

A photograph of a rural landscape. In the foreground, a paved road curves from the bottom left towards the center. A white post-and-rail fence runs along the edge of the road. Behind the fence, there are three recycling bins: a green one, a purple one, and a small orange one. The middle ground is a large, green, grassy field with several sheep scattered across it. In the background, there is a line of trees, including some evergreens, under a blue sky with light clouds. Bare tree branches frame the top and sides of the image.

DALLAS DHU MASTER PLAN CONSULTATION DRAFT

January 2017

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1. INTRODUCTION

This Master Plan sets out requirements and proposals for the development of land at Man-nachie and Dallas Dhu in Forres.

The Master Plan boundary includes the R6 and R10 sites which are allocated for housing use in the Moray Local Development Plan 2015 (LDP). It also includes the LONG2 site, which the LDP identifies as having potential for housing use in the longer term.

The Master Plan is a result of close collaboration between the landowner, Altyre Estate, and Moray Council, working in conjunction with A+DS, the Scottish Government's architecture and placemaking champion. This collaboration stems from a shared desire to create a development of lasting quality.

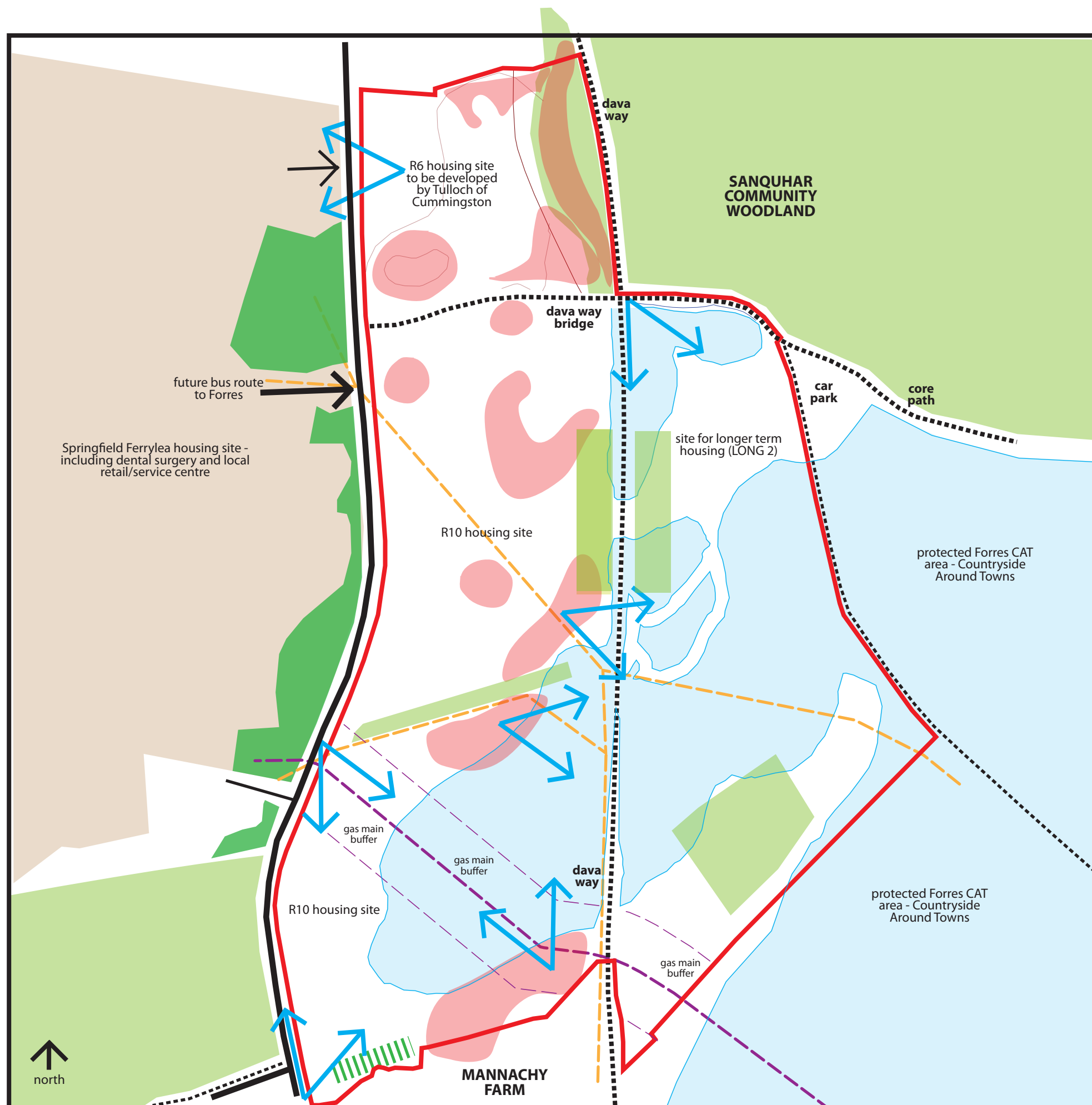
Moray Council has prepared a Development Brief for the project. The Master Plan explains how the terms of the Brief can be delivered.

2. VISION

The Dallas Dhu Master Plan site lies at the southern edge of Forres. The development will extend the urban area out into the surrounding landscape, creating a new edge to the settle-ment. The Master Plan aims to achieve **a successful transition from urban character to rural character at the edge of the town.**

Typically, housing development at an edge of town location would be screened from the coun-tryside by woodland planting, turning its back on the view. This Master Plan seeks to achieve the opposite: **an outward facing development that embraces its attractive rural surround-ings.**

The unique characteristics of the site enable this approach. Much of it cannot be built upon as the land forms part of the Chapelton Dam flood storage area, set either side of the Dava Way: a strategic recreational path running north-south. The Master Plan integrates these features in the layout, to create **a development with an embedded green network.**



3. SITE ANALYSIS

Development on the site is significantly constrained by the Chapelton Dam flood storage area. However, it will be possible to use the flood storage area to create an attractive open space fronted by development.

The topography also imposes both a constraint and an opportunity. Some adjustment of levels will be needed to accommodate development but some of the slopes and outcrops can be used to achieve good views out of the site and position buildings in the landscape.

The northern part of the site has good views to the west. The central part of the R10 site is elevated and has good views to the east and south east. LONG2 and the southern part of R10 are lower lying but also have attractive views out across the countryside to the south and east.

A gas main crosses the southern part of the site. Development will need to set back at least 32 metres from this pipeline. Adjustments to overhead electricity services can be accommodated through the development design.

The bridge across the Dava Way has limited capacity and the Council will not adopt it or an access road at the north of the LONG2 site. An adoptable road can be taken as far as the bridge, where a turning facility will be required for service vehicles.

- Site boundary
- Existing woodland/gorse
- Flood storage areas
- Steep ground/knolls
- Proposed woodland
- Proposed housing
- ↔ Key views
- Overhead electricity
- High pressure gas main
- Gas main setback zone
- Core paths
- Other paths
- ➔ Proposed road junction
- ||||| Buffer to farm

100 METRES

4. RESPONDING TO THE BRIEF

The Brief raises a number of key matters to be addressed :

Placemaking

The Brief requires the Master Plan to address the 6 elements of creating a successful place, set out in The Scottish Government's policy on placemaking and architecture, Designing Places ;

- **Identity**
- **Safe and pleasant places**
- **Ease of movement**
- **A sense of welcome**
- **Adaptability**
- **Good use of resources**

The Scottish Government's Designing Streets and the Council's People and Places Supplementary Guidance also informed the Brief, which outlines key issues to be addressed in the design proposals :

- Reflect the context of the surrounding built and natural environment.
- A design theme should run throughout the Master Plan area
- Proposals to integrate with the Ferrylea development to the west
- The development should create a sense of arrival and gateway into Forres, linking with paths
- Buildings arranged in perimeter blocks, private backs/public fronts
- The Master Plan must include a suite of parking options
- Parking must be provided at the side and/or rear of buildings
- Areas of communal parking to be broken up with soft landscaping
- Buildings must front onto Mannachie Road
- At Mannachie Road, mix of 1 & 2 storey buildings with open spaces
- Care required with the relationship of buildings and boundary features to the Dava Way.
- House types must reflect local characteristics through contemporary, contextual design
- Proposals must incorporate gateway features and public art
- Avoid cul de sacs, in favour of a well connected permeable layout
- Proposals must reflect the topography
- Create social streets/greenspaces & walkable/cyclable neighbourhood
- Materials, building design and edge treatments could reflect the railway and distillery heritage
- Good design needed at key frontages to the Dava Way, Mannachie Road and with any isolated houses
- Good connectivity required, avoiding cul de sacs

The Master Plan takes account of all of these matters. In particular, it requires car parking to be located predominantly behind the building line, in accordance with Council policy.

Sustainability and Climate Change

The Moray LDP 2015 includes Climate Change as primary policy PP2 and the Brief requires the Masterplan to demonstrate how the criteria of the policy has been integrated into the proposals.

The Brief suggests that buildings should be orientated to minimise energy demand and maximise solar gain. Where possible, solar gain has influenced the orientation of buildings. However, this has been one of a number of requirements in the Brief which have shaped the development. Other factors include a requirement for buildings to front onto the north-south route at Mannachie Road, a need for the development to respect the topography, an ambition to maximise sense of place through strong relationships with the landscape and a preference to see the R6 and R10 sites connected by a through north-south route.

Despite these other considerations and the fact that the site runs in an elongated north-south shape, it has been possible to achieve a greater percentage of houses on an east-west axis, benefiting fully from solar gain.

The Brief also seeks to ensure the thermal performance of buildings is maximised through insulation, shelter and glazing. The Master Plan notes the importance of energy efficient design and promotes the use of suitable micro-renewables. The site itself is reasonably well sheltered from prevailing south westerly winds and this shelter will improve further as the Ferrylea development progresses, bringing additional shelter planting to the west side of Mannachie Road.

There has historically been a shelter belt running across the centre of the R10 site. This may have been designed to counter the prevailing wind but also less frequent northerly winds which would have had a significant impact upon the field to the south of R10 and the adjacent Mannachy Farm building group. The Master Plan consolidates this shelter belt. Existing woodlands at the Dava Way are extended and new woodland area introduced at the south west and south east of the site.

There may be scope to provide a biomass heating solution (using a locally-produced fuel source) to serve properties over the southern part of the site. This option can be investigated in due course.

The development provides a new shared cycleway/path along Mannachie Road, connected with the Dava Way and other local routes. Pedestrian and cycle access are extremely convenient for access to Forres, local schools, local services at Ferrylea and proposed bus stops which are expected to be provided within that development. Access to the countryside is readily available for all properties.

The Council's Climate Change Supplementary Guidance sets out a number of suggested criteria developments should meet. The Dallas Dhu Master Plan achieves the following criteria :

Resource Efficiency :

- Proximity to services and employment within Forres and Altyre Estate
- Connectivity to the public transport network
- Creation of quality open spaces
- A small increase in density levels to make efficient use of land while reflecting place quality

Energy Efficiency and Renewables :

- Passive solar design principles incorporated into development where possible
- Support for installation of appropriate on site micro-renewable technologies

Green Infrastructure :

- Retaining most existing trees and extending the green network
- Green infrastructure at the heart of the layout proposals
- Use of native species and opportunities to greatly enhance biodiversity
- Excellent connectivity with the surrounding green network

Active Travel :

- Creation of safe off road routes linking to existing walking/cycling networks.
- Convenient links to recreational routes accessing the surrounding countryside

Resource Efficiency :

- Promoting the use of locally sourced timber and stone
- SUDS design to support new wetland habitat
- Open space designed for multi-use functions

Climate Change Adaptation :

- Development taking full account of the Chapelton Dam flood storage scheme
- House plots which can accommodate future extension to buildings

Respecting the natural environment

The development retains extensive areas of open space and most of these areas remain in a natural state. There is an opportunity to augment the habitat by making adaptations to encourage the emergence of a bio-diverse wetland area within the large natural open space area and this will be addressed at the detailed design stage.

Existing woodland areas are retained and extended, with a mix of locally found species, again enhancing biodiversity. Some trees on the R6 area at the north of the site will be removed but these are largely in poor condition, or are causing problems with overshadowing adjacent properties.

The development retains much of the existing topography, although some site level adjustments are required over the R6 site and the northern part of R10. Over much of the site, the existing levels are utilised as a means of helping to bed the development into the landscape, or exploiting views and strong relationships with the surrounding landscape.

Much of the SUDS design will use open swales and storage or natural drainage through the existing ground. The SUDS design will help to feed the proposed wetland areas - some intervention will be required to encourage standing water. The wetland will form part of a series of spaces of similar habitat to the east of the Master Plan site.

The community engagement activity during preparation of the Master Plan highlighted a number of opportunities to adopt specialised design measures which might help support a number of species of flora and fauna throughout the development. There is an opportunity to engage again with the local community at the detailed design stage, to maximise the benefits of local knowledge and ensure that the scheme supports biodiversity enhancement as fully as possible.

Respect heritage of the area – Dava Way/Dallas Dhu Distillery

The Master Plan notes the importance of the Dava Way and responds by adopting the route as a specific Character Zone. The character of the route at the edge of Forres is maintained and enhanced. The route currently passes through areas of open landscape, woodland and embankments, with buildings visible at Dallas Dhu Distillery, Sanquhar Mains Farm and Mannachy Farm.

The proposals retain this mix of landscape features and glimpsed buildings. Moving out of town from the north, the embankments remain in place, enclosing the path with their wooded slopes. Beyond the Dava Way bridge, some buildings will be visible on higher slopes, before the path passes into a heavily planted and wooded stretch, again in cut.

At the end of this stretch, the path sits above adjacent ground levels and views will open out across the wetland area to low density houses set back 75-200 metres.

New path connections with the Dava Way will be provided at a number of points within the development, helping to connect the route more effectively to the wider network and existing core paths.

There will be minimal impacts on Dallas Dhu Distillery and the setting of these listed buildings will not be directly affected. The Master Plan notes an opportunity to use the Distillery buildings and railway heritage as a reference point for the design of new buildings.

Maximise connectivity

Pedestrian and cycle access will be enhanced by a new 3 metre wide shared cycle path running along the east side of Mannachie Road. This route will link east-west through the site with the Dava Way and connect to join the surrounding path network into Forres, to local services at Ferrylea and out to the countryside.

Mannachie Road will be widened to 6 metres over the northern part of the site to accommodate new bus routes through the Ferrylea development. It is expected that bus stops will be provided at the eastern side of Ferrylea, convenient for residents within the Master Plan site. The southern part of Mannachie Road will be upgraded to 5.5 metre width.

A loop access is provided within the northern and central parts of the site, forming a spine street which services small courtyards and parking areas. This route provides pedestrians, cyclists and drivers with route options for connection to Mannachie Road.

The existing track to the Sanquhar Wood and Sanquhar Mains Farm will be upgraded to adoptable standard as far as the Dava Way Bridge, where turning for service vehicles needs to be provided. The road beyond the bridge will be unadopted and can therefore be of a lower key design commensurate with its location at the rural edge.

Maximise recreational, economic growth opportunities

The development will be very well connected to core paths and other recreational routes, with the new cycleway and other paths creating a fully integrated local network. There will be easy access on foot and by bike to the Sanquhar Community Woodland, a short distance to the east and to other features such as the wetland area and bird hide established by Altyre Estate to the south of the Chapelton Dam.

The Dava Way and other paths to the south provide easy access to the countryside south of Forres.

Altyre Estate seeks to establish broader opportunities for employment and enterprise at the south of Forres and has recently invested significantly in refurbishment of Blairs Farm Steading: now occupied by Glasgow School of Art. There may be other opportunities on land to the south of Forres but within the Master Plan area, the Brief focuses on providing housing on land allocated for that purpose.

It is also noted that Historic Environment Scotland are currently considering options for further uses of Dallas Dhu Distillery, building upon its current role as a visitor centre.

Managing surface water

The ground through the Master Plan area is highly permeable. A significant area lies within the Chapelton Dam flood storage area. Surface water will be managed effectively to avoid increasing the rate of run off into the flood storage area. This will be achieved through a combination of swales, open storage areas and some soak-away provision, located out with the flood storage area. Enhanced wetland areas should not form an 'on-line' part of the SUDS system.

A detailed SUDS strategy is in preparation and will be agreed in collaboration with SEPA and the Council's Flood Risk Management Team.

Housing development and mix respecting the character of the site

The housing development and mix reflects discussions with Moray Council. Tenure is expected to be predominantly social rent but some elements of intermediate tenure may be required. The Council's Housing Officers have set out requirements for affordable homes based on an identified capacity of 43 houses (note that this requirement may change over time) :

10 x 2 bed, 3 person amenity bungalow (72m²)
 2 x 2 bed, 4 person wheelchair bungalow with car port (86m²)
 4 x 3 bed, 5 person amenity bungalow (103m²)
 18 x 3 bed, 6 person 2 storey house (112m²)
 9 x 4 bed, 7 person 2 storey house (135m²)
Total 43

The Brief sets out further suggestions on private housing mix, requesting a mix of 1 bed flats and 2, 3 and 4 bed houses, with some provision for wheelchair accessibility. The proposed mix is not unreasonable but it will be necessary to also reflect market conditions and demand as each phase proceeds. At this time, only the first phase of the Master Plan development has a known developer (Tulloch of Cummingston) and the mix of house types and sizes has not yet been concluded. However, a mix of flats, bungalows and two storey family houses is expected.

Within the Master Plan area, different parts of the site will provide densities and sizes of houses which respect the character of the site and its relationship to the surrounding settlement and countryside. The northern and central parts of the site will have a more urban character and the southern and eastern parts a more rural character.

The Brief suggests a total of 150 houses should be provided, in accordance with LDP allocations for the R6 and R10 sites and an estimate of the capacity of the LONG2 site, which is not yet allocated for development. The extensive design work which underpins the development proposals has identified a need to adjust the number and distribution of houses.

A total of 40 houses are proposed at R6. This is consistent with the Brief, reflecting the fact that preliminary design studies had already been undertaken when the LDP was approved. At that time, no detailed assessment had been made of capacity at R10 and LONG2.

Having now undertaken that work, the Master Plan reduces the 50 houses suggested for LONG2 in the Brief to just 13 houses. This reflects the rural character of the area, the limited capacity for development accessed via the Dava Way Bridge and the wide extent of land which lies within the flood storage area.

The combined indicative capacity of R10 and LONG 2 is 110 units, however due to constraints on the access via the Dava Bridge and the extent of the flood storage area, it is proposed to reduce the number of units proposed on LONG 2 and increase the number of units on R10, where smaller housing units will be located, giving a total of 119 units for R10 and LONG 2.

The net result of these adjustments is that the number of houses proposed in the Brief will increase by 14%. However, this increase enables the Master Plan to achieve its ambitions in terms of place-making - bridging the gap from urban Forres to its rural surroundings. Overall, the gross density across the entire site will be just 7.5 dwellings per hectare.

Moray Council's Accessible Housing Supplementary Guidance requires that 10% of private sector housing units, (rounding up) are built to wheelchair accessible space standards. At least 50% of the wheelchair accessible units must be delivered as a single storey dwelling with no accommodation in the upper roof space, i.e. a bungalow. This requirement will be addressed at the detailed design and planning application stage. Each Phase of the development must meet or exceed the Supplementary Guidance requirement.



5. DEVELOPMENT PROPOSALS:

LAYOUT CONCEPT

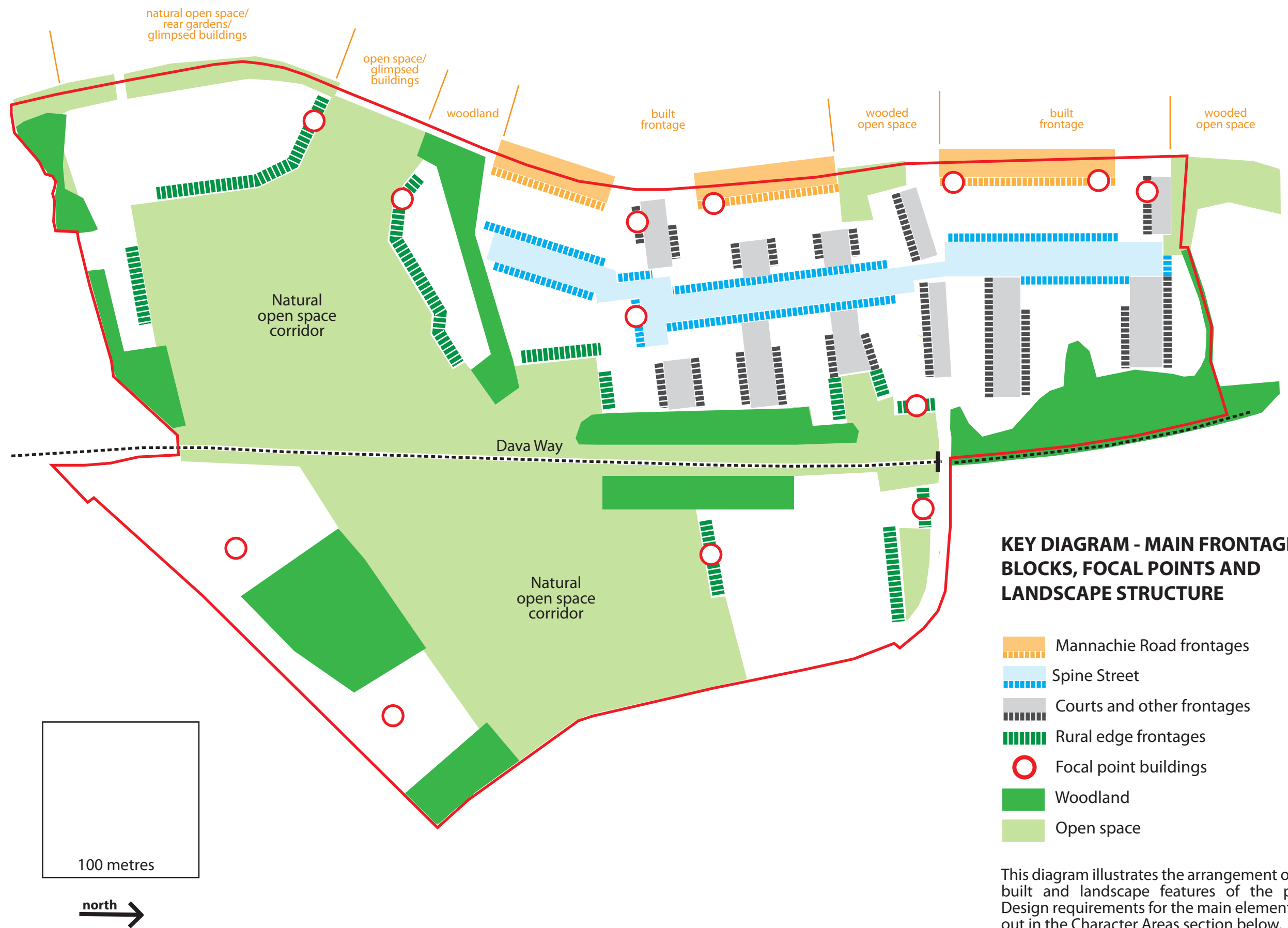
In accordance with the Vision, the development will extend the urban area out into the surrounding landscape, creating a new edge to the settlement. Rather than completely screening the housing from the countryside using woodland planting, the Master Plan will deliver a development that embraces its attractive rural surroundings.

The unique characteristics of the site enable this approach: land within the Chapelton Dam flood storage area, set either side of the Dava Way, will form a natural open space setting for houses, leading the surrounding countryside into the development.

The layout of streets and frontages embraces these landscape features and also focuses on two routes: the Mannachie Road distributor route and internally, a new spine street. As the development extends away from the town, the character shifts from urban to lower density rural.

The layout provides a mix of streets fronted by houses, small courtyards and a low density built edge at the rural interface.

(NB: Houses need to be set back from the Chapelton Dam flood storage area by 6 metres. Detailed topographical survey is required to identify the position of the 31.5 metre AOD level in due course)



BUILDINGS AND STREETS



MAIN FEATURES

The **STREET PATTERN** is anchored by three features.

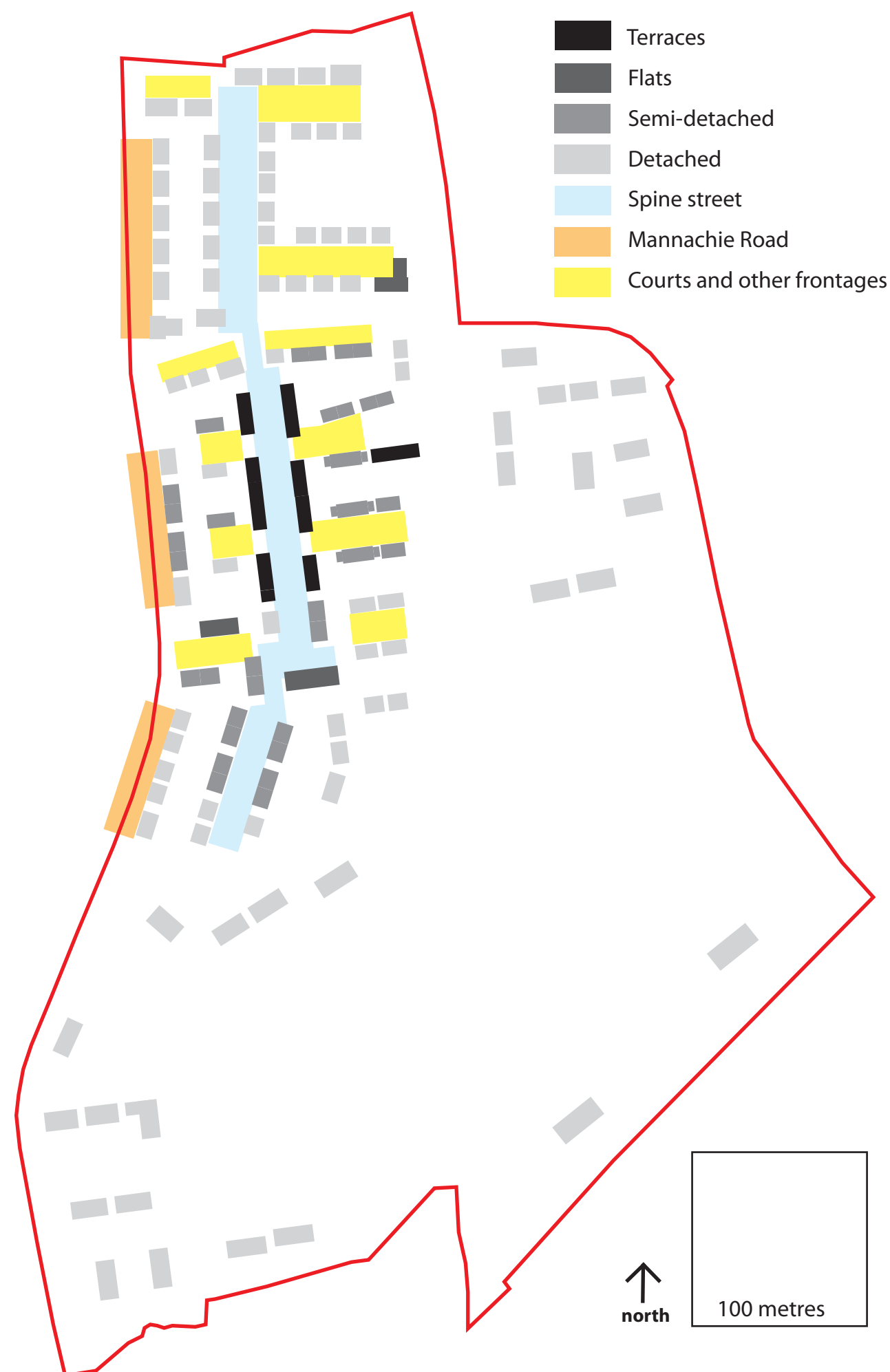
Mannachie Road : This route will be widened and a new cycleway constructed. Over the northern and central part of the site, houses will front Mannachie Road, extending the settlement southwards. Over the south of the route, houses will be set back from the road, of a lower density and orientated towards the main open space and the surrounding countryside, to create a more rural character.

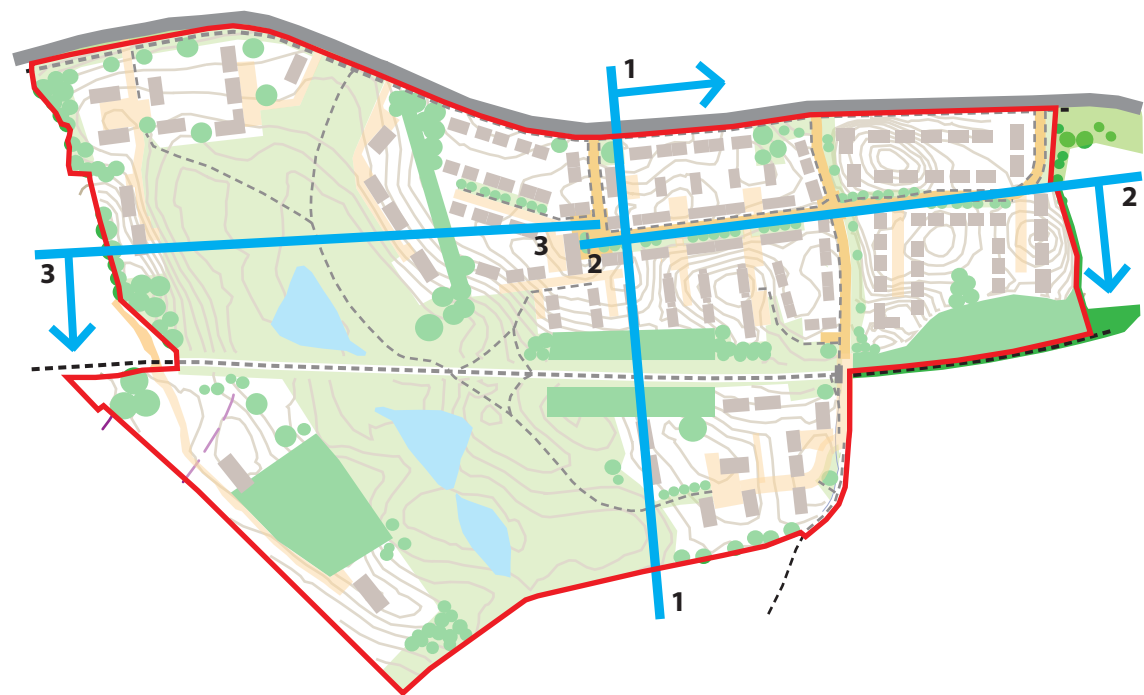
Spine Street : A new tree lined route will form a spine through the middle of the northern and central parts of the site. The central part of this route will be fronted by terraces of affordable housing and a small shared surface junction will be formed, fronted by flats and houses on four sides.

Rural Edge : The southern and eastern parts of the development will be lower density, with houses fronting out over the countryside at the rural edge of Forres. Houses here should be visible in the landscape but well integrated into the natural open space and wetland area they face.

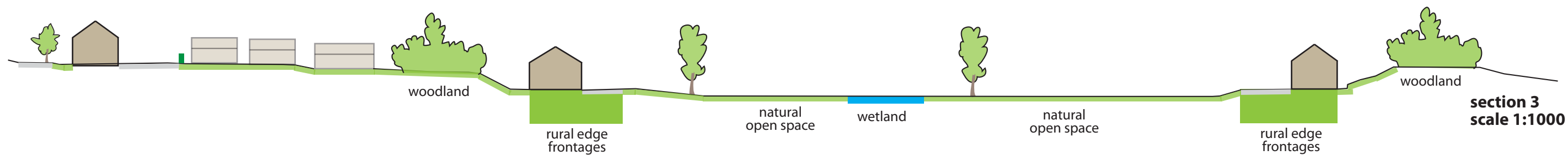
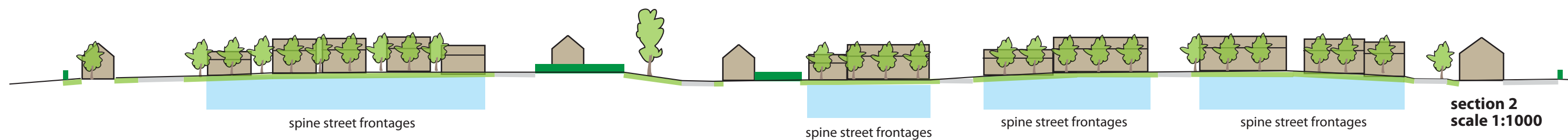
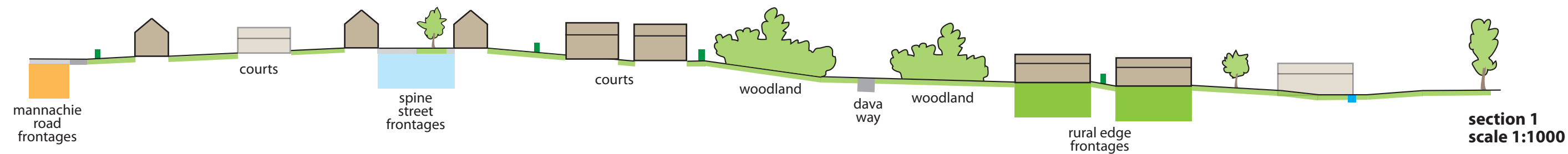
Houses in the remaining parts of the site will primarily be grouped in small shared surface courtyards.

Energy efficient design will be used throughout and micro-renewables will be considered fully at the detailed design stage. Altyre Estate will encourage use of local materials such as Estate timber, stone and sand and gravel.





SECTIONS



MAIN LANDSCAPE FEATURES

The Master Plan adopts a landscape led approach, with almost half of the site undeveloped. The landscape proposals respond to key natural features in and around the site, including the former railway corridor, knolls and the basin at the south of the site, dissected by the railway line. Ridge-lines and knolls contain and frame long views to the wider landscape and view corridors in the development.

Three main features anchor the landscape framework:

Dava Way corridor : This is a popular leisure route at the south of Forres. It runs past Dallas Dhu Distillery to the countryside. There are already glimpses of buildings along this route and that character will be extended through the development. Some parts of the route will be screened, houses will be set back at the south and over the northern stretch further glimpses of buildings on higher ground will be possible, between wooded and steeply sloping banks.

Flood Storage Area : The main open space uses the flood storage area as a multi-purpose, natural green space. It will provide path connections, informal play, recreation and new wetland habitat. The landscape flows into the development, which turns its face towards the countryside to the south of the town, exploiting attractive views. Houses around the edge of this space will not be fully screened but will be well integrated into the landscape.

Mannachie Road frontage : Developed areas will be mixed with woodland and open space, repeating the development pattern found to the north. Northern and central frontages will have an urban character, with the lower density southern frontage of a more rural character.

In addition, within the northern and central housing areas, a new landscaped tree avenue is provided along the spine route through the development, creating a distinctive and attractive space fronted by houses.

Existing areas of woodland associated with these features are retained and extended.

Landscape hierarchy and function of open spaces

The hierarchy of landscape components is as follows;

Knolls have a distinctive form contrasting with the typically flat landscape. They are planted with a single tree species, reinforcing their distinctiveness. They provide destination places within the landscape: exposed yet sheltered hilltops providing vantage over the wider landscape.

Woodland at the railway embankment cuttings serves to reinforce the north south route of the dismantled railway line. It provides enclosure and shelter not afforded elsewhere and are an important remnant of the past.

Shelterbelts respond to the agricultural land use. These are historic features within the landscape which were planted to provide shelter to cattle. The long narrow form is in response to the prevailing wind direction. The shadow cast by shelterbelts with an east west orientation change during the course of a day and with the seasons.

Hedge lines are not a feature found locally out with the town. However, they are preferential to timber fences in demarcating plot boundaries as they don't blow over. They have the added benefit of providing foraging corridors for wildlife and linking areas of woodland.

Tree groups animate areas of open space, locate features such as swales and entrances into the development.

Single Trees locate access points on the boundaries.

The main **open space** responds to the site topography and constraints placed by flood storage and underground services, notably the mains gas pipe. These constraints create an opportunity to introduce wetland areas over the lower lying areas for water storage and habitat creation. (NB: some adjustments to the low points in the flood storage area may be necessary but these will not impact upon or reduce capacity in the flood scheme. Design must be agreed with Moray Council's Flood Risk management Team.)

The **wetland areas** will have a distinct character of loosely placed pioneer tree species (birch etc.) to swales. The waterbodies will be fringed with marginal planting and wet meadow grassland. This landscape type is rare within areas of intensive farmland but has already been created to the east at the Chapelton Bird Hide.

SUDS will be fully integrated with the open space and landscape design. The SUDS system requires careful design and must meet the terms of the SUDS Manual. The predevelopment run off rate is minimal due to the high porosity of the ground. The operational requirements of the flood storage scheme impose tight limits on post-development run off.

Informal play will be available within the extensive areas of natural open space and can be enhanced with ground features created along main paths. A standard 'urban' play solution would not maximise the potential of the site and the Council's Flood Risk Management Team will not allow fixed structures/ equipment within the flood storage areas.

KEY LANDSCAPE FEATURES

- Woodland
- Open space
- Wetland
- Tree avenues
- Other trees



MAIN FEATURES

The **MOVEMENT** framework is anchored by three main features.

Main paths : Pedestrian and cycle access is anchored by the existing Dava Way path and a new 3 metre wide shared path running along the east side of Mannachie Road. These routes join the surrounding network. East-west links are provided through the main open space towards the south and along the Sanquhar Wood car park road towards the north of the site. Further footpath connections link the housing areas to the Dava way and the new cycleway.

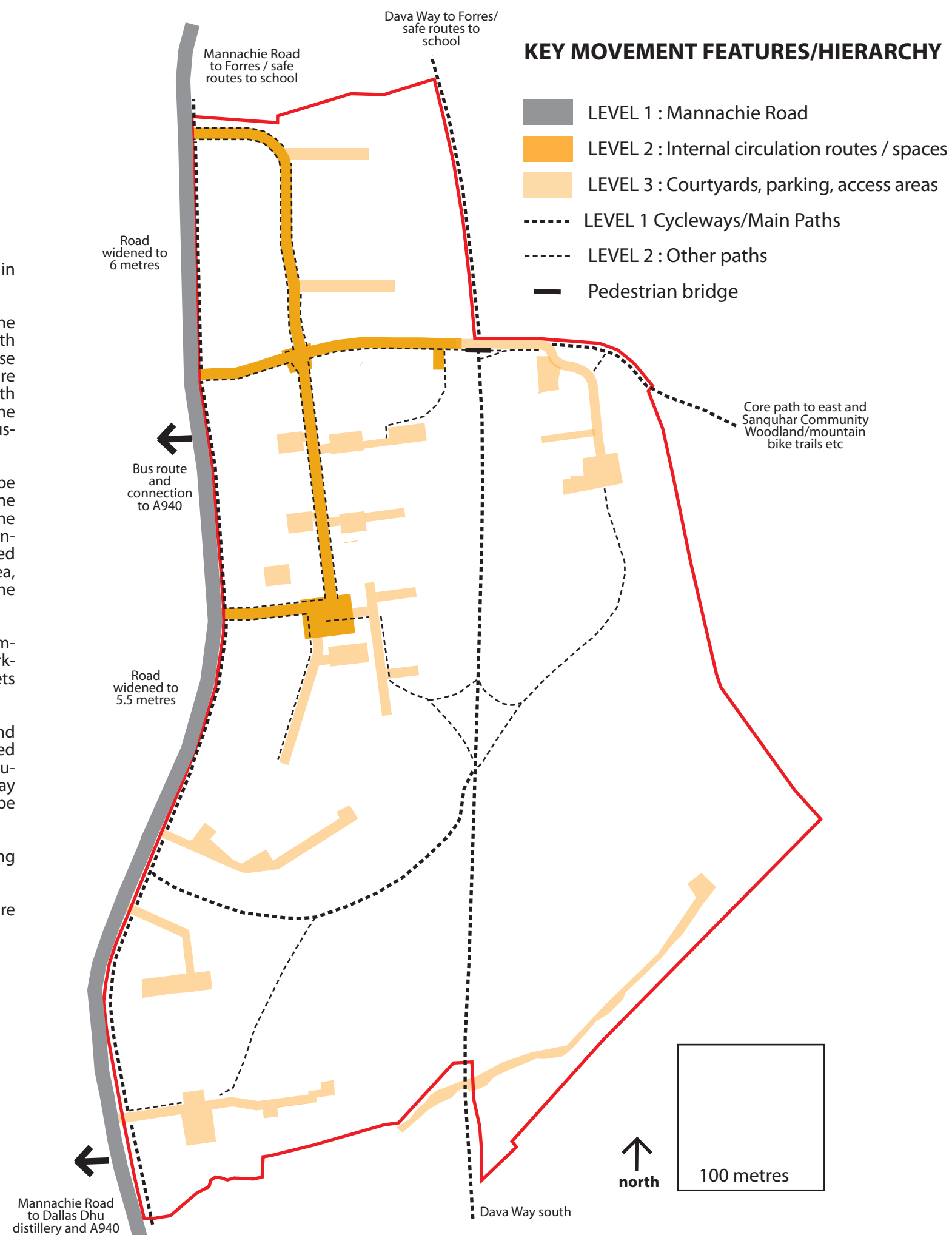
Mannachie Road : The northern part of this route will be widened to 6 metres to accommodate bus routes. The southern part will be upgraded to 5.5 metre width. The northern and central part of the development fronts Mannachie Road - vehicle turning will need to be provided within the plots. New bus stops are expected at Ferrylea, providing convenient access to public transport from the Master Plan site.

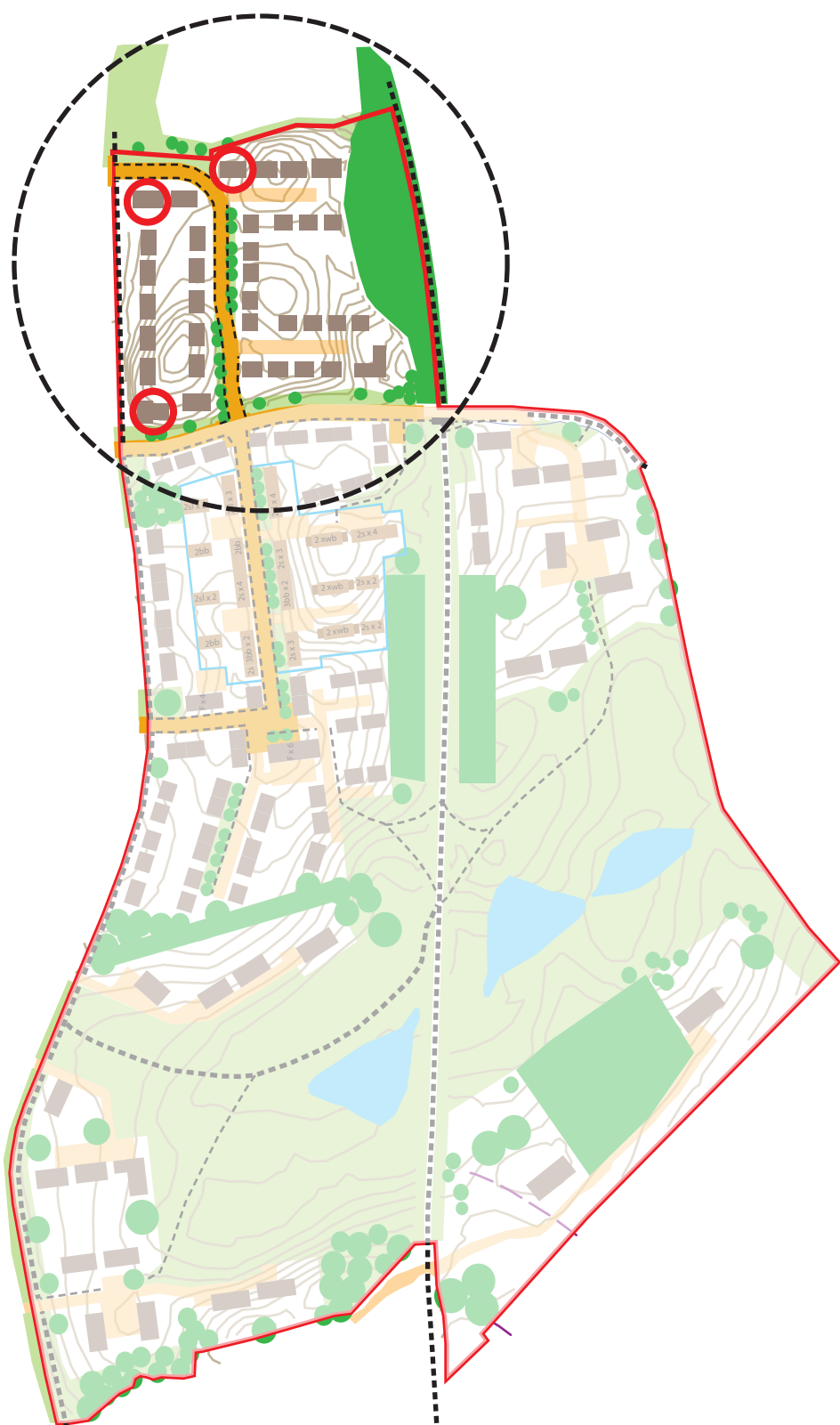
Spine Street : A loop access is provided within the site, forming a spine street which services small courtyards and parking areas. This route should utilise Designing Streets principles.

Elsewhere, lower density housing east of the Dava Way and at the south of Dallas Dhu are served by informal shared surface accesses. The adoptable road surface on the Sanquhar Wood road will end at the west side of the Dava Way Bridge, where turning for service vehicles needs to be provided.

Car parking must be predominantly behind the building line.

Comments on road standard and design/ surfacing are included in the Character Area statements which follow.





4. CHARACTER AREAS

CHARACTER AREA 1 : MANNACHIE

This character area lies at the north of the Master Plan site.

KEY PRINCIPLES

1. Houses must front onto Mannachie Road.
2. The 'spine' street in the centre of the development will continue through this character area.
3. The remainder of the site will incorporate small courtyards.

Street form, blocks and frontages

At the west of this area, houses will front Mannachie Road. Houses will be aligned and placed close together on a single building line. Cars must enter Mannachie Road from driveways in forward motion, rather than reverse. Buildings will need to be set back far enough to allow cars to turn in the plot. Shared driveways could reduce the number of cycleway crossings at the east verge of Mannachie Road.

Internally, the development will focus on the spine street passing through the middle of the development. Frontages will be arranged on clear building lines, close to the footpath or shared surface on one side and to an urban tree avenue on the other. Design guidance for the spine street is provided in Character Area 2.

Remaining houses will be grouped in shared surface courtyards, again with clear and unified building lines.

Buildings will be a mix of single, one and a half and two storey, with some flats provided. A degree of variety of house types and finishes will avoid the appearance of a single housing 'scheme'. Architectural focal points and distinctive identity will be provided, particularly at the prominent points in the indicative layout shown opposite.

Parking

Car parking must predominantly be to the side or behind the building line. Any parking to the front of properties must be mitigated with soft landscaping and communal areas of car parking broken up with landscaping.

Boundaries

At the north of the site, the first building group is expected to feature split level properties, set back a little further from Mannachie Road. To maintain a strong and attractive edge to the site, these plots will have a hedge to the front garden, adjacent to the cycleway. Some low stone walling would also be appropriate to front boundaries.

Buildings at the south west corner of the site will front onto the road to the south. Again, split-level buildings may be needed to accommodate sloping site levels. Houses at the south east of the site will face into the site. Rear boundaries will use hedging and prevailing site levels to achieve privacy.

The rear boundary to the east will be reasonably well screened by woodland on the Dava Way embankment but hedges will also be used here to promote biodiversity and ensure an attractive edge to this strategic path. The rear boundary to the north will utilise hedging or timber fencing.

House Types and Materials

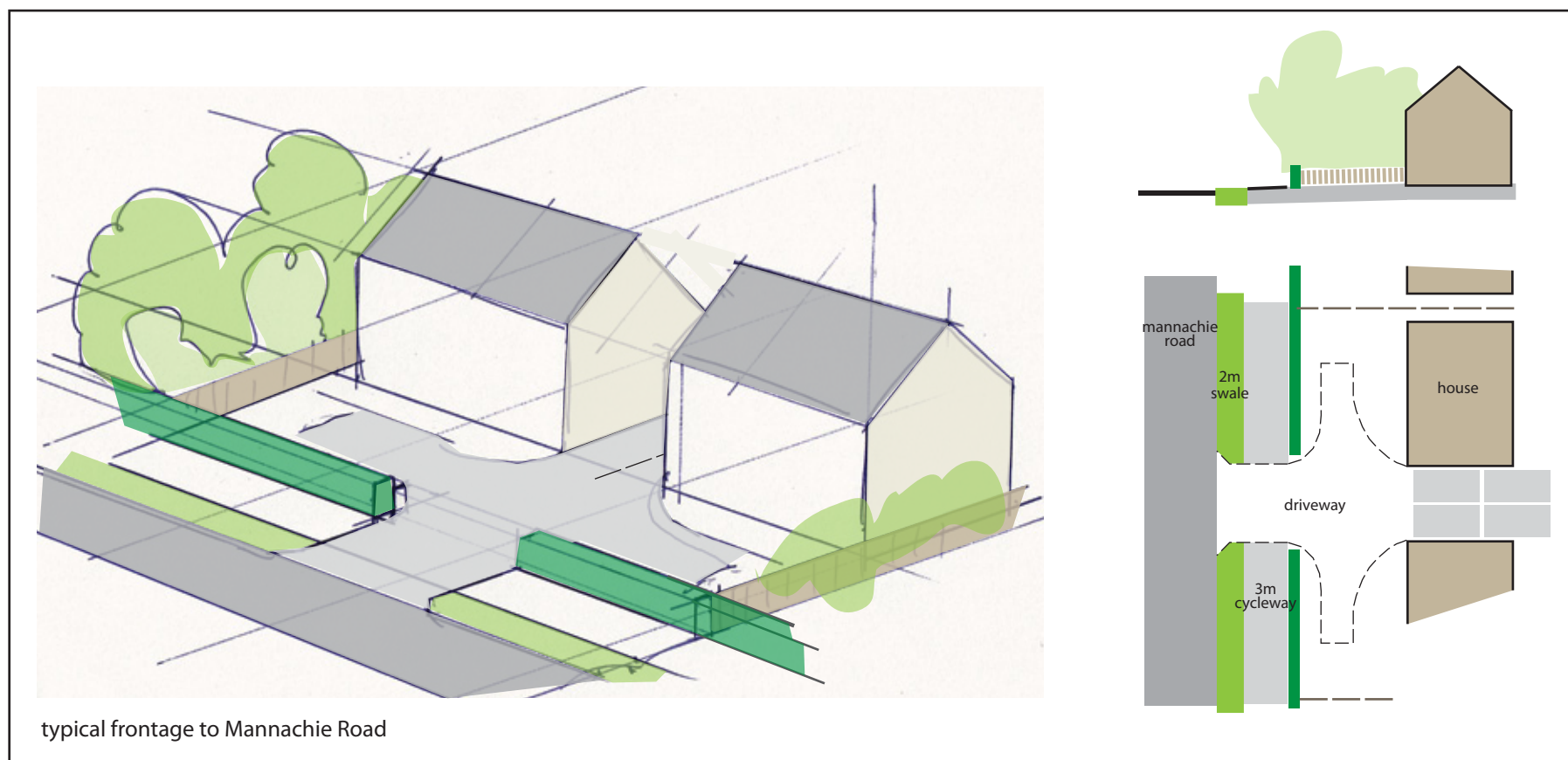
There is a wide variety of house types, old and new in the surrounding area and the southern part of Forres. Variety is a feature of these housing areas, although in recent times, larger estates have been built. There is an opportunity to achieve a new standard in house design, using a mix of house types and materials within a coordinated pattern of materials, building lines and frontages.

Materials and house types for use in the northern building groups are subject to ongoing discussion between the developer, Tulloch of Cummingston (ToC), and Moray Council's Planning Department. However, suitable materials and design approaches are highlighted on the following page.

Connections

The new cycleway at Mannachie Road will connect with routes to the south and north.

Mannachie Road will need to be widened to 6 metres over the northern part of the area to enable use by buses (see Movement Layer) providing public services through the Ferrylea development to the west and into Forres to the north. A vehicular and path connection will be provided through the site to connect with the R10 site to the south.



simple design and materials could take inspiration from the Dallas Dhu distillery buildings



The older parts of Forres South offer up good examples which could inspire attractive contemporary designs

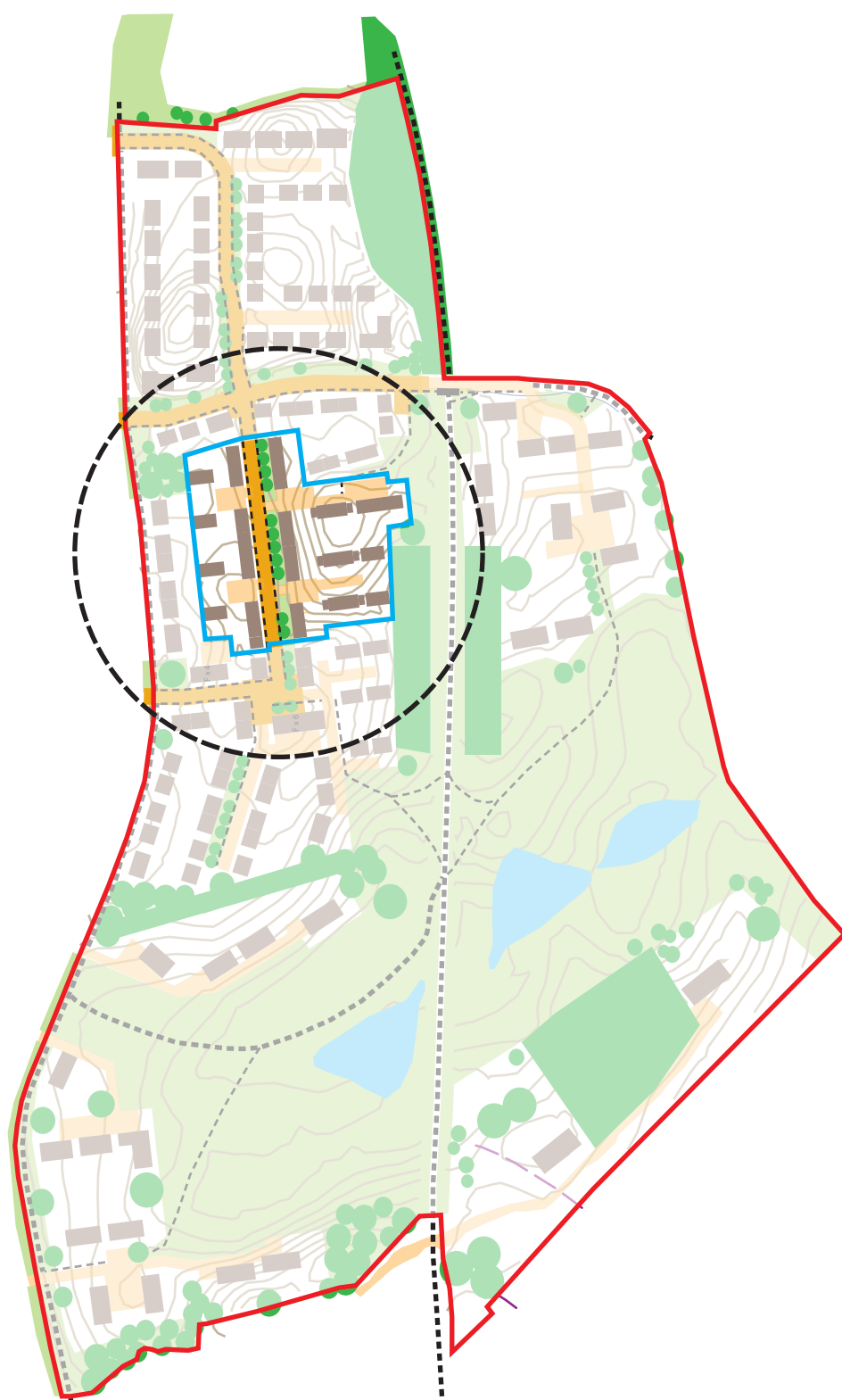


Landscape Fundamentals

- Hedges, generous grass verges, tree planting to Sanquhar Mains track to mitigate impact of housing on north horizon.
- Street tree planting to the spine road. Tree planting will (once mature) soften the built form and frame long southerly vistas towards Dallas Dhu distillery.
- Generous grass verge and hedges to mitigate the negative impact of parking to house frontages on Mannachie Road.
- Tree planting to form a gateway entrance on Mannachie Road.
- Hedge planting to the head of the railway cutting to mitigate views of boundary treatments when viewed from the Dava Way.
- A combination of hedges and timber fences to demarcate plot boundaries, to reflect the transition from urban to rural edge.



materials and finishes : dark grey/ black smooth concrete tiles or slate, smooth or wetdash render, cast stone/stone, hedging, walls



CHARACTER AREA 2 : DALLAS DHU

This character area lies at the north of the R10 site.

KEY PRINCIPLES

1. Houses will front onto a tree lined street.
2. Houses will be grouped in short terraces and small courtyards.
3. Parking will primarily be in small shared courts behind the street frontage.

Street form, blocks and frontages

Houses will front a tree lined street which will run through the R6 site and the northern part of the R10 site, creating a spine through the development. The Council has specified a mix of single and two storey houses and these should be grouped primarily in short terraces (although some properties may need to be in semi-detached form to meet RSL requirements). Many streets in the older part of Forres and in Moray's planned towns are in terraced form with a mix of low rise buildings.

It will be important to consider ease of access to parking areas for amenity bungalows. A limited amount of lay by parking may be appropriate if designed as part of the street composition.

Frontages will be arranged on clear building lines, close to the footpath or shared surface on one side and to an urban tree avenue on the other. Houses on the spine street will have no front gardens, but may have very narrow strips (0.5-1m) of semi-private space along the frontage. The tree avenue should be set in a grassed or low planted strip approximately 6 metres wide, with SUDS drainage swales.

To the rear of the spine street, houses will be grouped in small shared surface courtyards, which will be arranged informally, in short terraces and semi-detached form. The wheelchair bungalows and 3 bed amenity bungalows will typically be located in the rear courts and will be detached or semi-detached. Houses in the courts will have narrow front gardens.

The spine route will accommodate movement by all modes of transport and reflect the requirements of the end users. A range of materials will be used, enabling a design with light touch engineering - low kerbs, shared surface areas - and a mix of surface materials and colours (see over).

Parking

Car parking must predominantly be to the side or behind the building line. Any parking to the front of properties must be mitigated with soft landscaping and communal areas of car parking broken up with landscaping. Car parking will mainly be in shared surface parking courts behind the street frontage. It may be appropriate to have a limited number of on street spaces, for example where this enables direct access for wheelchair users or blue badge holders. These spaces should be designed as an integral part of the street layout.

For houses in the small shared surface courts, parking behind the building line should generally be possible.

Boundaries

All houses will back onto surrounding properties and will have boundaries demarcated by hedges or timber fences.

House Types and Materials

The Council's required mix of house types and sizes may be adjusted over time but is currently as follows :

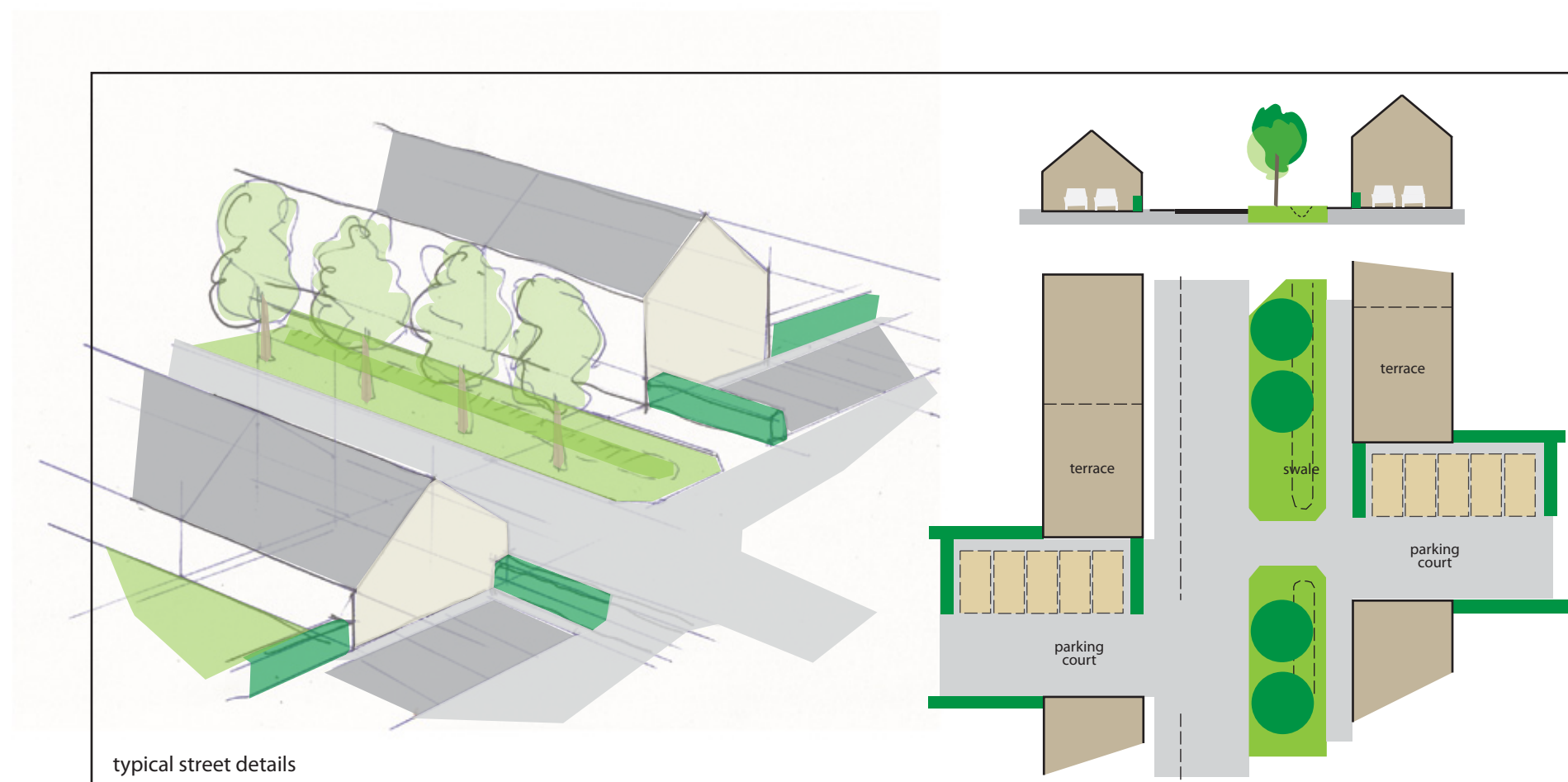
- 10 x 2 bed, 3 person amenity bungalow (72m²)
- 2 x 2 bed, 4 person wheelchair bungalow with car port (86m²)
- 4 x 3 bed, 5 person amenity bungalow (103m²)
- 18 x 3 bed, 6 person 2 storey house (112m²)
- 9 x 4 bed, 7 person 2 storey house (135m²)

Materials will be dark grey/ black smooth concrete tiles or slate and smooth white render or wetdash. Natural timber cladding will also be suitable for walls.

Connections

Convenient vehicular access will be provided via the spine street to Mannachie Road, with options for direction of access to the north and south.

The spine street will provide links for pedestrians and cyclists to the new cycle path at Mannachie Road and to the Dava Way, routes to schools and connections to the wider network.



simple design and materials could take inspiration from the Dallas Dhu distillery buildings

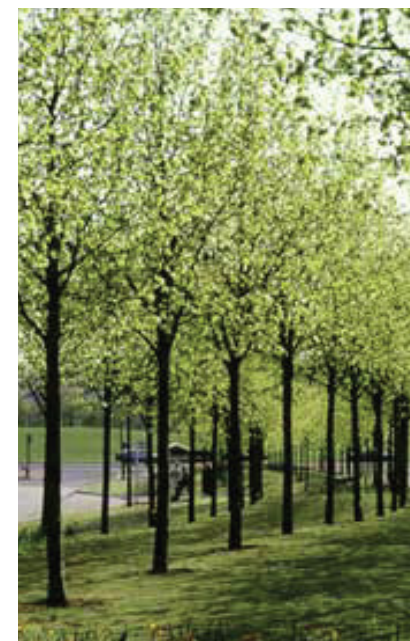
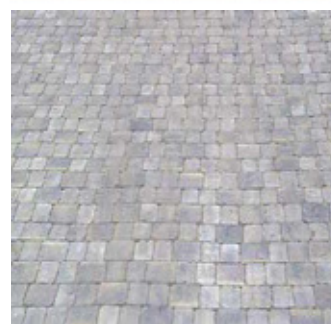
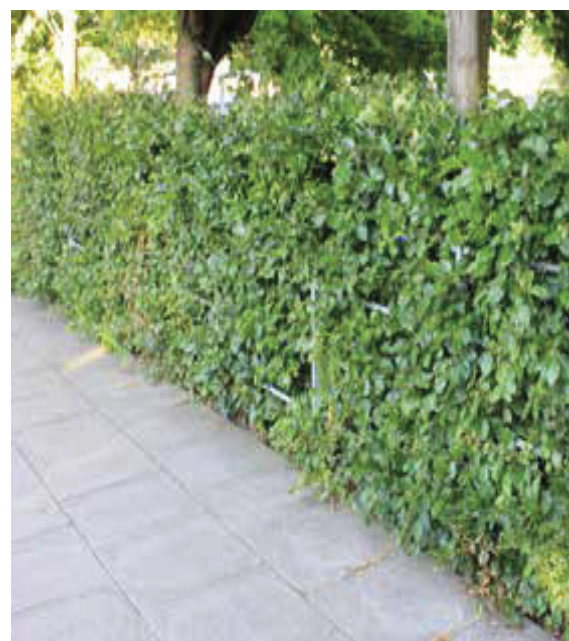


Many of Moray's towns feature terraced streets with a mix of bungalows and one and a half / two storey houses.

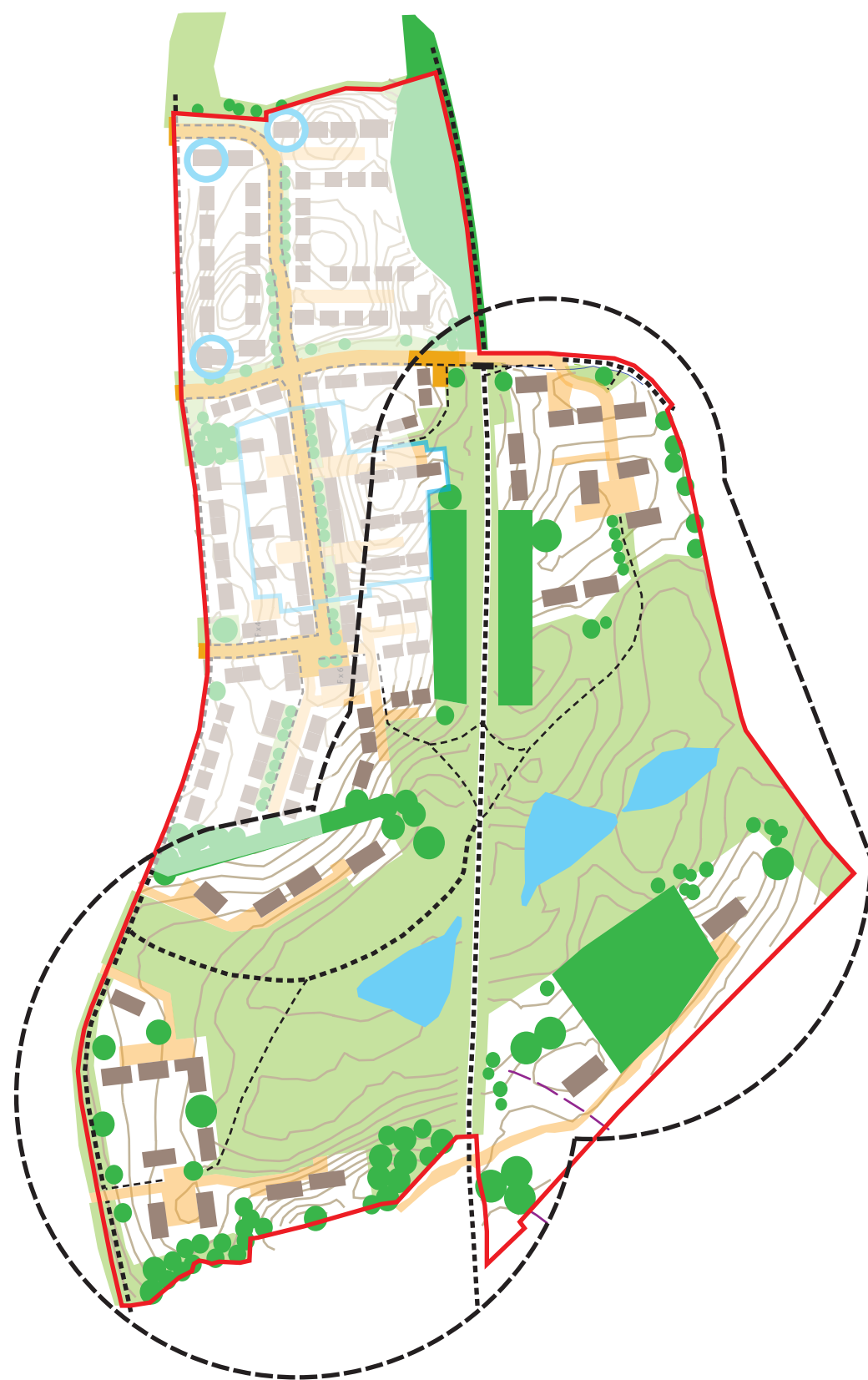


Landscape Fundamentals

- Street tree planting to the spine road, to continue the precedent established in R6. Tree planting will (once mature) soften the built form and frame long southerly vistas towards Dallas Dhu distillery.
- Street tree planting to frontages of east west building lines to soften the built form.
- Tree planting to form gateway entrances on Mannachie Road.
- Paths within open planted spaces connecting with the Dava Way, Sanguhar Mains farm track, and to the open space to the south.
- Supplementary tree planting of the existing narrow shelterbelt, notably at Mannachie Road.
- A combination of hedges and timber fences to demarcate plot boundaries, to reflect the transition from urban to rural edge, with an emphasis on hedges.



materials and finishes : smooth concrete tiles, smooth or wetdash render, hedging, concrete setts, tree avenues



CHARACTER AREA 3 : RURAL EDGES

This character area lies at the south and east of the Master Plan site.

KEY PRINCIPLES

1. Houses will face the surrounding landscape and open space.
2. Houses will be grouped in traditional rural form.
3. Houses will be set into the landscape.

Street form, blocks and frontages

Development around the rural edges of the site will be lower density and properties will typically be larger and detached, although linked steading forms would also be appropriate.

Around the large natural open space at the south, building lines will be set by the limit of the Chapelton Dam flood storage area. The Council Flood Team requires a 6 metre set back from the edge of the flood storage area (set at 31.5m AOD), which needs to be identified by a detailed topographical survey. Any minor adjustments to the ground levels at the extremities of the flood storage area would need agreement with the Council's Flood Risk Management Team. The Moray Council currently has access rights to the flood scheme and these rights must be maintained in perpetuity.

Buildings will also need to be set back 32 metres from the gas main which runs through this open space (see Site Analysis).

This Character Area includes a small number of houses within the northern part of R10. These houses will look out at elevated level over the landscape but their orientation, surrounding ground levels and appropriate screen planting should ensure they are integrated into the landscape. They must read as part of the surrounding R10 layout.

Parking

Car parking will predominantly be to the side or behind the building line. Any parking to the front of properties must be mitigated with soft landscaping and communal areas of car parking broken up with landscaping. Where houses are arranged in small rural groups, parking in enclosed court areas may be acceptable subject to visibility from the rural area and open spaces.

Boundaries

Many of the houses will back onto woodland or other surrounding properties, where shared boundaries will be demarcated by hedges or timber fences. Visible boundaries will be edged with hedging. Stone walls would be appropriate at these parts of the site. At the south edge of LONG2, there may be scope to reintroduce meanders to the Mannachy Burn channel.

House Types and Materials

Houses should present variety in design. They may all be individually designed or could be devised in small groups of similar type. There may be scope for some self-build housing. Design should be contemporary, referencing traditional rural buildings found in the surrounding area. The distillery buildings to the south also provides a useful reference point.

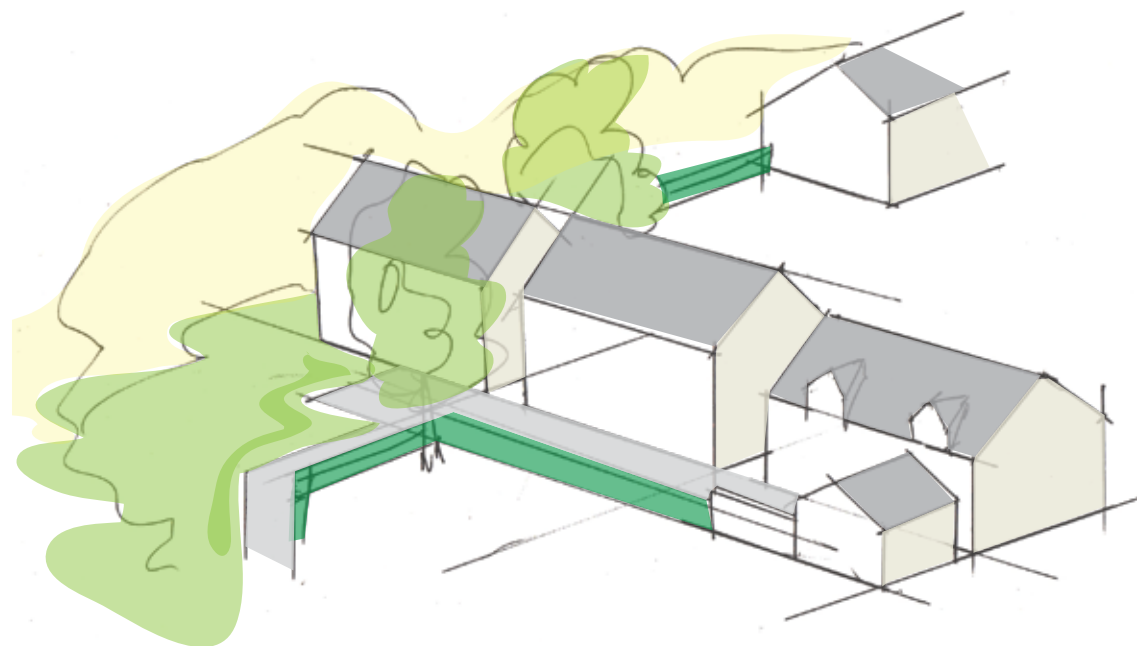
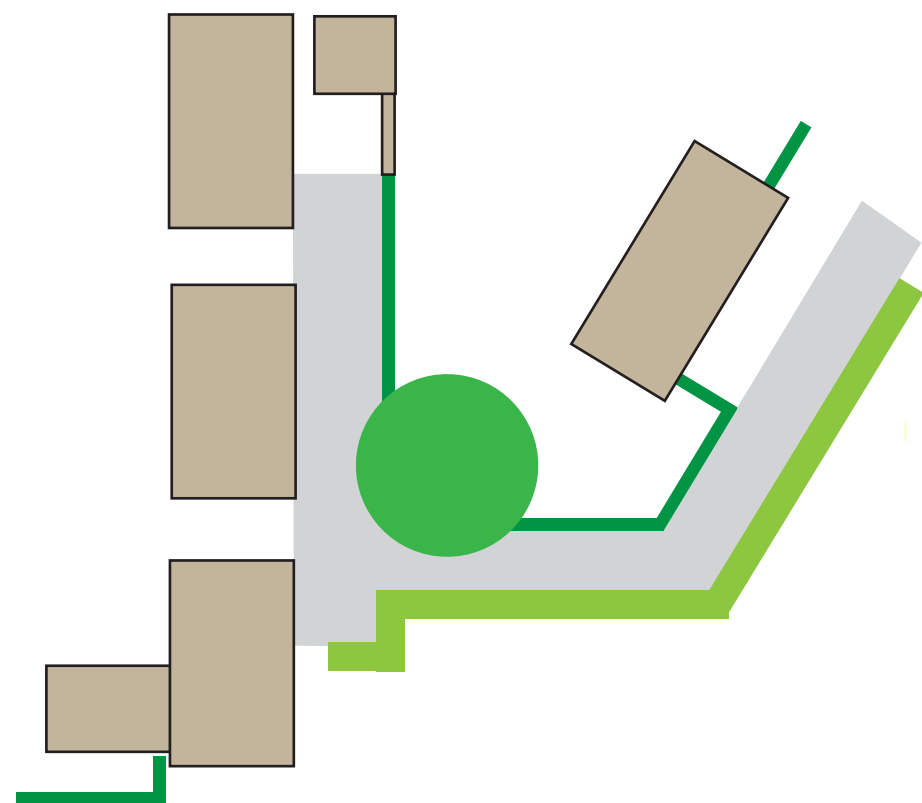
There is an opportunity to use natural timber in the construction and finishes for these properties - weathering of external boarding would bed these houses into the surrounding landscape and woodland areas over time. Roofs will be finished in dark grey/ black smooth concrete tiles, slate or contemporary material such as zinc-based roofing options.

Connections

Access will generally be from lightly engineered or unadopted shared surface areas. At the north, the adopted road will end to the west of the Dava Way Bridge and a new pedestrian bridge will be required to achieve segregation from vehicles. The bridge should ideally be constructed in timber.

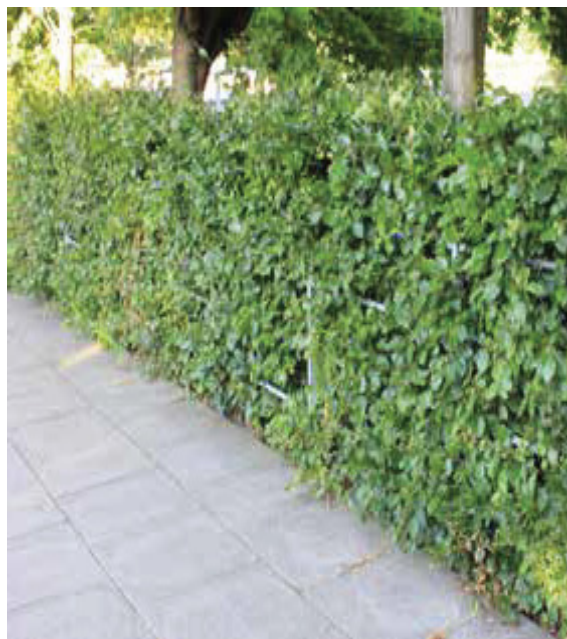
At the south east, two free standing properties will be accessed from the existing track passing through the Mannachy Farm site. The Dava Way crossing requires careful design to ensure safety of walkers and cyclists using that route.

Given their location at the rural edge, most properties in this Character will have direct access to open space and the surrounding landscape. Most will be very close to existing and proposed main routes and core paths.



rural edge detail

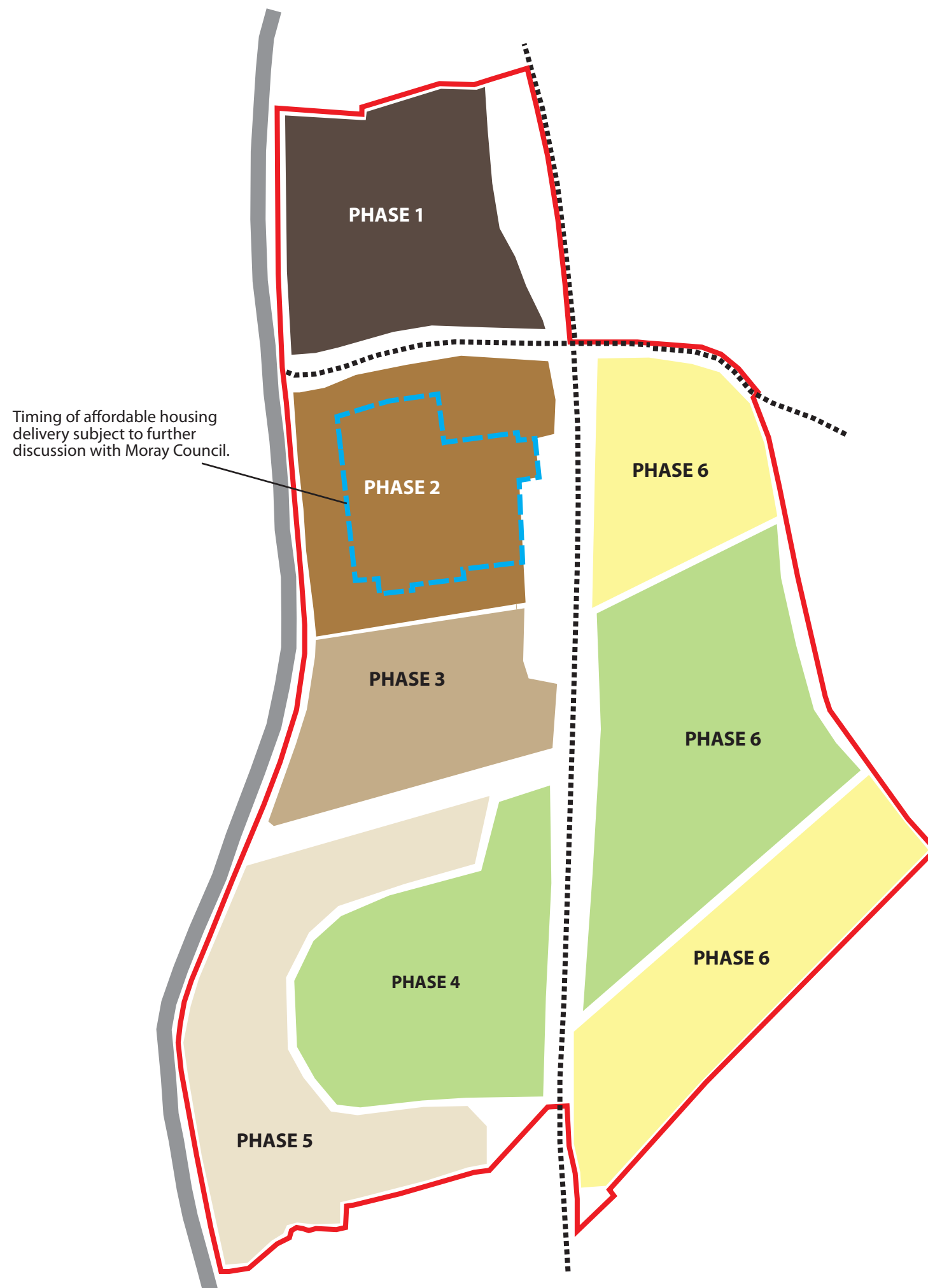
This area would suit individually designed houses of a contemporary design, reflecting traditional building forms found on the surrounding rural area. Use of natural timber finishes would be appropriate.



materials and finishes : slate, smooth or wetdash render, hedging, concrete setts, natural timber cladding

Landscape Fundamentals

- Plant woodland to knolls on the southern boundary adjacent to the Mannachie Farm track to reflect the precedent for tree planting to knolls.
- Shelterbelt planting on the southern boundary to link existing woodland belts on Mannachie Road.
- Hedge to Sanquhar Mains track to form continuous landscape treatment. Use blossom and fruit bearing species for human foraging and wildlife.
- Plant sentinel trees to locate access points along the Sanquhar Mains farm track, following an historic precedent of locating field entrances.
- A landscape treatment of generous rough grass verges, backed by hedge lines and specimen trees within hedgerows to reflect the rural edge.
- Paths in open planted spaces connecting with Mannachie Farm track, Sanquhar Mains farm track, Dava Way, Sanquhar community woodland.
- Hedges/masonry ha-ha walls (recessed landscape design elements) at plot boundaries provide open views from houses and reinforce rural edge.



5. PHASING AND DELIVERY

Altyre Estate will deliver the development in phases, working with appropriate developers. Completion of the development is expected to take approximately 7-8 years from the start date on site, subject to formal allocation of the LONG2 site.

The development will proceed from the north in distinct phases. Phase 1 will be developed by Tulloch of Cummingston. A planning application is expected in mid 2017.

The timing of affordable housing delivery requires further discussion with Moray Council. It will be necessary to deliver road, services and drainage upgrades at Mannachie Road to enable construction of the affordable housing. These upgrades will be provided in conjunction with the Phase 1 housing development. The trigger date and terms for the affordable housing delivery require further agreement.

The upgrading of roads and provision of the cycleway will follow these phases. Detailed discussion on the timing of road and junction works - as well as responsibility for particular features - requires clarification with the Council and Springfield, the developer of the Ferrylea housing site to the west.

Given the need to allow time for landscaping and planting to become established, Altyre Estate will seek early implementation of key features such as screen planting to Mannachy Farm.

A detailed services, drainage and SUDS strategy is in preparation. Foul drainage needs to be pumped from the south of the development area to the high point towards the north of the site, where it will connect with the public drainage system.

The phasing of play provision is the subject of further discussion with the Council.

At the time of writing, developer obligations are required to mitigate the adverse impact of this development on education, sports/ recreational and healthcare facilities. In this respect, contributions are required to extend Forres Academy, provide a 3G pitch, and expand Forres Health Centre to accommodate 4 additional GP's and support staff, provide 2 additional dental chairs and expand existing pharmacy outlets.

Developers are advised to consult the Council's Supplementary Guidance on Developer Obligations which sets out the anticipated infrastructure requirements and associated costs for each LDP site. The SG is reviewed on an annual basis and can be viewed at www.moray.gov.uk/developerobligations.

