



Buckie South Masterplan - Appendix 01 | July 2022

*Note:
The appendix contains figures
which are 'concept drawings'.*

1.1

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'. These figures are a development of a concept which will be refined as the planning application for each phase is submitted. 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 which supports driver perception and driving style.

Consistent with MLDP 2020, 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 housing fronting the street and accessed directly via

Please note, the sketches shown in this section are conceptual. However, proposals must adhere to the key design and placemaking principles shown in them.

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 Masterplan Modelling Report for further details of Barhill Road speed limit transition measures.

The site sections provided have not included any heights. This information must be provided and will be sought at the detailed planning application stage.



Extract from Figure 39 Barhill Road Study

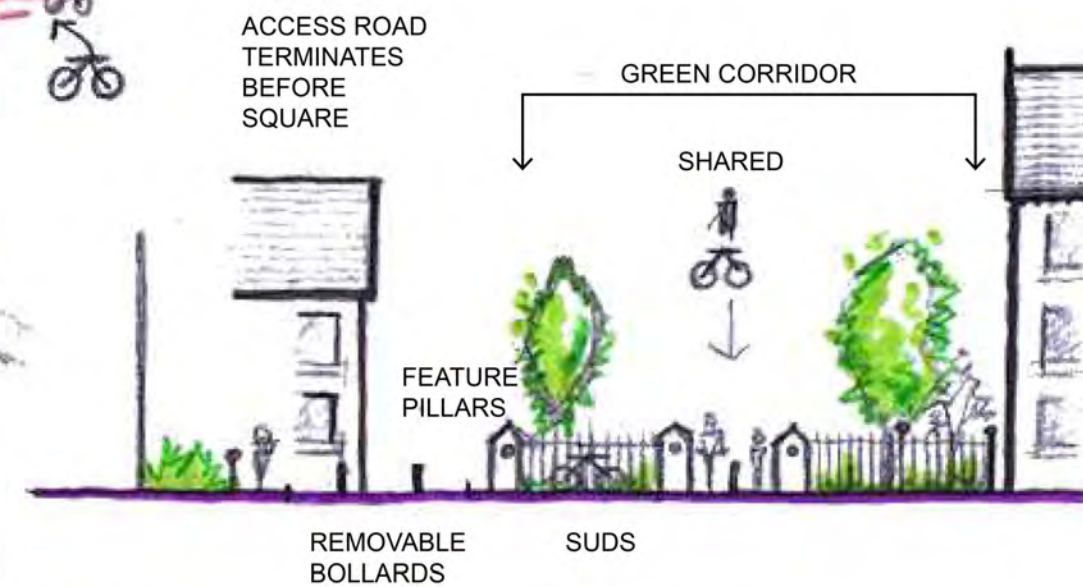
The sketches shown do not reflect what was approved for in the first phase application for Summerton Square. Future applications must fully reflect what is shown in the Masterplan if the vision is to be delivered

Figure 35- Rev B

Historic Analysis & Referencing,

Cluny Square

1:1250 @ A3

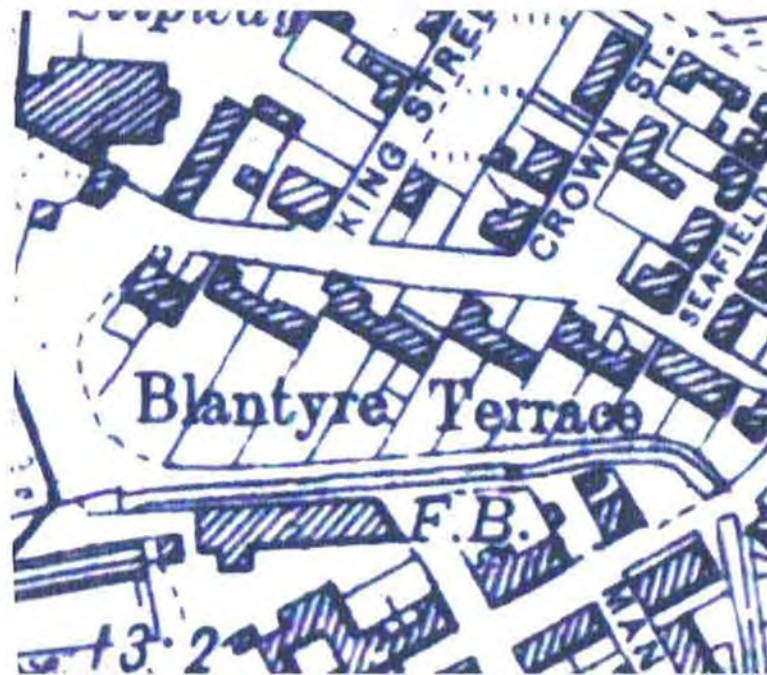


ELEVATION LOOKING EAST BETWEEN 2 & 3 STOREY FEATURE BUILDINGS ON 'SOUTH SQUARE' (1:250)



CLUNY SQUARE 1938 (NTS)

NOTE: REFER TO FIGURE 39 FOR LEGEND



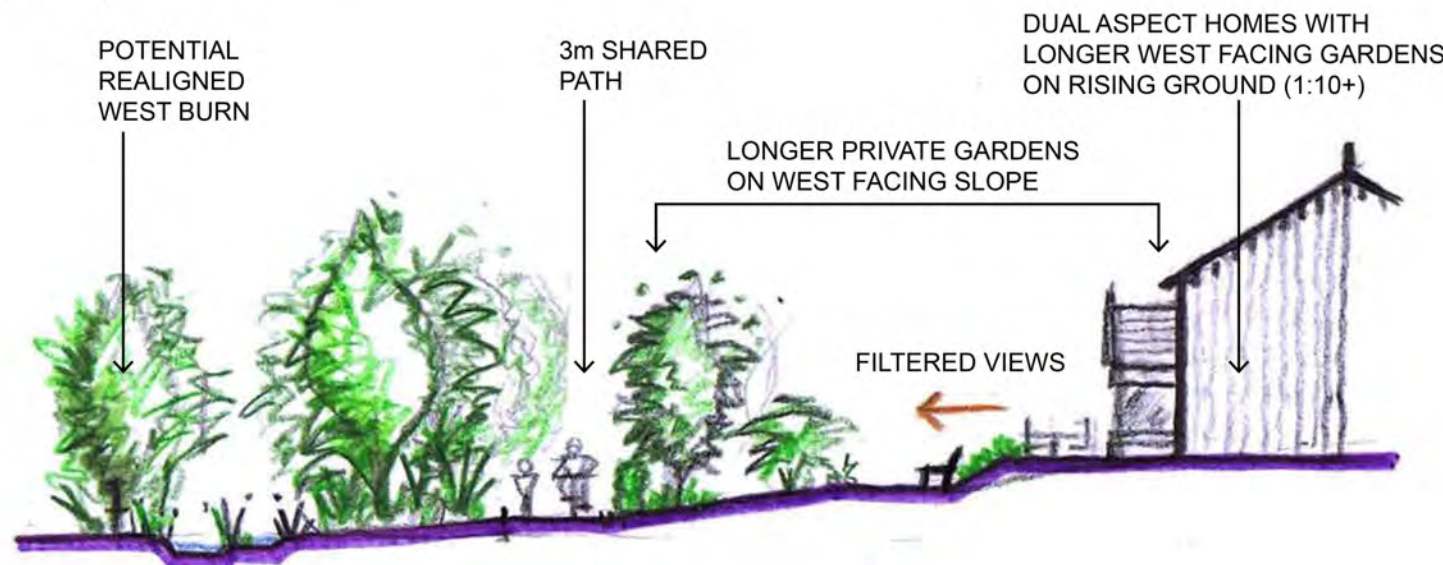
**BLANTYRE TERRACE, IANSTOWN, c1938
(NTS)**

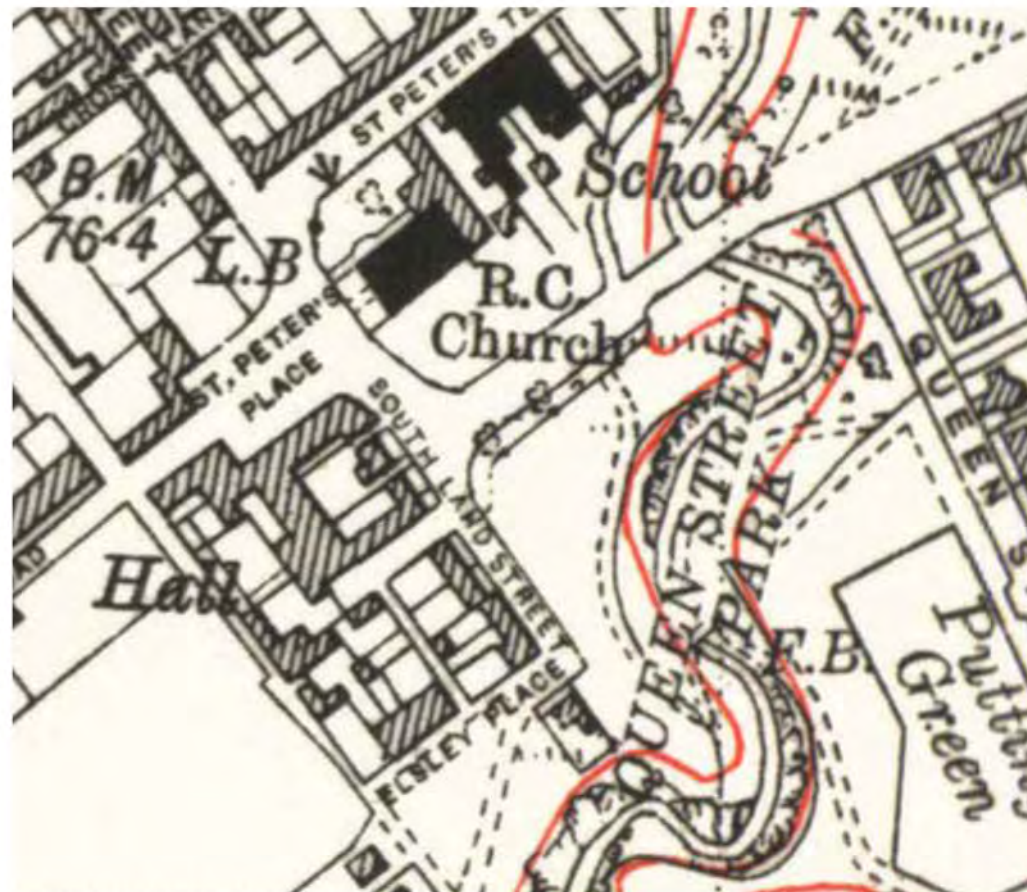
ROAD / PATH LINK TO 'R7'
AND MUIRTON LANE



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

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





VICTORIA BRIDGE - 1938



EASTERN GATEWAY TO BUCKPOOL AT VICTORIA BRIDGE



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD THIS IS AN EXAMPLE OF A POOR GATEWAY

Figure 38

Historic Analysis & Referencing,
Gateways

1:1250 @ A3

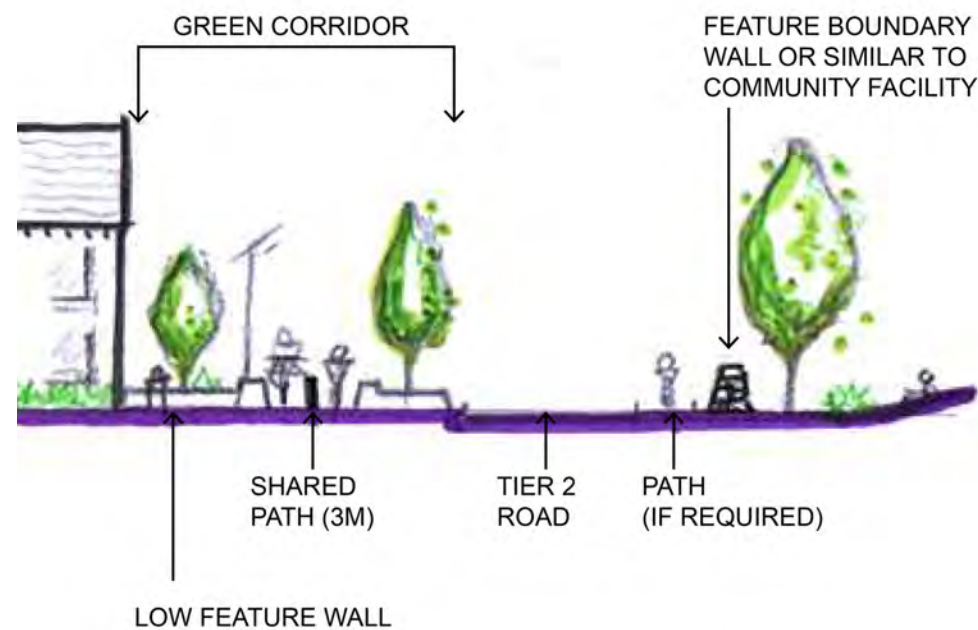


Community Woodland must be provided in tandem with or prior to Phase 2. See Volume 1 Page 5.

Figure 39- Rev B

Barhill Road Study

1:2500 @ A3



A-A ELEVATION LOOKING SOUTH WEST TO GREEN CORRIDOR FROM BARHILL ROAD (1:250)

B-B ELEVATION ILLUSTRATING POTENTIAL NORTHERN GATEWAY TO BUCKIE SOUTH (1:250)

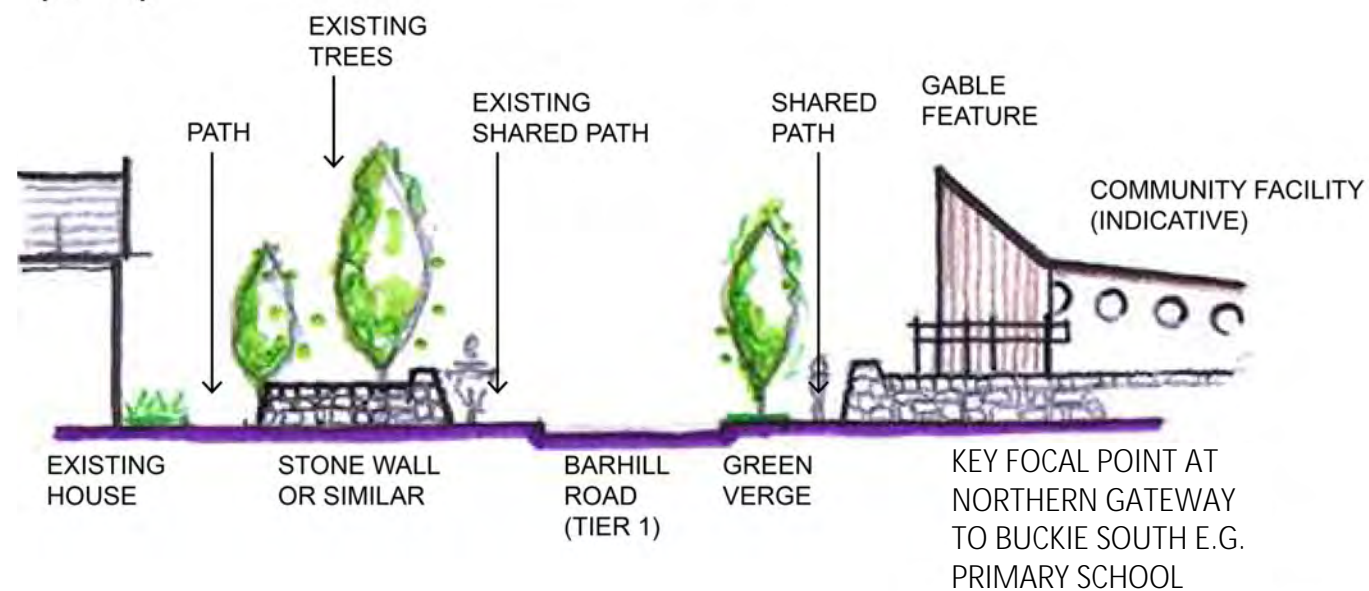
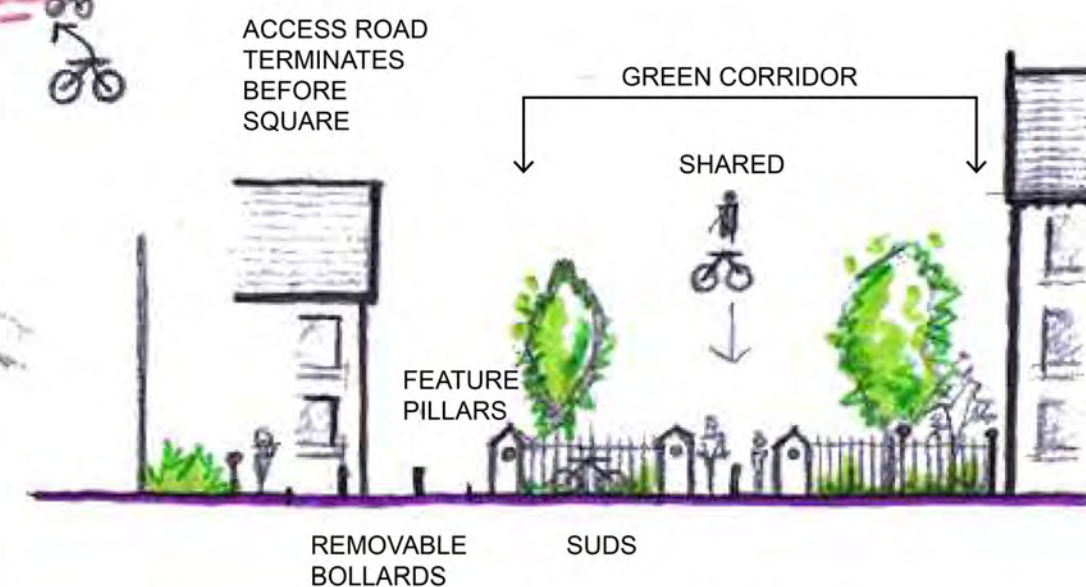


Figure 40- Rev A
Barhill Road Study - North Sector
1:2500 @ A3



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

**NOTE: REFER TO FIGURE 39
FOR LEGEND**

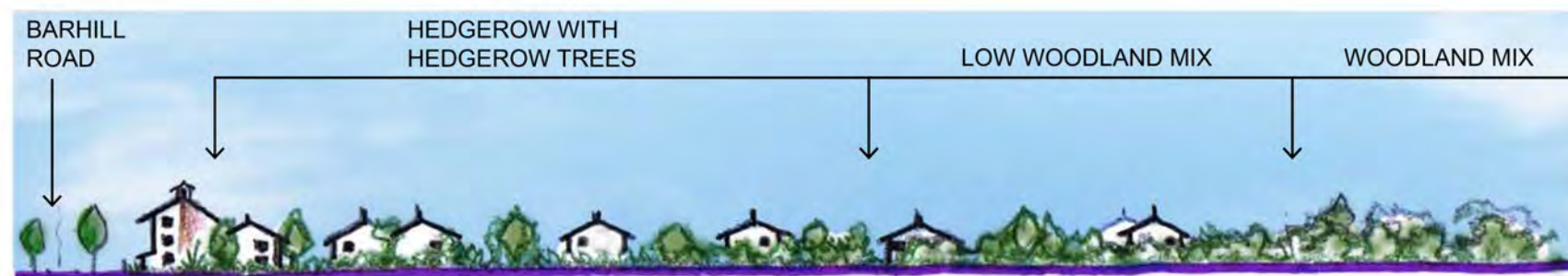
Figure 41 - Rev B

Barhill Road Study - Middle Sector

1:2500 @ A3



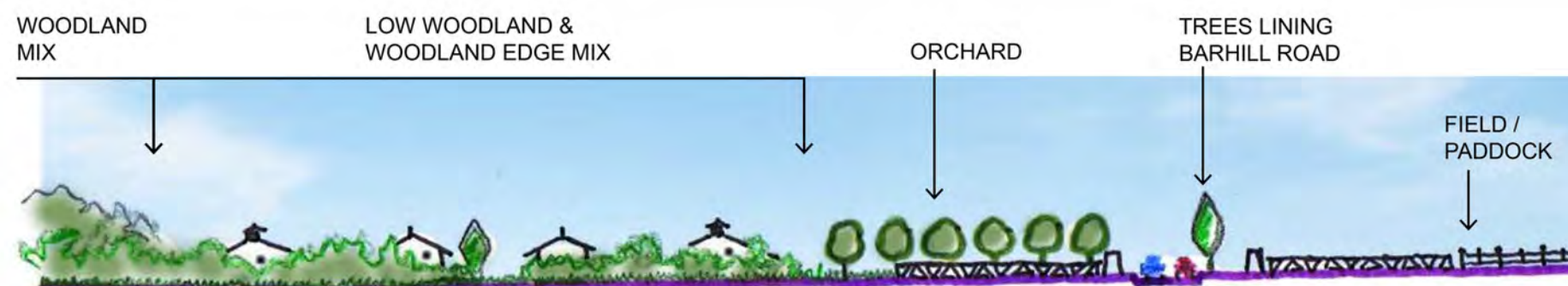
ELEVATION: 'EAST GABLES'



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



ELEVATION: 'WEST GABLES'



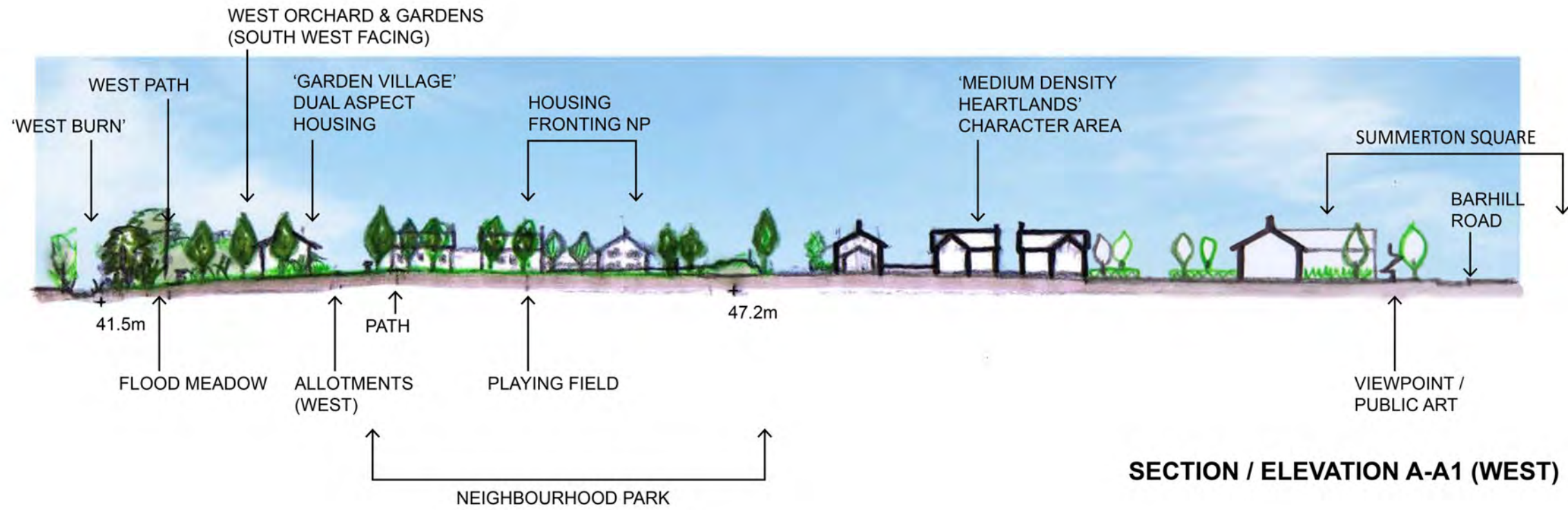
ELEVATION: 'WEST GABLES' (WITH EDGE OF SETTLEMENT PLANTING ESTABLISHING)

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

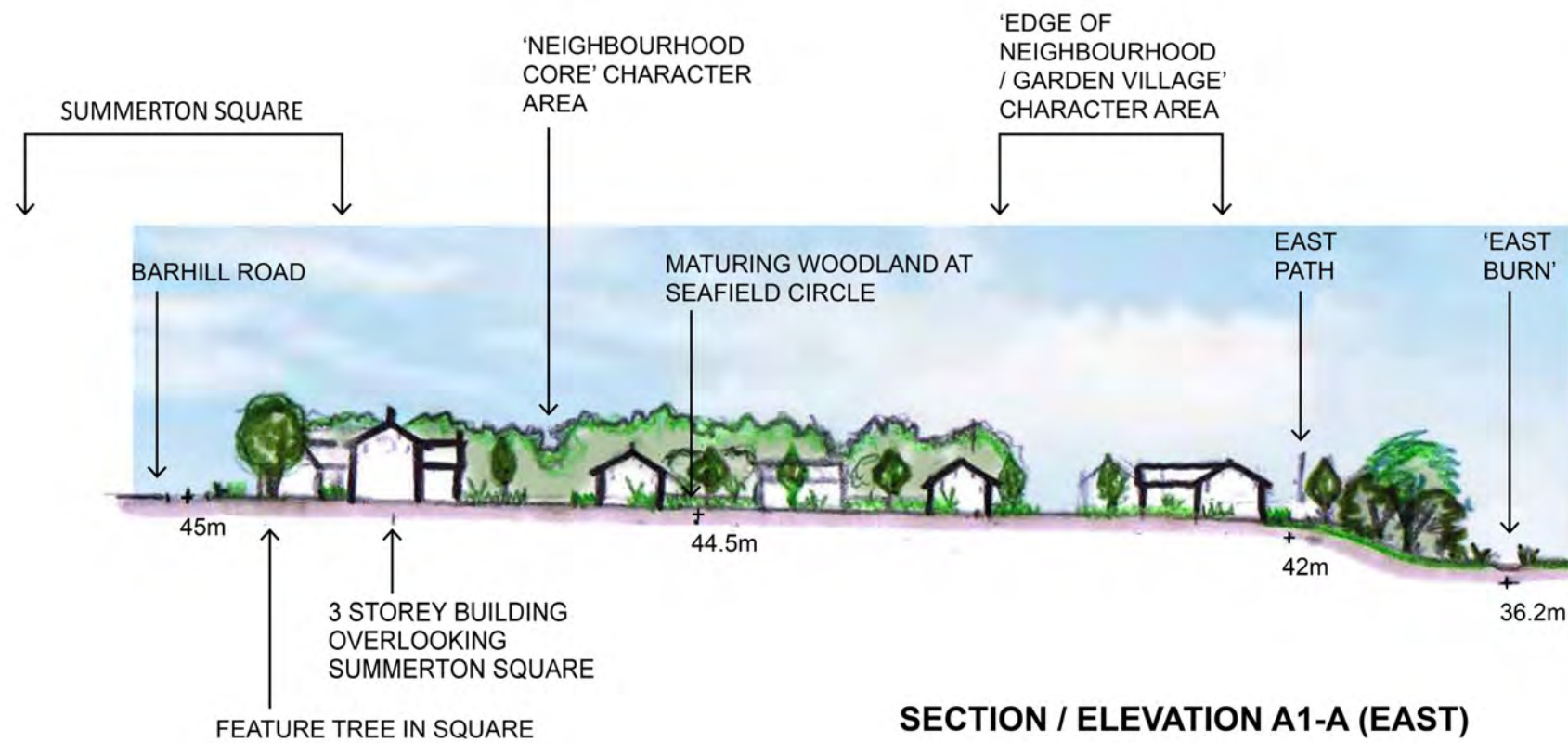


Figure 43 - Rev B

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



SECTION / ELEVATION A-A1 (WEST)



SECTION / ELEVATION LOCATION



Figure 44 - Rev C

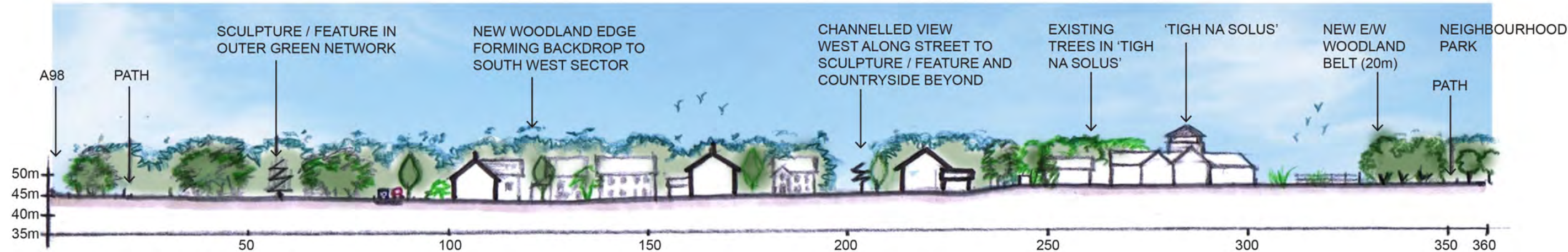
Site Section Analysis

NTS

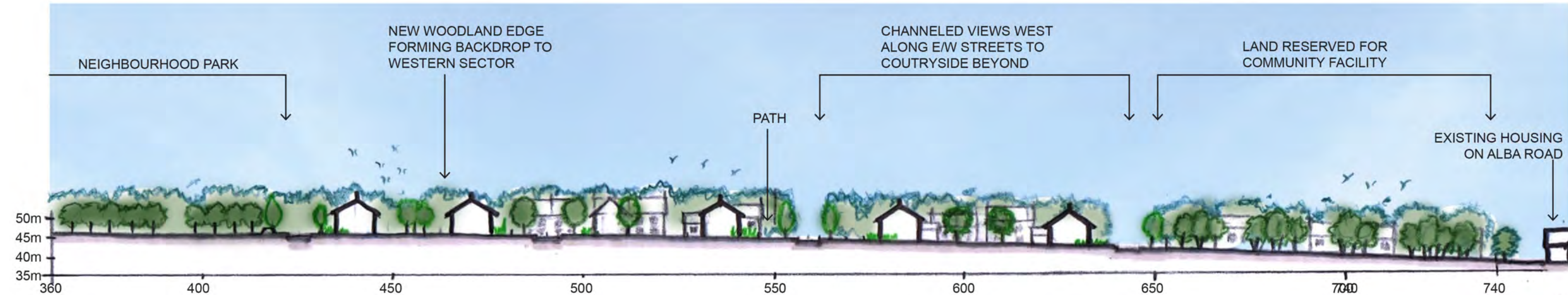
SECTION / ELEVATION LOCATION (NTS)



Figure 45
Site Section Analysis
1:1000 @ A3



SECTION / ELEVATION A-A



SECTION / ELEVATION A-A (CONT.)

Figure 46

Site Section Analysis

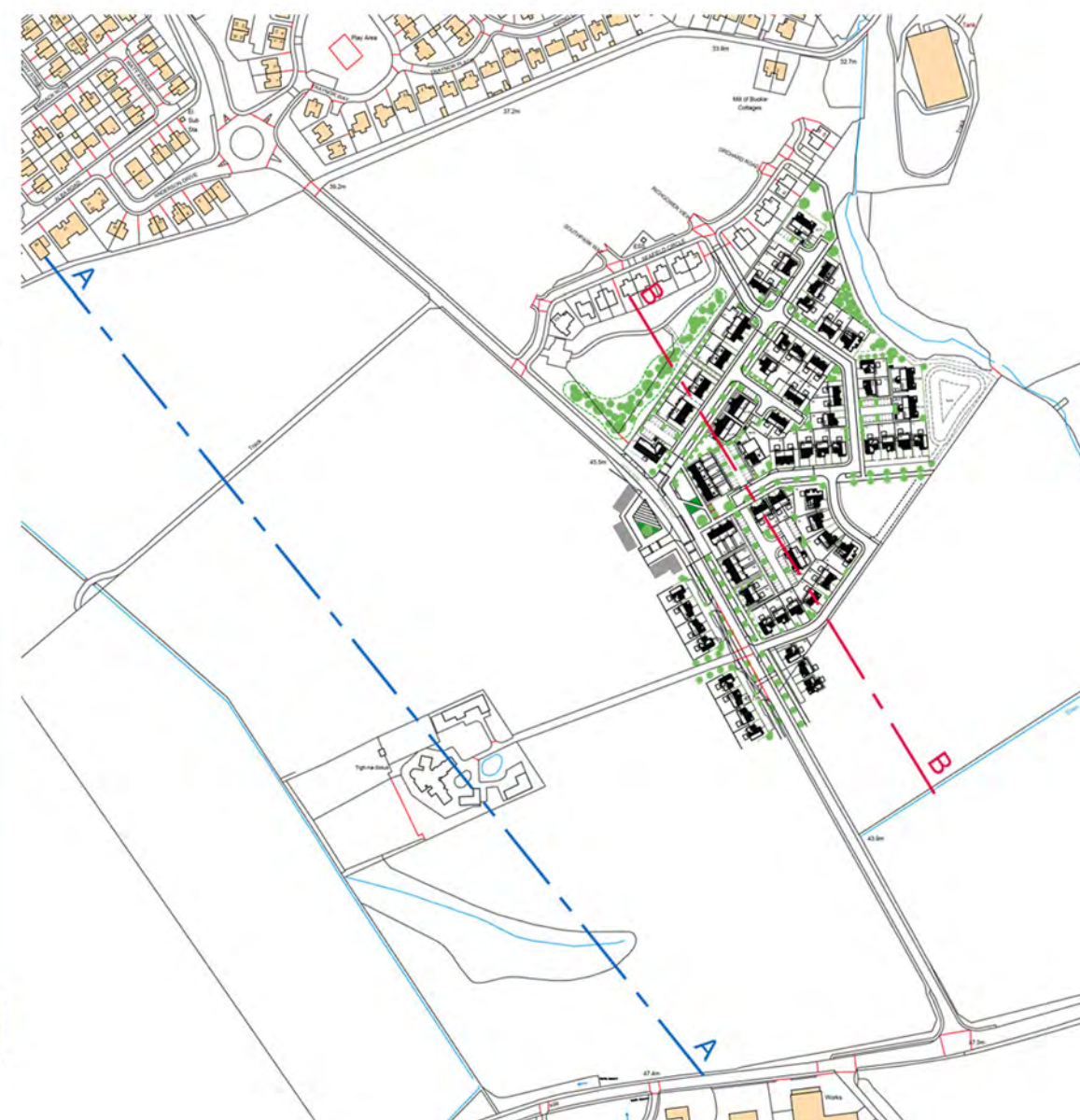
1:1000 @ A3



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



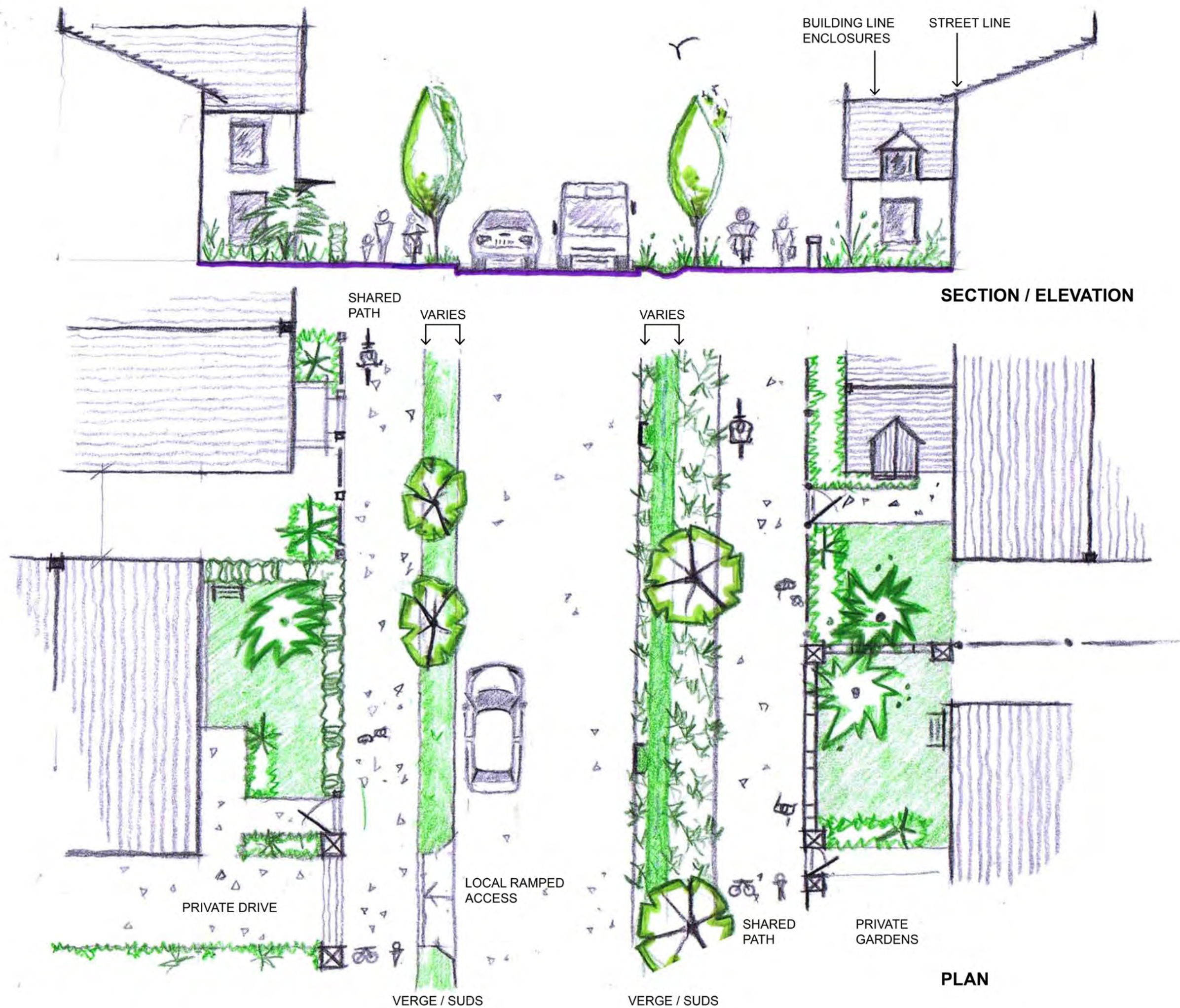
R8 Buckie Phase 1 - Detail of Section B-B along Crosby Avenue Green Travel Link



1.2

Street Hierarchy Schematic Options





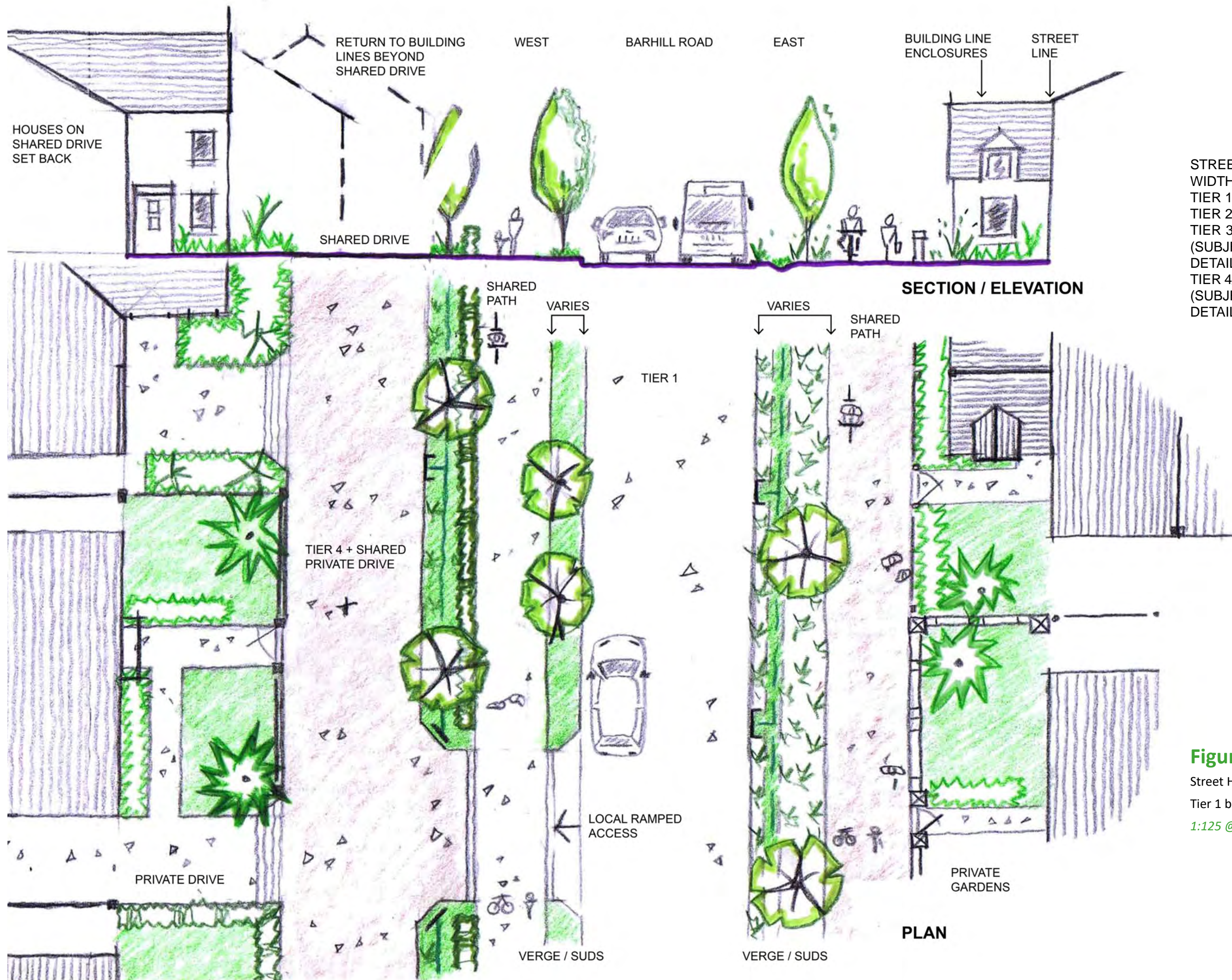
STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 47 - Rev A

Street Hierarchy Schematic Options -

Tier 1 Barhill Road

1:125 @ A3



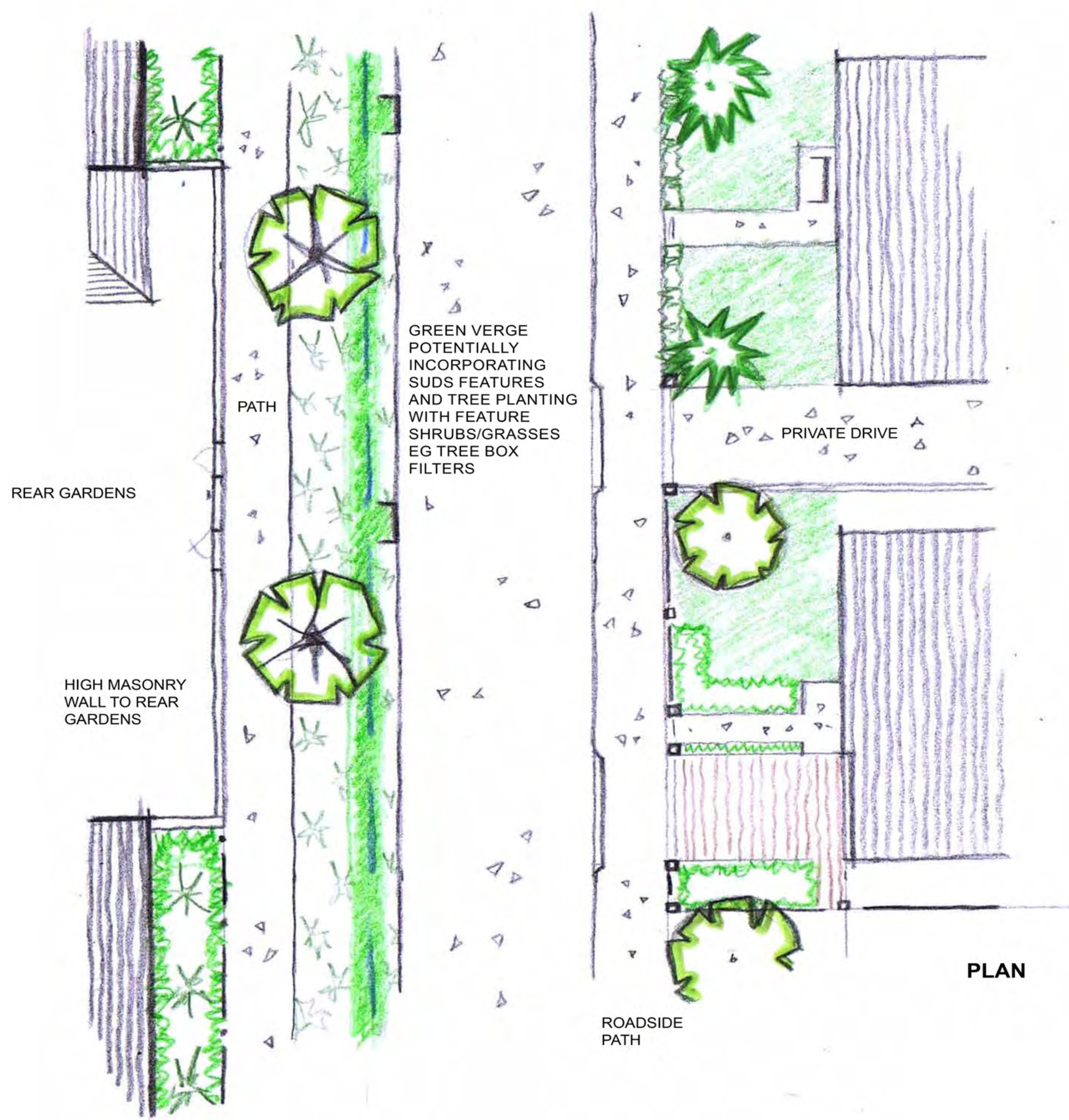
STREET CARRIAGEWAY WIDTHS:

- TIER 1 - 6 metres
- TIER 2 - 5.5 metres
- TIER 3 - 4.1 metres – 5.5 metres (SUBJECT TO AGREEMENT IN DETAIL WITH MORAY COUNCIL)
- TIER 4/HOME ZONES <6 metres (SUBJECT TO AGREEMENT IN DETAIL WITH MORAY COUNCIL)

Figure 48 - Rev A

Street Hierarchy Schematic Options -
Tier 1 barhill Road & Tier 4

1:125 @ A3



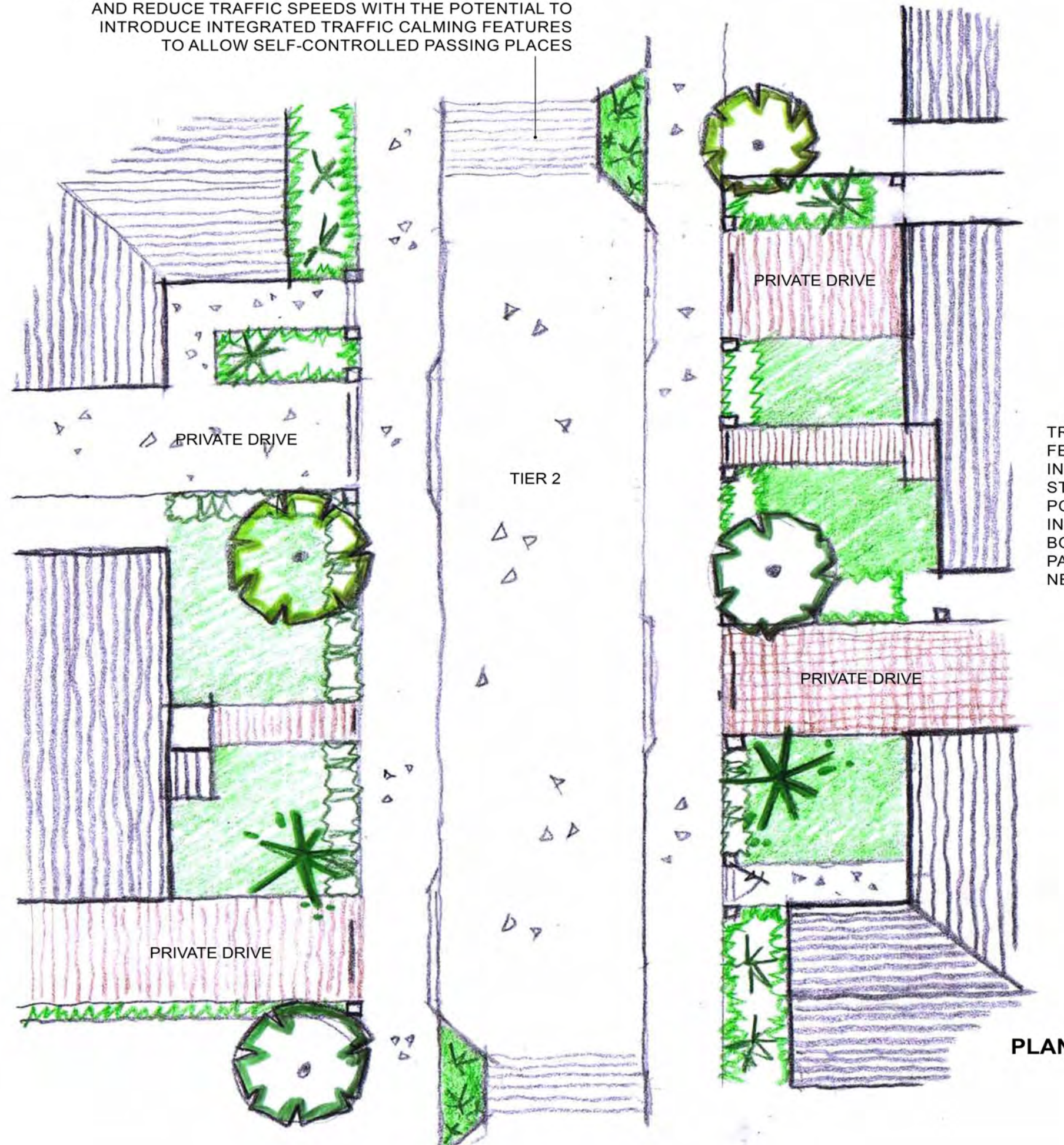
STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 49 - Rev A

Street Hierarchy Schematic Options -
Tier 2 Option A (with SUDS/Verge)

1:125 @ A3

CHANGE IN CARRIAGEWAY FINISH TO HELP DEFINE ZONES
AND REDUCE TRAFFIC SPEEDS WITH THE POTENTIAL TO
INTRODUCE INTEGRATED TRAFFIC CALMING FEATURES
TO ALLOW SELF-CONTROLLED PASSING PLACES



TRAFFIC CALMING
FEATURES
INTEGRATED INTO
STREET SCENE
POTENTIALLY
INCLUDING TREE
BOX FILTERS AS
PART OF THE SUDS
NETWORK

STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 50 - Rev A

Street Hierarchy Schematic Options -
Tier 2 Option B (No SUDS/Verge)

1:125 @ A3

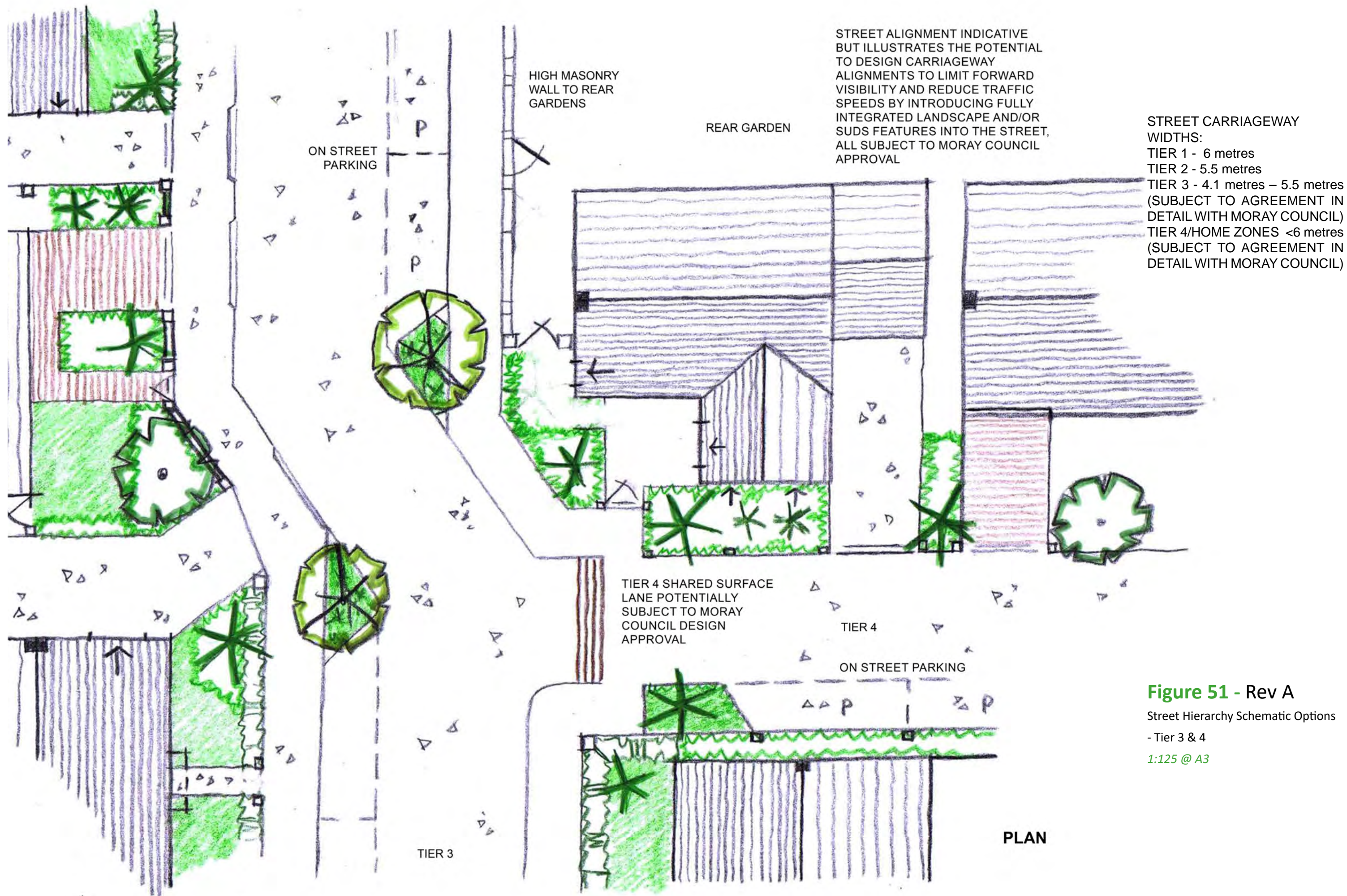


Figure 51 - Rev A

Street Hierarchy Schematic Options

- Tier 3 & 4

1:125 @ A3