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1.0

Vision



1.0

Vision

The Vision for the masterplan is to create a sustainable, new high quality neighbourhood to the south west of Buckie, which will be seen to promote a strong sense of place with a community focus promoting opportunities for active healthy living. Through a detailed assessment process, which included a Townscape Analysis of the wider Buckie area, the key site constraints and opportunities across the landholding have been identified to allow a development form to come forward which will be seen to respond to the setting, providing a logical and fully integrated component of the wider settlement form of Buckie.

The masterplan responds positively to the requirements of the Moray Local Development Plan 2020 (MLDP), including Policy PP1 and the Key Design Principles for the extended land holding, and achieves the 6 qualities of a successful place set out in national policy (SPP, Creating Places and Designing Streets):

- Distinctive;
- Safe and Pleasant;
- Welcoming;
- Adaptable;
- Resource Efficient; and
- Easy to Move Around and Beyond.

The land holding is located within a landscape that has the capacity to accommodate the scale of development envisaged as its northern boundary adjoins the existing and transitional settlement edge to Buckie with rolling landforms and established vegetative cover forming the setting to the south.

As such, with its excellent communication links and the scope to reinforce this, potential extensions to the Core Path network and new connections with the established community, it is considered that the land at Barhill Road, 'Buckie South', offers scope for a high quality, distinctive neighbourhood to emerge. This has been translated into the Masterplan which envisages a distinctive new Buckie

South neighbourhood coming forward, consisting of individual character areas with a strong community focus. Barhill Road will be seen to have a positive role in this community, providing the backbone with its active street frontage whilst maintaining its role in providing a main route into and out of Buckie. The new development will also be seen to be realised extending out from the established settlement pattern in a phased and logical fashion drawing positive references from Buckie's historical characteristics and qualities. This will lead to the delivery of a balanced community that will be able to evolve and adapt over time to provide a range of living and leisure/community opportunities.

The expanded settlement form, merging new and old, will be fully accessible, taking advantage of its location close to the established road network but enabling safe and convenient walking and cycling to local facilities, shown in Figure 41 - Movement Hierarchy (Volume 02 Page 29) and 20 Minute Neighbourhood Guidance (Volume 01 Page 9). A Transportation Strategy has been prepared alongside the Masterplan, associated with this a Transport Assessment for phase 1 has been submitted (as will be for each subsequent future planning application) to demonstrate the impacts of development on the road and path network.

In planning for a new neighbourhood at 'Buckie South' the proposed development form will be planned with sustainability at the forefront and with the need to respect the existing settlement pattern and sense of community. This will be achieved by careful planning of the new development, allowing the range of character areas to come forward set within an extended settlement pattern which will be seen to protect and in turn, enhance the natural environment, providing an appropriate interface with the established community to the south of Buckie and where possible, by agreement with the Moray Council and adjoining land owners, opening up access to established local facilities and importantly, the wider setting.

Key Components – Buckie South

- Consolidated and Planned New Neighbourhood
- Strong Community Focus based upon Barhill Road and a new 'South Square'
- Interconnected Character Areas drawing on Historic References
- Outward Looking
- Accessible
- Connectivity – Internally + Externally
- Responsive to the Setting/Fit in the Landscape
- Enhanced Biodiversity Value
- Associated Community Uses including a site for a potential new Primary School/Community Facility, local retail and other flexible hub space
- Broad Residential Mix
- Sustainable, Biodiversity enabling and Climate Change resilience
- Provide a new Gateway(s) to Buckie and Buckie South



Extract of Figure 19 Barhill Road Study - Proposed frontages and alternations for potential speed limit reductions

2.0

Planning Policy



2.0

Policy Context

The following local and national planning policies set the frame of reference for the formulation of the Buckie South Masterplan. This Masterplan will encourage a high quality, thriving and sustainable neighbourhood extension for the town for the next 25-30 years.

Moray Local Development Plan 2020

The Masterplan has been prepared within the context and requirements of the adopted Moray Local Development Plan (MLDP) 2020 with its proposals and policies. The Masterplan will be, when completed part of the suite of Supplementary Guidance that makes up the Development Plan for Moray. It will guide development of the Buckie South sites and be a material consideration in the determination of planning applications.

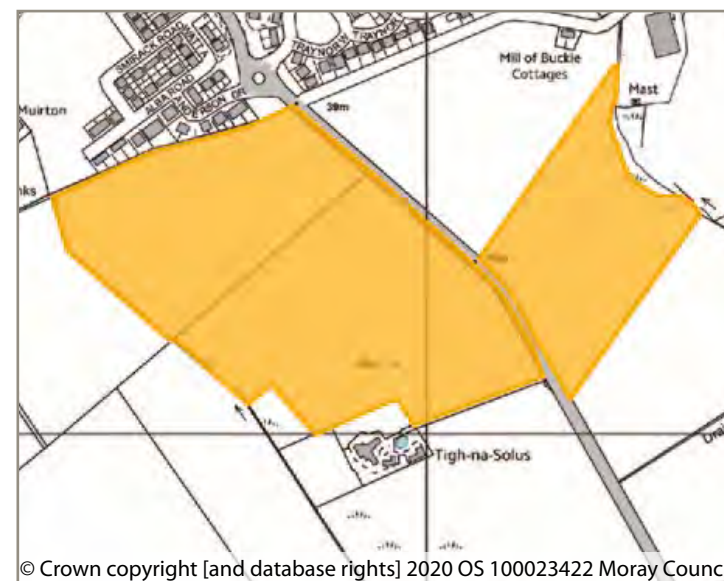
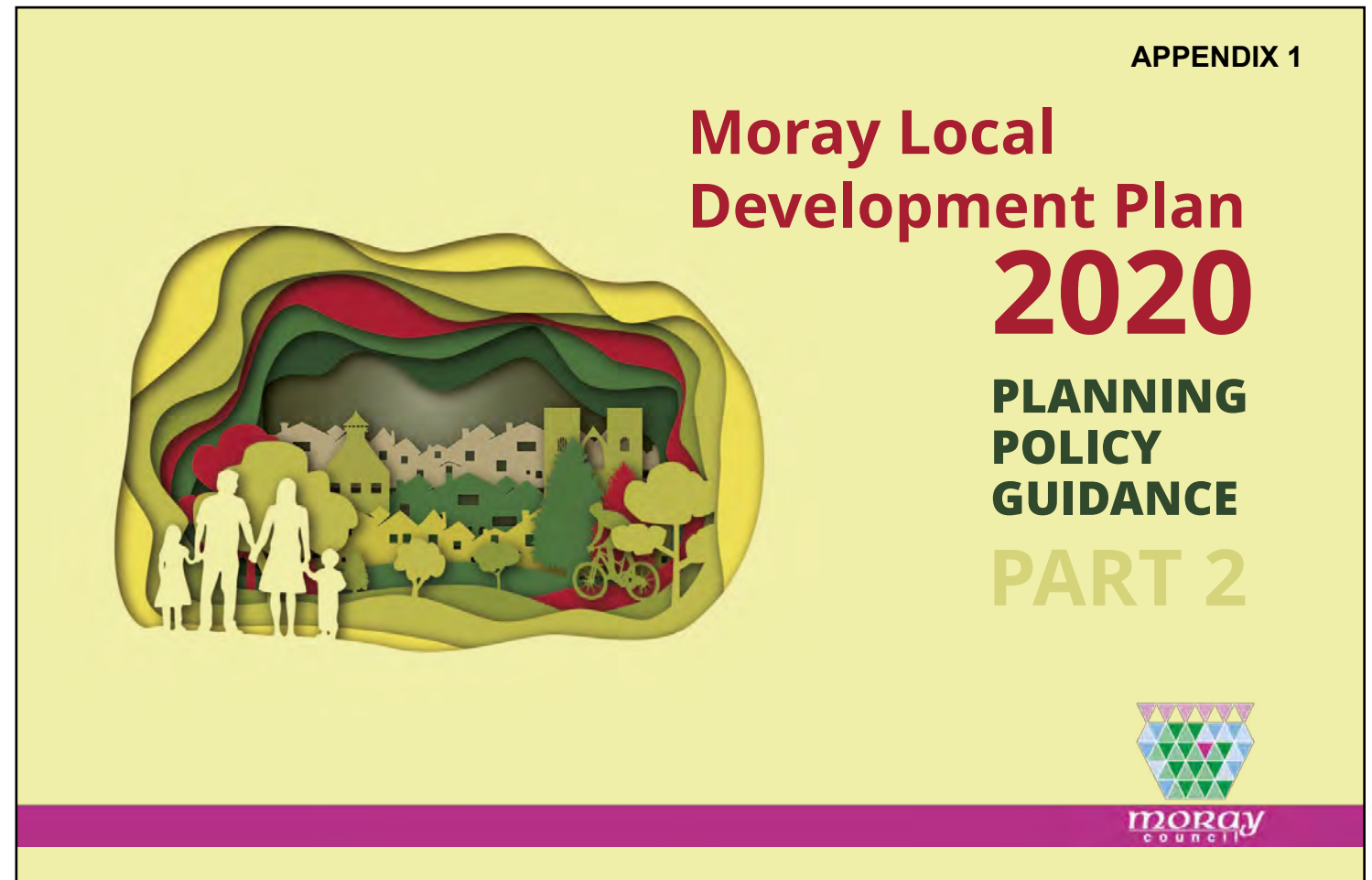
The 'MLDP 2020 Buckie Settlement Maps' shows the land at Buckie South is contained within various designations including R8 – Land at Barhill Road and LONG 1 -Land to the South West of Buckie.

The MLDP places sustainable economic growth, placemaking and infrastructure delivery at the centre of its aims. It proposes a vision to guide development in Moray up to 2030. These are implemented via a series of primary, development, environmental and delivery policies, these include: Placemaking; Development Principles; Housing; Biodiversity; Open Space; LONG 1 Term Housing Reserves amongst others. All policies must be complied with. The MLDP is also accompanied by Additional Guidance Notes on Placemaking, parking and EV Charging. Please refer to: <http://www.moray.gov.uk/downloads/file133546.pdf>

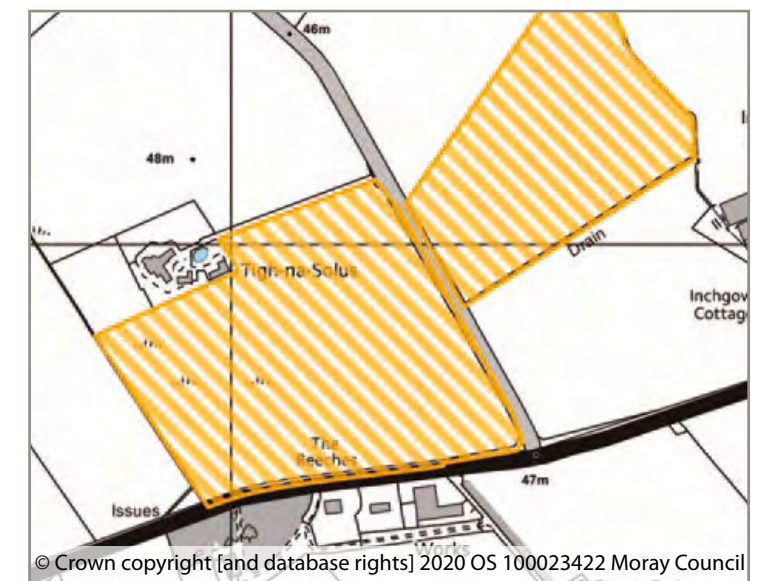
MLDP 2020 Supplementary Guidance

Flood Risk and Drainage Impact Assessments for New Developments

This SG advises that 'Flood risk and drainage must be assessed at an early stage in the development process' while 'the location, layout and design of new developments are critical factors when determining the probability and impact of flooding and designing drainage systems.' Our proposals have been fully informed by a Flood Risk Assessment and Drainage Strategy to ensure that the two watercourses within the site are appropriately designed into the development and mitigated. The site broadly is free from surface water and fluvial flooding with the exception of limited areas alongside the watercourses.



MLDP Buckie R8 Designation Extract



MLDP Buckie LONG 1 Extract

2.0

National Planning Policy

The Scottish Government is working on Reforming the Planning System to ensure it works to 'strengthen the contribution planning can make to inclusive growth, to delivering housing and infrastructure and to empowering communities... (and) addressing climate change' (Scottish Government).

National policy is currently set out in National Planning Framework 3 (NPF 3) and in Scottish Planning Policy (SPP) to which significant weight should be given. The Planning (Scotland) Act 2019 required that work to replace both of these, which date from 2014, with a new, modern and emboldened NPF4 should start immediately with a draft published in Autumn 2021. SPP will be amalgamated into the NPF 4 and provide the spatial priorities and policy drivers for Local Development Plans to bring forward. At its core it aims to deliver greener design, more homes and infrastructure investment along with combating and adapting to Climate Change, moving to zero-carbon living and promoting biodiversity and health. The better integration of land use, transportation and development that can work to support a sustainable, greener recovery post Covid-19 are key to its outcomes.

The NPF4 spatial priorities and policy changes are to be directed to zero-carbon emissions, mitigating climate change and deliver better, greener communities. This will be the guiding principle for all plans and decisions, not to restrict development but to design greener. We are fully committed to this, ensuring that Buckie South is a '20 minute neighbourhood' – providing homes together with everyday local infrastructure to significantly reduce the need to travel' (Draft NPF4).

Designing Streets (2010) sets out the Scottish Government's aspirations for design and the role of the planning system in delivering it. This statement sits alongside Creating Places (2013) as policy for architecture and is a material consideration in determining planning applications. It places an emphasis on high standards of street and place design and stresses that this can promote a better quality of living for everyone. Fundamentally, it

places good street design before movement and calls for balanced decision-making. We are fully embracing these to deliver road safety and speed limit reduction measures at Barhill Road to ensure it becomes an attractive street for people not just cars and other vehicles.

The masterplan achieves the 6 qualities of a successful place set out in national policy (SPP. Creating Places, and Designing Streets):

- Distinctive;
- Safe and Pleasant;
- Welcoming;
- Adaptable;
- Resource Efficient; and
- Easy to Move Around and Beyond.

Community Consultation

A public consultation will be undertaken as part of the Supplementary Guidance adoption process. This will be for a minimum of 8 weeks and in a format to be agreed with Moray Council. This is likely to take the form of an online exhibition and Q&A session event. Springfield Properties will be actively engaging with residents and other stakeholders throughout the process to ensure that the local community help shape the masterplan and inform planning applications which will be submitted to Moray Council.

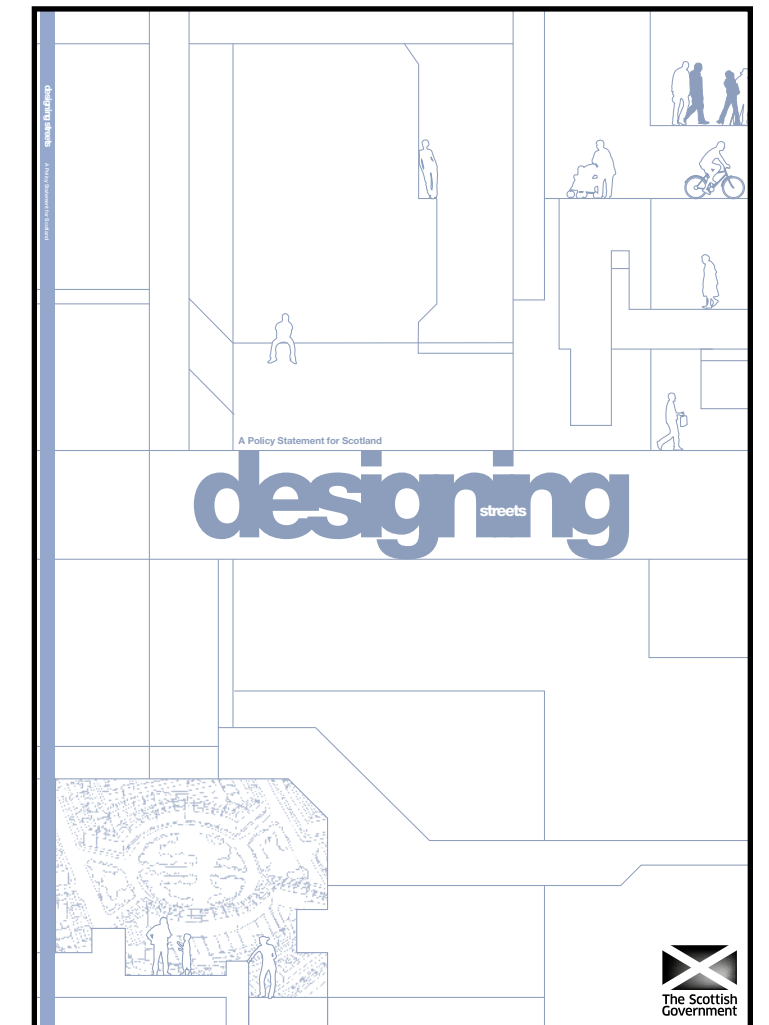
As with all other projects Springfield Properties has been involved in, the intention is to take forward the Masterplan for 'Buckie South' through a comprehensive consultation exercise drawing upon the views of Moray Council, statutory and non-statutory consultees and the local community. In our experience this is the most effective way forward in planning for significant new development and to ensure that a Masterplan is delivered that fully meets the key objectives of the vision for this new community neighbourhood. This approach would fully reflect the guidance contained in PAN83 Masterplanning which states that "effective masterplanning acts to reconcile the needs of stakeholders across public, private and community

interests." (Page 10)

A Proposal of Application Notice (POAN) was submitted to Moray Council for Phase 1 of the proposed development in December 2020. A Public Consultation online event was subsequently held in February 2021 hosted for 1 week on the Springfield Properties website owing to the ongoing Covid Pandemic restrictions. This attracted little direct feedback from the public but several local Elected Members did provide comment on access and connectivity issues, levels of facilities and other similar topics which have been taken onboard.

Strategic Environmental Assessment

An SEA Screening Request was submitted to Moray Council in December 2020. At the time of preparation of the Masterplan, Screening was carried out as part of the Strategic Environmental Assessment (SEA) process. Moray Council concluded that a SEA was not required at that time.



2.0

Infrastructure required to facilitate Buckie South

The R8 and LONG 1 site have been allocated to provide for the long term strategic growth of Buckie. It is intended to be of a size and scale to allow for between 550 to 600 homes over a likely 25 to 30 year duration, along with community and local facilities. The development will be phased and come forward in incremental phases as market conditions dictate but likely to be in the region of up to 20 homes per year. Therefore the subsequent impact on local facilities such as GP surgeries, schools and shops is not one that will be felt immediately, rather more gradually and incrementally.

As shown in Figure 1 Local Facilities Analysis, Buckie the site already benefits from close links to the local Tesco Supermarket which is a 20 minute walk away. Local convenience shops and takeaways are available on nearby Inward Road (0.7 miles away to the north). The local Ardach Healthcare centre is located adjacent to Cluny Primary School and Buckie High School, all 1.0 mile to the north of the site edge. Good playparks are nearby, while several others will be created, alongside areas of openspace. Seafield Hospital is close by on Barhill Road, alongside the golf course. Nurseries are also at hand but work is currently underway establishing the need for a new facility and space will be shown for such, as required. Several local employers are close by, along with good links to the regions established workplaces at RAF Lossiemouth, Elgin and others.

New Community Facilities

Springfield Properties recognise that proposed development needs to offset its impact upon an existing community and its infrastructure. It is expected that reasonable and proportionate levels of Developer Obligations for new schools and/or extensions to existing ones are to be sought. An extension to the Healthcare Centre will be required.

This process will be undertaken as part of each planning application for separate phases.

Springfield Properties recognise the need for flexible retail/community hubs and uses to support mixed uses in the neighbourhood core area which will be located on Barhill Road. A 2.5 ha site is set aside for a potential future community facility and/or primary school as required (dependent on the outcome of a School Estate Review and options appraisal). New local convenience retail space and/or nursery facilities are shown, responding to market demand.

Each phase will provide its own pocket park (including a kickabout pitch at phase 1), while a public square and larger scale neighbourhood park are to be further critical components of the Masterplan. This will ensure that Buckie South will contain significant levels of sports and recreational spaces, green and blue infrastructure for people and biodiversity and safe, walkable neighbourhoods.



Actual one way walking times from Summerton Sq
 Tesco- 20min Golf Club- 12min Town Centre- 30min
 Hospital- 8min High School- 25min Nursery- 20min
 Walking distance from all edges of Masterplan boundaries to Summerton Sq retail unit will vary from 5-10 minutes

Figure 1 - Rev A

Local Facilities Analysis, Buckie

NTS

2.0

Core Paths

The Moray Core Path Plan (currently shown as Draft Amended 2018) shows the network of existing core path routes and new proposals for the town. Buckie enjoys a number of such routes stemming from the coastline and the Speyside Way Long Distance Route which runs from the harbour through to Spey Bay to Aviemore via Craigellachie, Aberlour and Cromdale. The core path network does not readily extend into the surrounding countryside beyond the town to the south.

Figure 2 Core Path Plan Draft 2018 – Map 17 The Inset Map shows these paths to a greater degree including those directly associated with Buckpool and the Buckie South Masterplan site. Existing paths are shown to the north beyond our existing Inchgower site and to the east via the Mill of Buckie farm tracks shown as core paths including through a ford and the farmyard which then connects to other routes – the ‘Fishwives Path/Lairds Way’ waymarked trails.

Buckie South can utilise this existing core path network to connect to the wider town and centre, while providing new links and extensions, as required.

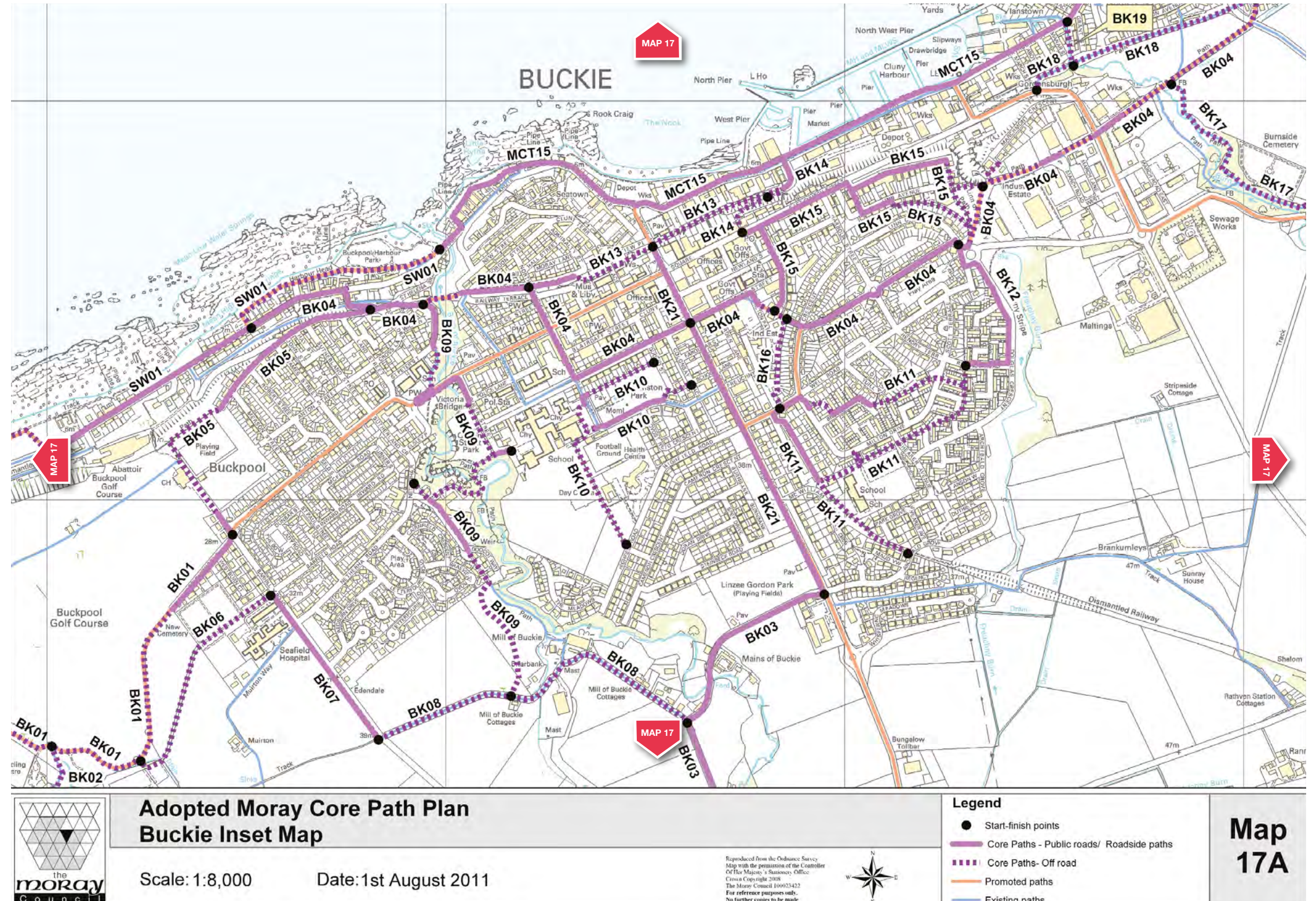


Figure 2

Adopted Moray Core Path Plan
Buckie Inset Map

NTS

2.0

Open Space Strategy 2018

Moray Council states 'All settlements should have 2.4ha of publicly usable Public Parks and Gardens, Playspace and Sports Areas per 1,000 people.' Buckie currently does not achieve the standard, falling short reportedly by 0.42ha. The Buckie South Masterplan can work to overcome this deficit.

Figure 4 Moray Open Space Strategy shows that Buckie in general has much less openspace than many other settlements in Moray, mainly due to a lack of woodland however it does benefit from having access to many coastal areas. It suggests that 97% of households within the town are within 400m of a park or amenity area.

'Buckie has approximately 97ha of publicly usable open space over 35 sites. A large proportion of this are Green Corridors and Natural/Semi Natural sites which account for approximately 70ha of the audited open space.'

'The greatest number of sites is within the Amenity and Green Corridor typology. Many of the Amenity sites are planned greenspace within developments and the Green Corridors include the old railways line, burns and the ridge which runs along the coast. There are only two sites where the primary function is Playspace but this function is found within other sites such as Linzee Gordon Park, Buckpool playingfields and Ian Johnstone Park. Pitches are also located within the Linzee Gordon Park' (OSS Appendix P1)

Open Space Strategy

The extract overleaf from Google shows the site and the large areas of openspace at nearby Buckpool playing fields, the green corridor along the Burn of Buckie and playgrounds at Letterfourie Road and Traynor Way.

The Strategy predates the MLDP 2020 therefore the R8 and LONG sites are not included in its list of requirements but we understand that the need for several pocket

parks and a neighbourhood park are set out in the MLDP 2020. Links to the Burn of Buckie are referenced and state *'the corridor for Burn of Buckie runs through the town. Steeply sided and gorge like in parts. Landscape feature. Access limited due to steep slopes.'* We intend to incorporate the burn into our landscape as much as possible while also utilising it for recreation for residents.

The Buckie South Masterplan will promote a place that is responsive to the natural environment and offer safe, high quality open space recreational opportunities. Moray Council's MLDP Policy PP1 identifies the key principles as follows:

- Provide accessible, multi-functional open space within a clearly defined hierarchy integrated into the development and connected via an active travel network of green/blue corridors that are fully incorporated into the development and to the surrounding area, and meet the requirements of policy EP5 Open Space and the Open Space Strategy Supplementary Guidance and Policy EP12 Managing the Water Environment and Drainage Impact Assessment for New Developments Supplementary Guidance.
- Landscaped areas must provide seasonal variation, (mix of planting and colour) including native planting for pollination and food production.
- Landscaping areas that because of their size, shape or location would not form any useable space or that will not positively contribute to the character of an area will not contribute to the open space requirements of Policy EP4 Open Space.
- Semi-mature tree planting and shrubs must be provided along all routes with the variety of approaches reflecting and accentuating the street hierarchy.
- Public and private space must be clearly defined.
- Play areas (where identified) must be inclusive, providing equipment so the facility is for every child/ young person regardless of ability and provided upon completion of 50% of the character area.
- Public parklands, allotments and public art will be delivered at the completion of each corresponding development phase.



Extract from Google showing site and the large areas of openspace at nearby Buckpool playing fields, the green corridor along the Burn of Buckie and playgrounds at Letterfourie Road and Traynor Way.



Figure 3

Moray LDP Proposed Plan
 2020 Buckie Settlement Map Extract
 NTS

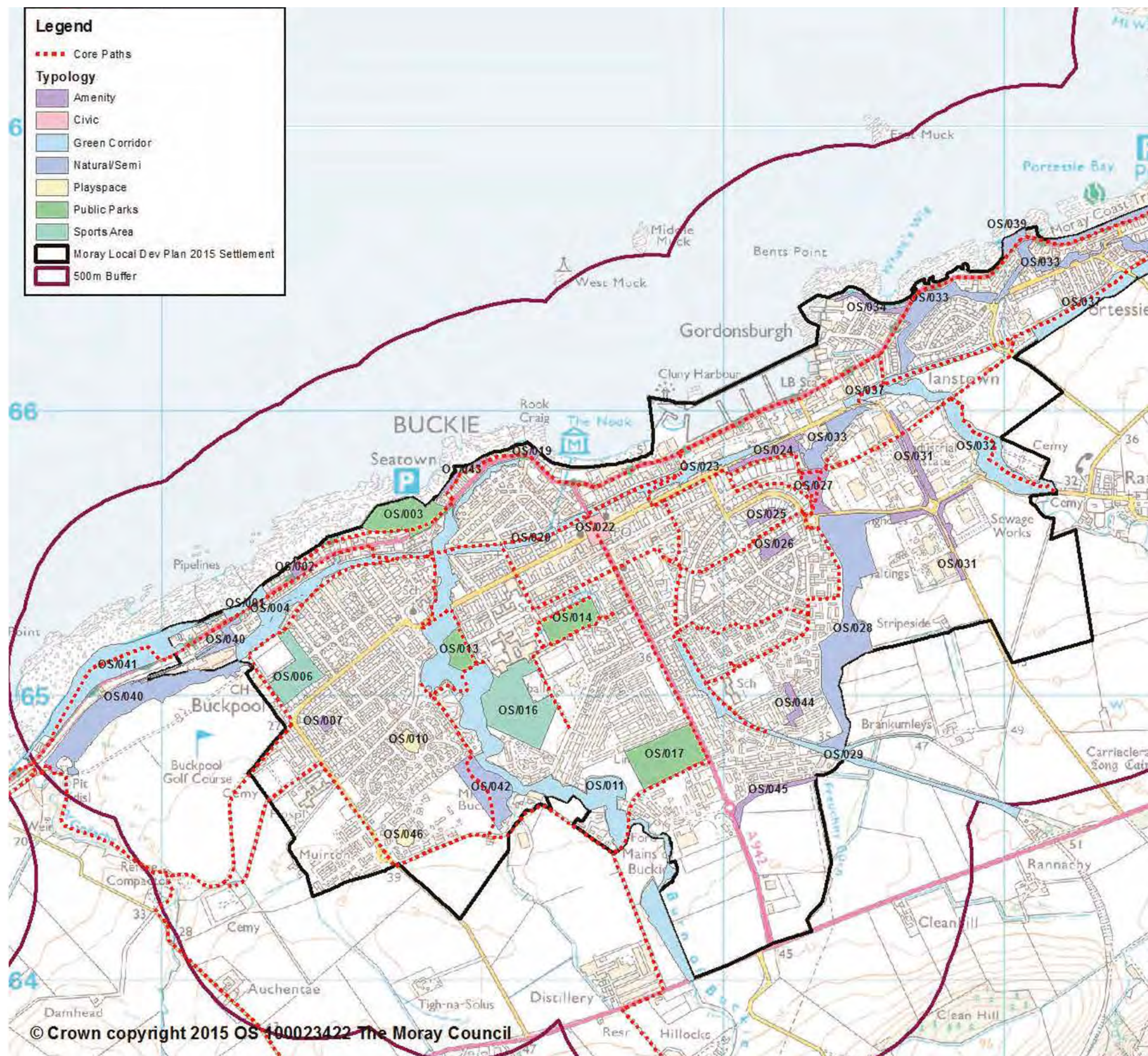


Figure 4

Moray Open Space Strategy
Appendix 4: Buckie Plan 1: Audited
Sites Typology Extract
NTS

3.0

The Historical Context



3.0

The Historical Context

To fully understand the site, its context and the opportunity that this land holding offers to deliver a new, high quality distinctive neighbourhood, it is important to take reference from the wider settlement's history, to learn from its successes and its failures and to use these to inform the design and planning of this new community and its characteristics.

The Villages

Buckie was originally formed by the merging of several separate yet nearby fishing villages: including, Nether Buckie, west of the Burn of Buckie (and now known as Buckpool), Easter Buckie, Yardie, Ianstown, Gordonsburgh and Portessie. The oldest part of Buckie lies in the almost separate settlement of Rathven, inland from Ianstown. Settlement here dates back at least 1,000 years. Each of these villages has a distinct character, laid out in response to the setting with the coastal villages nestled into the lower shoreline whilst Rathven is located inland above the coastal ridge.

Buckie itself began to take shape in the late 1700s and early 1800s when a new town was laid out along the ridge above and behind the fishing villages by the lairds, the Gordon family of Cluny, whose grand mansion, Letterfourie House, was built a little inland by Robert Adam in 1773.

The 'new town' was planned around Cluny Square, with East Church Street and West Church Street extending out from it to form the axis of a grid pattern which continues across the town. In 1877, a new harbour was built by the Cluny family (Cluny Harbour) to replace the stone harbour built twenty years earlier in Nether Buckie. While the fishing industry in Buckie is less prominent today, the harbour remains an active feature of the town.

The various villages across Buckie remain today as identifiable and distinct neighbourhoods, which is a key feature of the wider settlement pattern of Buckie. In acknowledging this characteristic it is considered that in planning for a new neighbourhood at Buckie South there is an opportunity to respect this history, by planning a new community with its own identity, taking reference from Buckie's varied and rich historic townscape, but fully integrated into the wider settlement form.

Gateways

The MLDP acknowledges that 'Buckie South' offers the opportunity to create a new gateway into Buckie from the south. In taking reference from Buckie and the various villages across the town it is acknowledged that the quality and style of the existing gateways varies from location to location. They range from simple roadside street signs with little definition between two adjoining historic villages, Gordonsburgh and Ianstown for example, to more baron suburban streetscape contexts, eg Buckpool's southern gateway on Barhill Road.



Roadside street sign - Gordonsburgh and Ianstown



1870



1931



1908



1938

Figure 5

Historic Plans & References

The Growth of Buckie

NTS

3.0

At some locations a more elaborate palette of townscape/landscape features and structures combine to denote a strong sense of arrival. For example Buckpool's historic eastern gateway at Victoria Bridge, presents a high quality sense of arrival with the stone walls to the bridge, the road narrowing visually as it crosses the bridge and formal tree planting contrasting with the woodland lining the Burn of Buckie valley below, combining to create a striking gateway to and from this village.

It is considered that Buckpool's eastern gateway provides a formula from which a new high quality and effective contemporary gateway to Buckie South and in turn Buckie, can be created.

In contrast the western gateway to Rathven, reflects a more semi-rural character with low maintenance hedgerows and grass swards edging the road as you enter the village. This reinforces the sense of separation between Rathven and Buckie albeit Rathven is acknowledged as being the oldest part of Buckie.

Key Buildings and Town Marks

Buckie, as with many of our coastal communities, is home to a range of places of worship. As a result the skyline is punctuated by a range of vertical church spires and towers when viewed from within and around the town.

St Peter's Church, located overlooking the intimate surroundings of St Andrew's Square and built from red sandstone with its large twin spires, dominates the Buckie skyline when viewed from various locations within the town and out with. Like a number of other churches it also forms a key reference point in the Buckpool street scene hierarchy.

Other churches of note include All Saints Episcopal Church and North Parish Church, both of which are located on the northern side of Cluny Square and stand prominent above the surrounding street scene whilst a broad range of other places of worship are often seen

as being a more integral part of the street scene, often standing shoulder to shoulder with adjacent housing.

An important aspect of the historic grid planning of Buckie and its facilities was the prominence given in the street scene and vistas to important community buildings. A fine example of this is Buckie High School located on West Cathcart Street which sits square on the centre line of South West Street to reinforce the view from the main road leading to Cluny Square, West Church Street.

In contrast the urban grid form of the planned 'new town' often facilitates views out from the streets towards the north and the Moray Firth and to the south and the hills and farmland stretching out beyond.

This provided a strong connectivity between the town and its setting which in many ways contrasted with the intimacy of the street patterns that were established in the older fishing villages. In the villages the main streets do follow the coast line but views to the north from streets and lanes are often foreshortened by houses and/or workshops to help contain the elements and protect the community. In these instances 1.5 and 2 storey homes would be used to stop the vista thereby maintaining a much more intimate character to these parts of Buckie.

Gables

In contrast to the 'closing in' effect of the streets where houses and key buildings were laid out to foreshorten views a characteristic of some of the more historic coastal village communities and in turn Buckie, related to terraced housing and how it was often laid out with the gables facing north. This was planned to provide protection for the fishing boats that would often be kept between properties and also, importantly for the time, to provide protection to the homes. This can be seen in 'Yardie' where the properties located on Bridge Place were set out with their gables laid out directly perpendicular to the shore line. Today the old



Western Gateway to Rathven



Buckpool's Southern Entrance



Buckpool's Eastern Gateway - Victoria Bridge



Barhill Road approaching Buckie



Cluny Square looking to North High Street



Buckie Skyline from the East

3.0

buildings have been adapted in places, introducing feature windows in the gables to allow for views from the properties to the north and across the Moray Firth.

Closer to the land at Buckie South examples of gables punctuating the landscape can be seen at Inchgower Distillery where the distillery sheds were laid out effectively on an east-west axis. Lower buildings in this group also follow suit although they contrast with the terraced ‘workers cottages’ that were constructed along the western edge of the complex.

Village Edge

A feature which is prevalent across Scotland’s towns and villages is the laying out of longer gardens where space permits on the edge of settlements. This is a common feature as larger houses accommodate larger plots on the edge of communities however, longer gardens can also be associated with higher density homes, semi-detached and terraced where longer gardens can be seen extending down steeper ground which otherwise would have remained surplus. This characteristic is also evident in Buckie, where two examples have been noted in Rathven and Ianstown where longer gardens are seen to extend out across steeper ground giving occupants more outdoor space a greater visual and physical buffer to either adjoining fields or in the example of Blantyre Terrace, Ianstown, a burn with associated public path.

At Blantyre Terrace the gardens are west facing and fall towards the burn to provide the added benefit of increased privacy for residents without the need for large physical barriers. In a rural edge location, similar to that found at Main Road and Kirk Road, Rathven this provides an attractive interface between the built land and the adjoining landscape.

Architecture and Urban Design

Buckie is a fine example of a community expanding over time, maximising the benefits of its location and taking advantage of its hinterland to continue that growth

through to the 21st Century. This growth has crossed a large number of historic periods and that is reflected in its architecture. Up to the second world war growth was well planned and locally influenced extending out from the intimate, small scale fishing villages that hugged the coastline before the well planned new town began to emerge in the 1800s, reflecting a more formalised and grand scale approach to settlement planning and infrastructure.

The early villages had a strong bias towards the need for cottages and terraced housing set out tightly together to help address the, at times, hostile micro climate. Single storey at first and as noted above often laid out in long rows with a north-south axis these buildings became a signature of the time. Further expansion and development around these cores continued slowly up until the 1800s when the new town became the focus of a new Buckie.

The traditional housing of single storey terraces and cottages, finished in white render with slate roofs contrasted with the later stone built buildings in the fishing villages set back from the foreshore but still adapting the more intimate streets associated with the original village layouts. Houses were generally becoming 1.5 and 2 storey whilst the new town, where the streets became grander and broader, introduced buildings extending up to 3+ storeys. A mix of yellow and red sandstone is in evidence across Buckie’s historic core and villages contrasting with the original predominately render finishes, which now includes various colours and tones in addition to the traditional white/off white.

With the new town and its grander street scenes larger buildings were designed and built to serve the community from schools to commercial areas set out along key accessible routes across the settlement. Larger buildings have been delivered since the Victorian era when larger detached urban homes were also built for the wealthy.



Buckie High School



St Peters Church



Properties at Bridge Place - ‘Yardie’



All Saints Episcopal Church



Long gardens at Rathven and Ianstown



Inchgower Distillery

3.0

Associated with this scale of development parklands and recreational areas were also established, laid out across Buckie but with many there was a close connection to the Burn of Buckie valley where the local community could enjoy active leisure pursuits as well as informal activities in designed landscapes. These parks still exist today and benefit from a mature tree structure which adds to the overall green scape across the town.

Post war development has continued to expand Buckie to the south, east and west, delivering large expanses of family homes breaking away from the core philosophy behind the new town. These developments have been more 'organic' in nature, often designed to reflect the popularity of the car and losing the intimacy, character and form of the earlier phases of Buckie's growth.

This has included housing areas extending along Barhill Road to the south west of the town and where the street scene has been designed as a distinct contrast to the historic core areas. The dominance of the car has resulted in a suburban landscape dominated by roads with homes built set back significant distances from each other, again contrasting with the intimate character of old Buckie. On Barhill Road the street scape is dominated by the road with broad swathes of grass verges reinforcing the barren character of parts of this road culminating with the over-sized roundabout serving Anderson Drive and Siberg Drive. This also serves as the 'current' gateway to Buckie as well as Buckpool from the south, contrasting with the character and quality of the Victoria Bridge gateway to Buckpool from the east.

The masterplan for Buckie South fully acknowledges the architectural and urban design qualities and characteristics inherent across Buckie and its various communities, historic or otherwise. The Masterplan therefore has embraced and promoted a return to high quality planning and design of residential led developments taking reference from Buckie's historic past and fully endorsing the objectives set out by Moray Council in the MLDP.



Gables on Geat Eastern Road, Portessie



Dormer and Bay windows



Houses at Duguid Street overlooking Ian Johnston Park



Gables on Chancellor Road, Portessie



Boundaries example - wall with railing and hedge



Queen Street Park



Sandstone Detailing







Boundaries example - masonry wall





View towards Bin Hill

Character Area Overview and Historical Referencing in Buckie

CHARACTER AREA	FORM & FUNCTION	KEY COMPONENTS	HARD MATERIALS	SOFT	HISTORIC BUCKIE REFERENCES / LOCATIONS	KEY REFERENCES
 SOMERTON SQUARE	<ul style="list-style-type: none"> • Neighbourhood hub; • Connecting space; • Traffic Calming; • Commercial focus 	<ul style="list-style-type: none"> • Prominent buildings; • Meeting Place; • Formal landscape focus; • Public art; • Higher density; • Commercial units in key buildings; • Active frontages; • Large feature tree 	<ul style="list-style-type: none"> • Light and dark grey facing brick and paving; • Contemporary furniture; • Wall and/or railing boundaries; • 2D and 3D public art with Buckie fishing theme 	<ul style="list-style-type: none"> • Semi-mature tree(s); • Formal shrub beds; • Year round colour and interest; • Formal lawns and verges; • High maintenance; • Large feature tree 	<ul style="list-style-type: none"> • Cluny Square • St Andrews Square <p>These civic spaces form the basis of social and economic lifeblood of the town. The Square will be the heart of the community for meeting, connecting, trading and working together;</p>	<ul style="list-style-type: none"> • Town focus; • Key buildings focussed on the square; • Hard landscape focus; • Taller buildings • Focused public realm
 BARHILL AVENUE	<ul style="list-style-type: none"> • Living Main Street; • Connectivity to Buckie; • Connectivity east/west; • Traffic calmed corridor; • Soft edge framing the street; • Integrated active travel routes; • Connectivity to secondary streets and paths 	<ul style="list-style-type: none"> • Medium density; • Range of house types; • Varied building lines; • Active frontages; • Key corner buildings; • Tree lined corridor; • Broad green verges; • Segregated lanes and paths to housing areas 	<ul style="list-style-type: none"> • Masonry and render finish; • Feature cladding including timber; • Variety of colours to add to vibrant street scene; • Low and medium height walls; • Medium height railings 	<ul style="list-style-type: none"> • Layered soft landscape; • Semi-mature trees to form dual avenue; • Formal hedges; • Linear shrub beds; • Bulb planting; • Green verges - grass / shrubs inc SUDS 	<ul style="list-style-type: none"> • West Church Street (west section) • East Church Street (east section) • High Street (mid and south section) <p>These important arterial streets are the principal thoroughfares with a strong relationship between buildings and the street. Barhill Avenue to echo these places.</p>	<ul style="list-style-type: none"> • Wide range of house types and front garden depths; • Prominent buildings and returns narrowing the street; • Green verges / separation of roads; • Primary frontages over main street; • Range of boundaries
 THE COURTYARD	<ul style="list-style-type: none"> • Intimate street scene clusters; • 'Home zone' lanes with pedestrian priority; • Secure streets framed by active frontages and dual aspect houses 	<ul style="list-style-type: none"> • Medium density, cottage style living; • Hard landscape and court yard focus; • Soft landscape edging with cottage gardens and low hedges; • Path links 	<ul style="list-style-type: none"> • Small element paving focus to streets / lanes; • Facing brick and render finishes, grey and cream tones; • Re-con stone accents; • Limited street furniture as intimate public realm 	<ul style="list-style-type: none"> • Specimen lower growing trees; • Linear shrub / herbaceous front gardens and low hedges; • Orange, red, yellow accent colour plants; • Year round colour and textures 	<ul style="list-style-type: none"> • Richmond Street, Gordonsburgh; • Manor Street, Gordonsburgh; • Aboyne Street, Gordonsburgh; • George Street, Portessie <p>Planned grid layout with dense network of streets and lanes. Compact houses and gardens. Higher density core and space.</p>	<ul style="list-style-type: none"> • Tight, intimate street scenes; • Single vehicular access; • Path links to a green network
 THE HEARTLANDS	<ul style="list-style-type: none"> • Housing related to parks and green network as well as tree lined active travel routes; • Range of house types; • A connecting character area; • Tree planting in public and private realm 	<ul style="list-style-type: none"> • Medium density; • Primary elevations overlook green network; • Plot variations with range of garden sizes; • Variety of house types; • Building lines reinforce key views; • Garden tree planting; • Verges; • Distinct street hierarchy, fully serviceable 	<ul style="list-style-type: none"> • Low walls to garden plots; • Wet dash render, timber cladding and red roofs; • Masonry accents; • Low walls and railings used to define gardens and in parks and open spaces 	<ul style="list-style-type: none"> • Street tree planting with in-garden trees; • Medium / low hedges to gardens; • Ornamental street planting contrasts with native species based parkland and 'outer ring' native planting mixes 	<ul style="list-style-type: none"> • Duguid street and West Cathcart Street, 'Newton'; • West Street; • South Land Street; • Queen Street Park; • Ian Johnston Park <p>Medium density interlinked with greenspaces and parks. Leafy streets and verges. Larger gardens and varied housing types.</p>	<ul style="list-style-type: none"> • Green verges; • Range of house types and homes fronting parks; • Tight streets with green relief; • Green verges / tree planting / private lanes; • Park forming focal point to the street and link to river corridor landscape; • Formal integrated park with street frontages overlooking

Character Area Overview and Historical Referencing in Buckie (cont)

CHARACTER AREA	FORM & FUNCTION	KEY COMPONENTS	HARD MATERIALS	SOFT	HISTORIC BUCKIE REFERENCES / LOCATIONS	KEY REFERENCES
 GARDEN VILLAGES	<ul style="list-style-type: none"> • Edge of settlement locations; • Relate to surrounding countryside; • Outward looking; • Green network contrasting towards more naturalistic landscapes; • Outer ring path network and connections; • Inner edge connected to more formal green network inc. active travel 	<ul style="list-style-type: none"> • Medium to low density - 1.5-3 storey; • Frontages to the green network inc dual aspect housing (E & W); • Broad range of house types and streets; • Native species based, integrated and enhanced river corridor landscapes • Edge of neighbourhood SUDS basin landscapes 	<ul style="list-style-type: none"> • Render and wet dash finishes; • Timber and masonry accents; • Public art reflecting more organic / natural characteristics; • Street finishes to include asphalt and small element paving with asphalt paths supported by self bound gravel routes (not active) and timber furniture 	<ul style="list-style-type: none"> • Outer green ring native species based landscape; • Formal planting to parks; • Orchard; • Longer garden plots to edge of site; • Ornamental species used in street scenes with hedges to primary garden boundary; • Garden planting of lower growing trees 	<ul style="list-style-type: none"> • Blantyre Terrace, lanstown; • Rathven; • Queen Street; • Seaview Road, Buckpool; • New Street and Mid Street, Seatown <p>Organic more expansive spaces and greens. The site will reflect these on its edges.</p>	<ul style="list-style-type: none"> • Edge of 'village' dual aspect houses and gardens; • Countryside edge interface; • Village edge with park and Burn of Buckie; • Larger houses; • Raised 'village' edge; • Elevated 'village' edge to coastal landscape
 THE GABLES	<ul style="list-style-type: none"> • Edge of 'villages' location; • Dual aspect; • Strong reference point; • Southern edge to Buckie; • Part of gateway opportunity; • Visible edge 	<ul style="list-style-type: none"> • Medium to high density with up to 3 storeys; • Strong gable feature to define this character area; • Intimate courtyard setting between linear 'blocks' of housing; • Lanes and paths; • Soft edge but not fully woodland; • Range of house types set out on a north - south (NW-SE) axis; • Dual aspect buildings 	<ul style="list-style-type: none"> • Medium height masonry walls to connect to buildings; • Blue / grey masonry with render / wet dash accents and timber panels; • Feature gable roof lines to southern edge to reflect the distillery pagodas; • Small element paving and asphalt lanes / paths; • Low key furniture / metal painted finish 	<ul style="list-style-type: none"> • Shared surfaces edged by planting strips and cottage gardens to help soften car parking etc; • Tree planting limited to public areas; • Low trimmed hedges to define small front gardens; • Accent colours in planting to be purples, blue and wine shades 	<ul style="list-style-type: none"> • Bridge Place, Yardie / Seatown • Inchgower Distillery <p>Gateway to town and the focal points of the former villages. These will have taller buildings to reinforce sense of arrival and distinguishing place.</p>	<ul style="list-style-type: none"> • Distinctive gables and long house features to Buckie North; • Traditional and contemporary styling; • Striking feature • Pagoda features and gables create a sense of scale that Buckie South's southern edge can adopt • Gables and pagodas combined to create a strong gateway to Buckie

4.0

Site Appraisal



4.0

Location and Context

The land at Barhill Road, referred to as ‘Buckie South’, is located immediately to the south of the neighbourhood of Buckpool in the settlement of Buckie. Buckie has been the focus of fairly extensive post war housing development, which has seen the town extend out to the east and south east as well as to the south and south west, the latter of which has seen the neighbourhood of Buckpool continue to grow out from its original historic core north of St Peters Road, when it was known as ‘Nether Buckie’. These more suburban housing developments have effectively seen the extension of the town building out from Barhill Road as independently designed parcels of land came forward in the post war era. The most recent development at Inchgower, which is still on-going, has adopted a more pro-active design strategy, as it is seen potentially as part of a larger fully integrated Buckie community. Its layout responds more positively to the setting and context than other earlier developments and therefore, reflects more of the objectives set out by Moray Council for new residential led developments set out in recent Local Development Plans.

Designations

The land at Buckie South is not covered by any national, regional or local landscape designations which would denote scenic value or landscape quality. There are also no townscape designations covering the site.



Growth of Buckpool neighbourhood



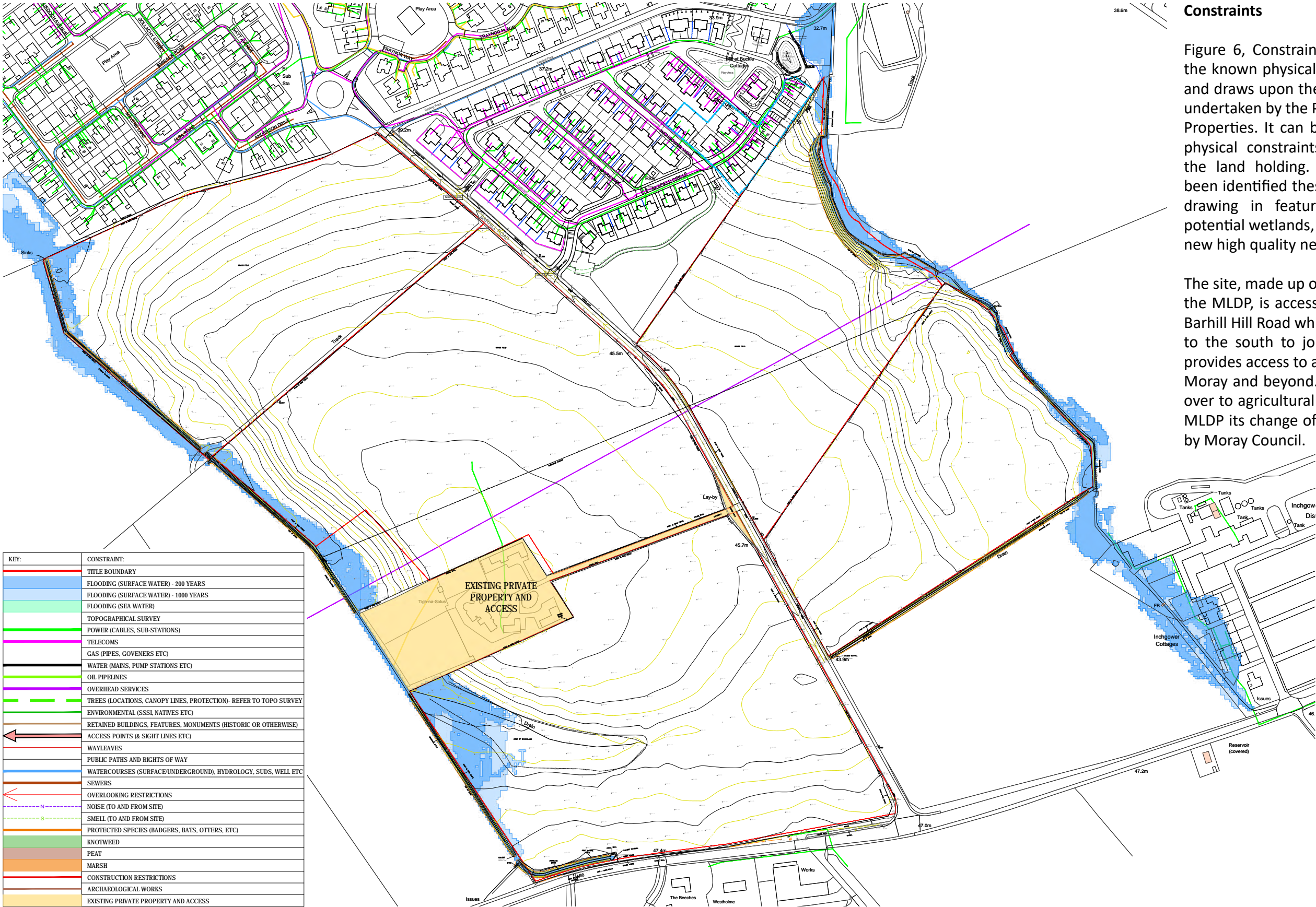
St Peters Road looking towards St Peters Church



Growth of Buckie, Seafield Circle and current Inchgower Site



Development at Barhill Road

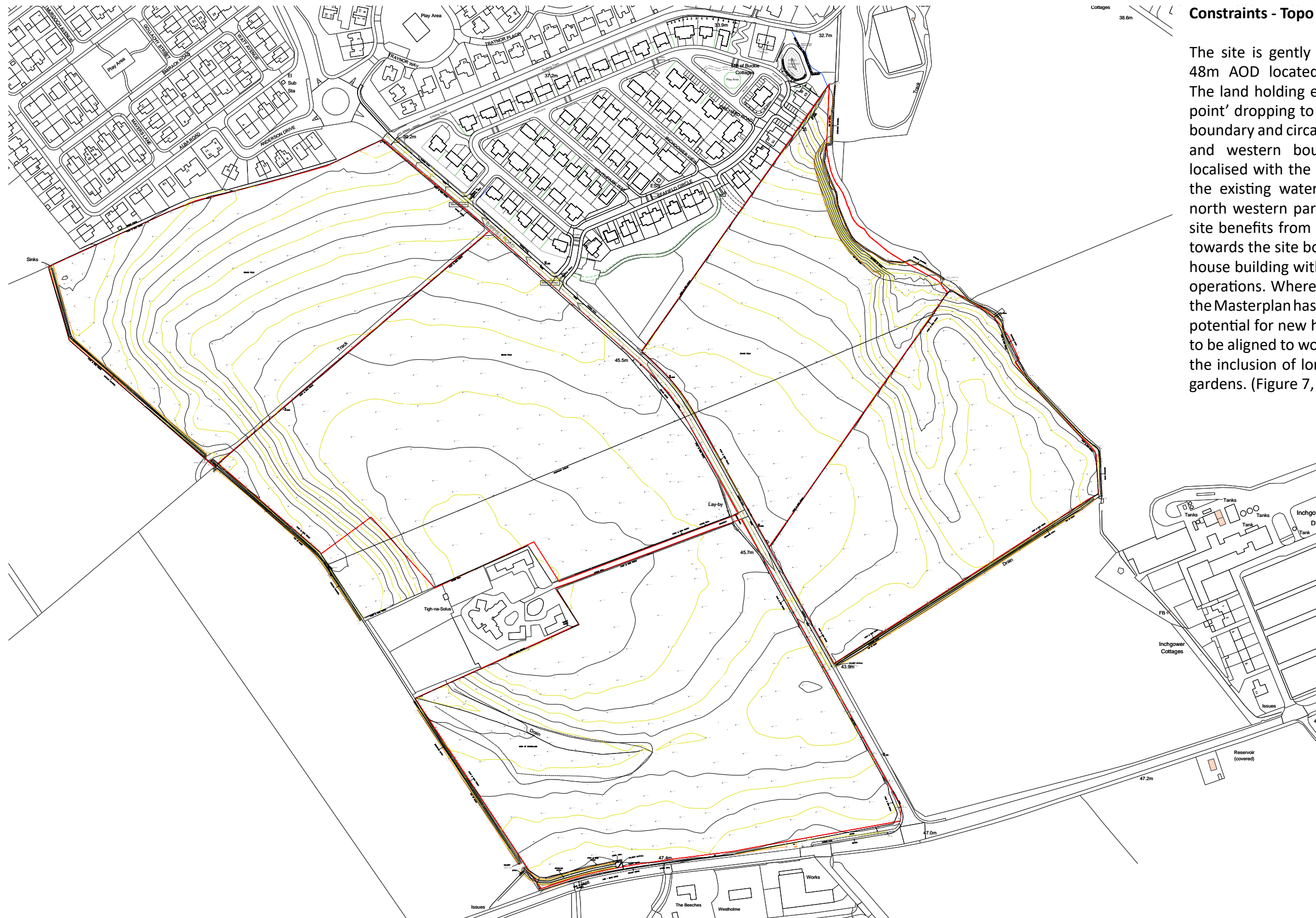


Constraints

Figure 6, Constraints, has been prepared to illustrate the known physical constraints across the land holding and draws upon the findings of a series of assessments undertaken by the Project Team on behalf of Springfield Properties. It can be concluded that there are limited physical constraints to realising development across the land holding. However, where constraints have been identified these have been dealt with proactively, drawing in features, including water courses and potential wetlands, into the masterplan to help create a new high quality neighbourhood for Buckie.

The site, made up of the allocated site R8 and LONG1 in the MLDP, is accessed from the existing settlement via Barhill Hill Road which continues across the landholding to the south to join the main A98. In turn, the A98 provides access to a broad range of communities across Moray and beyond. The land holding is currently given over to agricultural uses but with its designation in the MLDP its change of use to residential is fully promoted by Moray Council.

Figure 6
Constraints
NTS



Constraints - Topo

The site is gently rolling with a high point of around 48m AOD located within its central-western sector. The land holding essentially grades out from this 'high point' dropping to around 45m AOD along its southern boundary and circa 40m AOD along its northern, eastern and western boundaries. Steeper ground is fairly localised with the terrain seen to fall steepest towards the existing water courses in the north eastern and north western parts of the site. The remainder of the site benefits from a gently rolling terrain, gently falling towards the site boundaries. This makes it conducive to house building with the potential for limited cut and fill operations. Where the slopes are of a steeper gradient the Masterplan has accommodated this by illustrating the potential for new housing and associated infrastructure to be aligned to work with the slopes and with scope for the inclusion of longer, edge of neighbourhood private gardens. (Figure 7, Topographical Survey)

Figure 7
Topographical Survey
NTS

4.0

Site Analysis

Whilst the high point of the site is relatively low at 48m AOD, compared to the extended landscape to the south, Figure 11 Site Analysis-Wider Context, it is noted that there are important ‘connecting’ views out from this area and other parts of the site towards key landmarks across the town, including the church spires and towers, as well as towards important landscape features in the wider landscape, including Bin of Cullen to the east. Further or more distant views to the south are foreshortened by the rising land form and range of hills that extend across the landscape whilst to the north the existing settlement form tends to limit views across Buckie to roofscape features. However, where views do open up, the broad expanse of the Moray Firth and in turn, the North Sea, dominate the setting.

Due to the agricultural usage of the site the land has no landscape or artefact features of note however, towards the centre west part of the site is a large private dwelling with associated buildings, set within a large 1.0ha+ garden plot edged mainly by fencing with groups of semi mature trees establishing around its boundary. This house is known as Tigh-na-Solus and is accessed off a long walled private driveway which extends from its access onto Barhill Road

The site is generally defined by field boundaries consisting mainly of post and wire fences with small areas of gorse scrub. The east and west boundaries are reinforced by existing water courses/drainage channels which have been identified as the ‘West Burn’ and ‘East Burn’ within the Phase 1 Flood Risk Assessment undertaken on behalf of Springfield Properties. The field boundary defining the site’s south eastern site boundary, close to Inchgower Distillery, also includes an existing water course/drain. The south western boundary to the site extends right up to the A98 road corridor whilst part of this boundary is also reinforced by an existing drainage channel however, this part of the site also benefits from having a close relationship with some of the existing properties that make up the hamlet of Arradoul.

These characteristics combine to effect a visually open site boundary to the east, west and south, as detailed in Figure 12, Site Analysis-Local Context. Views to parts of the site are therefore available from various locations across the landscape. In contrast the northern boundary of the site is well defined by the existing settlement edge. Existing housing on Anderson Drive backs onto and frames the site’s north western boundary whilst the recently completed housing at Inchgower and a recently planted out woodland belt associated with the new development, defines the north eastern boundary.

The site benefits from a location within a landscape incorporating a well-defined network of watercourses and drainage ditches which are connected directly into the main water courses serving this part of Buckie, the Burn of Buckie to the north east and the Burn of Gollachy to the north west. Narrow water courses and drainage channels follow the eastern, western and southern boundaries of the site and these combine to provide an established localised drainage network into which it is considered the site can be drained with the adoption of site wide Sustainable Urban Drainage Strategy. A Phase 1 Flood Risk Assessment has been undertaken and this has identified potential locations for flooding however, the impact of these is considered to be limited and the areas will remain free from development. (Figure 6, Constraints).

A Level 2 Flood Risk Assessment will be undertaken looking at existing surface water flooding issues at the A98 at Arradoul which may affect the site. This work is ongoing.



View from site to church spires



View of ‘West Burn’



View from site to Bin of Cullen



View of ‘East Burn’



View of private house, Tigh-na-Solus



Existing housing at Anderson Drive on Eastern boundary

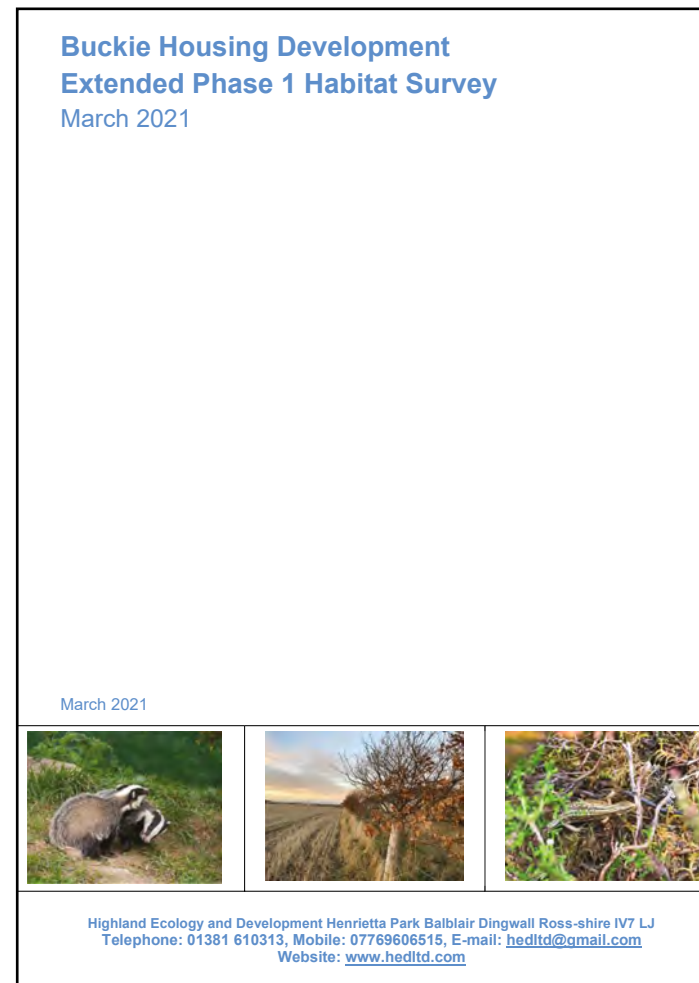
4.0

Existing Habitat and Biodiversity

An Extended Phase 1 Habitat Survey was undertaken across the site, which informed the design of the development in relation to maintaining and in turn, enhancing biodiversity and wildlife features. This included undertaking Protected Species and Phase 1 vegetation and GWDTE survey work across the R8 and LONG 1 Masterplan extent which confirmed that the area is all agricultural with limited potential for semi-natural vegetation, no signs of bats were detected and evidence suggests limited use by badgers with no setts found. With no real woodland on site there is no suitable habitat for squirrels and only a few trees for breeding birds. No otters are present in the watercourses.

Further survey work will accompany each planning application for subsequent phases of development.

We will work to provide a variety of wildlife friendly habitats and features into the site including hedgehog fencing, bat and bird boxes, wildflower meadows for pollinators and blue/green infrastructure. Please see later sections for biodiversity enhancements on p50



4.0

Existing Connectivity

The existing area surrounding the masterplan site allows for good pedestrian, cycle and vehicle flow. 'Buckpool' has a mix of residential, commercial and retail uses and schools, which can be accessed by all modes of transport (foot, cycle and vehicles). The wider accessibility has been analysed and is good but with considerable margin for improvement including speed reductions on Barhill Road, improved pedestrian routes, enhanced cycle linkages and the provision of new bus stops.

The surrounding built up areas have an established network of footways and footpaths providing links to local facilities, bus stops and the wider area.

Barhill Road has footways on both sides of the carriageway to the north of the existing roundabout junction with Anderson Drive with the footway adjacent to the road carriageway on the eastern side and remote from the road carriageway on the west. A series of appropriate crossing points will be formed along Barhill Road, along with cycleways.

To the south of the aforementioned roundabout and adjacent to the site frontage, Barhill Road benefits from a footway on the east side of the carriageway which extends for the full length of the route till its connection with the A98 in the south. At the junction with the A98 a footway is introduced on the west side of the route

for a short section which continues on to the A98 and provides a link to the commercial premises to the south.

There are no established cycle routes within the immediate environs of the site but National Cycle Route 1 (NCR 1) does run east to west through Buckie, approximately 1km north of the site. NCR 1 is a national cycle route running along the east coast from Dover to Shetland. More locally the identified route runs along the Moray Coast providing links west towards Elgin and eastwards towards Banff and Macduff.

Bus stops are located to the north of the site on Barhill Road just to the north of the Anderson Drive roundabout. The existing stops on Barhill Road are indicated by flags with shelters provided. The bus service provides links around the town to the town centre and local supermarket.

As well as the Buckie Town Service which passes the site, additional bus links are available from Buckie to Elgin, Inverness and Aberdeen. Stagecoach service 35 between Aberdeen and Elgin passes through Buckie and Buckpool, with an hourly service throughout the day, and additional express services at peak times.



Barhill Road looking towards Buckie and current Springfield Development



Barhill Road and footpath connection to Buckie



Extract taken from bing maps showing site to Cluny Primary School walking distance of 22 minutes

4.0

Existing Barhill Road is a single carriageway road providing the main access from the A98 into the west of Buckie and Buckpool. The road was widened previously by Springfield Properties to support residential development and is now typically around 5.5-6.0m wide and along the majority of the site frontage is currently derestricted. The road is subject to a 30mph limit as it enters the built up area of Buckie and runs broadly north to south through the town providing access to the local hospital and golf course as well as surrounding residential areas. The road is also a bus route served by the local town circular route, including the local hospital.

Within the built up area the road is lit, with footways provided on both sides. The current entry to the built up area is denoted by a roundabout junction, providing access to earlier phases of development. To the south of the roundabout, along the site frontage, the road is more rural in nature, with a footway on the east side only.

The junction with the A98 to the south of the site is formed as a ghost island priority junction, shown below. The junction was upgraded by Springfield Properties to include right turn provision in order to support residential development on Barhill Road.

The A98 (near Buckie) is a single carriageway road that links the coastal towns of Buckie, Portsoy and Findochty with the A96. These routes provide onward links to Macduff to the east, Elgin and Inverness to the west and Keith and Huntly to the south.

The road is generally derestricted outwith settlements, although it is subject to a 50mph limit in the Arradoul area immediately to the west of and including the Barhill Road junction. It is linked to Barhill Road (and the west of Buckie) by the aforementioned ghost island priority junction.

Visibilty and Views

A Landscape and Visual Appraisal/Overview was undertaken to help inform the masterplan for 'Buckie

South' and to consider the likely effects of the proposed development on the landscape character and visual amenity within a 3km study area. The report is presented as an appendix to this document however, the key conclusions reached in the study have been set out below.

The proposed development site lies at the southern edge of Buckie, directly abutting its existing settlement boundary. The settlement lies within the 'Coastal Farmlands – Moray & Nairn Landscape Character Type', with open views often available across the flat and gently undulating coastal plain. The landscape is well settled, with the southern edge of Buckie, and numerous small building groups and single dwellings often visible across the coastal plain. The landscape is also dissected by the busy A98 road corridor, with numerous minor roads extending off it, serving the settlement pattern described above.

This overview concludes that the proposed development would have only a limited effect on landscape character, with no notable effects on the Coastal Farmlands LCT, or the other landscape types identified within the study area. This is generally a result of the proposed development site lying adjacent to the existing, visible settlement edge, and within a transitional landscape already characterised by dispersed building groups and single dwellings.

This overview also concludes that in terms of effects on visual amenity, the proposed development is likely to have a limited effect on views. As noted above, the proposed development site lies adjacent to the existing, visible settlement edge, with other dispersed building groups and single dwellings evident across the coastal plain. As such, the proposed development would appear generally within the context of existing built form, especially when viewed from the south, east and west.

In this regard, for 7 of the 8 viewpoints appraised, the magnitude of change is predicted to be no-change,

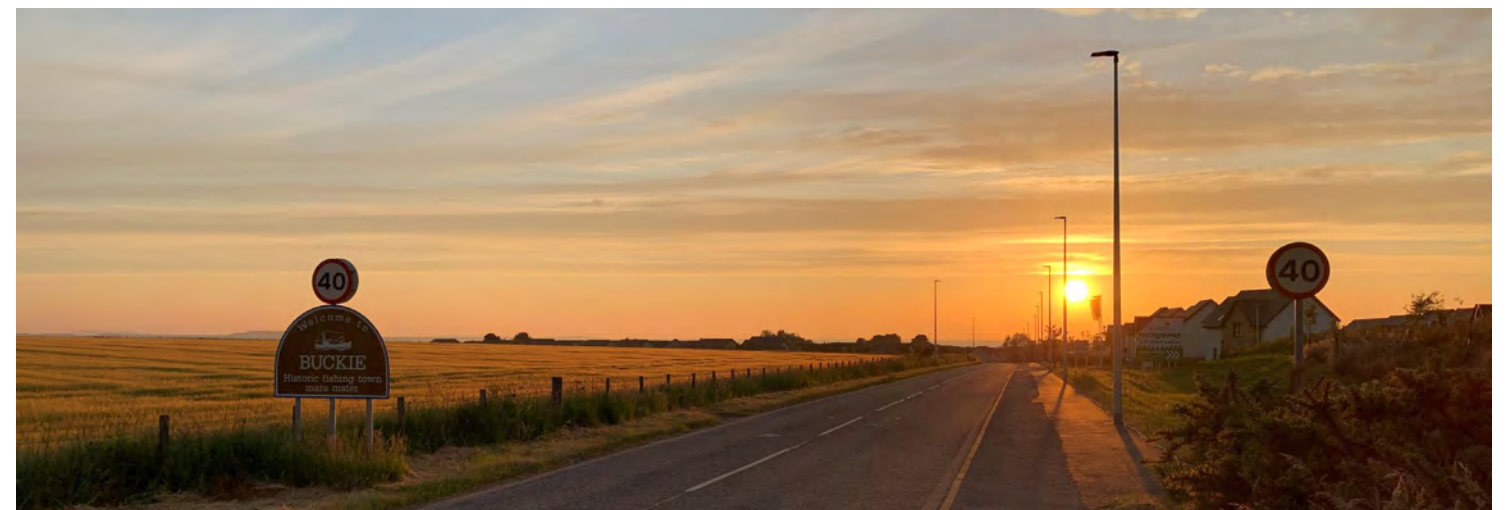
negligible, small or medium-small. For the 2 viewpoints where a medium-small magnitude of change is predicted, the effects are anticipated to reduce to small once the proposed boundary structure planting has established to contribute a softening / filtering effect. For the single viewpoint where effects are judged to be more notable (viewpoint 2 – great magnitude of change), this is primarily due to the close proximity of the viewpoint and the resulting extent of nearby visible development in the view.



Bus Stop north of roundabout at Anderson Drive



Junction at A98



Sunset views looking North West of Buckie South

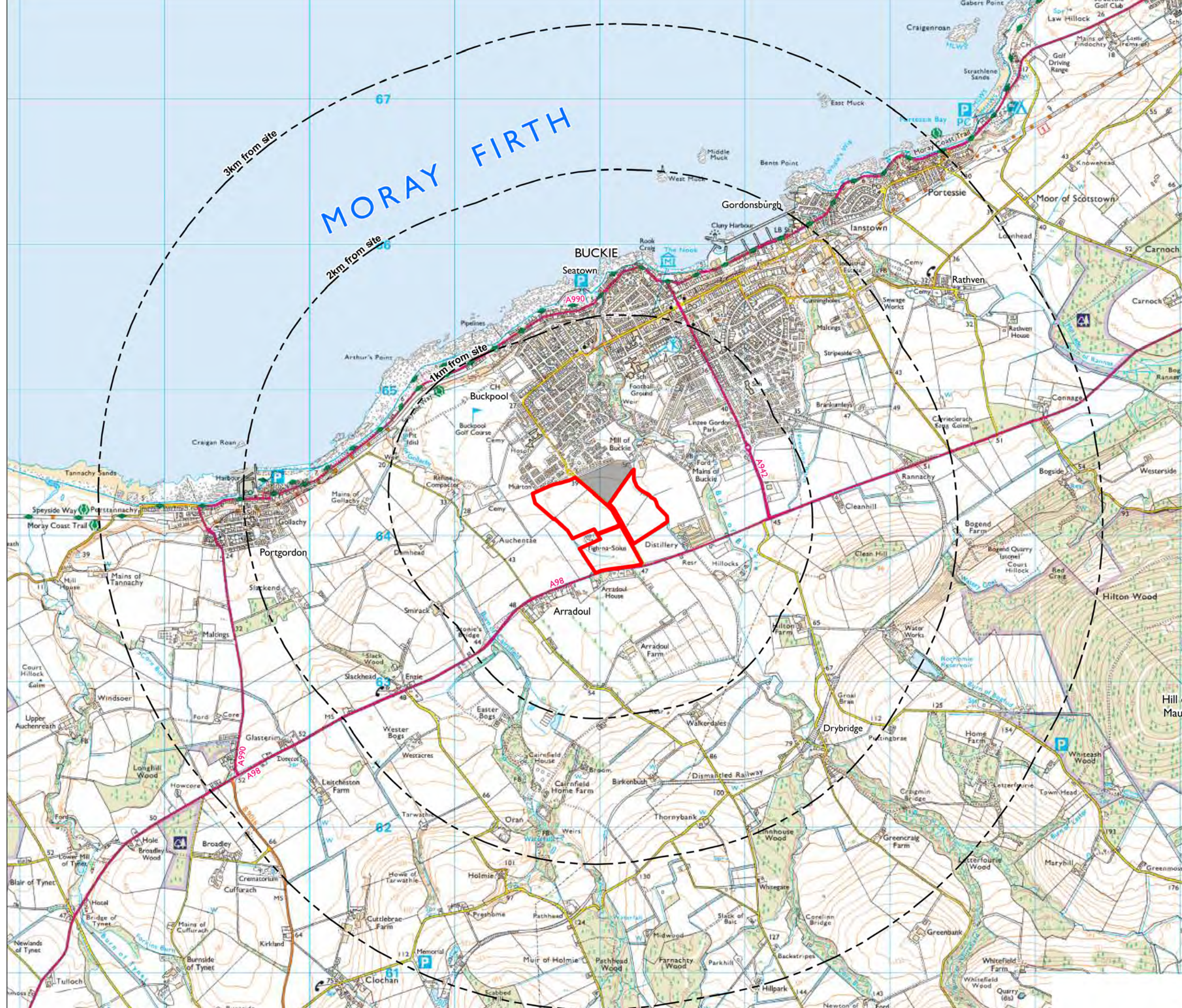
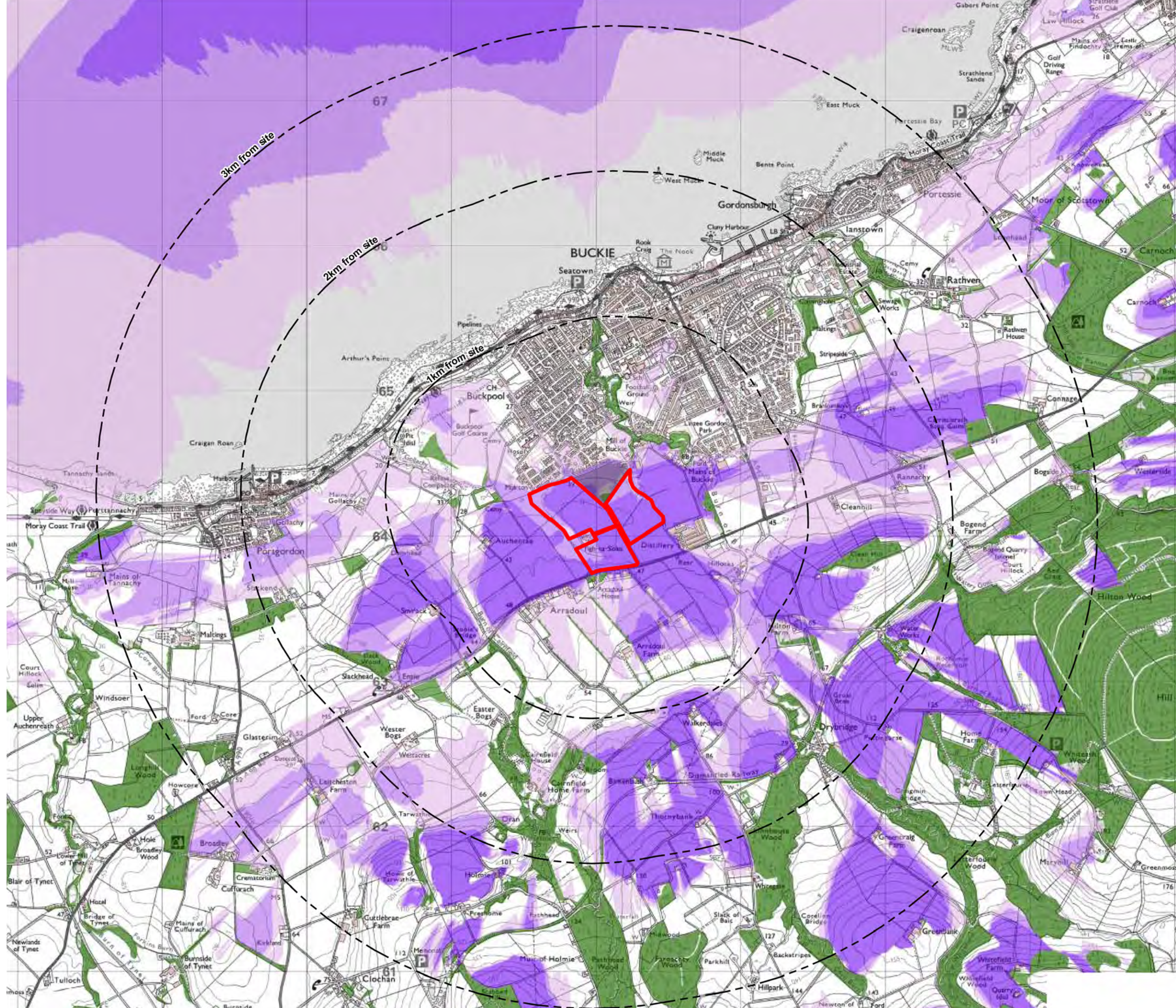


Figure 8
Location Plan
NTS



LEGEND

Site

Buffers at 1km intervals from site

Zone of Theoretical Visibility

Screening features included

Small part of site visible

Moderate part of site visible

Majority of site visible

Woodland

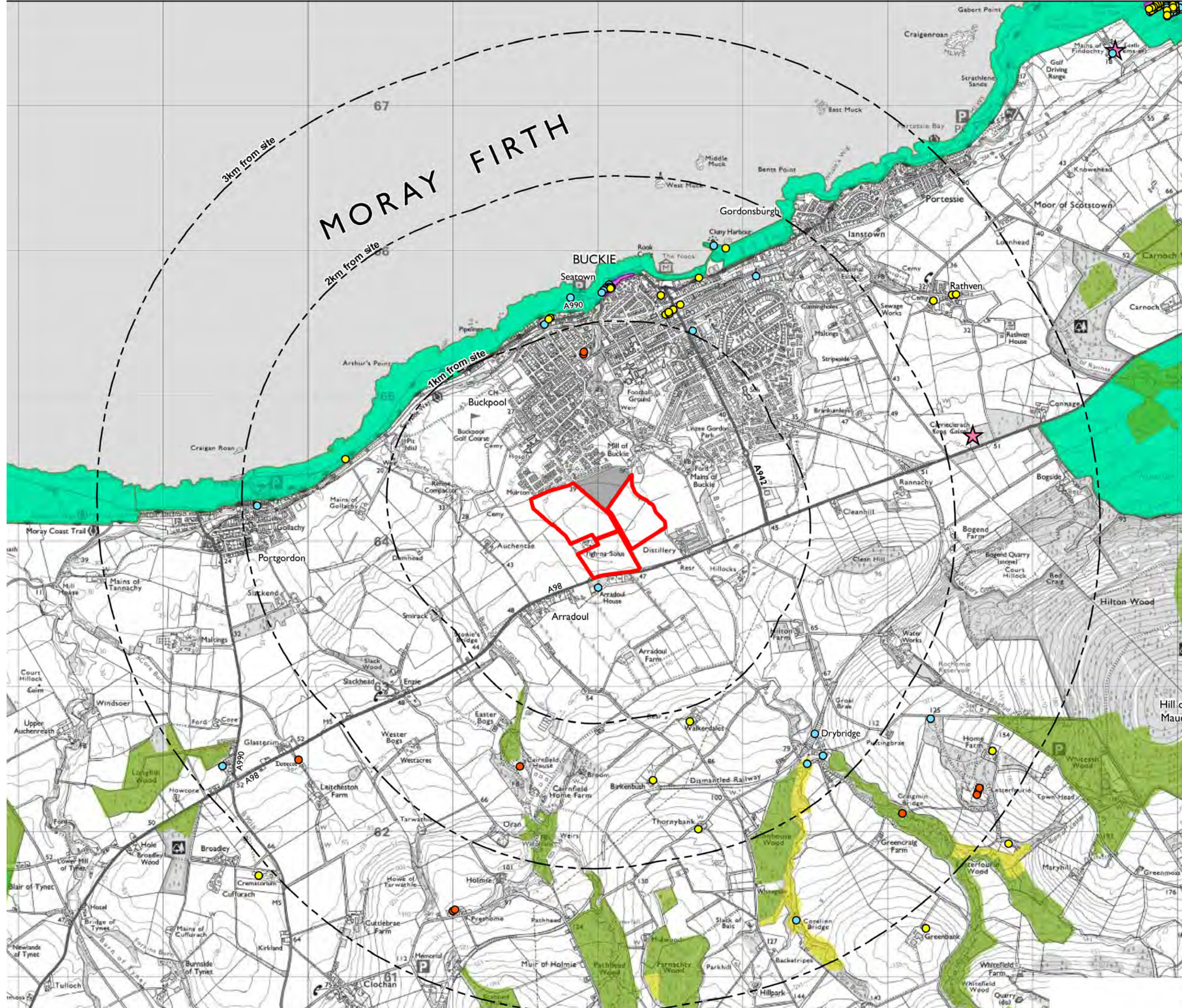
Buildings

Existing housing site under construction

Figure 9

Zone of Theoretical Visibility

1:25,000 @ A3



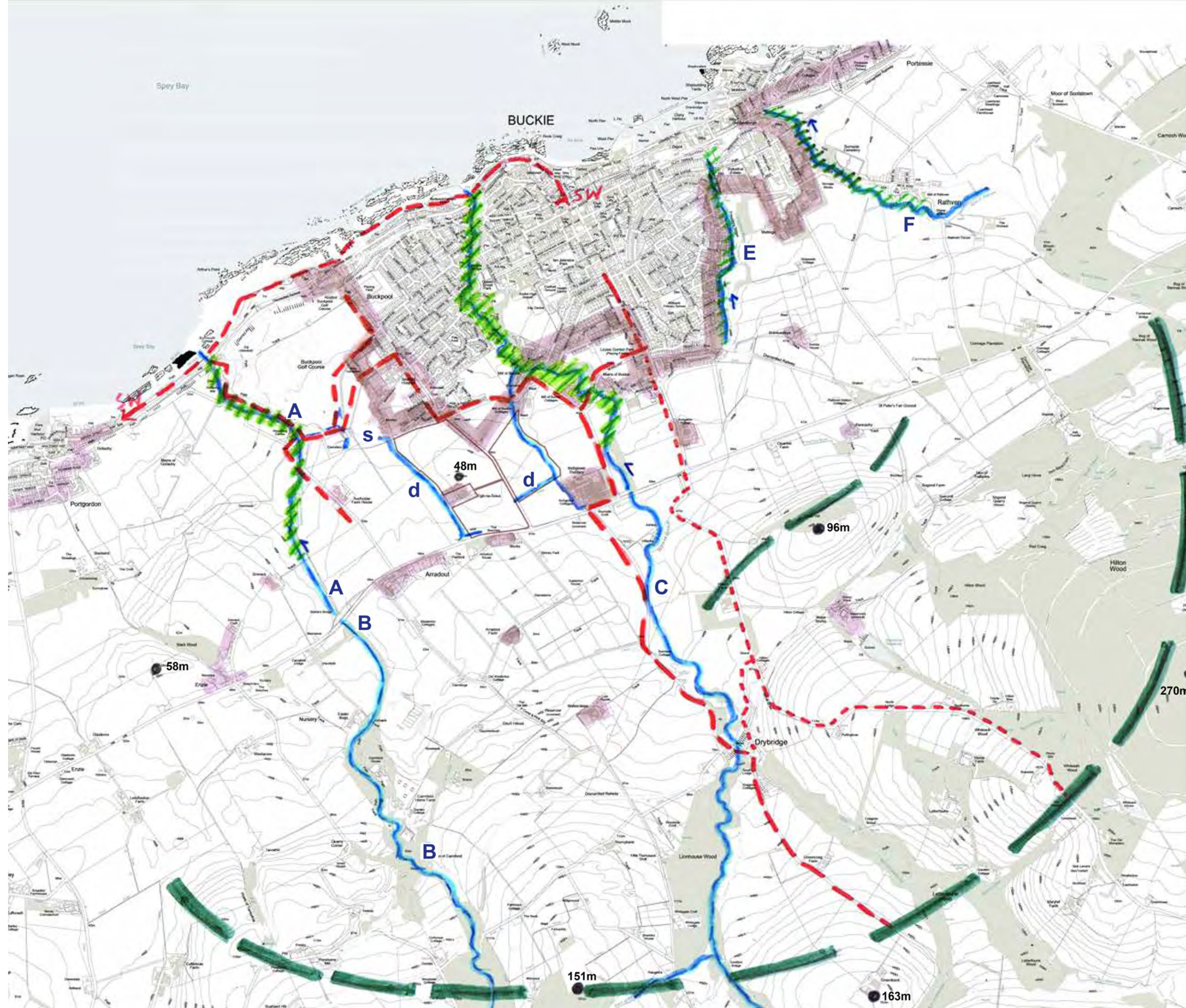
LEGEND

- Site
- Buffers at 1km intervals from site
- Special Landscape Areas
- Ancient Woodland
- Semi-Natural Ancient Woodland
- ★ Scheduled Monuments
- Conservation Areas
- Listed Buildings
- Category:
- A
- B
- C
- Existing housing site under construction

Figure 10

Designations

1:25,000 @ A3



LEGEND

- High terrain / enclosure to setting
- Significant water courses
- Burns & green corridors
- Core Paths
- Promoted Paths
- High points
- Existing Settlement Edge / Pattern

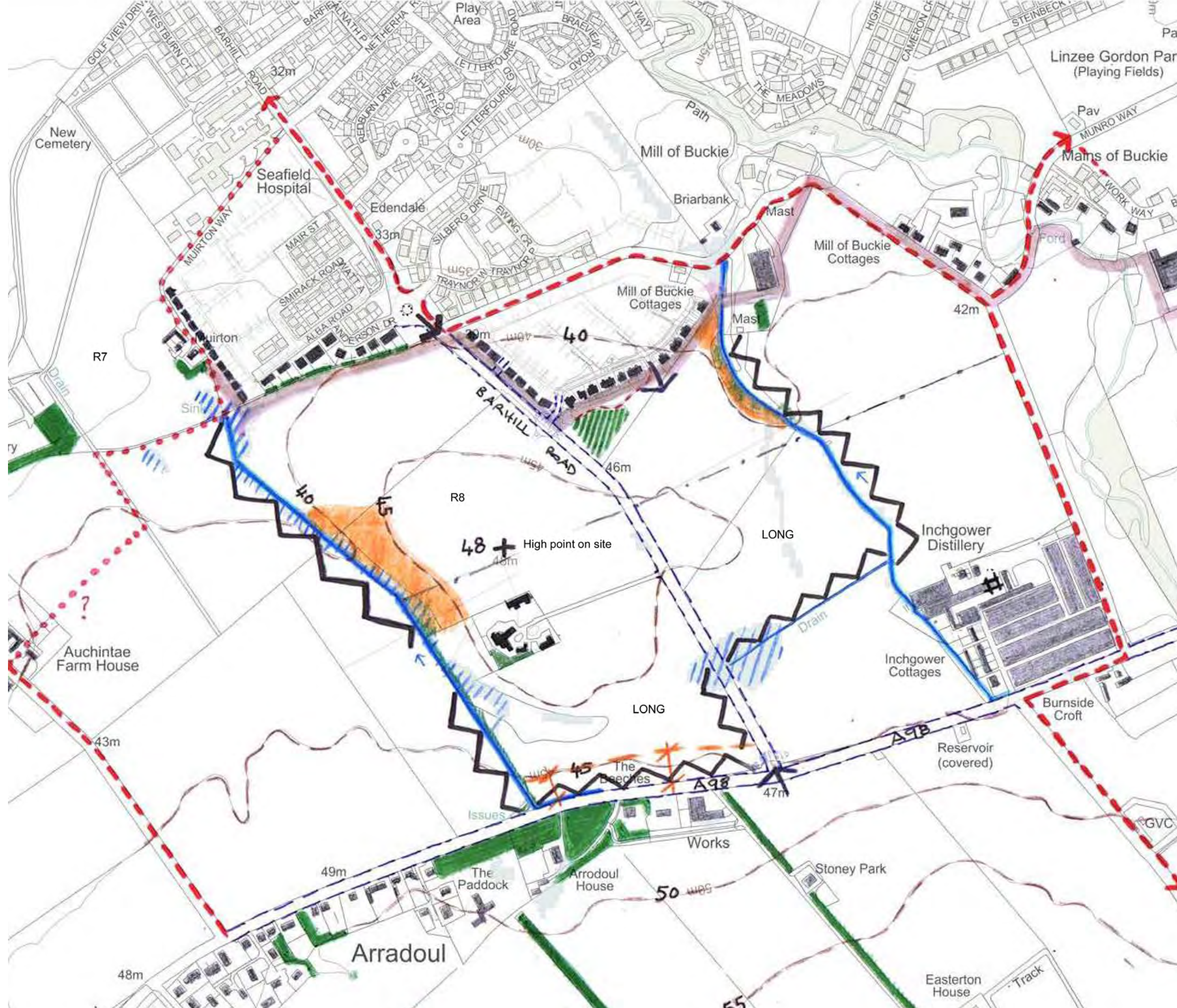
Significant water courses

- 'A' Burn of Gollachy
- 'B' Burn of Cairnfield
- 'C' Burn of Buckie
- 'D' Burn of Rathven
- 'E' Freuchny Burn
- 's' Sinks
- 'd' Drains

Figure 11

Site Analysis - Wider Context

1:20,000 @ A3



LEGEND

- Exposed edge needing at least part 'buffer'
- Core Paths
- Existing paths
- Access
- Existing settlement edge
- Existing buildings 'on site'
- Existing water courses / drains
- Flood plain
- Existing established landscape features
- Recent woodland planting
- Steeper slopes
- Existing OH cables
- Set back distance for the new Development Edge to be established

Figure 12

Site Analysis - Local Context

1:25,000 @ A3

5.0

Developing the Design



5.0

Developing the Design

The proposals have evolved from the earliest concepts to this vision of a new, planned neighbourhood community at Buckie South. A development of circa 550 to 600 dwellings in association with a range of ancillary community and leisure facilities (including land set aside for community facilities and/or a Primary School) the new community has been planned as a single entity made up of a number of distinct Character Areas. These areas have been planned to be seen to be fully responsive to the specific characteristics of the site and its connections to the wider context with direct references taken in the design strategy to the evolution of Buckie and its historic townscape.

This approach is fully consistent with the guidance and policy of the Scottish Government as the general development form has evolved with a real emphasis on place making and where the proposed development form is seen to be fully responsive to on site conditions. In this respect the key components of Buildings, Spaces and Movement have been drawn out and set within the landscape context to create a unique development form with a strong sense of place.

This strong sense of place derives from an understanding of the landscape setting and the site's relationship to the existing community and how this has established over time. A series of detailed site assessments and analyses were undertaken to help identify the initial key constraints and opportunities across the landholding resulting in an informed and unique planned development pattern coming forward which provided the context to the creation of a series of distinct character areas set within a strong connected landscape framework, incorporating both established and new landscape features.

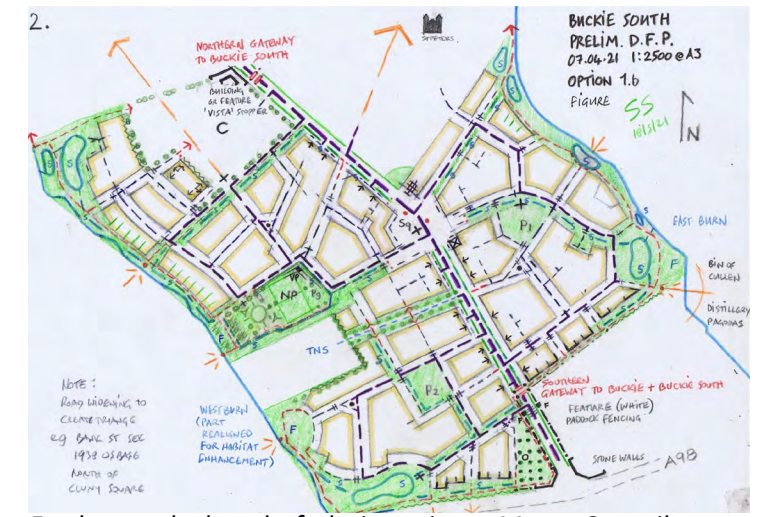
A series of options were worked up to help inform the decision making process. These included initial Development Appraisals and schematic design concepts, some of which are set out overleaf.



Initial Masterplan sketch carried out by Springfield looking at the local development plan



Early design work informed by flooding extent and site context



Further worked up draft design prior to Moray Council dialogue



Focus on eastern areas including phase 1



Barhill Road treatment options and new 'South Square' review



Finalised design showing development blocks, major greenspaces and site relationship

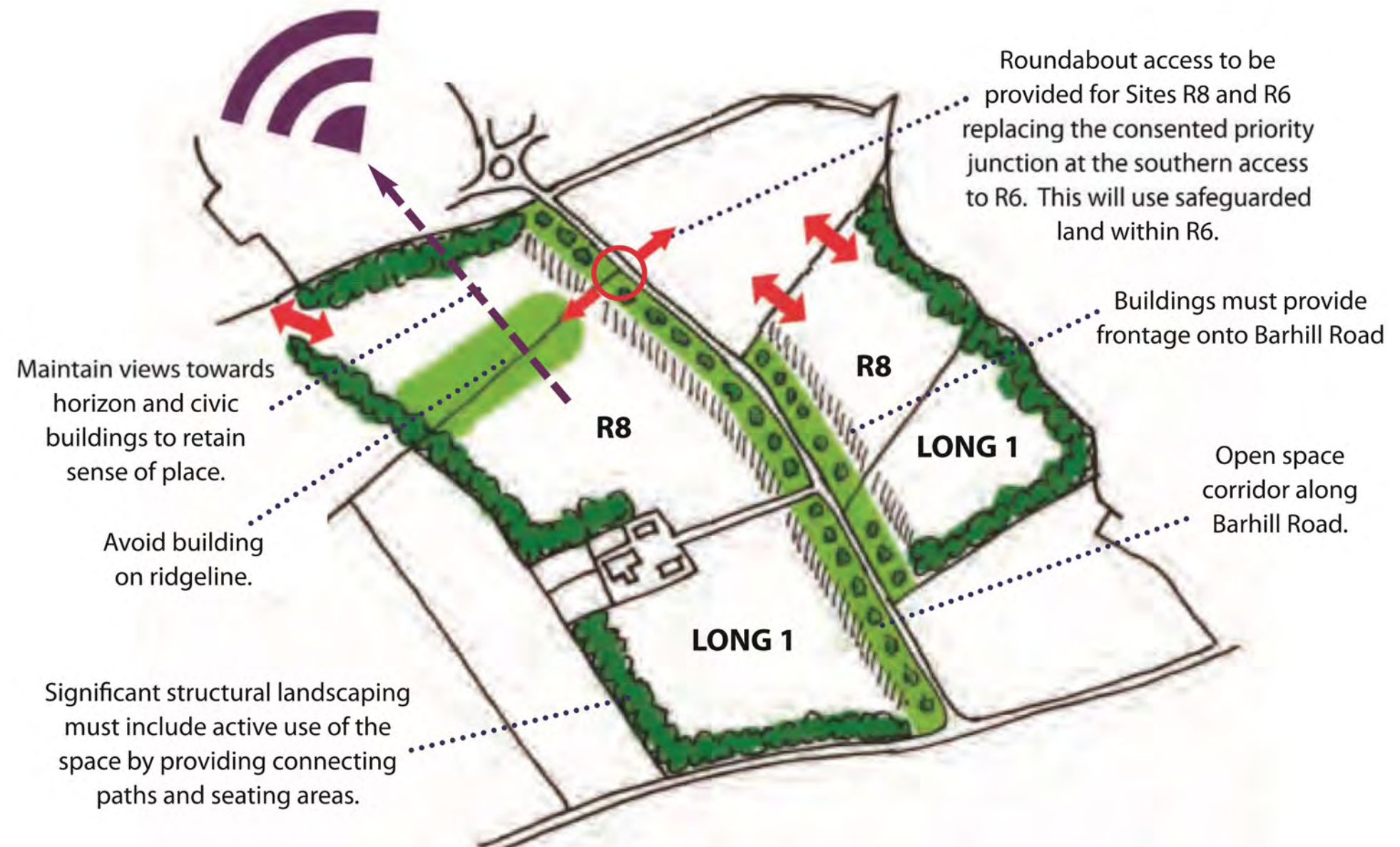
5.0

Design Form Principles

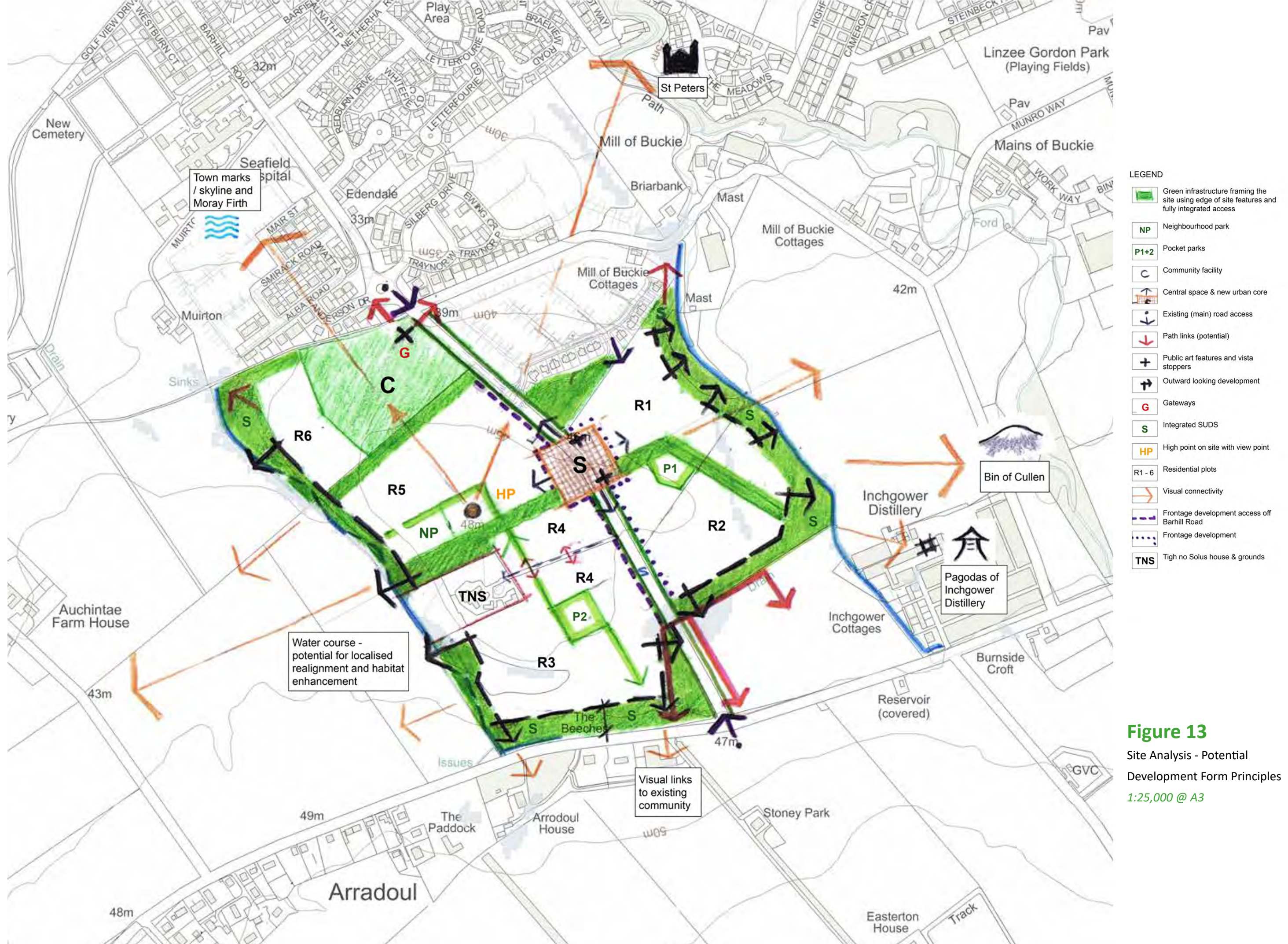
Figure 13, 'Site Analysis – Potential Development Form Principles' sets out the conclusions of the comprehensive site assessment process, taking on board the preferred option for the location of the proposed Community Facility and reflecting feedback received from officers at Moray Council as well as the on-going inputs of the Project Team. Site Analysis offers a baseline schematic planned view of how the site form could be planned in response to the characteristics of the site and its setting.

In addition to the aspirations of MLDP20 (as shown opposite) key objectives of the strategy presented in Figure 13 include:

- a single neighbourhood with a clear focus;
- distinct compartments and character areas;
- a Green Network framing the site but not designed to hide the development form;
- an outward looking responsive development form making a positive statement in the landscape and as a gateway to Buckie;
- a fully integrated green/blue infrastructure defining development compartments and incorporating an accessible network of structure planting, open spaces and recreational facilities;
- a permeable and fully connected neighbourhood taking account of all available transport nodes and facilities outwith the land holding;
- a development form that visually connects with Buckie and its wider landscape setting thereby helping to promote a strong sense of place;
- the integration of Barhill Road into the development form as a fully functioning street to allow the application of a maximum 30mph speed limit throughout this new neighbourhood; and,
- respond to micro climate and fully support sustainability



Extract from MLDP Buckie Settlement map



5.0

Development Framework Plan

The design strategy was then further refined following further inputs of the Project Team and feedback from Moray Council. The Development Framework Plan, Figure 14, was then prepared to take forward the principles of the new development form, formalizing and drawing out the key components of the proposed development strategy including:

- Recognising the relationship between street design and built form to the historic/cultural context;
- A central 'South Square' and community focus including potential shop/retail outlet(s);
- A range of neighbourhood scaled commercial opportunities include 3 circa 90sqm café and retail units along with community nursery to be delivered. Details at planning application stage.
- Barhill Road street design components including active frontages and key buildings/features;
- Residential led development parcels;
- Land for a community facility';
- Infrastructure and street hierarchy;
- Path network;
- Green Network including open space hierarchy and Parks;
- Habitat/Biodiversity enhancement;
- SuDS schematic strategy;
- Gateway features – southern gateway and potential northern gateway;
- Visual references and connectivity;
- Key Public Art and Way Finding reference points; and,
- Orchard + allotments

The design strategy continued to evolve through an iterative process, and was tailored as more site specific and aspirational information came forward in the place making process and as the key constraints and opportunities were refined. The Masterplan is fully explored in Chapter 7 of this Document which sets out the vision for this new Buckie neighbourhood.



South Square with potential retail unit



Street Furniture



Public Art



Habitat / Biodiversity Enhancement



Open Space and Natural Play



SuDS schematic strategy



6.0

Historic Analysis & Barhill Road Study



6.0

The following section provides a series of sketch diagrams that reference historical existing elements of Buckie and which have been drawn out to provide good design precedents to echo. These include planned civic squares which have been referenced for layout, scale and building heights.

A design solution using strong simple forms, suitably articulated to create positive external spaces and a sense of place has developed. Orientating 3 storey building's gables to the street and the use of commercial units with large glazed frontages immediately creates a sense of activity, while the civic square should generate a scale of place and street rhythm with appropriate public realm street furniture and planting. Parts away from the neighbourhood core/civic square will feature rows of houses defined by street trees and well overlooked public spaces. These areas consists of 2-storey homes with projecting elements that provide variation and differing forms, with prominent gables such as within the 'Gables East and West' character areas which will provide forms inspired by the local vernacular and mix of strong gables and dormer windows seen in Yardie, Seatown and other historical former villages.

A number of street perspectives are also provided to demonstrate street scale, natural traffic calming features and Barhill Road interventions that have been discussed elsewhere within this Masterplan.

Barhill Road Study

The A98 and Barhill Road provide excellent connectivity to the site from the wider community, however, it is considered that as development frontage is constructed there will be an opportunity to introduce new accesses and with this, subject to Moray Council's agreement, improvements to the road to allow reductions in the speed limit to meet 30mph limit requirements.

A study was undertaken to assess the current qualities of Barhill Road against those required to help deliver the twin objectives of creating a new fully inclusive street scene whilst maintaining its role serving the wider community. The study is set out in Figures 19 to

22, 'Barhill Road Study'. Barhill Road will continue to be a key route to the wider settlement but will also be transformed from its currently rural characteristics to an urban street which can accommodate all modes of transport safely and efficiently.

The management of vehicle speeds through good urban design will ensure that all vehicles can continue to use the route efficiently but are aware that they are within a street environment which prioritises more vulnerable modes such as walking and cycling. Direct access to residential properties will be promoted from Barhill Road to ensure that houses front the route and provide a visual connection with the street thereby altering driver perception and driving style. We note MC Transportation's preference for direct driveways rather than shared mutual accesses.

Consistent with MLDP Barhill Road will still be designed as a Green Road Corridor as it enters the village via a new 'Gateway' from the south, tree lined and where possible, incorporating roadside features with associated green verges. This green road corridor will sit well with the semi-rural fringe setting to the neighbourhood, however, on approaching the neighbourhood core from the south, its character will change to reflect more of the qualities of a traditional Scottish street. Formal landscape features will be introduced to edge Barhill Road to help highlight the change in character leading to a new central neighbourhood square set out around the existing bend on Barhill Road. The square will be designed as a key focal point to the new community and will, subject to Moray Council approval, incorporate a predominately hard landscaped design theme with feature buildings set out at key locations and potentially, ancillary facilities, including a new shop/café. Bus stops can also be accommodated here to add to the qualities and value of this community hub.

The Barhill Road street scene will be active, with, where possible, housing fronting the street and accessed directly via a series of private drives whilst a hierarchy of streets will be laid out to serve the extended community from Barhill Road. Added to this, safe crossings, designed to reflect Moray Council

guidance, will be introduced at a range of locations to help connect the community via a comprehensive network of paths.

The northern section of Barhill Road will also be designed with active street frontages and will include the green corridor concept, incorporating avenues of street-side trees, grass verges and as appropriate, fully integrated SuDS features. This will connect in with the green corridor already in place on the Seafeld Circle frontage whilst the masterplan for Buckie South also

identifies the potential for planting and green verges along the frontage to the proposed community facility. In addition, it is considered that a new northern gateway will be created for Buckie South to help reinforce the application of the 'villages' concept across this part of Buckie and the different neighbourhoods of Buckpool and Buckie South.

Please refer to our phase 1 Transport Assessment for further details of Barhill Road speed limit transition measures.



Extract from Figure 19 Barhill Road Study



NOTE: REFER TO FIGURE 24
FOR LEGEND

CLUNY SQUARE 1938
(NTS)



SECTION / ELEVATION LOOKING EAST BETWEEN 2 & 3
STOREY FEATURE BUILDINGS ON 'SOUTH SQUARE' (1:250)

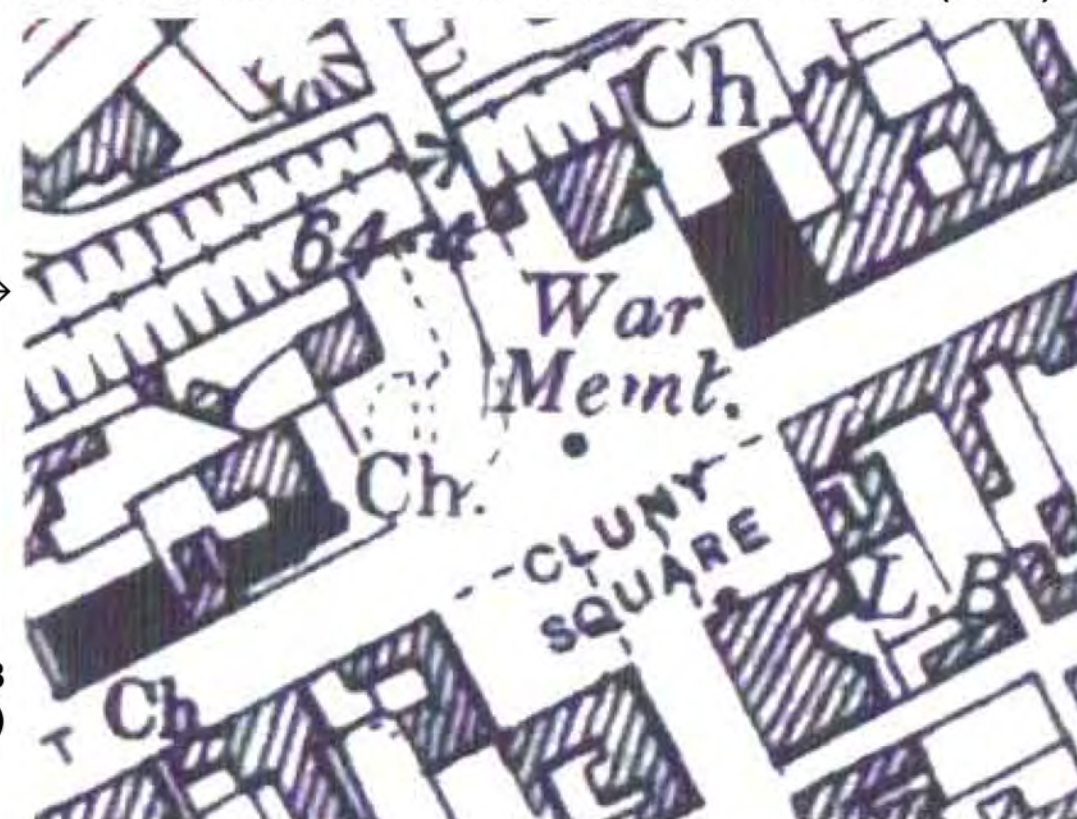
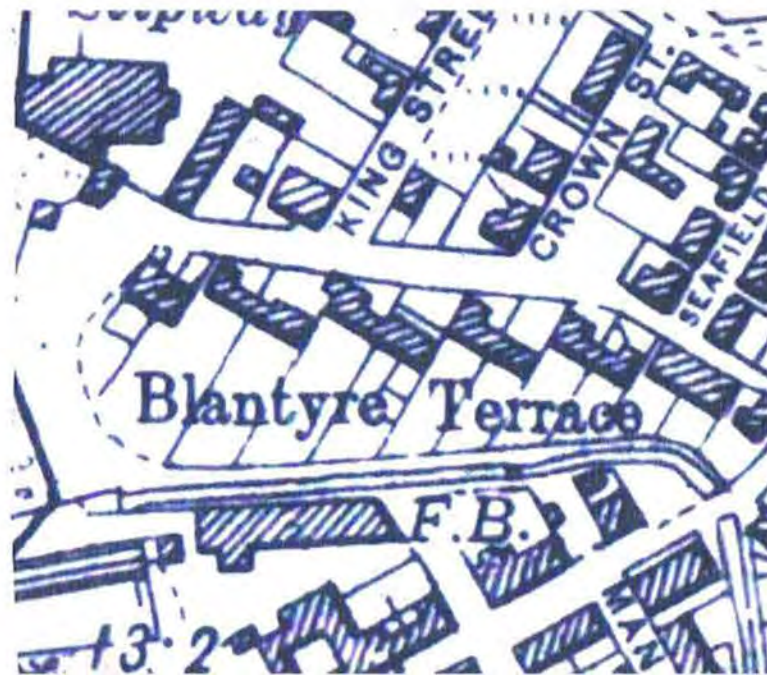


Figure 15- Rev A

Historic Analysis & Referencing,

Cluny Square

1:1250 @ A3



**BLANTYRE TERRACE, IANSTOWN, c1938
(NTS)**

POTENTIAL ROAD / PATH LINK
TO 'R7' AND MUIRTON LANE



GREEN NETWORK + CORRIDOR
INCORPORATING WOODLAND PLANTING
AND PATH MEASURES A MINIMUM WIDTH OF
20m AT THIS LOCATION BEFORE EXTENDING
TO 70m +100m WIDE TO THE NORTH

**SECTION / ELEVATION ACROSS RISING
GROUND ON WESTERN EDGE OF SITE
(1:250)**

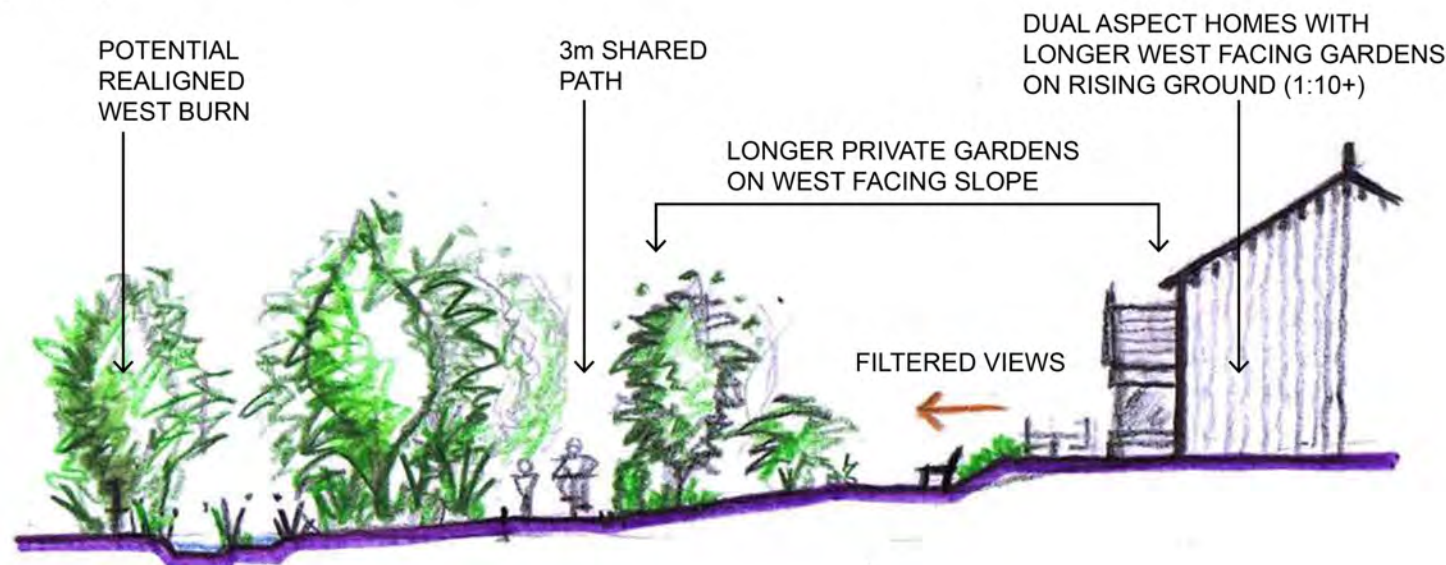
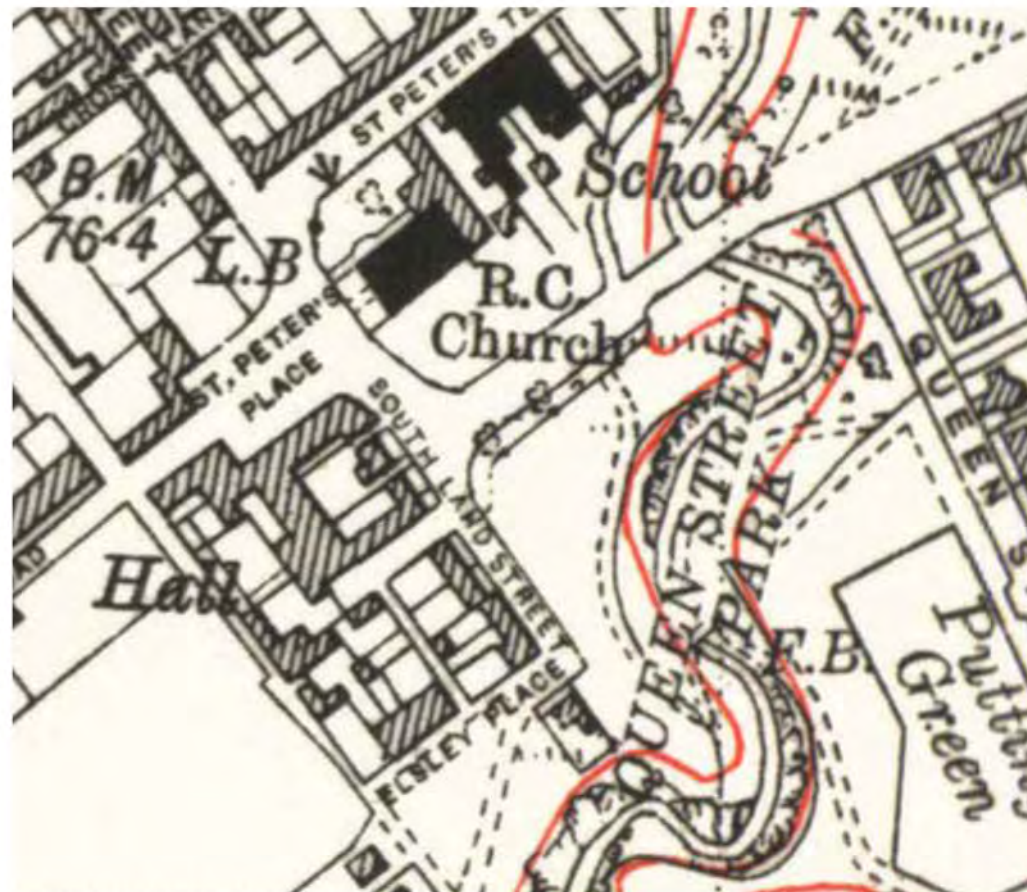


Figure 17

Historic Analysis & Referencing, Edge
of Settlement & Blantyre Terrace
1:1250 @ A3



VICTORIA BRIDGE - 1938



EASTERN GATEWAY TO BUCKPOOL AT VICTORIA BRIDGE



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD

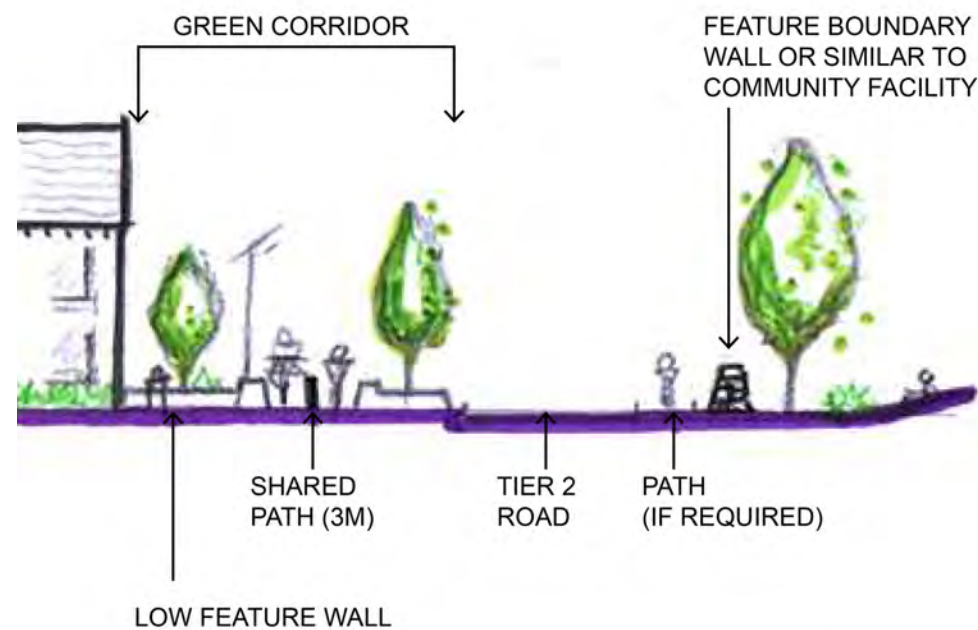
Figure 18

Historic Analysis & Referencing,
Gateways

1:1250 @ A3



Figure 19
Barhill Road Study
1:2500 @ A3



SECTION / ELEVATION LOOKING SOUTH WEST TO GREEN CORRIDOR FROM BARHILL ROAD (1:250)

SECTION / ELEVATION ILLUSTRATING POTENTIAL NORTHERN GATEWAY TO BUCKIE SOUTH (1:250)

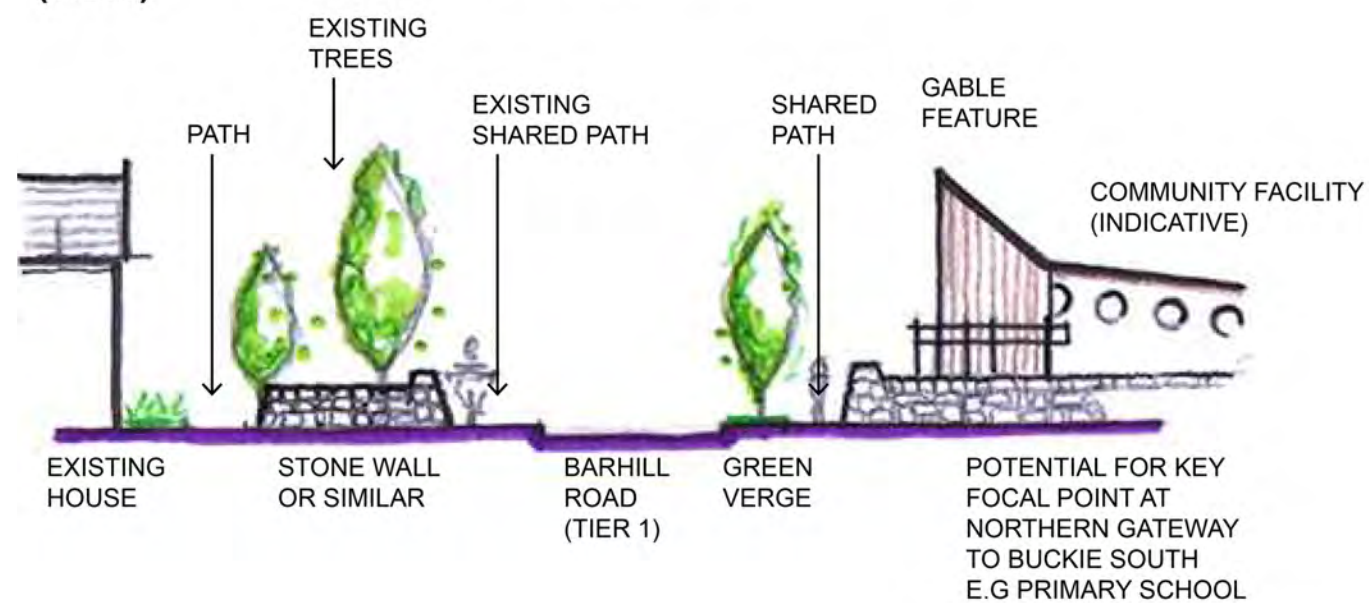


Figure 20

Barhill Road Study - North Sector
1:2500 @ A3



**SECTION / ELEVATION LOOKING EAST BETWEEN 2
STOREY FEATURE BUILDINGS ON 'SOUTH SQUARE'**

**NOTE: REFER TO FIGURE 24
FOR LEGEND**

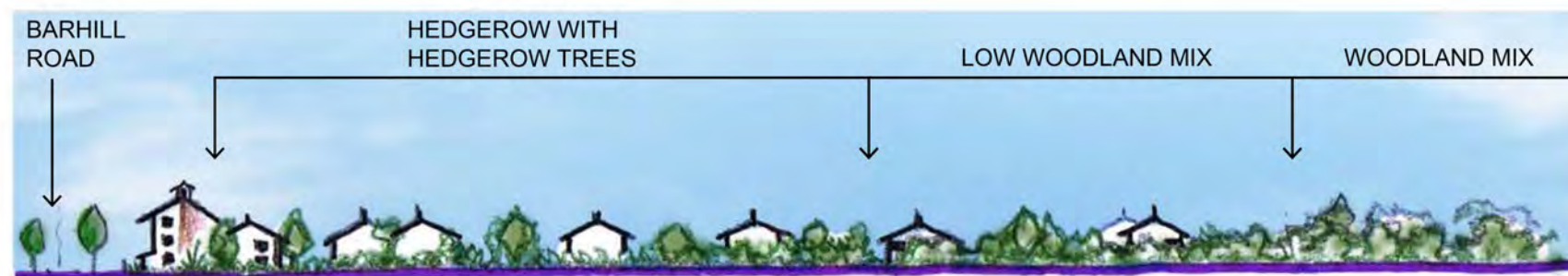
Figure 21 - Rev A

Barhill Road Study - Middle Sector

1:2500 @ A3



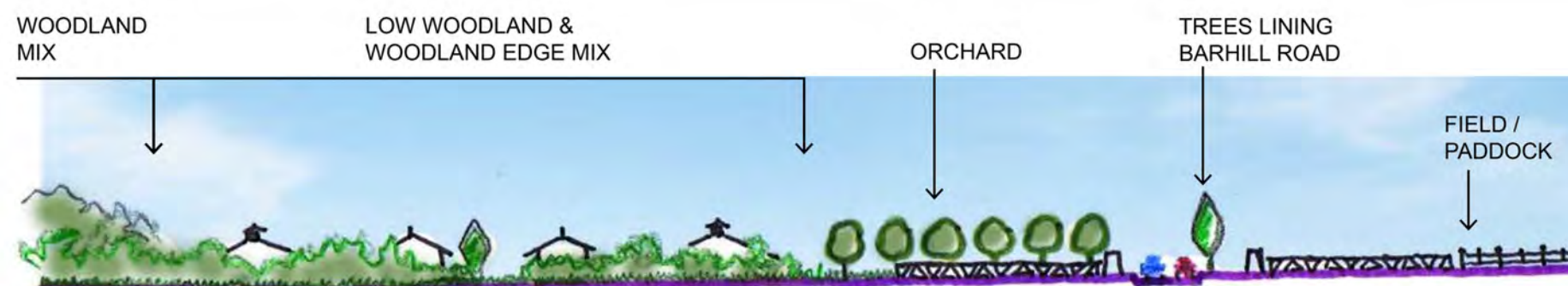
SECTION / ELEVATION: 'EAST GABLES'



SECTION / ELEVATION: 'EAST GABLES' (WITH EDGE OF SETTLEMENT PLANTING ESTABLISHING)



SECTION / ELEVATION: 'WEST GABLES'



SECTION / ELEVATION: 'WEST GABLES' (WITH EDGE OF SETTLEMENT PLANTING ESTABLISHING)

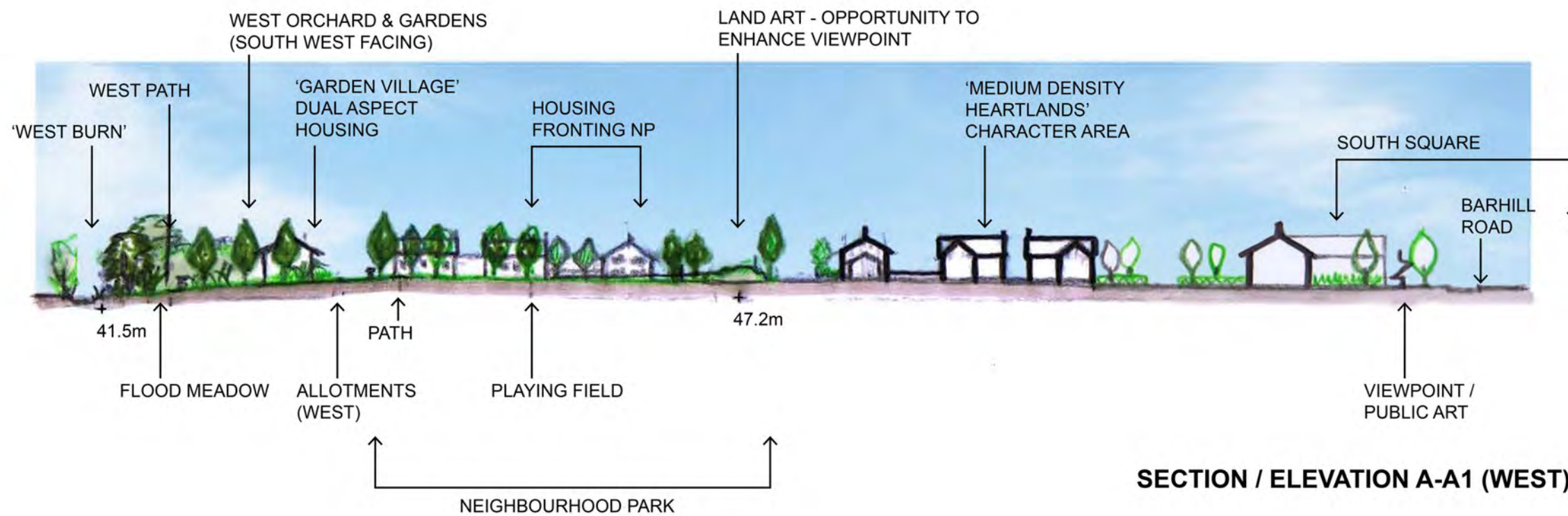
MAP INSERT: HISTORIC WATERFRONT GABLES, BRIDGE PLACE, YARDIE / SEATOWN, 1938



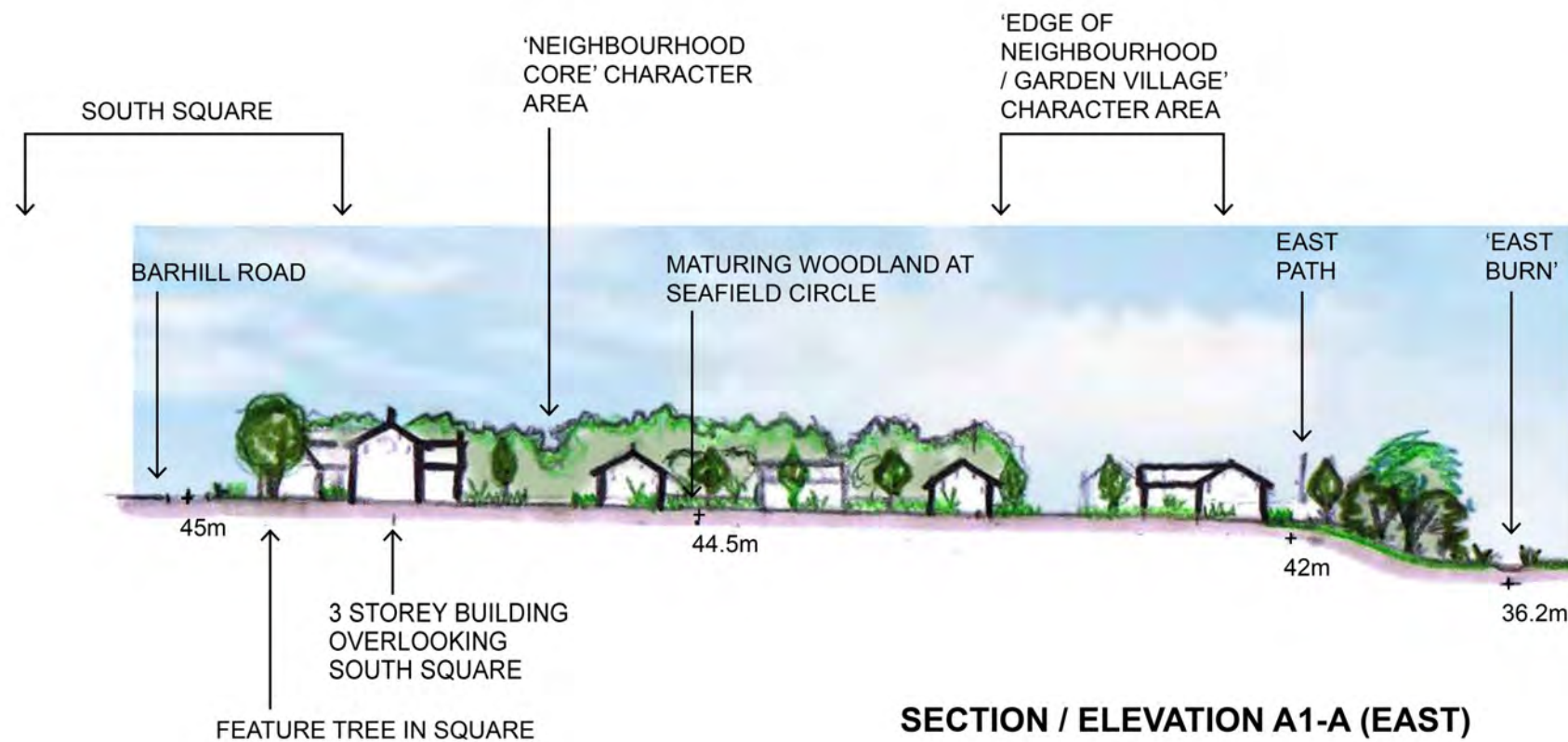
Figure 23 - Rev A

Historic Analysis & Referencing Site
Sections and Elevations 'The Gables'

NTS



SECTION / ELEVATION A-A1 (WEST)



SECTION / ELEVATION A1-A (EAST)

SECTION / ELEVATION LOCATION



Figure 24 - Rev A

Site Section Analysis

NTS

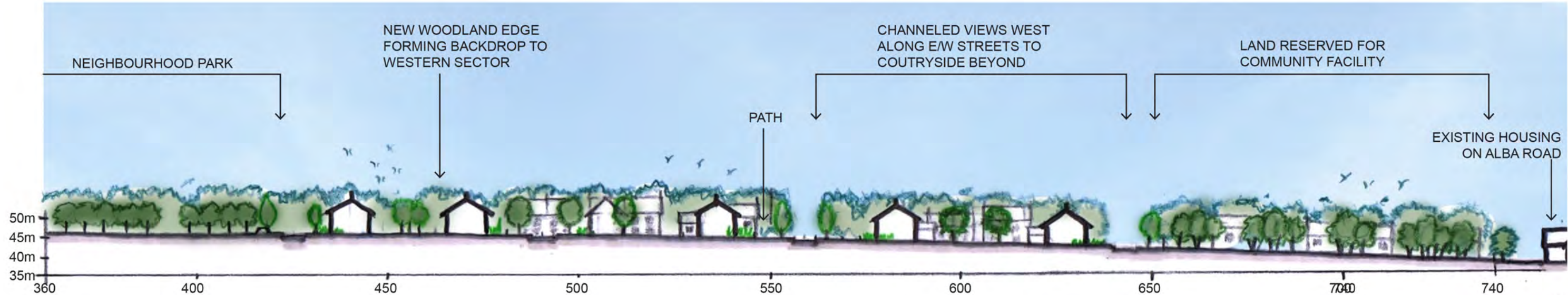
SECTION / ELEVATION LOCATION (NTS)



Figure 25
Site Section Analysis
1:1000 @ A3



SECTION / ELEVATION B-B1



SECTION / ELEVATION B-B1 (CONT.)

Figure 26

Site Section Analysis

1:1000 @ A3



R8 Buckie Phase 1 - Detail of Section B-B along Summerton Street Green Travel Link



R8 Buckie Phase 1 - Detail of Section B-B along Crosby Avenue Green Travel Link

