



7.0

The Masterplan



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Introduction

This chapter describes the key components of the Masterplan for Buckie South, how these have been informed by the site and its context and how these will combine to create a distinctive, high quality settlement extension which will be seen firstly, to respect Buckie and its historic qualities and secondly, respect and enhance the natural environment. The masterplan effectively establishes a structure within which detailed phases can come forward in the future.



Extract from Figure 26 Masterplan

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Development Form

The figures set out across chapters 1 to 5, when viewed in sequence, illustrate how the new development form has been planned to respond to the established constraints and opportunities across the land holding. Figure 14, Development Framework Plan, draws upon the conclusions of the various detailed site appraisals undertaken to identify in principle where landscape components need to be introduced to reinforce the site's sense of structure and to complete the framework into which the new development can be accommodated. Importantly, taking reference from Buckie and many other historic coastal communities across Moray which remain visible in the landscape, the structure planting associated with delivering the Green Infrastructure across the development will, as a key objective, 'provide containment and settlement edge' (LONG 1 Land to the SW of Buckie, Page 29 Settlement Statement MLDP20) but has not been planned to hide the new building forms. Rather, the new planting will be seen to establish to frame the setting, soften the building elevation and give context to the new building groups which will be laid out to have an outward looking and positive appearance in the landscape.

The character and form of the site and in turn, its potential to create a coherent neighbourhood required a review of Barhill Road to determine how it could be redesigned to become the back bone and main street to the new community. From this central spine the development parcels have been designed to effectively extend out across the site to the east and west, thereby visually connecting the core of the site with its surroundings and opening up views to the wider context and important land marks like Bin of Cullen. The form and character of the Masterplan, as illustrated in the figures and graphics set out through Chapter 6.0, draws its reference from the historic growth of Buckie and adopts a more formal planned settlement approach, influenced by the formation of the 'New Town' in the 1700s and 1800s which was planned with a strong grid pattern extending out to the east and west from a formal square and connecting

with the remaining Buckie 'villages'. In turn, Buckie South has been planned to present a distinct structure and street hierarchy linking individual character areas that will include references from Buckie's historic villages.

Buckie South and its range of character areas will be seen within a framework of formal and informal open spaces/parks, incorporating structural landscape components, green and blue infrastructure/ corridors, nature conservation areas, as well as sports and recreational facilities.

The primary road and street infrastructure, building out from the existing route of Barhill Road, will generally follow the profile of the land, minimising cut and fill operations, running with the contours and connecting all the character areas with the neighbourhood core.

This site and design analysis process identified the need for new structure planting to be introduced to set the context to both the proposed built form and the varied landscapes that are proposed across Buckie South. However, consistent with responsive, pro-active settlement planning, whilst acknowledging the

guidance for 'Buckie South' provided in MLDP20, the proposed development strategy does not seek to fully screen or 'hide' the extended settlement form from external viewpoints but rather, the extensive areas of new native species based structure planting will be designed to reinforce the framework into which the new development will be placed, softening the elevation as appropriate but allowing for an outward looking development at key locations. This approach will lead to the creation of a high quality southern gateway development to Buckie.



Figure 15

Building Forms & Spatial Framework
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20 Minute Neighbourhood

Buckie South will be a 20 minute neighbourhood. The Masterplan will promote densities that will provide the critical mass of population to support local services and amenities within a walkable distance – hence the ‘20 minute neighbourhood’.

The concept of 20 minute neighbourhoods is promoted by the draft NPF4 released in autumn 2021. There is growing interest in creating places in which most of people’s daily needs can be met within a short walk or cycle. The benefits of this approach are multiple:

- people become more active, improving their mental and physical health;
- traffic is reduced, and air quality improved;
- local shops and businesses thrive, and;
- people see more of their neighbours, strengthening community bonds.

‘The idea of ‘20 minute neighbourhoods has been gaining momentum for several years and is already being implemented in places such as Melbourne and Paris. Interest in the idea has grown as the COVID-19 pandemic lockdowns put a spotlight on the importance of the liveability of neighbourhoods, with people spending more time locally, working at home if possible, using public green space, cycling and walking instead of using cars and connecting with neighbours.’ (TCPA)

The 20 minute neighbourhood is defined as including

“higher density, mixed use development that targets access to public green space, a range of affordable house types, public transport and active travel. The higher density provides the critical mass to support local services and amenities to achieve a mixed use area that can help to reduce car usage.” (Scottish Government Improvement Service)

Each phase will have equal access to facilities, shops, parks and paths to ensure that Buckie South is a fully 20 minute neighbourhood. This in turn will boost active travel, reduce car dependency and aid placemaking, healthy lifestyles and low carbon living.



*Features of a 20 minute neighbourhood
Copyright- State Government of Victoria*

Public Transport

The existing public transport network to the north of Buckie South passes through existing residential areas around the town centre, along West Church Street and St Peters Road. The Masterplan identifies the bus route through the development, running along the Primary Streets – served by Barhill Road. This route will ensure that all residents of Buckie South will live within 400m of a public transport stop, the guideline distance set out within Scottish Planning Policy. Bus routes should be designed to cater for 12m buses, be informed by swept-path analysis with roads and straighter alignments for easier passage for buses. The right balance will need to be struck between facilitating bus access and discouraging larger vehicle traffic ‘rat running.’

New bus stops will be introduced at regular intervals on Barhill Road to ensure that all houses within the development are within 400m (5 minute walk) of a stop. 400m is recognised as a short walk in Scottish Government Guidance and will ensure that travel by bus is attractive to residents.

Crossing facilities on Barhill Road will be located to provide a safe connection to the bus stops on both sides of the carriageway. This in turn will work to reducing vehicle speeds, along with other traffic calming.



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Walking

A network of adoptable and informal on-street and segregated footway/cycleways will be introduced throughout the masterplan area to ensure that the site is permeable and promotes good connections with the existing settlement to the north and east while also maximising links within the site to the various development areas and local facilities.

Segregated paths are shown as a footpath network separate to the public roads/footpath network strategy. The segregated path network connects green open spaces with perimeter woodland and informal paths. See appendix figures 47-51 for Street Hierarchy Schematic layouts.

Pedestrian refuge islands will be the primary form of infrastructure along with traffic signalled crossing facilities introduced on Barhill Road to guide all pedestrian/cyclists to safe crossing points. This will ensure that Barhill Road does not present a barrier to integration of the development areas to the east and west of the route.

A key component of the Masterplanning strategy being presented is the need to deliver a well-connected community providing a safe and accessible environment for both existing and new residents as well as visitors. The proposed active travel initiatives which are integral to the masterplan ensure that the proposed development will be a pleasant, easy to navigate and inclusive environment for residents of all ages and capabilities. Where achievable, direct routes will be promoted.

Cycling

A shared cycle / footway will be introduced throughout the full length of Barhill Road which will connect all areas of the masterplan with the existing settlement. The internal street network will be designed in accordance with Designing Streets principles which will ensure that the environment is attractive for both pedestrians and cyclists. All cycling infrastructure will adhere to Cycling by Design Guidance.

Cycle Storage and Parking

Houses throughout the new neighbourhood will have provision within private gardens and garages to facilitate adequate storage for bicycles. Secure bike storage is to be provided for all apartments and flats, where required. Provision for bike parking facilities will be made at all retail, commercial and community hub spaces which will encourage cycling and wheeling. Different types of development will have different user requirements and solutions for cycle parking from short stay racks to long term shelters. This will be provided in line with Moray Council requirements.



Shared cycle/ pedestrian routes



Cycle Parking



Various cycle friendly road and path surfaces

Moray Council commissioned an engineering consultant with specific experience in active travel and bridges to assess the feasibility of providing an active travel crossing and connecting routes to promote active travel across the Burn of Buckie in the southwest of Buckie. Consideration of the potential routes and crossing points was informed by site visits and a topographical survey.

Three bridge locations were considered and two different connecting routes. Through the review of information and using the feasibility matrix the location of the preferred crossing point and connecting route was identified. The preferred route leads from the end of Highfield Road just to the east of the Burn of Buckie, over the burn through the provision of a new bridge over the burn and then remote cycle path connection to Core Path No BK08.

The Core Path would also be upgraded to provide a high quality route to Barhill Road. As developments take place within the South West Buckie Masterplan area links from the housing to this route would be sought to enhance connectivity.

As there are at least two different developers seeking to deliver the Local Development Plan sites in South West Buckie, the council will be seeking developer obligations towards provision of the bridge and associated active travel connections.

Street Hierarchy

The masterplan promotes a hierarchy of streets which is based upon the objectives and advice set out in 'Designing Streets', the Scottish Government's policy statement for street design, with each component part carefully planned to reflect their role in the street hierarchy and to create a fully accessible and serviceable community. The 'grid' pattern effectively adopted across the central part of the site draws upon the historic 'New Town' area of Buckie which was built out from a central square leading out to the east and west via two main streets, East Church Street and West Church Street respectively. Buckie South will have its own main street in Barhill Road with a network of lower 'tier' streets providing access to and throughout the various character areas. Edge of neighbourhood external linkages, as identified in the MLDP, will be designed to discourage 'rat runs' with road geometry introduced to reduce forward visibility, slow down traffic and to discourage use. This approach is based upon a simple and legible 4 tier street hierarchy, the details of which are presented in Figure 30 Movement Hierarchy Combined and Figure 32 Movement Hierarchy Street Network with schematic indicative layouts/sections presented in Figures 47 to 51, 'Street Hierarchy – Schematic Options'.

- Tier 1 – the primary street in the masterplan, designed to afford easy access through the core of the site for all travel modes, traffic calmed by design with a maximum speed limit of 30mph. Active frontages will be sited along the length of this street to help enforce the speed limit but the main road will be segregated from the path network (Figures 47 and 48);
- Tier 2 – the secondary street network will provide connecting loops through the development serving each of the character areas. Options can include: built in traffic calming features including SuDS and tree planting beds; roadside paths or segregated paths by green verges incorporating SuDS and/or amenity planting; priority given to paths over

driveway access (Figures 49 and 50);

- Tier 3 – Internal character area connector streets that could have design speeds reduced to 20mph, incorporating roadside paths but with forward visibility designed in features that encourage low speeds. Design options could be extended to include Home Zones and small element paving (Figure 51);
- Tier 4 – Intimate streetscapes incorporating private drives, shared surface driveways for multiple units, shared surface courtyards and shared surface lanes broken up with planting to avoid large expanses of tarmac. Bounded by soft landscaped verges and garden edges finished materials could include textured asphalt and block paving. Equal priority given to all user groups. (Figures 48 and 51). Refuse collection for housing served by private access or small courtyards will be detailed in waste management statement and detailed layouts at detailed application stages. Street lighting will be provided to courtyard areas and pedestrian routes to ensure safety/security.

Speed Reducing Measures

Designs to reduce vehicle speeds will be built into the street network to help maintain the development's residential amenity and to ensure reduced traffic speeds. Reductions in vehicle speeds will be achieved through a combination of design options, including:

- Active frontages,
- Junction and crossing features;
- Horizontal road alignments and reductions in forward visibility;
- Soft Landscaping/SuDS design features;
- Changes in surfacing;
- Public Art,
- Road/street narrowings,
- Short street lengths,
- Green Streets, and,
- Varying Build lines.



Example of shared path with verge along primary street



Example of shared street



Example of traffic calming

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Parking Strategy

All car parking is to be in line with Moray Council Car Parking Standards. The MLDP 2020 PP1 parking requirements will be adhered to that on 'all streets a minimum of 50% of car parking must be provided to the side or rear and behind the building line with a maximum or 50% car parking within the front curtilage or on street, subject to the visual impact being mitigated by hedging, low stone boundary walls or other acceptable treatments that enhance the streetscape.'

Parking will be predominately provided to the rear of building lines, through side drives or parking in courtyards to ensure parked cars are as inconspicuous as possible. This is set behind the buildings lines insofar as possible. Courtyard parking must avoid large communal areas that are effectively streets. Mitigation in the form of varied mature hedging, semi-mature trees (18-20cm girth) and boundary treatments is proposed for screening. Semi-mature trees and planting will be provided within communal private and public/visitor parking areas and on street parking at a maximum interval of 4 car parking spaces. Any associated visitor parking will be located close to flats.

There will be space for cycle parking within the curtilage of each dwelling. Secure cycle stores will be provided for each flatted property. Opportunities for communal waste management collection points will be identified at the detailed planning application stage. This will help to avoid bin clutter on the street and the need for bin lorries to access individual properties

Electric Vehicle Charging

Parking shall be future-proofed to facilitate the uptake in EV vehicles. EV charging equipment is to be fitted in all houses as standard in line with MC requirements to be conveniently accessible, easy to use and safe with charging points within house plot curtilages. In communal areas then access will also be provided, including visitor spaces and car share, as required spaces.

Electric car charging points will be provided at all commercial and community parking facilities.



Garage and front parking



Side parking



Private Drive



Communal parking areas behind the build line

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The Landscapes of Buckie South

In taking a landscape-led approach to the preparation of the Masterplan for Buckie South Springfield Properties have adopted a proactive strategy for the site, resulting in a significant proportion of the land holding being kept free of development and forming the context to the Landscapes of Buckie South. This approach is considered to be fully compliant with the aims and objectives of the SNH/NatureScotland Report (No. 490) "Green Networks and People: A Review of Research and Practice in the Analysis and Planning of Multi-Functional Green Networks," published in 2011.

This seeks to promote green space as part of a network, therefore, in response to this key objective, the Landscapes of Buckie South are seen as a series of connected resources and part of a wider settlement network actively planned to engage with people and promoting healthy living. This will ensure that the built form in Buckie South will be seen fully integrated with the landscape whilst achieving biodiversity gains through a proactive green and blue infrastructure Masterplan.

Figure 40, The Landscapes of Buckie South, illustrates the range of landscape character areas that will be promoted as an integral part of the Green Network and development strategy. These will form the focus to a fully accessible multi-functional open space network for all user groups incorporating a broad range of opportunities for activities and leisure pursuits with more formal sports and leisure activities focused within the proposed Parks. This fully consistent with the requirements of Policy EP5 Open Space of MLDP.

In addition the Open Space proposals:

- meet the Council's Accessibility and Quality Standards for Open Space in new developments;
- are accessible and well connected;
- will create attractive and appealing places;
- are biodiverse and support ecological networks;
- promote activity, health and well-being;

- are safe, welcoming and contributing to character and identity;
- meet/surpass the quantity standard; and,
- will be overlooked by buildings with active frontages



Extract of Figure 29 The Landscapes of Buckie South - Rev C

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Hierarchy of Open Space

There will be a clear hierarchy of publicly accessible open space provided across Buckie South, from a network of formal and informal paths circumnavigating the site as part of an outer 'green ring' to more formal, centrally located Pocket Parks serving the three distinct sub-neighbourhoods and in turn, each of the character areas. A Green Network will be created by connecting the outer green ring and formal parks through a series of linear corridors designed to promote both leisure and habitat enhancement. The linear corridors are green connections into the site, between the formal pocket parks and outer 'green ring' throughout the development. All streets will have trees (as per PP1) however the linear corridors are distinct from these with as they are more formally structured and consistent in the tree types and sizes used.

The characteristics of the Green Network will vary from location to location as different combinations of structure and woodland planting, amenity tree and shrub planting, hedges/hedgerows, meadows/grasslands, and SuDS features etc will come forward to reflect the design strategy adopted. This network will accommodate various leisure uses that will be accessible and inclusive to people of all ages and abilities, including play areas, playing field/kick about areas, allotments, seating areas, informal recreational areas, paths, an orchard(s), public art and landscaped gardens etc.

In addition the masterplan incorporates green corridors across the site which will support the movement of wildlife, linking open spaces under the cover of vegetation and woodland belts. These features not only enhance biodiversity but will also provide quiet spaces. This landscape-led approach to settlement planning will lead to the creation of extensive areas of greenspace which in turn will form the setting into which the various development sectors will be planned. This Green

Infrastructure, making up more than 30% of the total site area, has an important role to play in the Masterplan for Buckie South as it will help to characterise the area and provide connectivity across the whole of the subject lands whilst offering a broad range of facilities to the wider community.

In responding to the 'constraints' identified across the extended land holding, the green infrastructure has been designed to present opportunities for enhancement with, for instance, scope for meadows to be introduced as part of the outer green ring within established flood areas and new waterside landscapes created to enhance landscape value and biodiversity. This is seen as a proactive strategy as the blue-green infrastructure will be seen to extend out from the key features to connect to a broad range of landscapes, including the potential for new waterside linear landscapes along the East and West Burns offering paths and connections on to the wider Core Path network.

This hierarchy will be headed up by a Neighbourhood Park, located in the north western sector of the site, which will be laid out as an accessible and inclusive multi-purpose open space accommodating play equipment for a range of age groups and abilities, a playing field, allotments, landscaped gardens, informal open spaces and meadows/grasslands. Two smaller Pocket Parks located at the centre of the two other sub-neighbourhoods, will add to the overall open space network by providing more 'localised' facilities for each part of the community. These will include accessible and inclusive kickabout areas, play space, seating areas and soft landscaping. The requirements for accessible and inclusive play equipment and associated seating, surfacing, etc. for the Neighbourhood and Pocket Parks is set out in Volume 1, page 11.

In addition the new community will benefit from a network of more informal open spaces and landscapes which will open up the countryside edge to the development site and allow more passive recreational pursuits to take place. These areas will add to the overall open space experience as the

green/blue infrastructure is seen as a fundamental asset at the core of the Masterplan for Buckie South.

The proposed outer green ring will be a minimum of 20m with widenings at specific points. Seating, paths and signage to be detailed at planning application stage. For planting specifications see separate details on timescales, sizes and species.

Key components of the Landscapes of Buckie, as set out in Figure 40, include:

- Neighbourhood Park
- Pocket Parks
- Formal Play Areas
- Orchard(s)
- Allotments
- Integrated blue/green infrastructure
- Burnside Enhancement with Green Corridors and Paths
- Fully integrated SuDS features in the streetscape and green corridors
- Green Road Corridors
- Wildlife Habitats
- Woodland Belts
- Woodland Edges and Hedgerows
- Avenue
- Meadows
- Private Gardens
- Summerton Square
- Structure and other planting areas



Play Area



Meadows



Fully integrated SuDS features in the streetscape and green corridors

Management of the Green Infrastructure

Springfield Properties will, through the phased completion of the development, hand over sectors of the site, on completion of a post construction maintenance period, to their Management Company, Screen Autumn. Screen Autumn have been set up as an independent business established to manage and maintain landscapes and common areas associated with development sites and as they have a proven track record they will have ultimate responsibility to implement the requirements of an approved Management Plan during the establishment period. They will work with the developer as the various phases unfold taking responsibility for each of the sites following hand over and completion of all construction contracts.

As each phase is completed a levy on each of the households will be paid into the Management Fund covering that phase with the total sum increasing as phases are completed. Ultimately the client will be the residents of Buckie South who will then employ directly Screen Autumn or a similar organisation under a contract for the maintenance and site management services based upon the Moray Council approved Management Plan.

Proposed Species Mixes

The following species mixes are recommended for the various types of structure planting envisaged across Buckie South with the final schedules to be agreed at the detailed planning stage and prior to works commencing. The final range of species is likely to be more extensive than the lists shown below with the final mixes to be agreed with Moray Council. Street trees to be semi-mature trees (18-20cm girth) to establish a structured formal and green network.

A green network are green connections into the site and between open/amenity spaces through the development. These are distinct from street with garden trees being more formally structured with consistent tree

sizes and species and agreed at detailed application stage.

Woodland Mixes

It is proposed that there will be a minimum of 3 No woodland mixes applied across Buckie South with mixes reflecting the Native Woodlands found in this area. The primary species within each of the woodland types will be as follows:

- Scots Pine Woodland: A predominately Pine/Birch woodland canopy including– *Pinus sylvestris*, *Betula pendula*, *Juniperus communis*, *Sorbus aucuparia*
- Birch/Oak Woodland: *Quercus robur*, *Quercus petraea*, *Betula pubescens*, *Betula pendula*, *Pinus sylvestris*
- Mixed Broadleaf Woodland: *Quercus petraea*, *Quercus robur*, *Betula pendula*, *Corylus avellana*, *Populus tremula*, *Prunus avium*, *Malus sylvestris*

Woodland Edge Mix

It is proposed to use woodland edge mixes in areas to reflect the specific conditions of the site but the primary species used will include:

- Woodland Edge Mix and Hedgerows: *Corylus avellana*, *Crataegus monogyna*, *Ilex aquifolium*, *Prunus avium*, *Prunus spinosa*, *Rosa canina*, *Rubus idaeus*, *Sambucus nigra*, *Sorbus aria*, *Sorbus aucuparia*, *Ulex europaeus*, *Viburnum opulus*
- Woodland Edge Mix (Wetlands): *Alnus glutinosa*, *Corylus avellana*, *Salix cinerea*, *Betula pubescens*, *Populus tremula*

All planting and landscaping to be carried out at end of each development phase unless otherwise agreed. All street trees to be semi-mature (18-20cm girth) or



Woodland walks



Open space



Orchards



Green networks shown on the diagram indicate the green infrastructure for the masterplan. Additional green networks linking between character areas and through to adjoining existing and future development will be identified at the detailed application stage of each phase.



Figure 18 - Rev B
 Structural Woodland
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Biodiversity

Buckie South will look to increase tree cover, create areas of habitat generation and provide for better connectivity of green/blue infrastructure post development. The planting of street/ feature trees, hedgerows, shrubs and wildflower meadows will be informed by species as listed in the MDLP and others as appropriate. We will work across the masterplan site to create a network of wildlife friendly measures and include, as required, wildlife crossing points, hedgehog fences and amphibian friendly drainage. Rain gardens and ponds will also feature.

The main aim will be to enhance wildlife provisions and biodiversity on site and enhance connectivity to further suitable wildlife habitats in the wider landscape. Habitats will be situated throughout the development, providing connectivity to existing ones on the fringes and wider extents of the site.

Blue-green infrastructure will be incorporated into the multi-functional open space in the form of swales (where porosity allows), sustainable urban drainage systems and other water features which are design elements which contribute to biodiversity and also help create a sense of place and identity. The proposed sustainable urban drainage system (SuDs) provides an opportunity for habitat creation and create or maintain wetland areas on the fringes of the Burn of Buckie and other watercourses on site. Throughout the development there are areas to be hydro-seeded and maintained as species rich long grass areas as well as seeded communal close mown grass areas, with minimal management. Wildflowers present diverse and appealing habitats which are iconic to UK countryside, benefiting local wildlife and quickly naturalizing with little maintenance required. Meadows attract plant as well as insect biodiversity, accommodating invertebrates (including pollinators), birds, and mammals.

Any future planning application will demonstrate suitable measures for biodiversity promotion via a Biodiversity Plan and other supporting documents.

SUDs Strategy

The overall approach will allow for the creation of a self-contained, sustainable community with extensive areas of the land holding given over to open spaces which will provide the setting for recreation and leisure pursuits as well as, importantly a Sustainable Urban Drainage System.

The range of facilities to be incorporated into the site's drainage strategy is still to be determined but could,

subject to ground conditions, potentially include rain gardens, tree box filters, swales and open water features along with Detention Basins sited across the development close to the existing water courses/ drainage ditches and taking advantage of the sites topography which generally falls towards the site's boundaries. Initial ground investigations suggest that the drainage strategy will rely on end of treatment detention basins however, further detailed studies are required to complete the full designs.

Figure 31, SuDS Schematic Plan, illustrates the general principles of how the SuDS could be planned out and how a fully integrated surface water drainage strategy could be achieved creating a high quality green/blue infrastructural network. The features will be designed in detail to meet the requirements of the Council, SEPA and Scottish Water, as well as NatureScotland and will be designed to add to the overall diversity of the landscape resource.



Figure 19 - Rev A

Preliminary SUDs Network

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Public Art and Wayfinding

The introduction of Public Art and landscape features can help to build on the sense of place and importantly local identity. The proposals for Buckie South allow for a range of public art features to be introduced at key locations, from ‘gateway’ and Summerton Square reference points through to features introduced along the path network.

Locations where it is considered that works of art could make a positive contribution to the Buckie South community have been highlighted on the Masterplan. Wayfinding is a key aspect of the urban design approach taken in the design of the Masterplan for Buckie South and this has been achieved through several means. Firstly, an easily understandable network of streets and paths that creates a logical movement pattern connecting the various character areas with key features and land uses within the site and importantly, beyond. These form a hierarchy from the main street, Barhill Road, running north-south, through residential access streets and on to lanes and shared access courts.

Memorable buildings and ‘vista stoppers’ that close views or act as focal points further add to the legibility of the street (see Figure 36, ‘Urban Design Principles-Key buildings & Vista Stoppers’). The path network also caters for all user groups with both shared facilities and routes designed for specific user groups whilst providing both fully integrated and segregated options for crossing the development form safely and easily.

Each development phase will incorporate public art to be delivered in agreement with Moray Council.



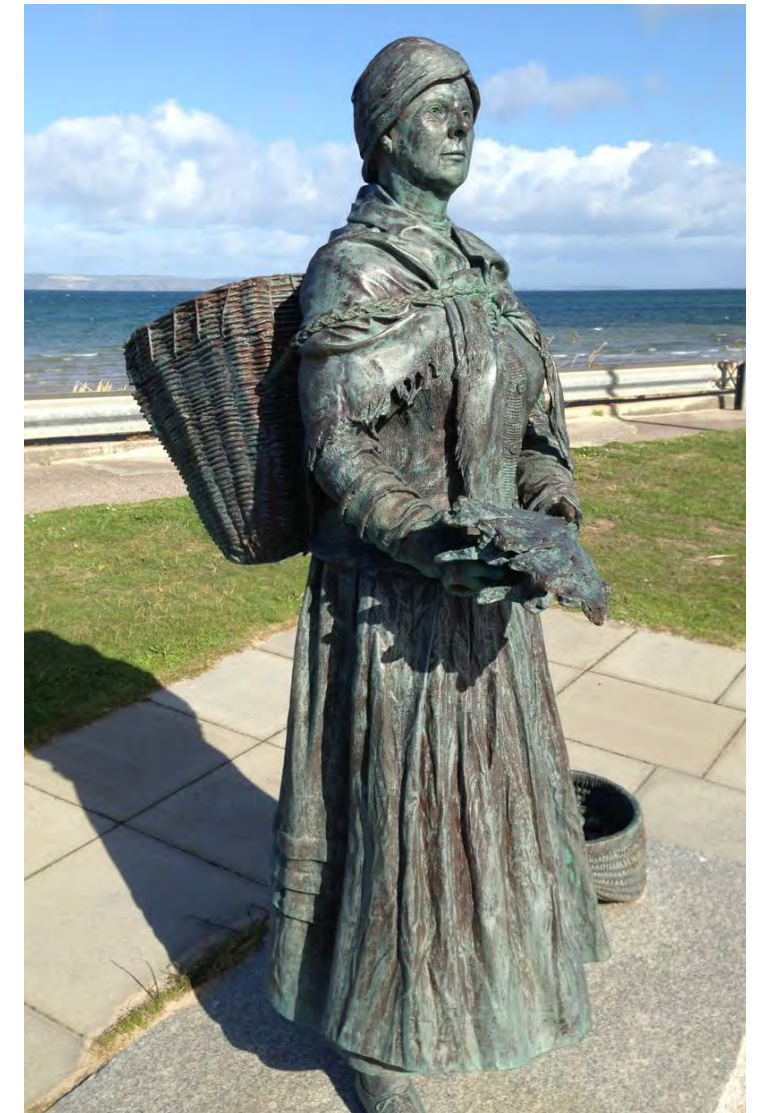
Example of public art



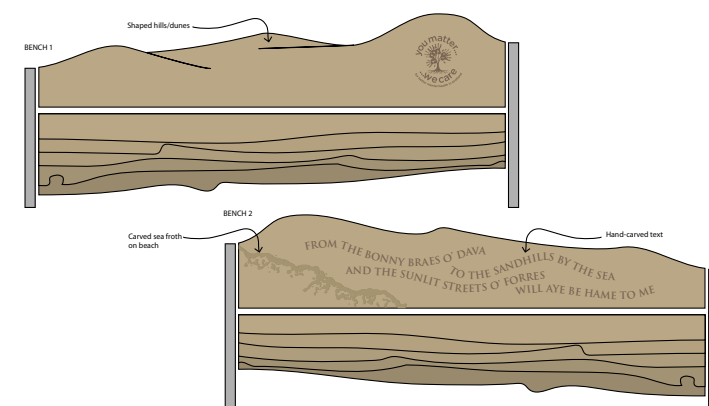
Example of paving features



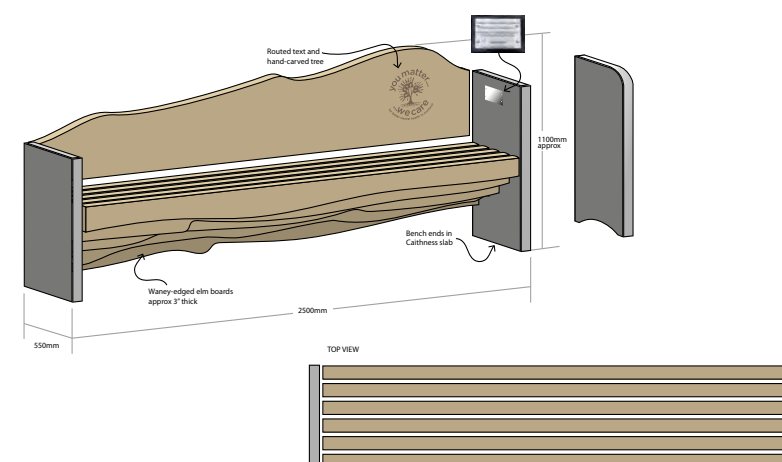
Example of public art



Example of public art



Design of benches proposed for Forres



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Density

A broad mix of residential scale and massing will be provided with the masterplan illustrating how approximately 550-600no. homes can be delivered across a range of character areas and street scenes, of which 25% will be delivered within the affordable tenure. This number is dependent on meeting MC PP1 policy requirements on satisfactory densities and layout over the indicate capacity of the R8 site.

Higher built form including 3 storeys is located around Summerton Square over-looking the main street and this reinforces the role played by that space in the new community. The higher edges and areas will include the potential to introduce ancillary community uses and services.

A broad approach has been adopted across the site which allows for a range of house types to come forward in a number of phases, including terraced units, apartments, detached and semi-detached houses and bungalows. These can be delivered across the masterplan to meet different market demands.

Given the variety of densities, a wide range of house types is proposed. The proposed house types will continue to be flexible to allow for an adaptable and mixed-use development over time.

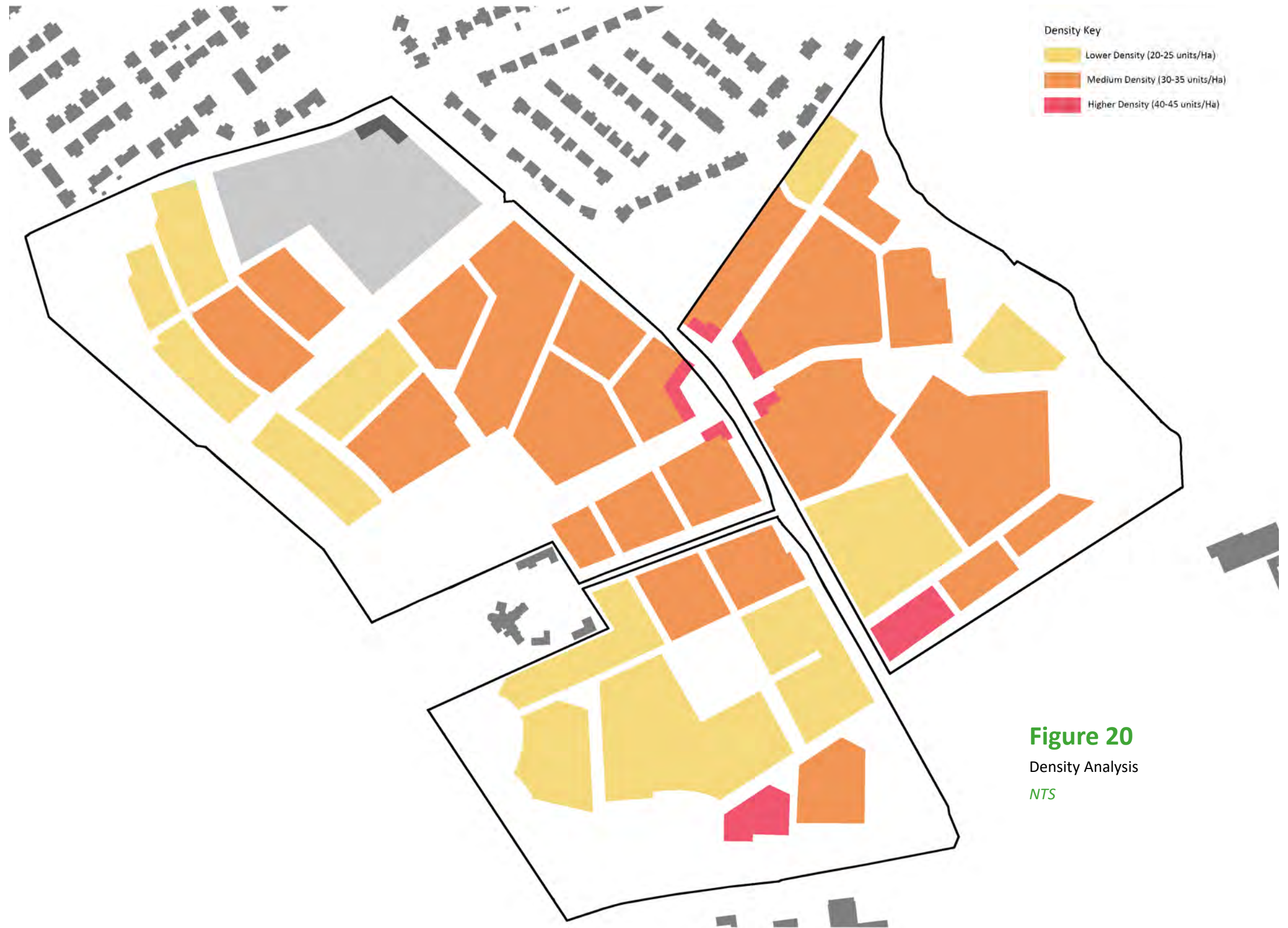


Figure 20

Density Analysis

NTS

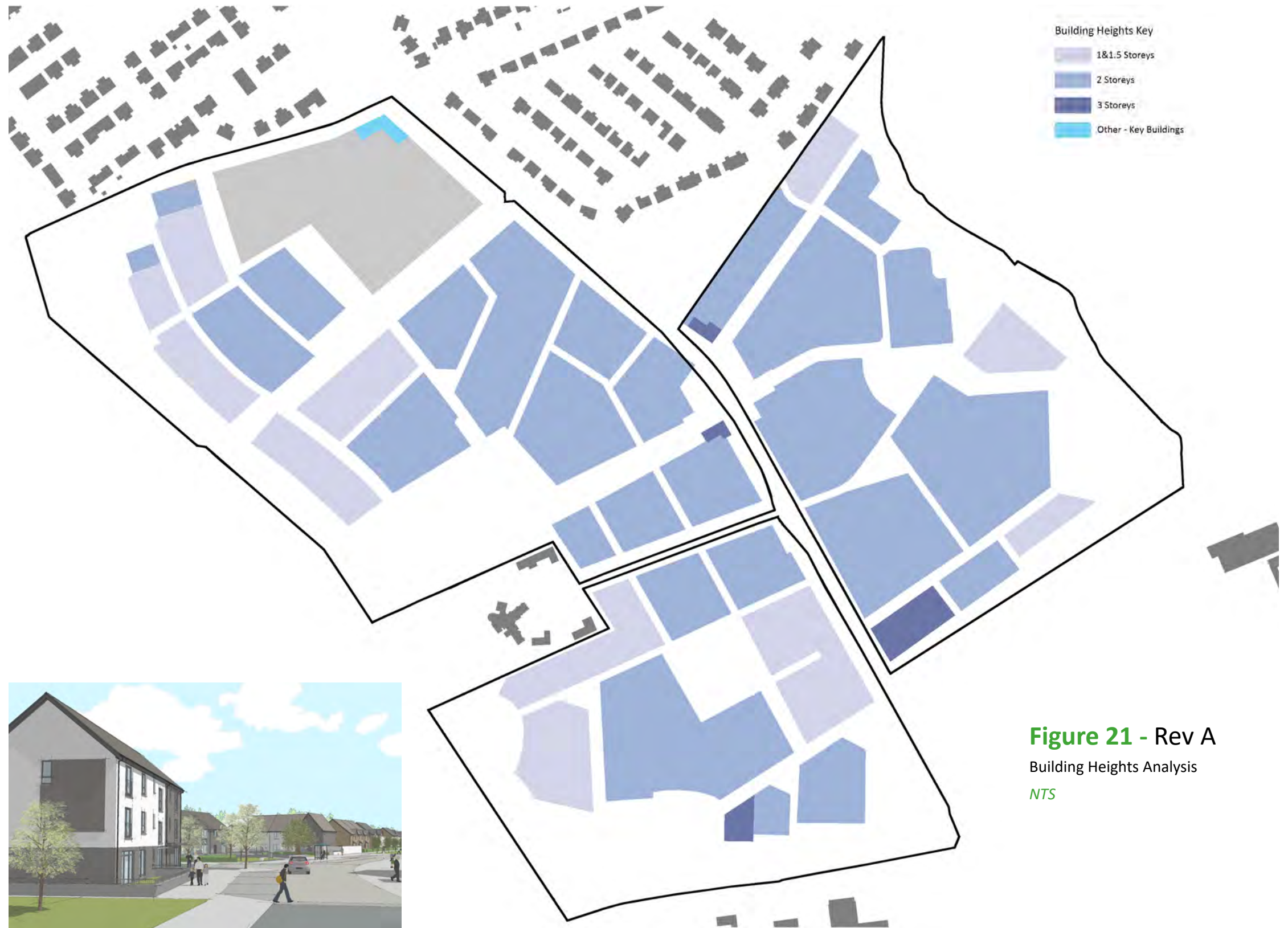
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Building Heights

The site subdivides into three distinct areas, or sub neighbourhoods, all of which connect through Summerton Square on Barhill Road. Summerton Square is the focus of the focal point to this new community and as such, taking reference from Cluny Square in Buckie's New Town, it is considered there is scope for the introduction for taller buildings of 3 storeys set out around Summerton Square. Beyond Summerton Square the masterplan is made up of a number of character areas which will offer scope for a variety of building heights to be introduced to help lend accent and character to the street scenes. It is considered there is limited scope to accommodate higher buildings around the development, should there need to be accent buildings introduced, Gateway features or areas that offer scope for taller buildings overlooking parts of the Green Network these will have to be suitably demonstrated.

In terms of scale, the higher density areas around Summerton Square can accommodate up to 3 storeys, gradually decreasing to primarily 2 and 1 storey round the perimeters of the site but also including single storey private and affordable housing in areas as appropriate and will be discussed and agreed in the detailed applications. As noted above, it is considered that other locations can accommodate 3 storey buildings and these include the southern gateway on Barhill Road as well as key accent buildings within streetscenes or related to the Green Network.

The 3 storey buildings take their scale from the adjacent Inchgower Distillery and Tigh Na Solus with each respective taller vertical elements including the pagoda and the feature tower to offer varied form to the development.



View of 3 Storey unit at Summerton Square

Figure 21 - Rev A

Building Heights Analysis

NTS

Higher Quality Frontages

The proposed layout within each character area allows for the opportunity to create a mixture of positive and active public frontages and private back areas. These fronts also act as part of the entrance into each sector or principal thoroughfares and along roads, pavements and cycle paths. The idea is to provide a positive frontage to each of the character areas to provide outward, site sensitive development that recognises its role on a key approach to Buckie and to continue those strong frontages through into the development areas. All frontages within the development will visually engage with common open spaces, streetscene and other public realm areas ensuring security in terms of overlooking and passive surveillance of public and private space. Active frontages boost placemaking by showing activity and providing surveillance of public spaces generating vitality and interest. These frontages should correspond with key buildings and vista stoppers.

Buckie South has extensive frontages within the site focussing on Barhill Road and its edges, as the most visible parts of the site, they are essential to establishing the design quality and place-making characteristics of the wider development. These frontages will be a series of higher designed buildings and spaces that are important to the quality, character and public realm.

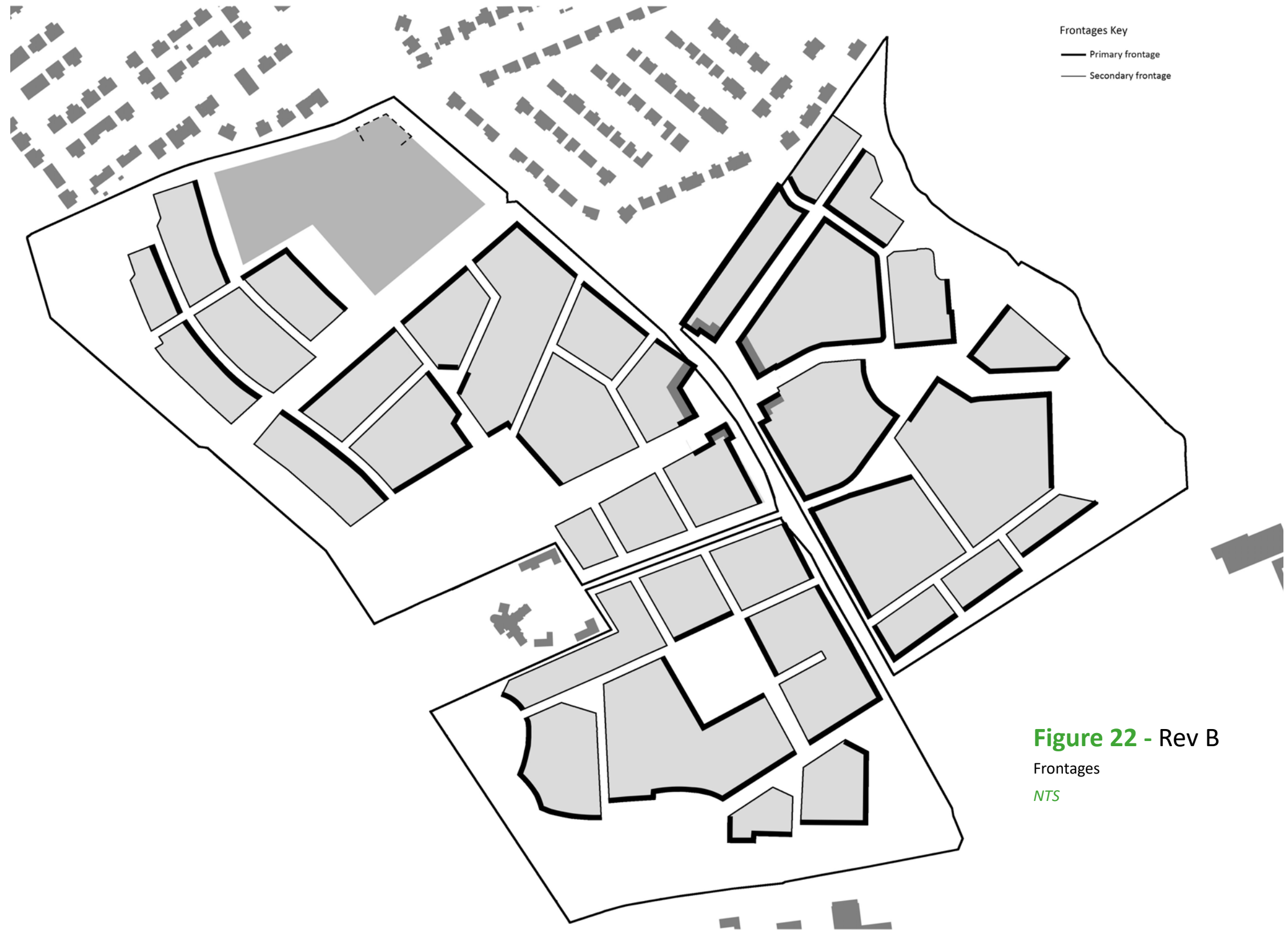


Figure 22 - Rev B

Frontages

NTS

Affordable and Accessible Housing

Buckie South will provide affordable housing in line with the 25% proportion of all homes as required by SPP and the MLDP. This housing will be provided on-site and will generally be distributed across the masterplan area, at locations to be agreed and integrated to ensure that affordable and private housing tenure blend in terms of architectural style and external finishes to reflect policy DP2. The type of affordable housing will be determined on a site-by-site basis in discussions with Moray Council. Mixed tenures will be provided to create a mix of households available for potential residents from apartments to larger family homes and bungalows. Accessible Housing will be provided for 10% of private market housing to be made up to wheelchair accessible standard. All housing will have shared access to the same level of amenity, distance to facilities and site active travel infrastructure.



Figure 23
Affordable Allocation and
Accessibility
NTS

7.0

Key Buildings and Vista Stoppers

The Masterplan has been developed to enable a high quality distinctive settlement form to emerge over time. This 'organic' approach to settlement planning results from a landscape led approach where key features and characteristics across the setting have been identified, protected and enhanced and the new development form has been moulded into the landscape.

There is a formality and structure to the settlement plan which is presented through each of the three sub-neighbourhoods and in turn the character areas. Summerton Square is the focus to this new community and whilst it will be a fairly intimate space it will offer scope for key buildings to be placed at key corners centred on the approaches from the north and south on Barhill Road. However, in taking reference from historic Buckie and its 'villages' based community there will be other opportunities across the development for buildings to be designed to stand out or to reflect their role in the street scene/landscape.

Key Buildings and Vista Stoppers as identified in figure 24 will be identified at the detailed application stage for each phase of the masterplan.

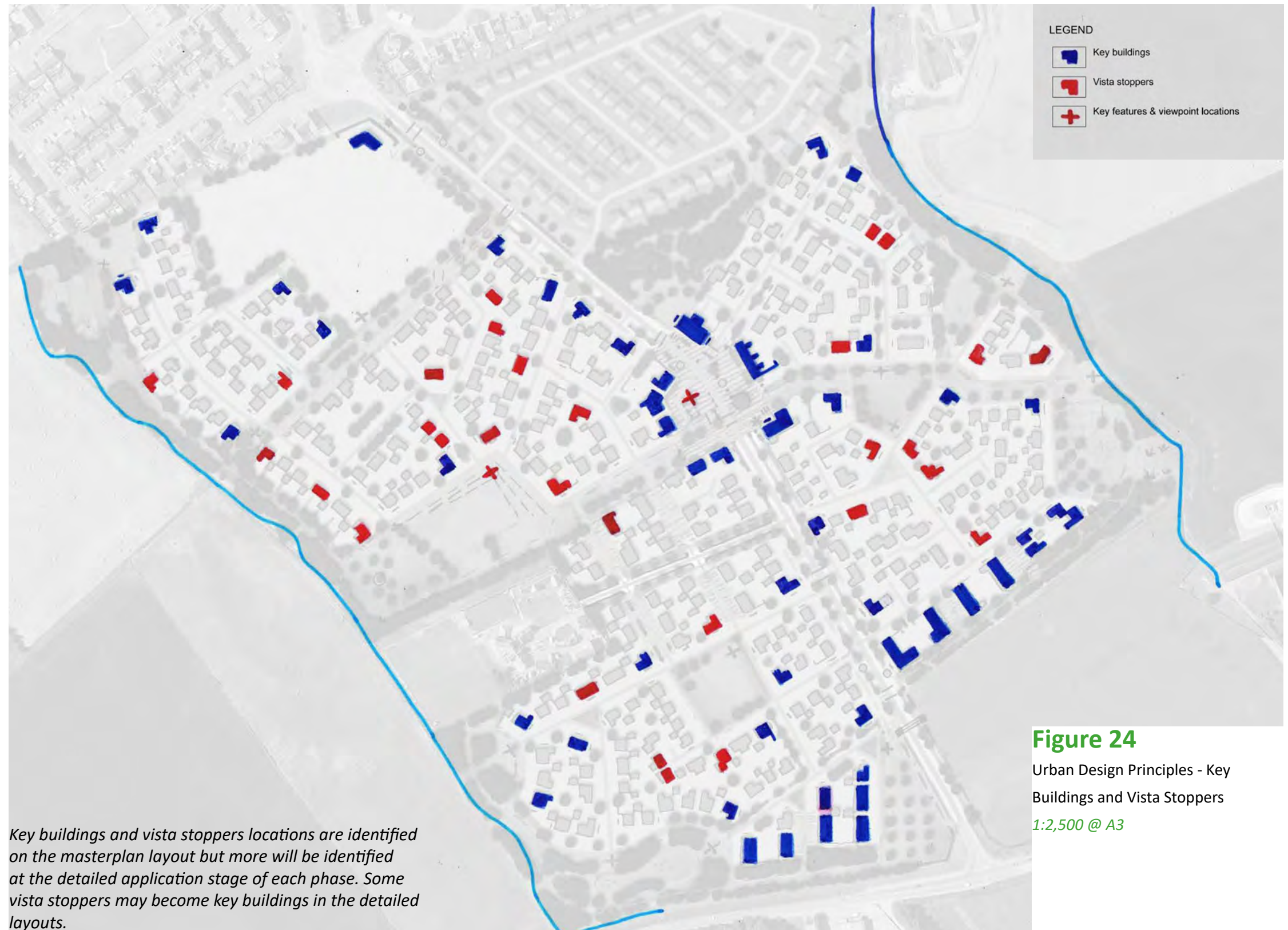


Figure 24

Urban Design Principles - Key Buildings and Vista Stoppers
1:2,500 @ A3

7.0

Vista Stoppers' have been identified in Figure 36

A vista stopper is a building or feature located at the end of a road or street within the development that terminates a view and acts as a focal point. This can take the form of a key building (see below), public art, feature tree planting, or landscape form. Streets can also be designed and orientated to enhance views and draw the eye to significant views or features outwith the site which would contribute to the sense of place such as distinctive or prominent buildings, or other notable landforms or landscape features.

Key buildings add variety to the streetscape and must be clearly distinct from other buildings within the development. While non-residential buildings could be classed as a key building depending on their design, a different non-residential use is not enough to be classed as a key building on its own. To ensure variety is provided a number of residential key buildings must be provided within each character area which are clearly distinct from other houses within the development. Distinction can be provided by a number of elements such as different colours, materials, boundary treatments, and architectural detailing. Providing one of these elements on its own will not be enough to provide sufficient distinction with other houses. Key buildings must also be designed to reflect the location to add to the character and sense of place of the development which can be explained within the Placemaking Statement.

Generally Vista Stoppers and Key Buildings should be seen to fit into the setting of the Character Area they are located, unless a variation is justified and agreed with Moray Council. In general though a Vista Stopper and/or Key Building can be defined by a number of factors including:

- Colour/Material
- Design
- Accent of Elevation/Building Line
- Dual Aspect
- Height or Volume
- Change of Use
- Form and Function



Key building - Summertown Square



Vista Stopper - Key building at Summertown Square



Key Building - Example of 3 storey with change of use



Vista Stopper - Prominant gable features



Key Building - Example of change of materials



Vista Stopper - View from site to Bin of Cullen

7.0

Community Facility

As part of the R8 'Land at Barhill Road' allocation in the MLDP Moray Council noted that a 2.5 ha site could be required on the site for a Primary School. As such the masterplan has identified a site covering 2.5ha for this potential use located in the north western sector of the land holding although following further discussions with representatives of Moray Council it was noted that the site should be identified for a potential future community facility and/or primary school.

Community Garden

A community garden is any piece of land (publicly or privately held) that is cultivated by a group of people rather than a single family or individual' (Ecolife.com) In this case it will be a communal area for gardening collectively rather than by allotment holders.

Allotments

To be provided:

- 6 full size/12 half size allotments in the western sector next to the Neighbourhood Park (1,500m2)
- 5 full size/10 half size allotments in the eastern sector towards the south east corner of the site (1,250m2)

Additional allotments can also be provided if required as an integral part of the proposed Community Facility.

The community garden and allotments will required to be fully accessible to people of all ages and abilities. This includes access to and from these facilities (i.e. consideration of gradients and path surfaces will need to be taken into account at the detailed application stage)



Linkwood Primary School



Moray Sports Centre



Co-op at Knockomie, Forres



Extract from Figure 25 The Masterplan - Aerial Photograph

Buckie South Facilities and Amenities

A number of local, neighbourhood-scaled facilities and amenities shall be provided at Buckie South to ensure it is a true 20 minute neighbourhood with its own shops and services for future and current residents alike. These will be delivered at a time to be agreed with Moray Council and as per market conditions. Moray Council recently undertook a retail study. This study identifies that the new Buckie South neighbourhood could support up to 750m² of floorspace for convenience and other retail, leisure and business uses. These will not undermine the existing vibrancy and vitality of the town centre but will act to serve Buckie South.

Appropriate levels of car parking, cycle stands and bin stores will be provided at each location as per current MC Standards at the time.

Proposals include:

- 3 potential 87sqm Ground Floor Retail/Café units in and around Summerton Square.
- 1x 350sqm Standalone Neighbourhood Convenience Retail Unit at Summerton Square.
- 1x 300sqm Nursery Unit at safeguarded community area.



Figure 25
Non-residential Uses
NTS



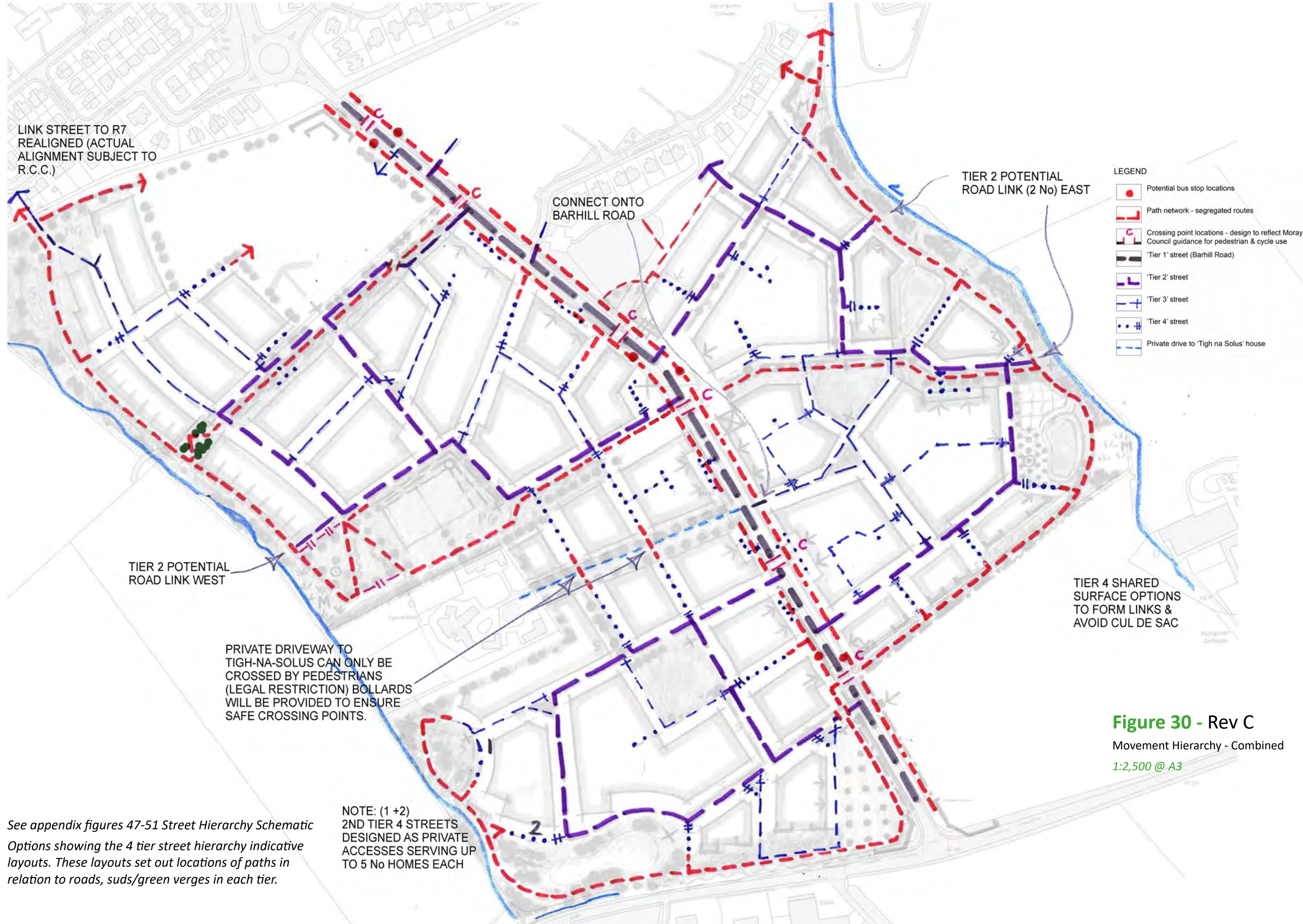


Figure 28
The Masterplan In Context
NTS

Green networks shown on the diagram indicate the green infrastructure for the masterplan. Additional green networks linking between character areas and through to adjoining existing and future development will be identified at the detailed application stage of each phase. A continuous circular path network (segregated) around the green outer ring and TNS will be provided



Figure 29 - Rev C
The Landscapes of Buckie South
1:2500 @A3

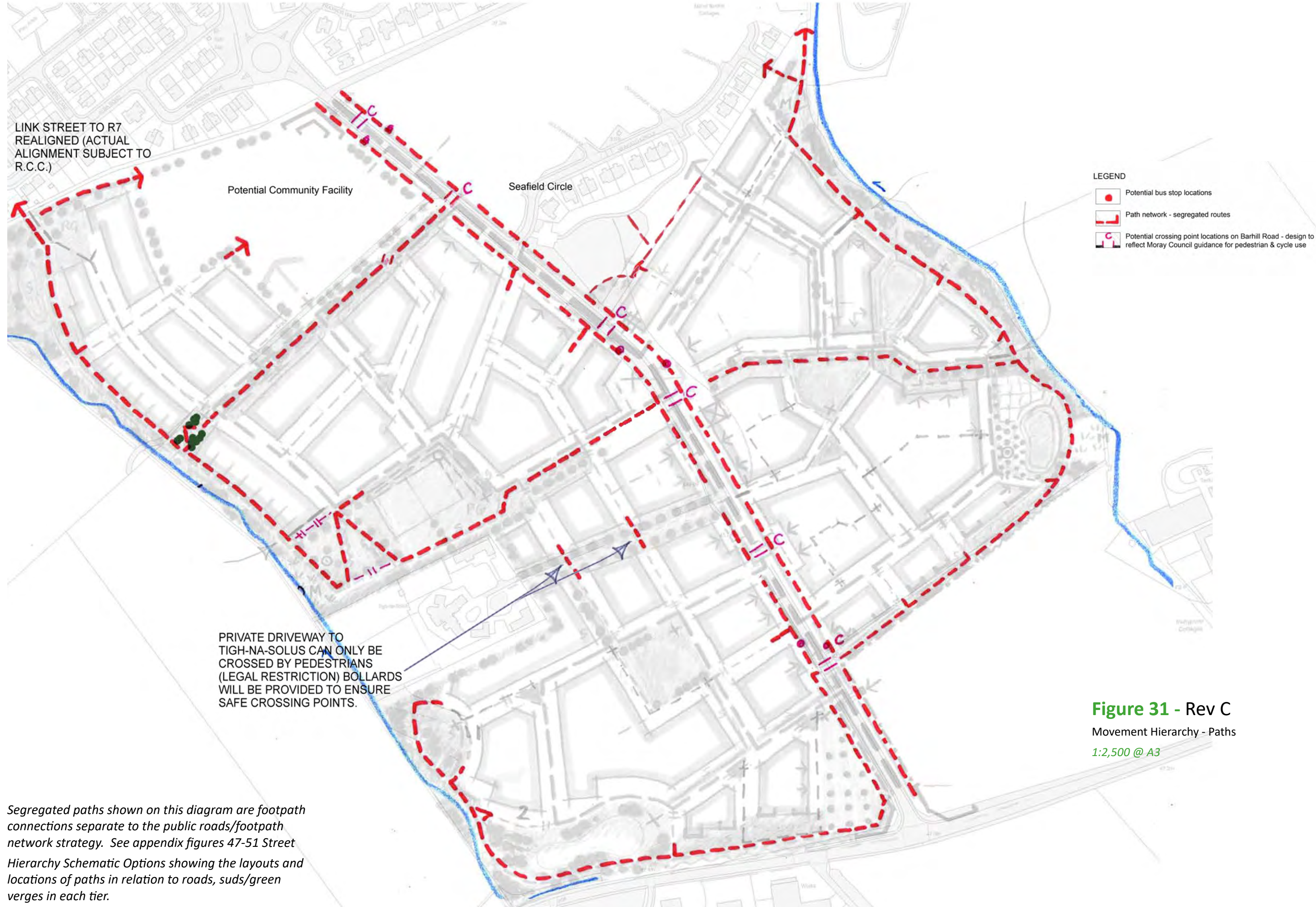


See appendix figures 47-51 Street Hierarchy Schematic Options showing the 4 tier street hierarchy indicative layouts. These layouts set out locations of paths in relation to roads, suds/green verges in each tier.

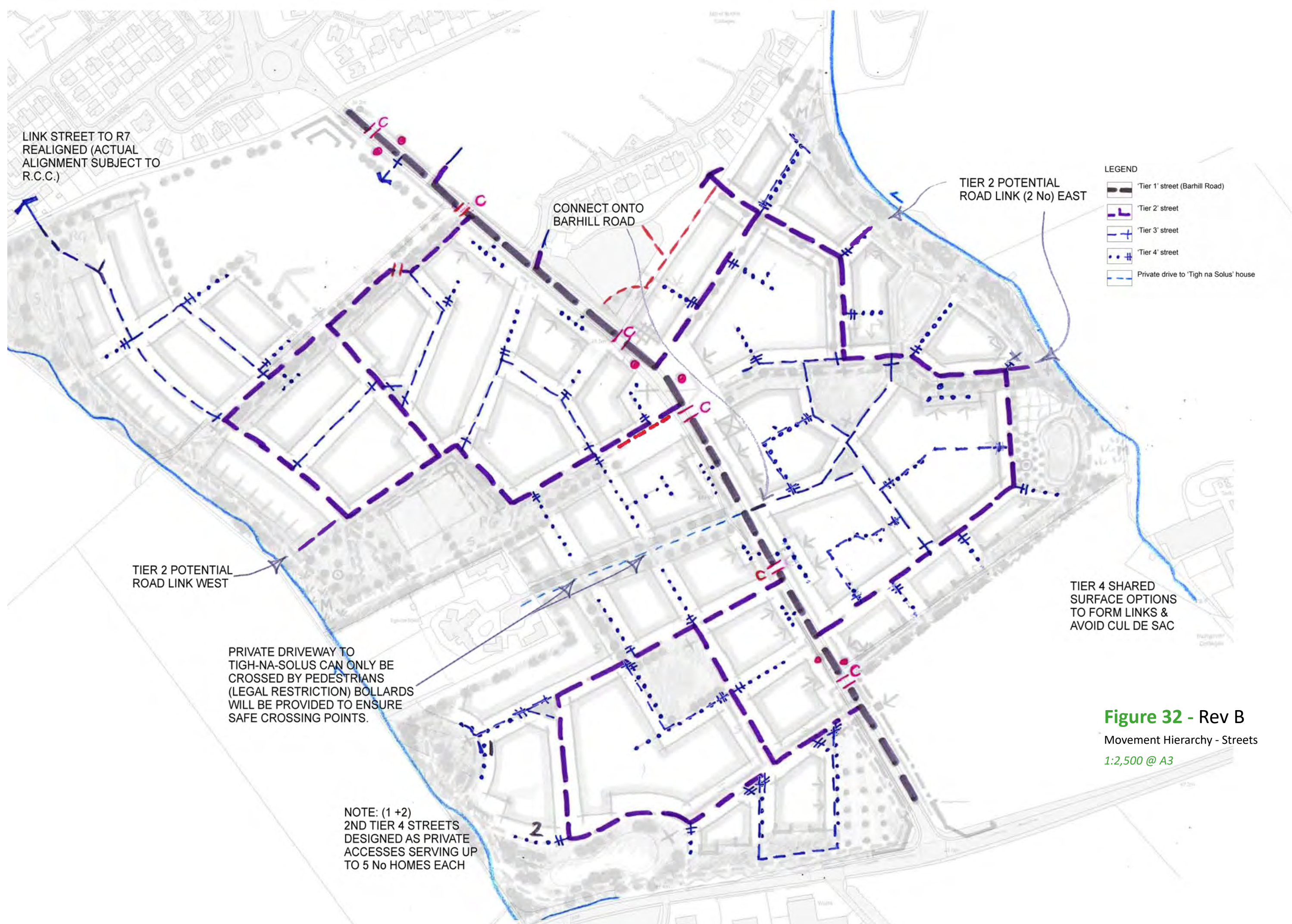
Figure 30 - Rev C

Movement Hierarchy - Combined

1:2,500 @ A3



Segregated paths shown on this diagram are footpath connections separate to the public roads/footpath network strategy. See appendix figures 47-51 Street Hierarchy Schematic Options showing the layouts and locations of paths in relation to roads, suds/green verges in each tier.



8.0

Sustainability



8.0

Sustainability Built In

Buckie South is sited in a sustainable location, effectively an 'urban extension,' on the edge of the built up area. It is adjacent to the settlement envelope and within easy walking distance of existing and proposed amenities and facilities, with good connectivity to the wider road and path network and local area. Buckie South will be a 20 minute neighbourhood with good accessibility, connectivity and provision.

Buckie South will utilise and promote Low and Zero Carbon Technologies, along with energy efficiency and sustainable building techniques to deliver lower environmental impact. Building Standards for energy efficiency and sustainability in force at the time of construction shall be complied with. All houses are to be fitted with Air-Source heating systems with underfloor heating on ground floors and radiators on first floors. Car charging infrastructure is provided as standard.

Fabric First

Through the use of improved insulation levels and careful design the houses achieve good thermal performance and air tightness.

Our timber kit specification includes for FSC or PEFC certified timber. The use of timber for kit manufacture and for materials and external wall cladding is typically Scottish larch. Timber provides a highly efficient and sustainable building material. Precision-engineered kits mean minimal wastage of material and resources. Using sustainably managed timber has a low carbon footprint level as timber throughout its growing life consistently captures CO₂.

Construction and demolition waste will be minimised through careful design and efficient construction. Site waste management plans will be followed to reduce, reuse and recycle construction materials.

Water

Water efficient fittings will be provided to all WC's and WHB's within each dwelling in line with current building standards. Water butts are to be provided at each house to collect surface water from roofs for use in the gardens. Grey water and recycling will be investigated for WC's. Surface water drainage will require to be designed in accordance with the principles of sustainable development. Natural blue-green infrastructure shall be incorporated into SuDS.

Permeable surface materials such as porous paving or gravel will be used in the non-adopted parking areas. Rain gardens, swales and other more natural drainage systems will be encouraged.

Renewables

The type of renewables available will change as technologies advance through time. It is anticipated that those utilised initially will include:

- Air Source Heat Pumps
- Photovoltaic Panels
- Waste Water Heat Recovery

Other technologies to be considered in line with future Building Standards:

- Mechanical Vent and Heat Recovery (MVHR)
- Waste Water Heat Recovery
- PV to thermal
- Solar Glazing
- Thermal Store (SunAmp)
- Thermodynamic Hot Water Heating
- Ground Source Heat Pumps
- Exhaust Air Heat Pumps.

Future energy storage solutions to be considered:

- Local Battery Storage
- Central Battery Storage
- Electric Vehicle Battery Integration
- Electrical Grid optimisation through software control

The above is not an exhaustive list but identifies those technologies available for consideration in the foreseeable future, all other emerging technologies will be considered as they appear.

Current Practice



Air Source Heat Pumps



Photovoltaic Panels



Waste Water Heat Recovery

9.0

Phasing



9.0

The proposed phasing of Buckie South is to come forward in gradual and incremental stages – ones which will invariably be dictated by the pace of local market conditions. Typically we build between 20 homes per year in the town. Sales at our current ‘Inchgower’ site have accelerated in late 2020 and we expect this now to be complete in latter parts of 2022 after starting in 2017. Previous to this, was our Letterfourie development, located farther north.

We are proposing to bring forward 5 distinct but interconnected phases, influenced in part by the physical landholding and landownership along with proximity to Buckie but also of a suitable size to provide 4-5 years supply of homes to be constructed per development phase. Existing and proposed services and utilities infrastructure and capacity will also be a key determinant in this.

The area of the R8 site shown immediately south of our current Inchgower site, on the east side of Barhill Road is to be the first part of the new development – identified as Phase 1. Building here would continue the logical and incremental steps of development in this area of Buckie. Phase 1 for around 100 homes will be submitted in Summer 2021 to allow for continuity of housebuilding, maintaining local employment and economic activity.

Thereafter it is most likely that we will look to move the phasing to the area immediately south of Alba Road and other more recent housing which is located adjacent to Seafie Hospital. Part of this site will be shown as safeguarded for a potential Primary School and Community Facility. The corresponding west side of Summerton Square will be part of phase 3 to ensure its early completion while recognising it is part of a separate but crucial part of the site. This logically follows owing to the proximity to the town, the allocations of the MLDP 2020 and best reflects the progression which the phasing would practicably resemble. Thereafter the LONG areas of the site west and east of Barhill Road will come forward at a time

to be identified later but after 2035. Build rates will be subject to change depending on market conditions and thereby phasing timeframes need to be flexible, realistic and closely monitored.

A range of flexible commercial uses, nursery and hub space shown will, by agreement with Moray Council,

be delivered to meet the needs of the emerging Buckie South neighbourhood with a site also set aside for the delivery of a 2.5ha Potential Community Facility/ Primary School if required.

As part of the phased development of the site an advanced structure planting strategy will be

implemented at key locations with further structure planting and open spaces etc. introduced as each phase comes on stream.

The neighbourhood park will be developed during the construction of phase 3B corresponding with related development.



Key focal points such as Summerton Square and the Neighbourhood Park will be comprehensively planned and the whole area will form one or part of a larger planning application regardless of phasing. This is to ensure that a planned rather than piecemeal approach is taken to placemaking, infrastructure and delivery

Figure 33 - Rev B

Phasing

1:2,500 @ A3