should be developed as dwelling houses and present an opportunity for innovative design.

### 6.2.5: LEGIBILITY / CONNECTION

Footpaths within this area are important to maximise the connectivity between the two woods at Findrassie and Quarrel or Quarry. The footpath network must provide safe and easy access between these two important amenities. It is important the emerging detailed applications provide as many pedestrian and cycle connections as possible to the woods and the Sey Burn corridor. Pedestrian activity should also serve to reduce vehicle speeds along the Duffus Road. The vehicular connection along Duffus Road is also one of three access points to the new neighbourhood from Elgin.

### 6.2.6: HEIGHT / DENSITY

The rural character of the Duffus Road corridor lend itself to a new neighbourhood which is lower in density and height than the majority of the new neighbourhood. There will be opportunity here to provide accessible homes in the form of bungalows and 1.5 storey housing within bigger plots.

### 6.2.7: SELF BUILDS

The location, design, boundary treatment and parking strategy for any self-build houses within this area should reflect the principles of the design code for this character zone.



## 6.2.8: DUFFUS ROAD SUMMARY

### GATEWAY:

- The 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.
- Two gatehouses will be included within the stone dyke wall. The gatehouses will be used as dwellings and must be designed and implemented to replicate a traditional estate style entrance.

### DEVELOPMENT BLOCKS:

- Buildings should be arranged in perimeter blocks with private backs and public frontages.
- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (high walls / railings and gateposts along development boundary with lower walls and hedges within the new neighbourhood).
- Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.

### BUILDINGS AT KEY LOCATIONS / VISTAS:

- Buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark)

### FRONTAGES:

- Buildings located along key frontages will front onto primary spaces such as the village green, open spaces and the primary route through the new development

### BUILDING AESTHETICS:

- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.2.1 (Materials), 5.2.3 (Key Features) and 5.2.6 (Heights / Density).

### PARKING:

- 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.
- On secondary frontages, internal garages will be acceptable on the minority of properties providing that they have positive boundary treatments and a high quality landscape design to reduce the visual dominance of the car.
- On street parking must be broken up by soft landscaping to reduce the visual impact of parked cars and soften streetscapes.





- CHARACTER ZONE BOUNDARY
- EXISTING ROAD NETWORK
- PRIMARY ROUTE
- SECONDARY NORTH / SOUTH STREETS
- ... SHARED SURFACES / HOUSING STREETS
- PEDESTRIAN / CYCLE NETWORK
- BUILDINGS AT KEY LOCATIONS / VISTAS
- KEY CORNER BUILDINGS
- ▭ KEY FRONTAGES
- ▭ SECONDARY STREET KEY FRONTAGES
- ➔ PYLON CORRIDOR
- 5. TREE PLANTING
- 6. SUDS
- 7. PLAY AREAS
- 8. CONNECTION TO FINDRASSIE WOOD
- 10. VILLAGE GREEN
- 11. GATEHOUSE
- 20. POTENTIAL VEHICULAR CONNECTION

## 6.3: HUB + CENTRAL OPEN SPACE

### THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE LOCAL HUB AND CENTRAL AREA OF OPEN SPACE:

The focal point of the new neighbourhood will be the local community hub. This area will incorporate the site for the new primary school and associated playing fields, the mixed use hub with opportunities for farm shop / small business units, the existing pond / SUDS feature and the central open space.

The local hub and central open space is located at the heart of the new development and within walking distance of all of the proposed housing pockets. The design also proposes the re-use of the existing farm house and outbuildings.

The new school is also located off the existing Cove Sea Road. Routes to and from the school will incorporate principles aimed at enabling these to be considered (and possibly signed) as 'safe routes'. The local hub will be well connected by the proposed network of footpaths and cycleways and give residents the opportunity to reduce unnecessary car journeys.

The street to the north of the central open space will be well used as it is the primary east-west route through the development and between the main points of the local hub and primary school. The buildings along this route will incorporate flexible floorspace at ground level for commercial uses.



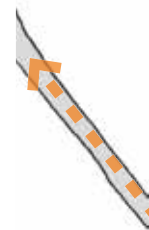
POTENTIAL FOR NEW PRIMARY SCHOOL



FOOTPATHS THROUGH KEY AREAS OF OPEN SPACE



FARM STEADING / NEW LOCAL HUB



# LOCAL HUB



- VEHICULAR CONNECTION / PERMEABILITY
- ROUTES THROUGH THE NEIGHBOURHOOD BLOCK
- PEDESTRIAN / CYCLE CONNECTIVITY
- BUILDINGS AT KEY LOCATIONS / VISTAS
- KEY CORNERS

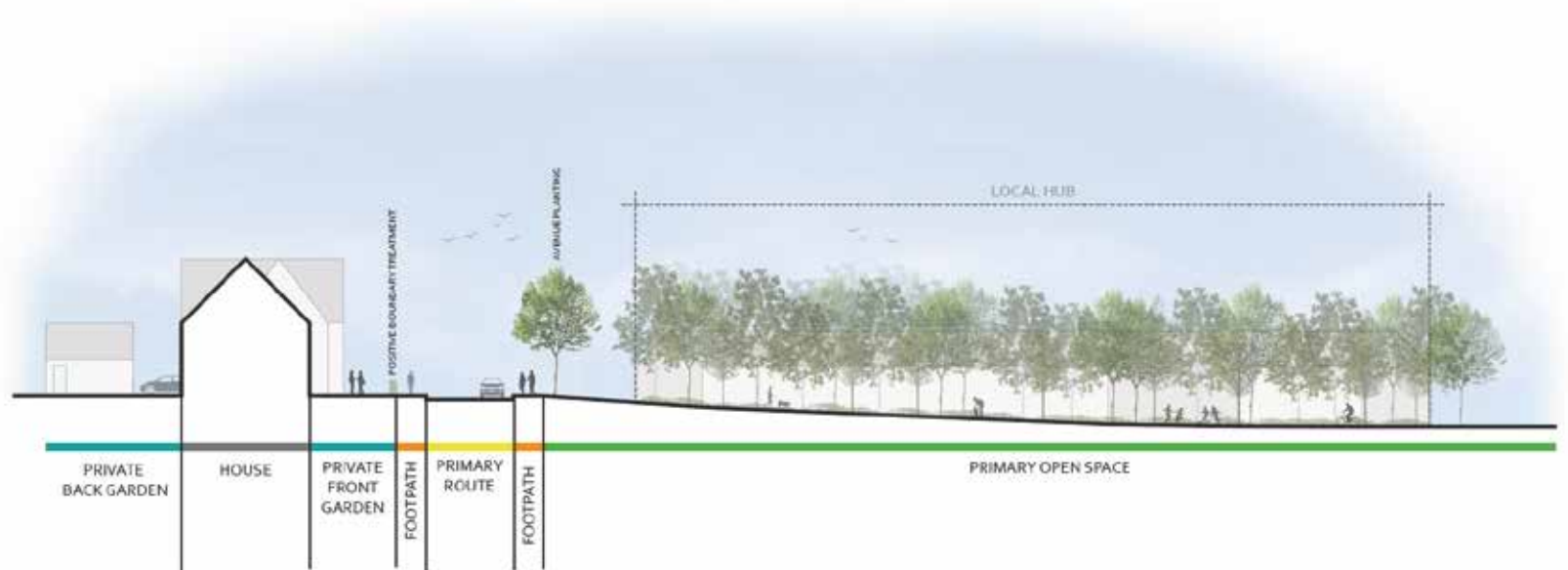
## 6.3: HUB / CENTRAL OPEN SPACE

- Heart of the Community;
- Retention of existing steading buildings;
- Important buildings (Primary School + Local Hub);
- Local farm shop and business incubator units;
- Positive and active frontages to open space;
- Incorporation of existing pond with new open space and SUDS strategy;
- Wide network of footpath and cycleways;
- Sub-division of open space through woodland planting and screening;
- Covesea Road provides primary north / south connection.





SEY BURN



# RECREATIONAL



EXISTING STONE WALLS TO BE RETAINED



IMPROVED LINKS TO FINDRASSIE WOOD



MYRESIDE POND

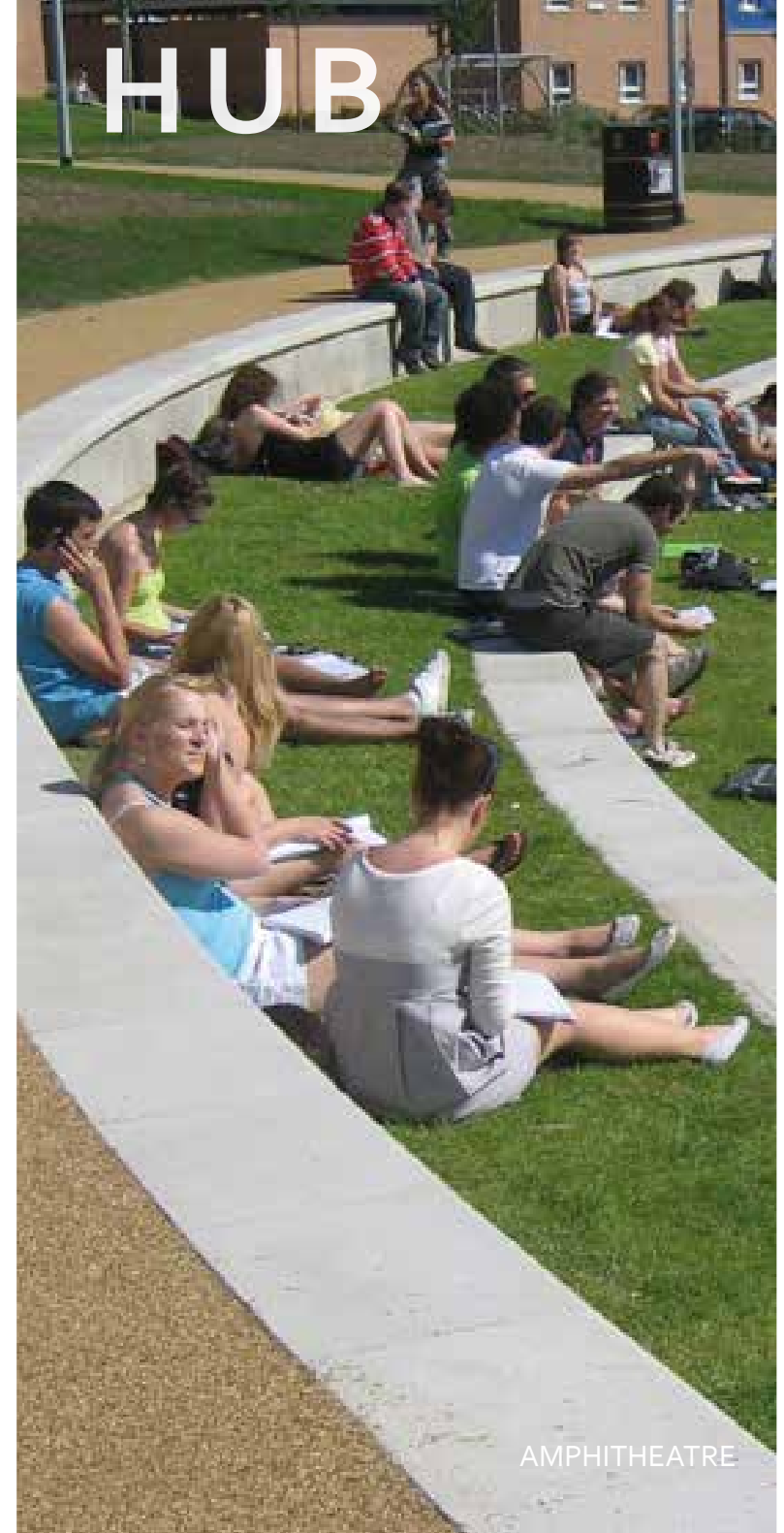


AMPHITHEATRE - PROVIDES AREA FOR SEATING / INTERACTION



CYCLING OPPORTUNITIES THROUGH CENTRAL OPEN SPACE

# FRINGE @ LOCAL



# LOCAL HUB



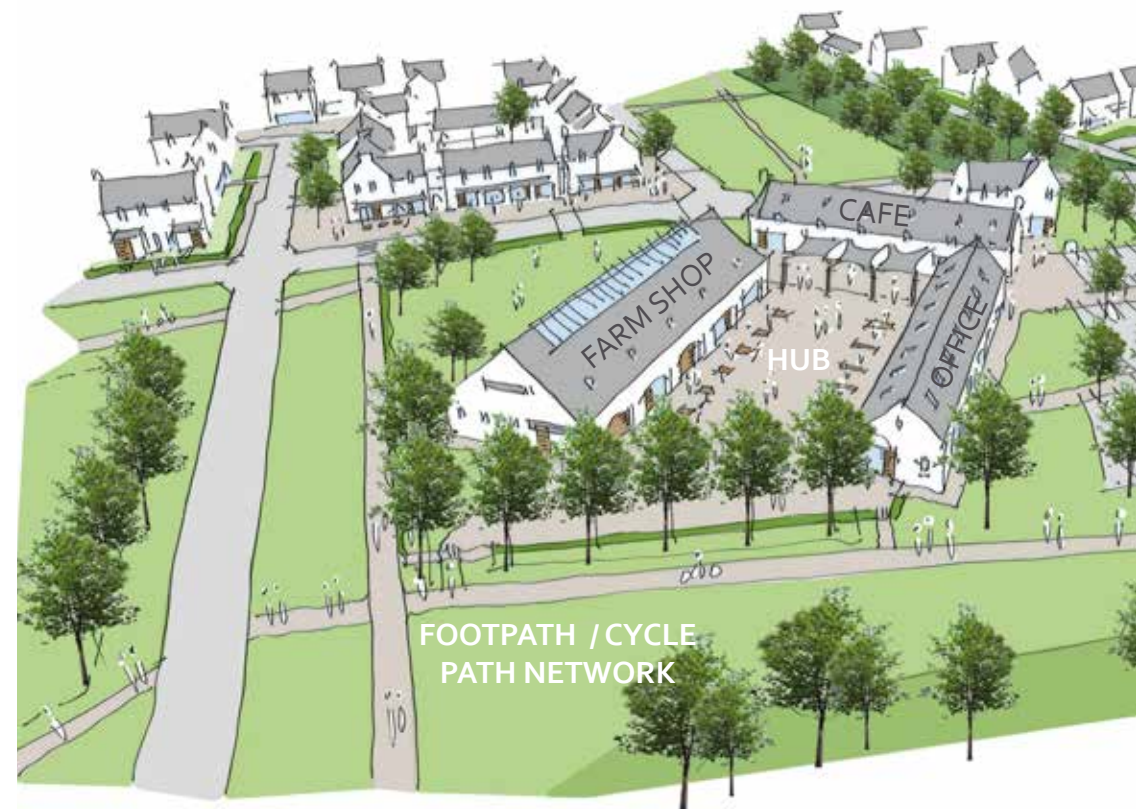
STEADING RENOVATION BY PITGAVENY



OUTSIDE CAFE SPACE / SEATING AREA



FARM SHOP OFFERING LOCAL GOODS / PRODUCE



FOOTPATH / CYCLE  
PATH NETWORK



### 6.3.1: MATERIALS

The materials within the local hub should take reference from the existing farm and steading buildings, however there is an opportunity for a fresh approach to the look and feel of this area. The hub and primary school will also present opportunities for elements of contemporary architecture and more modern materials. Appropriate materials for this area within the masterplan will be:

- Pastel coloured wet dash / textured render
- White / Off white wet dash / textured render
- Natural stone
- Coloured timber cladding
- Slate and concrete tile
- Cast stone and dry dash render could be used in less prominent locations.



COLOURED TIMBER CLADDING



PASTEL COLOURED WET DASH



HEDGES SUPPLEMENTED BY ESTATE STYLE RAILINGS

### 6.3.2: BOUNDARY TREATMENTS

The boundary treatments overlooking the local hub and open space must be strong enough to clearly define private gardens from public realm. As these will be public areas, privacy will also be an issue. Appropriate boundaries will be walls and hedges. The hedges must be supplemented by estate style railings or post and wire fence which will allow the landscaping to establish and decrease the likelihood of individual owners removing the planting.



STRONG BOUNDARY TREATMENTS



TIMBER PORCHES



COLOURED DETAILING OF DOORS + WINDOWS



SUN ROOMS

### 6.3.3: KEY FEATURES

The area along the open space provides opportunities to use elements which will create a different style for Findrassie and set the character for new neighbourhood. This could include elements such as timber porches and sun-rooms on front elevations. This would be particularly effective along the south facing frontages. The use of timber and colour would also be appropriate for detailing at doors and windows. Detailing should be simple and should avoid clutter.

### 6.3.4: KEY BUILDINGS

The key buildings within the local hub area will be the hub itself which will define the eastern edge of the open space and the primary school in the west. The hub will be built around / in the form of the existing steading, utilising existing stone walling and window surrounds / arches. Pitgaveny have also successfully converted an old stable into business space which they use as an office. The primary school offers the opportunity to introduce contemporary architecture to the new neighbourhood. There are also locations along the open space which have been identified for commercial use which would supplement the local hub.

### 6.3.5: LEGIBILITY / CONNECTION

It is important that the buildings and uses around the open space maximise connection to this important focal point within the new community. Footpaths and cycleways should run through the open space providing safe access to the local hub and Safer Routes to School.

### 6.3.6: HEIGHT / DENSITY

The housing should utilise increased height and massing to address the open space. This could be in the form of 2.5 storey elements with a mix of housing including terraces and flats.

## 6.3.7: HUB + CENTRAL OPEN SPACE SUMMARY

### DEVELOPMENT BLOCKS:

- Buildings along the northern boundary of the central open space must incorporate flexible floor space at ground level for commercial use.
- Commercial space identified in the masterplan will only be suitable for residential use where it can be proven that this space is not needed.
- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (as outlined in 5.3.2)

### FRONTAGES:

- Buildings (houses and businesses) located along key frontages will front onto primary spaces such as the central open space and the primary route through the development.

### CENTRAL OPEN SPACE:

- Will include a number of important buildings including the local hub and proposed primary school.
- Should the school not be required then the land reserved for this purpose can be used for alternative community facilities. Should no development take place on this land then the area will be retained as green space in its entirety.
- Series of focal points will populate the central open space, including the existing pond, playing fields and a landscape amphitheatre.

### BUILDING AESTHETICS:

- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.3.1 (Materials), 5.3.3 (Key Features) and 5.3.6 (Heights / Density).

**PARKING:** As outlined in 5.1.7



NORTH



## 6.4: FINDRASSIE WOOD EDGE

### THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR FINDRASSIE WOOD EDGE:

Findrassie Wood provides the backdrop for the new neighbourhood and the development of the area offers an excellent opportunity to integrate this important amenity into Elgin.

The new neighbourhood will increase connection to the wood and create a network of footpaths and cycle tracks through the existing woodland. It will also provide increased access to the Sey Burn corridor.

The housing must be designed to take cognisance of the surrounding woodland providing frontage to key connections and green links.

The character of the new neighbourhood will be enhanced by introducing positive elements such as a bridge over the Sey Burn which will provide one of the key elements along the new green spine running through the development area.

Pitgaveny own much of Findrassie Wood and there is an opportunity to create new cycleways and footpaths in immediate proximity to the new housing areas. The green corridor aims to replicate the success of existing green corridors within Elgin such as The Eight Acres to Deanshaugh.



- VEHICULAR CONNECTION / PERMEABILITY
- ROUTES THROUGH THE NEIGHBOURHOOD BLOCK
- PEDESTRIAN / CYCLE CONNECTIVITY
- BUILDINGS AT KEY LOCATIONS / VISTAS
- KEY CORNERS



# FINDRASSIE EDGE

## 6.4: FINDRASSIE WOOD EDGE

- Integration the existing existing landscape and amenity of Findrassie Wood;
- Woodland provides a positive backdrop for new neighbourhood;
- Improved pedestrain and cycle access into Findrassie Wood;
- Improved access to the to Sey Burn;
- New bridge crossing across the Sey Burn;
- Improved north / south connections from Findrassie woods to the Robertson Homes / Scotia development;
- Positive relationship between woods and urban fabric (not backing on);
- Frontage to open space providing natural survailance;
- Minimise cul-de-sac development.

WOODLAND FOOTPATH  
CONNECTIONS



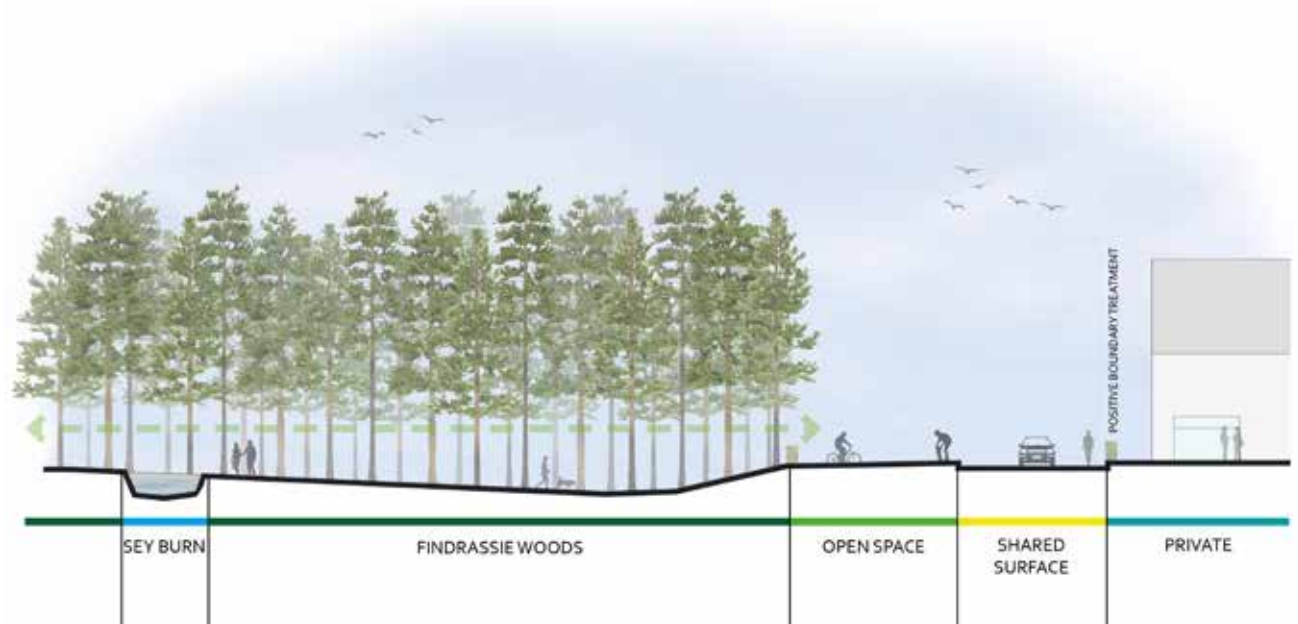
PLAYING FIELDS



SEY BURN



NEW BRIDGE OVER SEY BURN



# RECREATIONAL FRINGE



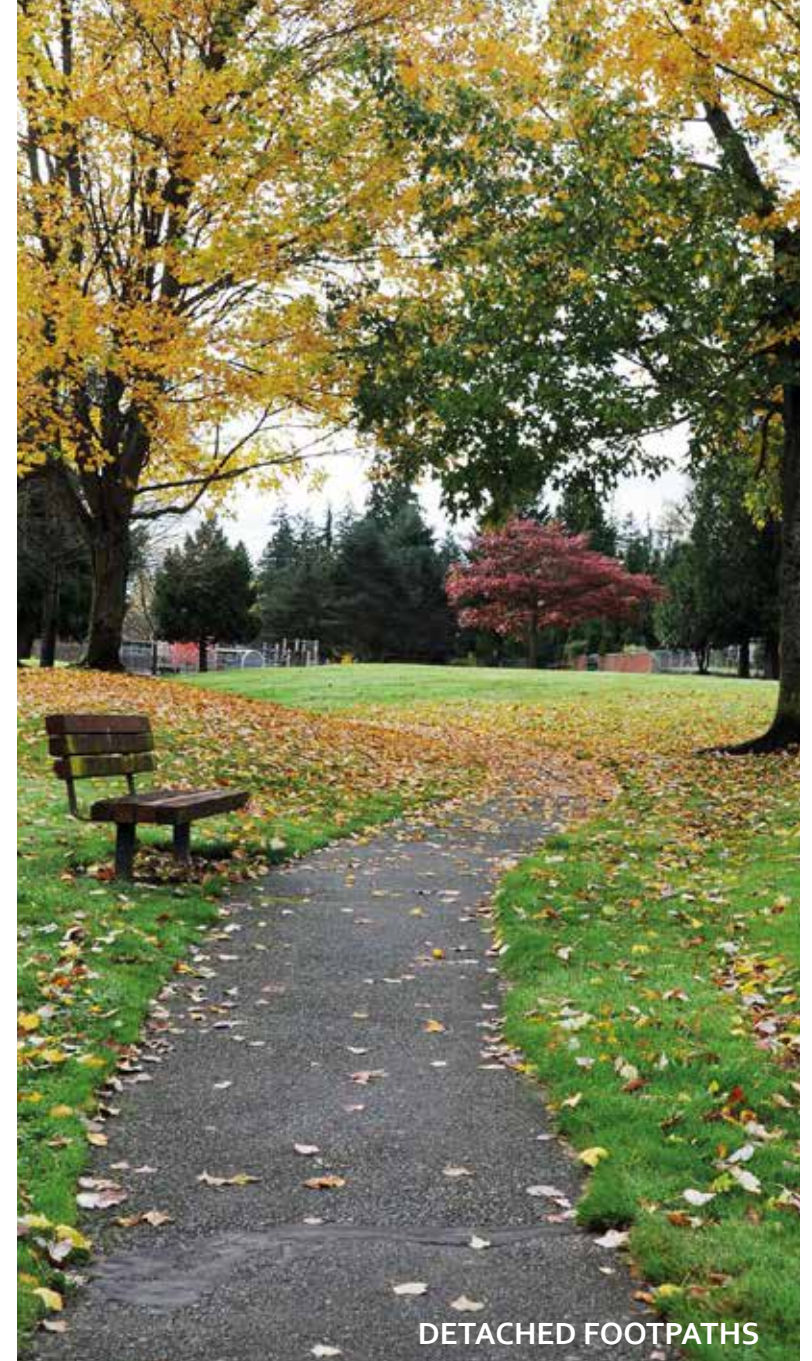
# + FINDRASSIE WOOD EDGE



WOODLAND FOOTPATH CONNECTIONS



OPPORTUNITIES TO RELAX



DETACHED FOOTPATHS

### 6.4.1: MATERIALS

The buildings and materials adjacent to the woodland edge must be sympathetic to the woodland surroundings. There will however be more scope to introduce different styles and materials away from the primary route in more secluded pockets. Timber could be used in larger areas. Renders and stone / cast stone will also be prominent. Appropriate materials for this area within the masterplan will be:

- Coloured render
- White / Off white render
- Natural / cast stone
- Timber cladding
- Slate
- Concrete tile



TIMBER CLADDING + LARGE AREAS OF GLASS



EARTHLHY RENDER



CAST STONE

### 6.4.2: BOUNDARY TREATMENTS

The boundary treatments within this area must be softer as the housing merges with the woodland edge and Sey Burn. Varied species of hedging will be appropriate which define the boundary between garden and shared surface. This will help to integrate the housing within the woodland setting.



LOWER STOREY HEIGHTS + COLOURED RENDER



PICTURE WINDOWS

### 6.4.3: KEY FEATURES

This area offers opportunities for some contemporary features such as large areas of glazing and picture windows. This will help to maximise views out toward the woodland and the important backdrop of Findrassie.

### 6.4.4: KEY BUILDINGS

The key buildings within the woodland edge are located on key corners throughout the character zone. These should provide focal points along the key areas of public realm such as the primary route, open space and woodland.

### 6.4.5: LEGIBILITY / CONNECTION

The housing areas located along the woodland edge will be ideally placed to take advantage of the existing amenity of Findrassie Wood and the Sey Burn. Connections to these areas must be maximised to the benefit of the surrounding housing and the new neighbourhood as a whole. The housing adjacent to the wood must be a maximum of 2 storeys.

### 6.4.6: HEIGHT / DENSITY

The housing adjacent to the wood should be a maximum of 2 storeys. There are also opportunities for lower storey heights and densities within this area as the new neighbourhood meets the woodland. The area adjacent to the woodland also provides an appropriate location for self-build houses.

### 6.4.7: SELF BUILDS

The location, design, boundary treatment and parking strategy for any self-build houses within this area should reflect the principles of the design code for this character zone.



COLOURED TIMBER CLADDING

## 6.4.8: FINDRASSIE WOOD EDGE SUMMARY

### DEVELOPMENT BLOCKS:

- Buildings should be arranged in perimeter blocks with private backs and public frontages.
- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (varied species of hedging)
- Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.

### FRONTAGES:

- Buildings located along key frontages will front onto primary spaces such as the central open space, connection points into Findrassie Woods and the primary route through the new development
- Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets and secondary streets.

### BUILDING AESTHETICS:

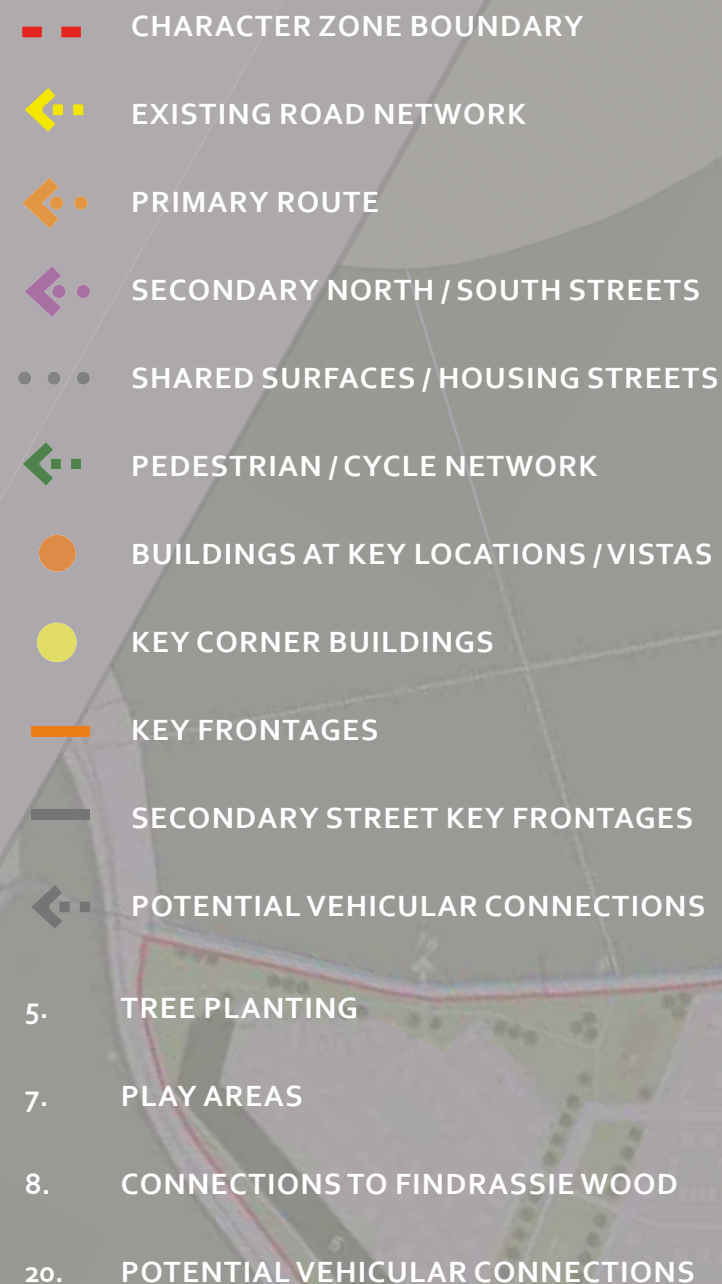
- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.4.1 (Materials), 5.4.3 (Key Features) and 5.4.6 (Heights / Density).

### PARKING:

- As outlined in 5.1.7

### CONNECTIONS TO FINDRASSIE WOODS:

- A network of green spaces and new footpaths / cyclepaths throughout the new neighbourhood will connect to the exiting network of footpaths within Findrassie Woods, providing improved access to this existing amenity.





## 6.5: NORTH / SOUTH CONNECTIONS

THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE NORTH / SOUTH CONNECTIONS:

The Masterplan will improve the North / South connections in this part of the city. Recent developments in the north have not delivered appropriate footpath and cycle connections through the edge of the settlement and north towards Findrassie.

The new neighbourhood will increase the connectivity between the old and new and help to integrate the area with the existing settlement. The Masterplan will maximise connectivity and permeability throughout the new neighbourhood.

New areas of North / South woodland and open space throughout the new neighbourhood will help to link the housing pockets within the area with the new community hub. These green spaces will incorporate footpaths and cycleways and give residents the opportunity to reduce car use.

Housing will front onto areas of open space so that routes are safe and benefit from natural surveillance. This will also provide a more positive backdrop to the open space and serve to tie the new neighbourhood together. This would also be in accordance with the principles of Safer Routes to School.



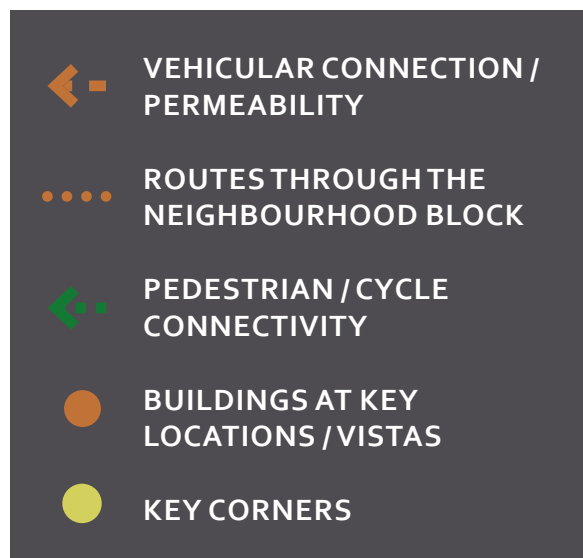
VIEW TOWARDS ELGIN FROM COVESEA ROAD



VIEW TOWARDS FINDRASSIE FROM COVESEA ROAD



ROAD EDGE PLANTING



# NORTH / SOUTH CONNECTIONS

## 6.5: NORTH / SOUTH CONNECTIONS

- Improved north / south connections help to integrate the new development into Elgin;
- Maximised usable / walkable open space
- Positive frontage to open spaces provides natural surveillance;
- Detached footpaths and cycle routes provide safe routes to school;
- Woodland belts define development pockets;
- Improved connectivity and permeability will maximise pedestrian / cycle activity;
- Walkable neighbourhoods that will minimise car use;
- Street layout that is legible, as well as safe and pleasant;
- Opportunities for play and community interaction within development packets.



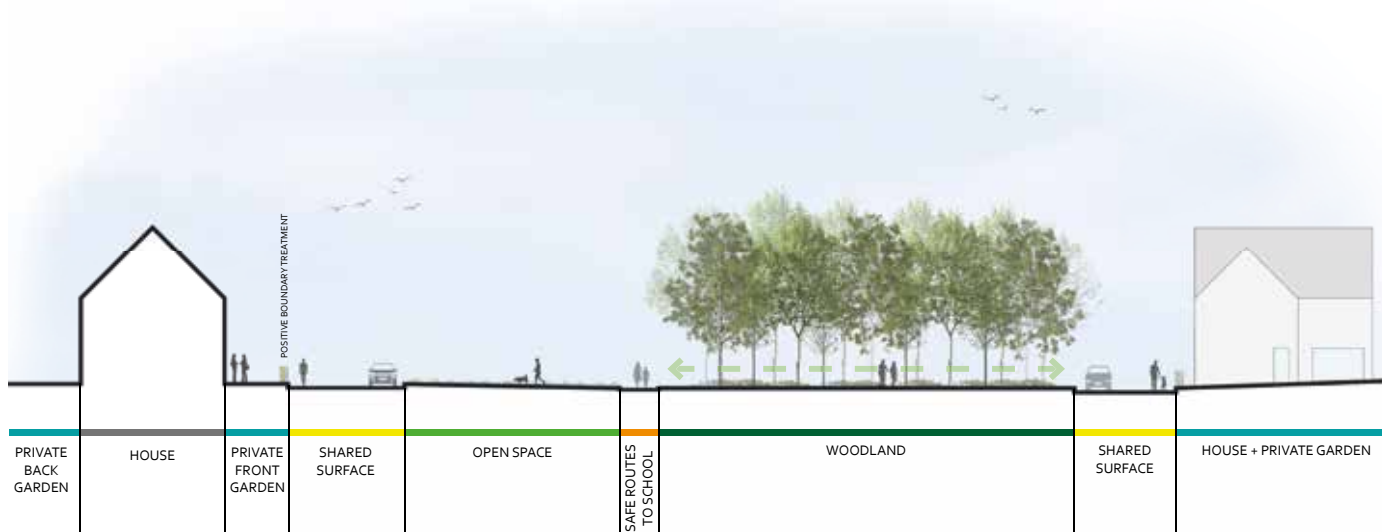
DETACHED FOOTPATHS



POSITIVE BOUNDARY TREATMENTS



SHARED SURFACES



## SAFE ROUTES TO SCHOOL

Dependent on the final catchment of the new school, it may be necessary to examine off site routes to and from the school in relation to their suitability to be considered as 'safe routes'.

## CONNECTION TO ELGIN

In addition to Duffus Heights, connection opportunities for those on foot or cycle exist at Covesea Rise, Myreside Circle and Newfield Road. Connection opportunities at these locations must form an integral part of consideration for foot and cycle links particularly where links to existing core paths can be made.

Adopting this approach will maximise the north / south connectivity and permeability of the scheme enabling site users to integrate with the town through using the extensive, existing, off site path network thereby encouraging the cycle economy within Elgin which represents a growing trend for travel in the town

# NORTH / SOUTH

POSITIVE FRONTAGE TO NORTH / SOUTH OPEN SPACE  
POSITIVE BOUNDARY TREATMENTS AND NATURAL SURVEILLANCE  
CAR PARKING SET BACK OR BETWEEN BUILDINGS



# CONNECTIONS



NATURAL SURVEILLANCE / ACTIVE FRONTAGE TO STREET / OPEN SPACE



PRIMARY ROOMS TO FRONTAGE / POSITIVE BOUNDARIES



OPPORTUNITIES TO WALK AND RUN



OPPORTUNITIES TO CYCLE



MAXIMISING CONNECTIVITY

## 6.5.1: MATERIALS

The buildings and materials within the north / south grid will provide a transition between the housing along the open space at the hub and the lower density housing along the northern edge. The materials in this area must be more recessive in colour so as not to clash or detract from the local hub. Appropriate materials for this area within the masterplan will be:

- Render
- Natural / cast stone
- Slate
- Concrete tile
- Contemporary



RENDER



SLATE EFFECT CONCRETE TILE



ESTATE FENCING



HEDGES

## 6.5.2: BOUNDARY TREATMENTS

The boundary treatments within this area must be more rural as the development moves towards its northern edge with the countryside. Estate railings and hedges will be appropriate and will provide a transition between the hub and the housing in the far north. Within the individual blocks of the grid there will be a play area and community space. This will provide toddlers play and facilities for younger children but also areas for seating, social events and public outside cooking facilities. The area around this open space should also be enclosed by railings, hedging or both.



TODDLERS PLAY AREAS

### 6.5.3: KEY FEATURES

The community open space will be a key feature of these areas as will the housing which fronts onto these spaces. Natural surveillance will be a key to the success of this area so large windows will be important in the houses. There will be more scope for innovative design solutions for buildings and parking in these areas.

### 6.5.4: KEY BUILDINGS

The key buildings are located on corners and frontages within this zone and at the end of key vistas. The buildings will provide frontage to the strategic areas of open space and the smaller local parks within.

### 6.5.5: LEGIBILITY / CONNECTION

These housing pockets can be accessed from north, south, east and west and provide additional connections through woodland and open space. The footpath network and connectivity is important to access the north / south corridors and Safer Routes to School. The footpath network also provides access to the central open space and the hub.

### 6.5.6: HEIGHT / DENSITY

The housing in these areas will be predominantly 2 storey with a mix of terraces, semi-detached and detached properties. These development pockets comprise of approximately 100 units.



NATURAL SURVEILLANCE



CONNECTIONS THROUGH WOODLAND

## 6.5.7: NORTH / SOUTH CONNECTIONS SUMMARY

### DEVELOPMENT BLOCKS:

- Buildings should be arranged in perimeter blocks with private backs and public frontages.
- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (estate railings and hedges)
- Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.
- Mature woodland belts will define development pockets.

### FRONTAGES:

- Buildings located along key frontages will front onto primary spaces such as Covesea Road, open spaces and the north / south pedestrian routes (safe routes to school).
- Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets and secondary streets.

### BUILDING AESTHETICS:

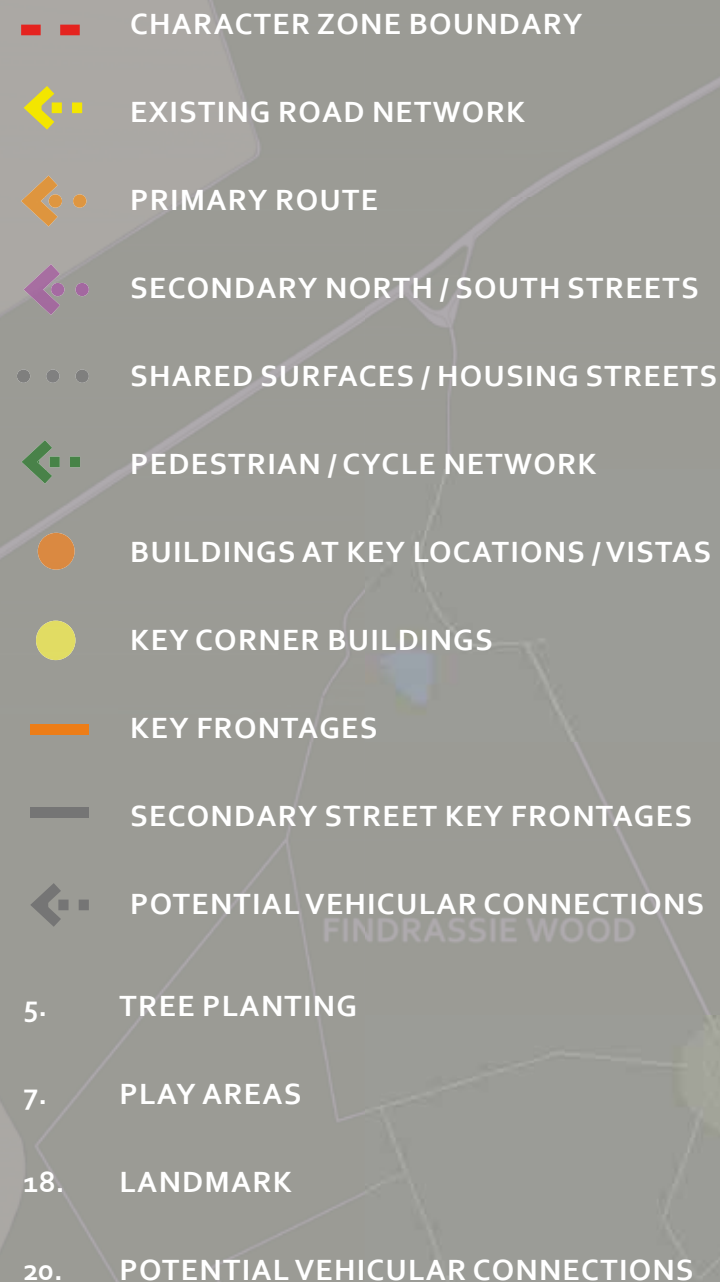
- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.5.1 (Materials), 5.5.3 (Key Features) and 5.5.6 (Heights / Density).

### PARKING:

- As outlined in 5.1.7

### POTENTIAL VEHICULAR CONNECTIONS:

- The proposed street layout allows for future vehicular connections east to be provided if required.





## 6.6: NORTHERN EDGE

### THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE NORTHERN EDGE:

This area reaches towards the highest point of the site, and at the crest enjoys open views over the Laich, to the Moray Firth and on the horizon, the coast of Sutherland and Caithness.

Rather than enclose it with woodland planting, as is the case elsewhere, the open space and woodlands in this zone are to be on a north - south axis, with more open landscaping along the northern edge. To take advantage of this unique setting, the masterplan proposes an area of good quality, individually designed self-build housing at the most northern edge. Here, the disposition of buildings must protect a north view, as far as practical, and building heights will be kept to under 2 storeys. As an additional requirement, the footprint of all buildings on each plot must not exceed 50%, and domestic scale trees and hedging will be imposed within garden grounds.



PLAY PARKS

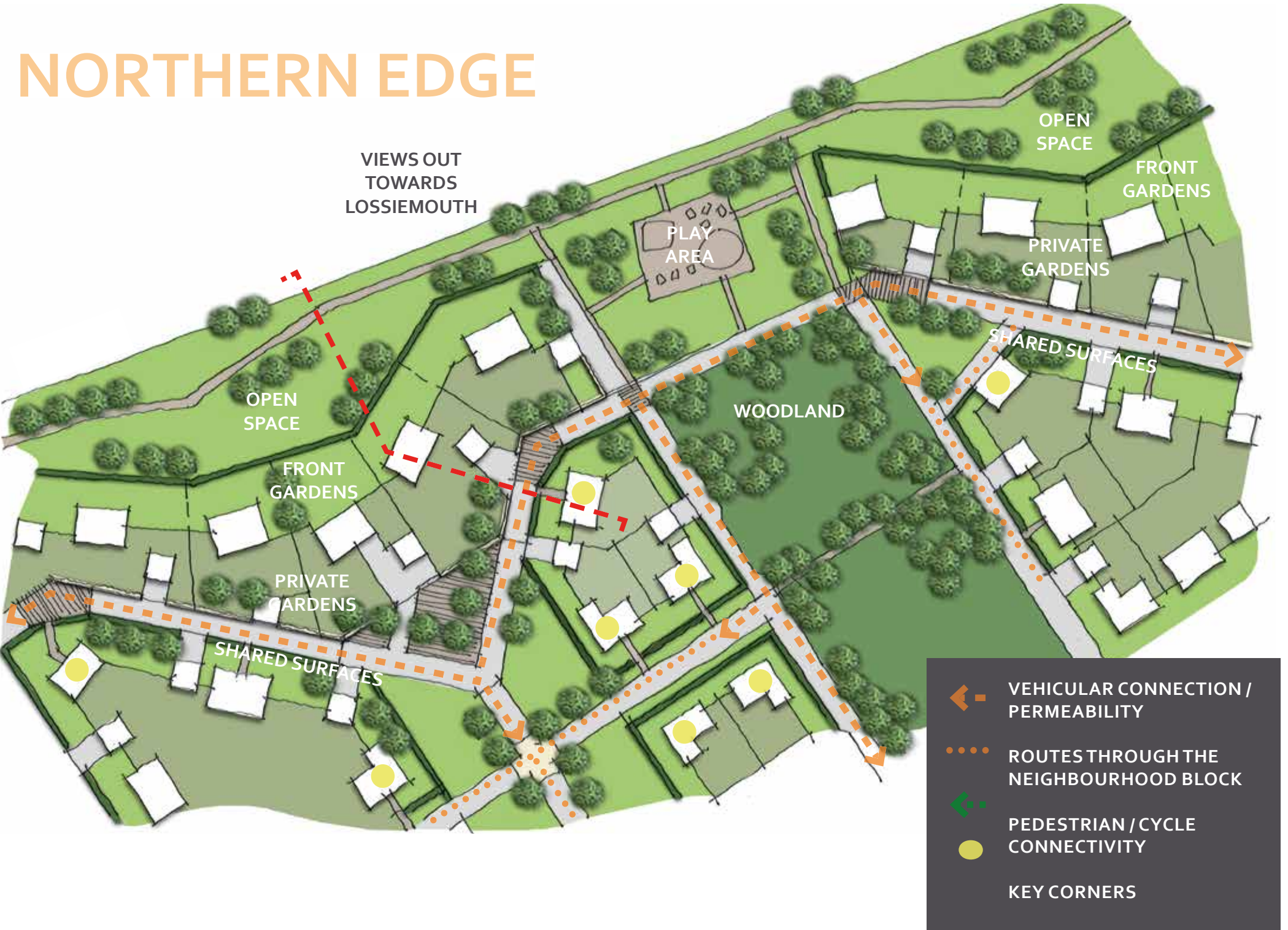


OPEN SPACE AND DETACHED FOOTPATHS



VIEWS OUT TOWARDS LOSSIEMOUTH

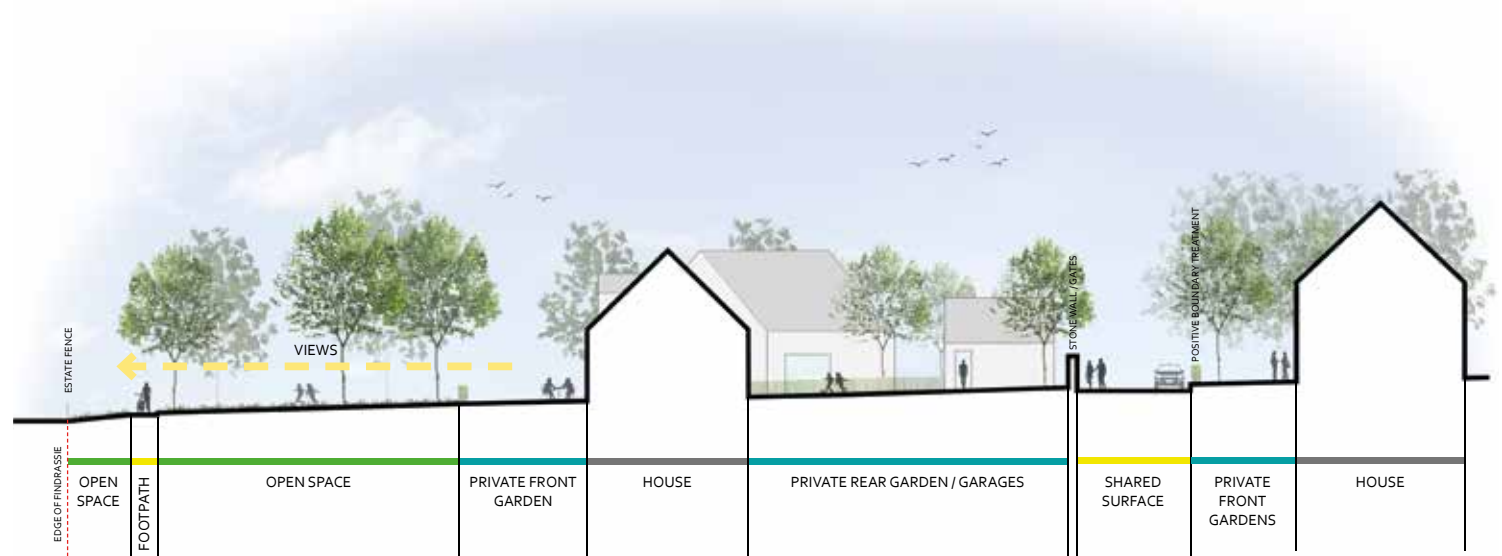
# NORTHERN EDGE



## 6.6: NORTHERN EDGE

- Northern edge of the Findrassie settlement;
- Lower density housing (one / one and a half storey) with a less defined grid pattern;
- Informal street pattern that is legible and welcoming;
- Topography of the site provides views north towards Lossiemouth;
- The green edge of Findrassie provides a gradual transition between the urban fabric and countryside;
- Woodland planting defines development pockets;
- Positive frontages to open spaces provide natural surveillance;
- Opportunity for larger plots and self-build plots;
- Primarily shared surfaces and housing streets.







# NORTHERN



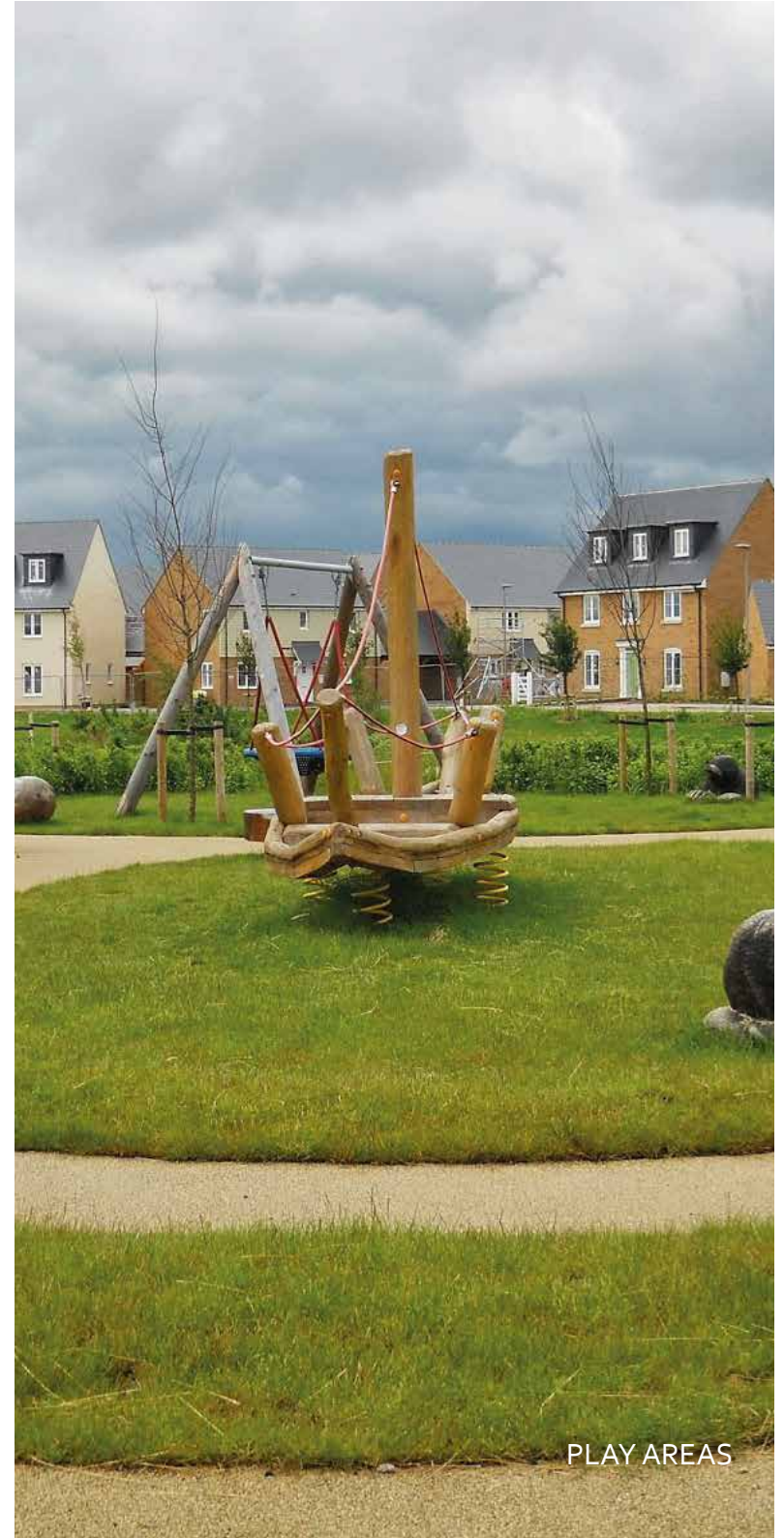
# EDGE



BUNGALOWS



DORMER WINDOWS



PLAY AREAS

## 6.6.1: MATERIALS

The materials on the northern edge should reflect the prominent location on the periphery of the new neighbourhood at one of the highest points just off the ridge. Materials and styles in this area can be mixed and should allow for the possibility of one off houses or self-builds. The varied palate of appropriate materials will be:

- Render
- Natural stone
- Cast stone
- Timber cladding
- Slate
- Concrete tile

## 6.6.2: BOUNDARY TREATMENTS

The boundary treatments within this area must be rural with a mix of estate hedges and railings. The larger properties along the northern edge have the possibility to incorporate higher boundary walls and gates / gateposts. This allows the property to be accessed from the street and provide a positive, car free frontage to the open countryside. These walls should be render, stone or cast stone. Timber fences may be appropriate between gardens but will not be appropriate boundaries for elements within the public realm.



TIMBER CLADDING



NATURAL STONE



TIMBER DETAILING



POTENTIAL FOR VIEWS



EDGES



RENDER



### 6.6.3: KEY FEATURES

The key feature of housing in this character zone should be large areas of glass. This will maximise the potential to benefit from views out over the surrounding countryside and north towards Lossiemouth and the Moray Firth. Chimneys, stone / timber detailing and large gardens must also feature. The open space along the northern edge will also allow public access to this important frontage and viewpoint.

### 6.6.4: KEY BUILDINGS

Key buildings are located on corners and frontages within this zone and will provide positive frontages to the streets which they address. This will be achieved through detailing or through the incorporation of windows and doors on elevations which overlook the street or public realm.

### 6.6.5: LEGIBILITY / CONNECTION

This area maximises connection to the northern edge which will become the focal point of this character zone. The location of a footpath which runs across the length of this frontage is important and will link the areas of woodland in the east and west. The area also provides footpath / cycle connection to the south towards the school, open space and local hub and the potential to provide future connections to the north.

### 6.6.6: HEIGHT / DENSITY

The housing along the northern edge should be kept under 2 storeys. There are also opportunities for lower storey heights and densities within this area as the new neighbourhood meets the countryside. The area adjacent to the woodland also provides an appropriate location for an element of self-build houses.

### 6.6.7: SELF BUILDS

The location, design, boundary treatment and parking strategy for any self-build houses within this area should reflect the principles of the design code for this character zone.



## 6.6.8: NORTHERN EDGE SUMMARY

### DEVELOPMENT BLOCKS:

- Buildings should be arranged in perimeter blocks with private backs and public frontages, or back onto woodland belts.
- Larger properotes along the developments northern edge should be accessed from the street and provide positive, car free frontage to the open countryside.
- Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (estate railings, headges and higher walls with gateposts)
- Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.
- Mature woodland belts will define development packets.

### BUILDINGS AT KEY LOCATIONS / VISTAS:

- Buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark).

### FRONTAGES:

- Buildings located along key frontages will front onto primary spaces such as the green fringe of the development along the sites northern boundary and other open spaces.
- Buildings located along secondary street key frontages will address secondary streets.

### BUILDING AESTHETICS:

- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.6.1 (Materials), 5.6.3 (Key Features) and 5.6.6 (Heights / Density).

### PARKING:

- As outlined in 5.1.7

### POTENTIAL VEHICULAR CONNECTIONS:

- The proposed street layout allows for future vehicular connections north and west into Findrassie Wood to be provided if required.





- CHARACTER ZONE BOUNDARY
- EXISTING ROAD NETWORK
- PRIMARY ROUTE
- SECONDARY NORTH / SOUTH STREETS
- SHARED SURFACES / HOUSING STREETS
- PEDESTRIAN / CYCLE NETWORK
- BUILDINGS AT KEY LOCATIONS / VISTAS
- KEY CORNER BUILDINGS
- KEY FRONTAGES
- SECONDARY STREET KEY FRONTAGES
- POTENTIAL VEHICULAR CONNECTIONS
- 5. TREE PLANTING
- 6. SUDS
- 7. PLAY AREAS
- 17. COVESEA ROAD
- 20. POTENTIAL VEHICULAR CONNECTIONS

## 6.7: EMPLOYMENT ZONE

The challenge for the employment zone on the eastern edge of the new neighbourhood is to create an area within the masterplan which is flexible enough to accommodate a range of uses. The local development plan allows for class 4 buildings which allows business use. The masterplan allows for two access points onto the Lossiemouth Road with a connection opportunity preserved into the adjacent site to the east. The area will be screened from the road by boulevard planting along the approach to the town from the north. The street within the employment zone should be adequately landscaped to provide a green frontage and feel to the access road. Detached footpaths will also help to increase safety and keep pedestrians away from large delivery vehicles. Buildings must front onto the proposed access road with parking and service yards located to the rear of the property and away from the public realm. The area must be flexible and allow for future connection into land on the eastern edge of the development.

### EMPLOYMENT OPPORTUNITIES

The employment zone and the local hub will provide opportunities within the new neighbourhood to live and work within the new neighbourhood and encourage active travel. The central green space and surrounding footpath network will maximise connection throughout the site for pedestrians and cyclists. This will offer a real alternative to vehicular travel and minimise car journeys throughout the new neighbourhood and surrounding area.

### GATEWAY BUILDING

The gateway building must be a high quality building which marks the entrance to Findrassie on the northern edge of Elgin. Its location on the eastern side of the Lossiemouth Road and along the corridor of central open space is in keeping with the masterplan. The scale of the building should be appropriate for this important location and the building should be at least 2 storeys in height. The look and feel of the building will depend on the eventual use and can be determined through future applications, however the proposed design and materials must be of a high quality.



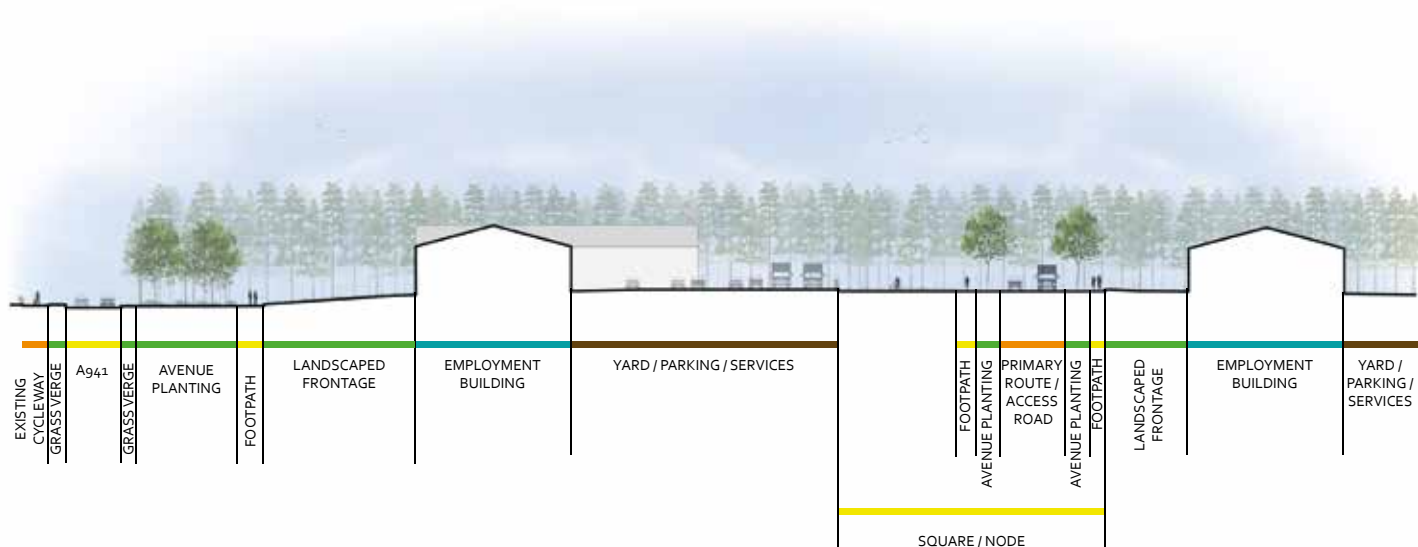
EXISTING APPROACH TO ELGIN



SUCCESSFUL PLANTING ON LOSSIEMOUTH ROAD



EXISTING CYCLEWAY RETAINED / ENHANCED



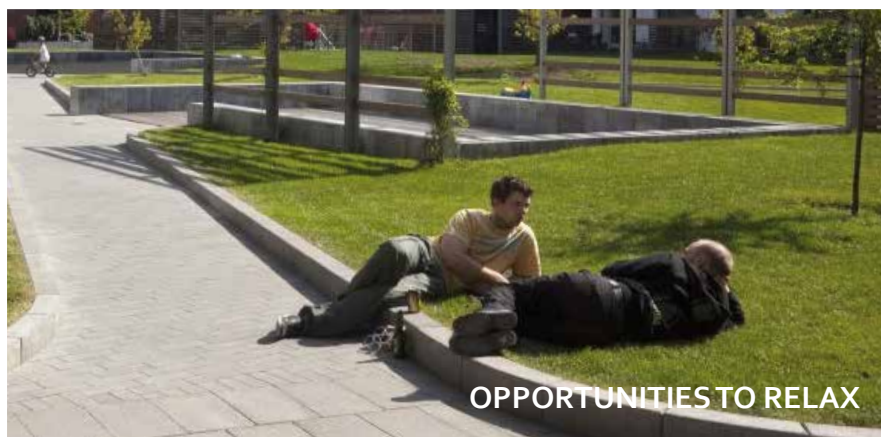
- A gateway feature defines the new urban edge of Elgin on the approach from the north along Lossiemouth Road;
- Employment units set within a landscape setting;
- Building frontage to Lossiemouth Road;
- Flexibility of use;
- Parking and service yards to the rear of employment units;
- Detached footpaths and cyclepaths;
- Avenue planting integrates employment zone with existing settlement of Elgin;
- Close links to amenities within new neighbourhood at Findrassie;
- Potential for expansion to the east.



OPPORTUNITIES TO CYCLE



LANDSCAPED SETTING



OPPORTUNITIES TO RELAX

# EMPLOYMENT



BOULEVARD PLANTING



GATEWAY BUILDING

# ZONE



EMPLOYMENT OPPORTUNITIES



GATEWAY BUILDING



DETACHED FOOTPATHS



WAREHOUSE STYLE UNITS

### 6.7.1: ARCHITECTURE, MATERIALS + LANDSCAPE

The materials within the employment zone can be more varied and appropriate for the eventual use of the buildings within this location. The feature building must be the subject of a high quality, innovative design to achieve the necessary impact at the gateway to the new development and the north of Elgin. This area is defined by boulevard planting along its length with the buildings providing a positive frontage to the A941 / Lossiemouth Road. The detailed landscape proposals for this area shall be robust enough to provide a positive setting for the new employment pavilions.

### 6.7.2: LEGIBILITY / CONNECTION

This area needs to be well connected and integrated with area on the western side of the Lossiemouth Road. This particularly applies to the relationship with the hub which will be a focal point for the new housing but also the employment zone. Footpaths and crossing points are provided at both entrances to this area and then are located within open space leading to the hub. The employment zone also provides the potential to create future access points to the west of the masterplan site.

### 6.7.3: HEIGHT + DENSITY

The height of the buildings within the employment zone will be a maximum of 2 storeys. This will be reflected by increased height within the housing area on the western side of the Lossiemouth Road. There may be scope for the gateway building to be increased in height to reflect its locational importance. This will create a rhythm with corner buildings along the A941. The buildings will provide a frontage to the road with car parking to the side or rear.





POSITIVE SETTING FOR EMPLOYMENT PAVILIONS

## 6.7.4: EMPLOYMENT ZONE SUMMARY

### GATEWAY:

- The gateway will take the form of a boulevard with avenue planting along both sides of Lossiemouth Road.
- A gateway feature and building will defines the new urban edge of Elgin on the approach from the north along Lossiemouth Road.

### FRONTAGES:

- Buildings must front onto Lossiemouth Road and the proposed access road.

### BUILDING AESTHETICS:

- Building materials, building features and building heights must be in keeping with those identified as appropriate for this character zone, as outlined in 5.7.1 (Architecture, Materials + Landscape), 5.7.3 (Heights + Density).

### PARKING:

- Parking and service yards must be located to the rear of properties and away from the public realm.

### POTENTIAL VEHICULAR CONNECTIONS:

- The area must be flexible and allow for future connections into land on the eastern boundary.

### WOODLAND:

- Mature woodland belts will screen the employment zone from exiting houses in the south.





## 6.8: SUB - STATION

The existing sub-station and electricity pylon corridor presented one of the biggest challenges in the development of the masterplan. The strategy has been to deal with these elements positively.

### SUB-STATION

The western edge of the sub-station is out with the boundary of the masterplan. However the design of a positive boundary treatment for this elevation along Covesea Road must be controlled as part of future planning applications and Roads Construction Consents (RCC). A positive boundary treatment (such as walls, hedges other appropriate landscaping measures) for this area and location should be part of any future design and application. The masterplan shows an offset to the existing line of Covesea Road to provide a 2m strip along the edge of the sub-station which would create enough area to create a positive screening element within this zone. The delivery of this element should be provided through a S75 legal agreement which will be attached to any future planning consent for this area.



EXISTING SUB-STATION ON COVESEA ROAD



SCREENING TO SUB - STATION BY HIGH WALL



COMBINATION OF WALL AND HEDGES



- ← - COVESEA ROAD
- ← - PYLON CORRIDOR
- SUB-STATION BOUNDARY TREATMENT
- 1. CENTRAL OPEN SPACE
- 5. TREE PLANTING
- 6. SUDS
- 7. PLAY AREAS
- 14. SUB-STATION
- 22. POTENTIAL FLEXIBLE GROUND FLOOR COMMERCIAL SPACE

## 6.9: PYLON CORRIDOR

To the west of the existing sub-station the overhead lines are to be re-located underground. For a number of reasons this has not been possible to the east. The strategy has been to deal with these elements positively.

The overhead pylons are currently isolated within existing farmland and as a result are very obvious elements within the landscape. The new neighbourhood at Findrassie has been developed so that the housing is the positive primary element and that the pylons become a secondary feature. The pylons have been located along a green corridor which reflects the larger central open space to the north. Along the northern part of this corridor the housing is orientated so that the gables of the houses face onto the corridor thus minimising the effect on the public realm and private gardens. To the south the housing is located to front onto the pylon corridor. The result is a positive frontage to the open space whilst the effect of the pylons within the private gardens of these houses is minimal. The overall aim of the masterplan has been to reduce the impact of these elements through careful consideration of the proposed landscape. Despite the length of this green corridor there are only 2 pylons located within the housing site area. The number of houses affected is therefore minimal.



HOUSING SHOULD BE MORE PROMINENT THAN PYLON

OVERVIEW OF GREEN SPACE WHICH ACCOMMODATES PYLONS.  
FRONTAGE / GABLES ONTO OPEN SPACE / MINIMISE EFFECT OF OVERHEAD LINES



