

# FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN

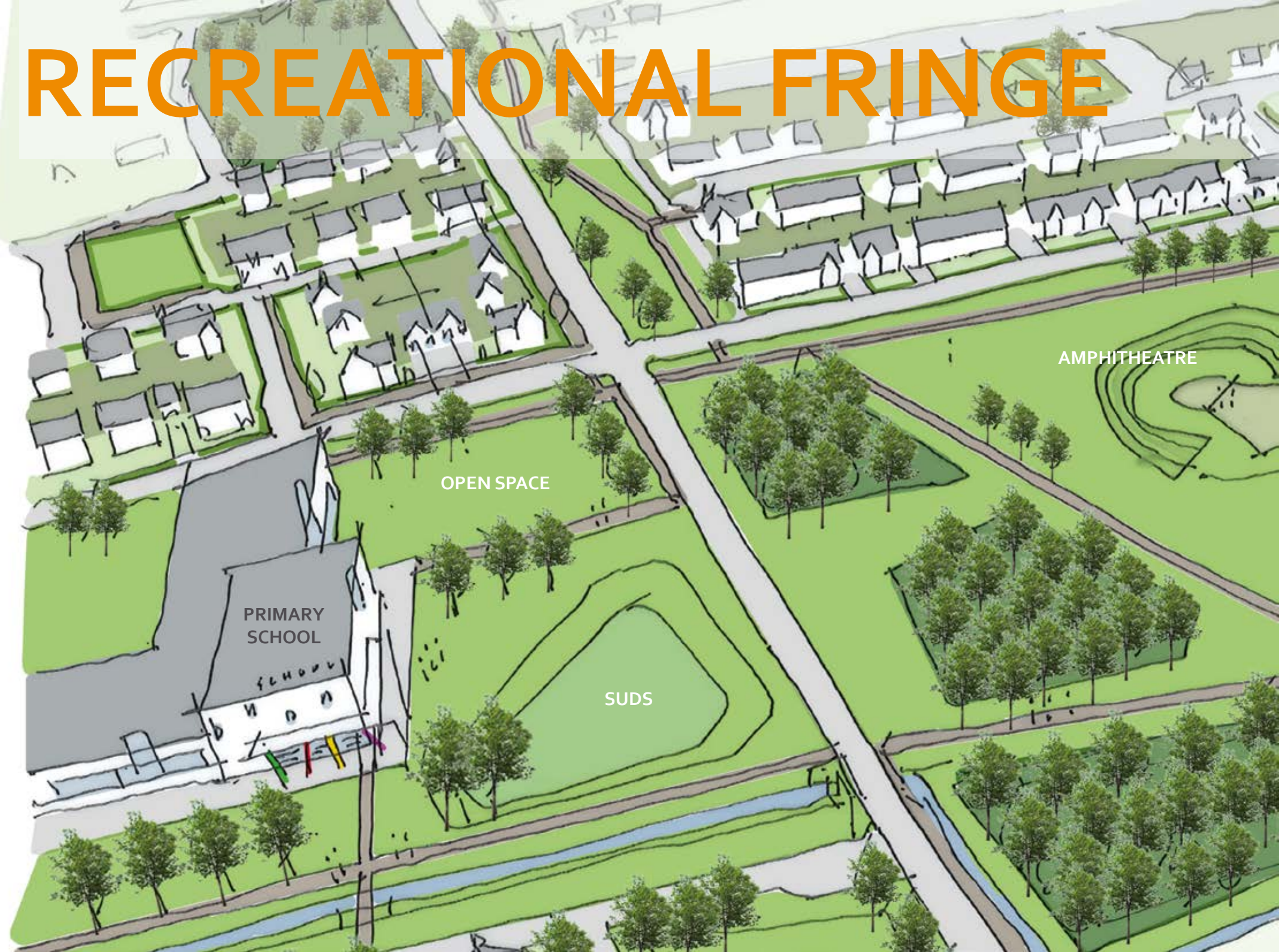


FINDRASSIE, ELGIN

SUPPLEMENTARY GUIDANCE  
CONSULTATIVE DRAFT  
THE MORAY COUNCIL / PITGAVENY  
JULY 2015



# RECREATIONAL FRINGE



AMPHITHEATRE

OPEN SPACE

PRIMARY  
SCHOOL

SUDS





HUB

OPEN SPACE

MYRESIDE  
POND

PLAY

FOOTPATH / CYCLE  
PATH NETWORK

SUDS

OPEN SPACE

SEY  
BURN

# VISION FOR FINDRASSIE



# CONTENTS

## VOLUME 1:

### 1.0 THE MASTERPLAN

- 1.1 The Vision
- 1.2 The Opportunity

### 2.0 DESIGN DEVELOPMENT / TESTING OPTIONS

- 2.1 Previous Frameworks
- 2.2 Testing + Options

### 3.0 DEVELOPMENT FRAMEWORK

- 3.1 Introduction + Purposes
- 3.2 Landscape Strategy
  - 3.2.1 Landscape Elements
  - 3.2.2 Woodland + Open Space Management
  - 3.2.3 Advanced Planting
  - 3.2.4 Allotments
- 3.3 Access Strategy, Movement + Connectivity
  - 3.3.1 Connections
  - 3.3.2 Walkable Neighbourhoods
  - 3.3.3 Street Structure / Hierarchy
  - 3.3.4 Streets
  - 3.3.5 Street Types
  - 3.3.6 Street Lighting
  - 3.3.7 Public Transport
  - 3.3.8 Parking Strategy
  - 3.3.9 Cycle Parking
- 3.4 Development Block Strategy + Buildings
  - 3.4.1 Legibility
  - 3.4.2 Important Buildings + Focal Points
  - 3.4.3 Key Frontages
  - 3.4.4 Gateway Features

- 3.4.5 Residential Density Range
- 3.4.6 Maximum Building Heights
- 3.4.7 Mixed Use
- 3.4.8 Housing Mix
- 3.4.9 Community, School + Playing Fields
- 3.4.10 School Location
- 3.4.11 Affordable Housing
- 3.4.12 Self Builds
- 3.4.13 Public Art
- 3.4.14 Archaeology

### 4.0 SUSTAINABILITY

- 4.1 Location
- 4.2 Construction Phase
- 4.3 Occupation Phase
- 4.4 Employment Zone
- 4.5 Sustainability Statement

### 5.0 PHASING / DELIVERY

- 5.1 Phasing Plan
- 5.2 Servicing
- 5.3 Potential Strategy for Servicing Self Build Plots
- 5.4 Future Land Release
- 5.5 Summary



## VOLUME 2:

### 6.0 CHARACTER AREAS / DESIGN CODE

- 6.1 Lossiemouth Road
- 6.2 Duffus Road
- 6.3 Local Hub
- 6.4 Findrassie Wood Edge
- 6.5 North / South Connections
- 6.6 Northern Edge
- 6.7 Employment Zone
- 6.8 Sub-Station / Pylon Corridor

## VOLUME 3:

### 7.0 THE MASTERPLAN PROCESS

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

### 8.0 CONTEXTUAL ANALYSIS

- 8.1 The Context
- 8.2 The Site
- 8.3 Site History
- 8.4 Landscape Appraisal
  - 8.4.1 The Landscape-Led Approach
  - 8.4.2 Challenges to the Landscape-Led Approach

- 8.5 Site Appraisal
  - 8.5.1 Ground Conditions
  - 8.5.2 Existing Watercourses
  - 8.5.3 Topography
- 8.6 Elgin's Townscape
- 8.7 Movement + Connections
- 8.8 Public Transport Network
- 8.9 Surrounding Built Heritage
- 8.10 Access to Local Amenities

### 9.0 ENGINEERING

- 9.1 Drainage
  - 9.1.1 Surface Water
  - 9.1.2 Construction Phase Drainage
  - 9.1.3 Waste Water Drainage
  - 9.1.4 Flood Risk
- 9.2 Utilities
  - 9.2.1 Existing Overhead Power-lines
  - 9.2.2 Existing Sub-Station
  - 9.2.3 Other Utilities

### 10.0 TRANSPORT

- 10.1 ROAD DESIGN STANDARDS

### 11.0 RISK

- 11.1 Health and Safety

### 12.0 CONCLUSION / SUMMARY

### 13.0 FUTURE APPLICATION CHECKLIST









# FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN



SUPPLEMENTARY GUIDANCE  
VOLUME 1: THE VISION / MASTERPLAN

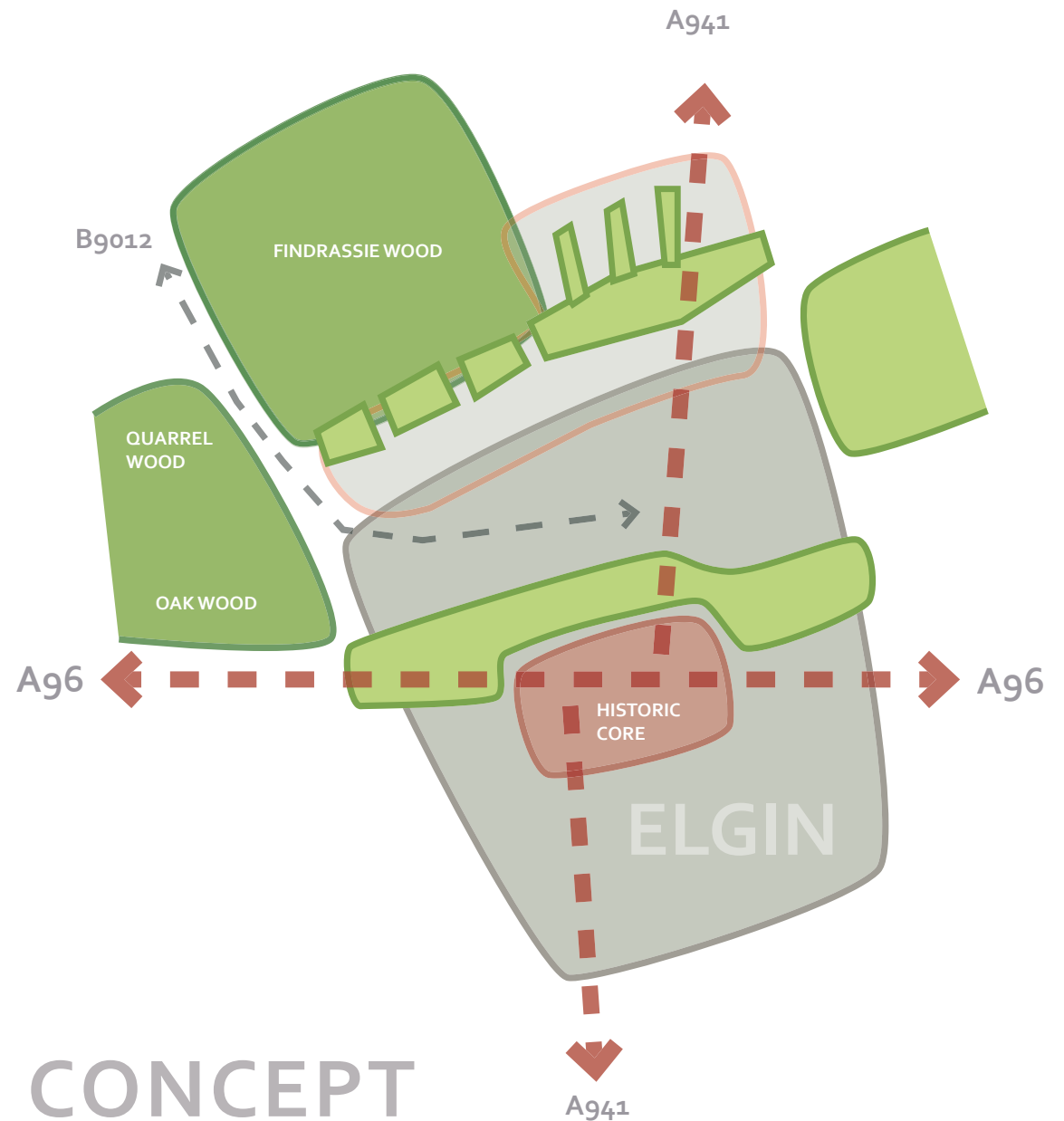
THE MASTERPLAN  
DESIGN DEVELOPMENT  
DEVELOPMENT FRAMEWORK  
SUSTAINABILITY  
PHASING DELIVERY



# 1.0 : THE MASTERPLAN

## FINDRASSIE IS:

- A desirable place , the development of which is embedded in the landscape and is reflective of the traditional pattern of development, open space and built form of Elgin;
- An attractive northern gateway(s) into the city akin to the western approach;
- A place where opportunities for social interaction are created through a mix of residential, commercial, community and recreational uses and walking, cycling and local food production are encouraged;
- A distinctive place where people identify with where they live and one another helping to create communities;
- A place where people can live throughout their lifetime.





FINDRASSIE WOOD

ELGIN

MASTERPLAN DRAWING



1.1: THE VISION

IMPROVED CYCLE + FOOTPATH NETWORK

PLAY



WOOD



SUDS

VILLAGE GREEN



COUNTRY CYCLES

RECREATIONAL FRINGE







WOODLAND WALKS



SUSTAINABLE



EMPLOYMENT



IMPROVED ACCESSIBILITY

## 1.1: THE VISION

The vision for Findrassie has been to create a landscape based solution to Elgin’s housing requirements.

While there have been a number of recent developments in Elgin that have provided much needed housing within appropriate locations, the new networks of streets and neighbourhoods have not been supported by a strong landscape framework. At Findrassie the existing landscape and its qualities has been considered in great detail. This detailed appraisal of the site has then informed the vision, and in turn the masterplan.

The integration of Findrassie Wood into the new neighbourhood will create a sense of place and identity from the outset. The integration of the primary green space along the Sey Burn Corridor and incorporation of the pond at Myreside Farm also retains and enhances existing features of the site to create interest along this route.

The masterplan maximises connection into the existing surrounding residential areas to ensure the development is fully integrated and quickly becomes part of the local community.

The landowner and design team are committed to delivering the best possible design for a new neighbourhood. Architecture + Design Scotland are supportive of the general concept and approach.



FIRST TIME BUYERS



HOUSING FOR ALL AGES



FAMILY HOMES



INTEGRATED NEW COMMUNITY



OUR VISION FOR FINDRASSIE

# RECREATIONAL FRINGE














Findrassie will incorporate a range of house types and accommodation from 1 bedroom cottage flats to 5 bedroom family homes and will include housing for the elderly.

The result will be a truly varied and integrated new neighbourhood which respects both the character of the landscape setting and the historical significance of Findrassie.



# 1.2: THE OPPORTUNITY



	EXISTING ROAD ACCESS NETWORK
	WATERCOURSE
	ENCLOSING WOODLANDS / TREE BELTS
	POTENTIAL BUILDINGS TO BE RETAINED
	ROBERTSON HOMES DEVELOPMENT SITE
	POTENTIAL EMPLOYMENT ZONE
	EXISTING ACCESS
	POTENTIAL ACCESS
	VIEWS
	IMPROVE FOOTPATH AND CYCLE LINKS
	POTENTIAL TO CREATE NEW FOOTPATH AND CYCLE LINK TO INTEGRATE THE AMENITY OF THE SURROUNDING LANDSCAPE AND WOODLAND INTO THE TOWN

## 1.2: THE OPPORTUNITY

The key opportunities that the new neighbourhood at Findrassie can help to deliver are to:

1. Greatly improve northern approaches to Elgin;
2. Merge countryside with built-up edge;
3. Deliver 1500 new houses;
4. Create jobs during construction phase and within the proposed employment area;
5. Create a new neighbourhood which reflects the character and best features of Elgin.



# 2.0 : DESIGN DEVELOPMENT / TESTING OPTIONS

## 2.1: PREVIOUS FRAMEWORKS

Extensive work was previously carried out to support the promotion of the site for inclusion within the Moray Local Development Plan (LDP). The work was presented within a development framework which began to evaluate the context of the area and set the scene for the new masterplan at Findrassie.

The document was accompanied by a number of technical and specialist reports such as:

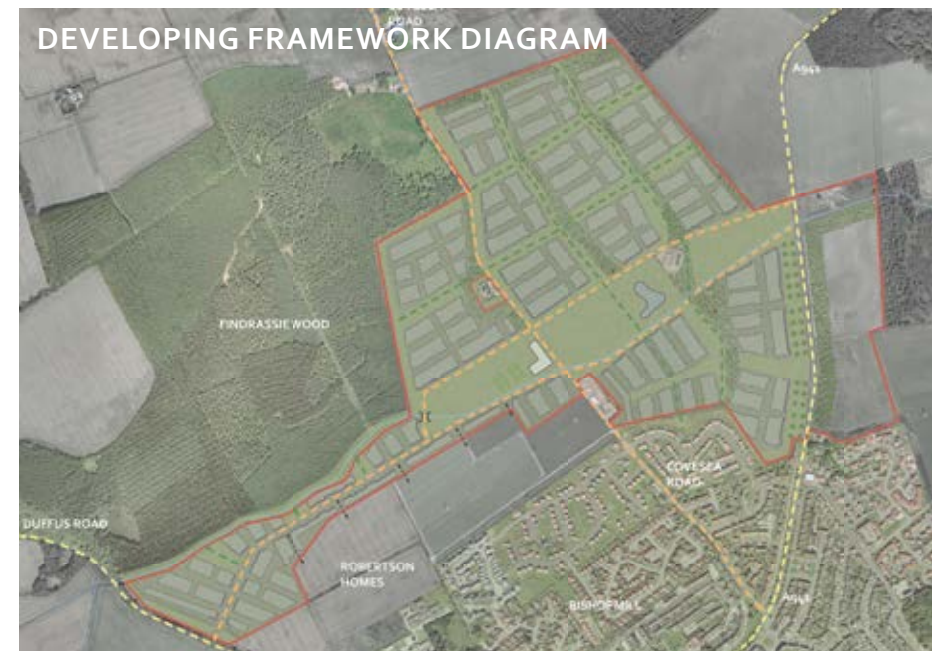
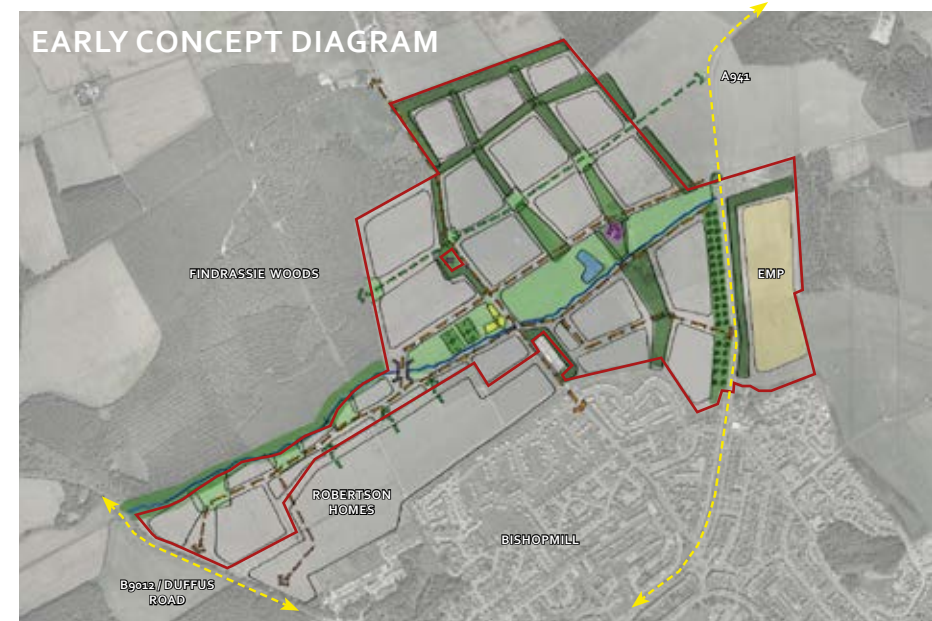
- Landscape and Visual Appraisal
- Habitat Survey
- Cultural and Heritage Assessment
- Transport Assessment
- Flood Risk and Drainage Impact Assessment
- Geotechnical Desk Study
- Services Report

Subsequent work was based upon a series of meetings and consultation events with local stakeholders, consultants and Architecture + Design Scotland (A+DS).

A+DS were involved at the request of Moray Council to ensure that the Findrassie masterplan delivered a new neighbourhood with a sense of place and identity and marked a departure from existing developments at Elgin South.

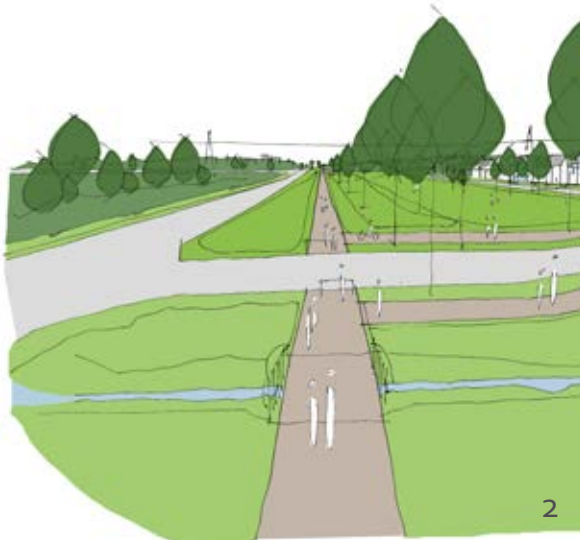
Workbooks were produced after each community event and outlined the primary concerns of the local community and began to identify the primary principles for consideration within the masterplan process.

All of this work has now been digested by the current design team and will be considered throughout the design process.





1



2



3

## 2.2: TESTING + OPTIONS

The design team has been part of an extensive programme of community engagement which has informed the proposals throughout the design process. This includes meetings, exhibitions and workshops with the local authority and the local community and separate workshops with Architecture + Design Scotland. This process has also been informed by a number of technical reports and detailed contextual analysis. The proposal for inclusion within the supplementary guidance is therefore the product of a number of options and ideas. The process included testing a number of options for road connections into the site from the Duffus Road, Covesea Road and Lossiemouth Road. The design team have also considered a number of options for important elements within the masterplan such as school location, local hub location, integration with surrounding streets and footpath network and the size, shape and form of the central open space. The solution embraces a simple theme of a park which runs east / west through the masterplan area in close proximity to the proposed housing and containing a series of events or places of interest which will help to establish a character and identity for the new neighbourhood.

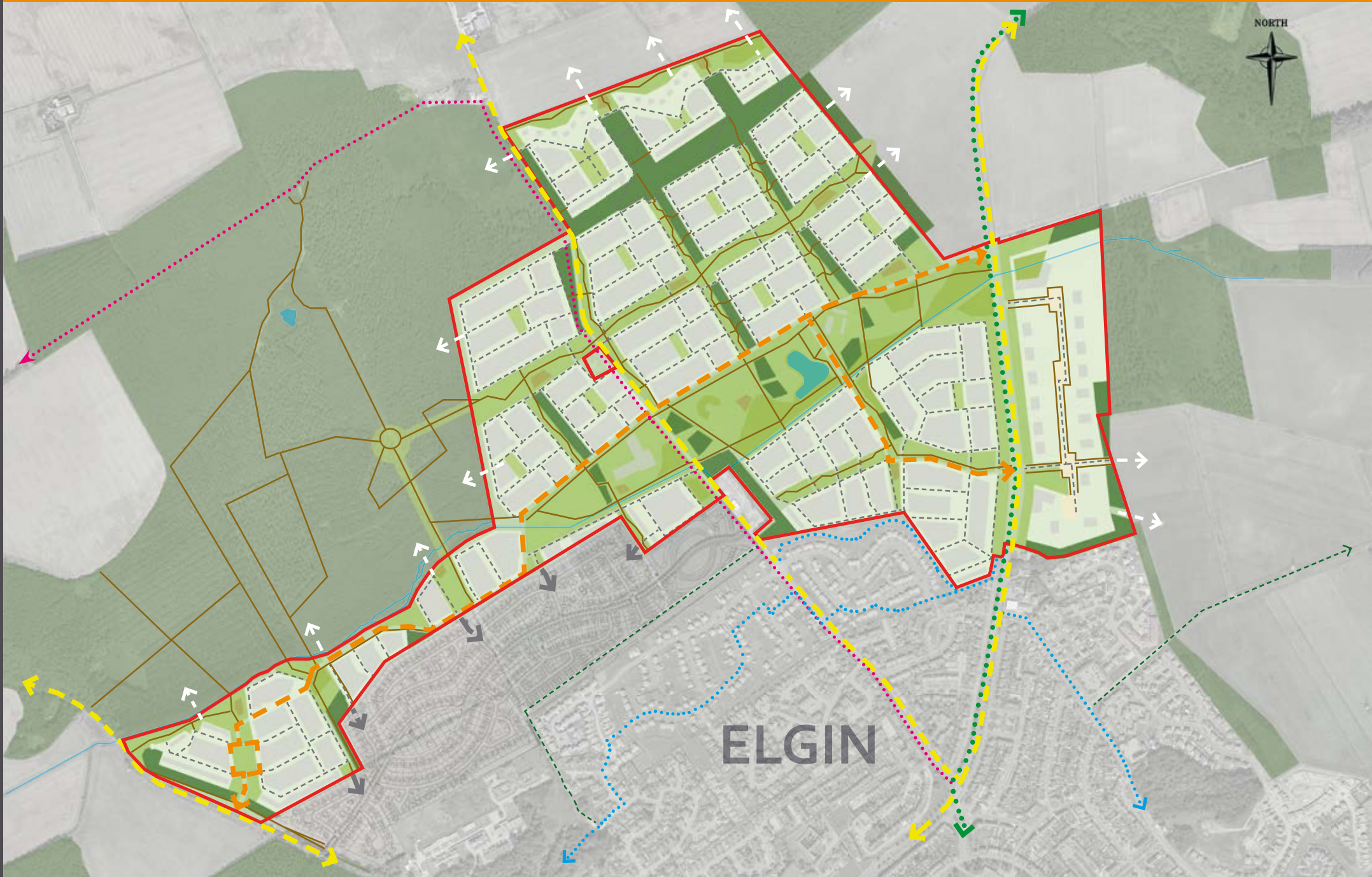
The minutes and reports provided by A+DS subsequent to these workshops is included within the appendices.

### EARLY SKETCHES:

1. LOCAL HUB
2. LOSSIEMOUTH ROAD
3. FINDRASSIE WOOD EDGE



# 3.0 : DEVELOPMENT FRAMEWORK





### 3.1: INTRODUCTION + PURPOSE

The masterplan must be sufficiently flexible, robust and deliverable if it is to remain relevant for the duration of the delivery over a 25 year period. The Moray Council, landowner and the design team have undertaken extensive community and stakeholder consultation to ensure that all views have been considered. A number of technical studies have also informed the process and are included within the appendices. Moray Council's Supplementary Guidance on Urban Design outlines the 3 key factors for a successful new development as movement, buildings and open space. The development of the framework and masterplan has broadly followed these principles and is led by a strategy:

1. A landscape and open space strategy
2. An access strategy for connectivity and movement
3. A "development block" strategy for the disposition of and buildings.

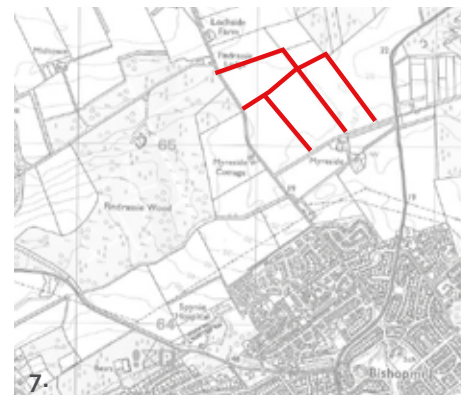
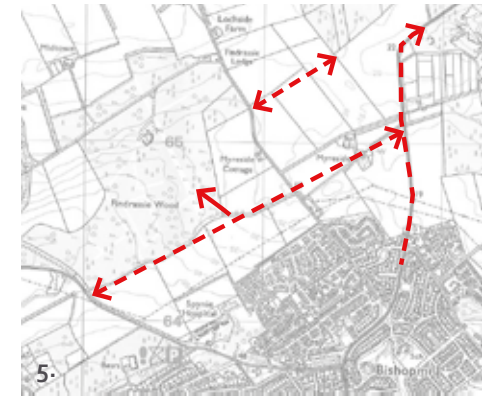
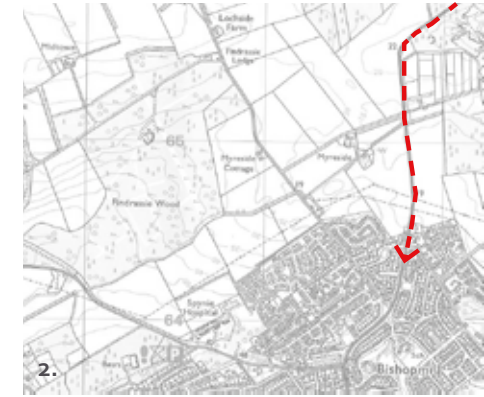
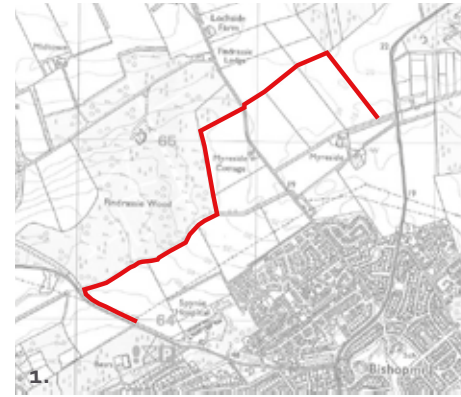
	EXISTING ROAD NETWORK
	WATERCOURSE
	ENCLOSING WOODLANDS / TREE BELTS
	OPEN SPACE
	URBAN FABRIC
	PRIMARY ROUTE
	SECONDARY STREETS + SHARED SURFACE
	FOOTPATH NETWORK
	CORE PATHS
	ESN <sub>1</sub> N OFF ROAD CYCLE ROUTE TO LOSSIEMOUTH
	EXISTING CYCLE ROUTE
	EXISTING WIDER FOOTPATH NETWORK
	POTENTIAL FUTURE CONNECTIONS



## 3.2 : LANDSCAPE STRATEGY

The masterplan framework promotes places that are responsive to the natural environment and offer safe, high quality recreational opportunities. Moray Council's Supplementary Guidance on Urban Design identifies the key principles as follows:

- Incorporate and respond to natural features (i.e. knolls, ridge lines) through layout and mix of building heights;
- Create a network of open spaces that are connected externally to the surrounding landscape and internally through green corridors;
- Use land efficiently to avoid layouts that result in left over space;
- Provide different types of open space (i.e. recreational or play, amenity or leisure and private);
- Open spaces must be fit for purpose and linked together by footpaths and cycle paths;
- Open spaces, footpaths and parking areas should be overlooked by buildings to provide natural surveillance;
- Encourage biodiversity by considering a range of planting including retained, enhanced and new;
- Proposals must include provision for public art, and,
- Design open spaces to maximise environmental benefits (i.e. building height will impact on the amount of light reaching the public realm).





### 3.2.1: LANDSCAPE ELEMENTS

There are nine elements to the landscape strategy for Findrassie. They are fundamental to a successful and distinctive development of Findrassie and each phase of development must adhere to these principles.

#### 1. DEFINE AND STRENGTHEN EDGES

- To break away from the “building led” appearance of Elgin’s southern and eastern approaches, Findrassie is to be developed with a softened integration of building and adjoining woodland and countryside;

-To lessen the present impact of the housing developments along the towns current northern edge. Deciduous edges will be planted on the southern boundary of Findrassie wood.

#### 2. IMPROVE APPROACHES TO THE TOWN

The Northern approach is to be transformed by boulevard planting along Lossiemouth Road, merging into the distinctive avenue planting in Bishopmill. Similarly, the Duffus road approach is to be replanted in a strengthened deciduous woodland edge.

#### 3. TO CREATE A “GREEN” SPINE

An east-west green corridor along the length of the Sey Burn Valley will replicate one of Elgin’s most important characteristics - the extensive open space which stretches from the Oakwood in the west to Deanshaugh and Lesmurdie Wood in the east, through Old mills and Cooper Park.

#### 4. IMPROVE LINKS TO EXISTING HOUSING AREAS TO THE SOUTH

There needs to be more, and better links to ensure, for example safe walking routes to the new school proposed for Findrassie, and to ensure the cycle tracks and footpaths permeate through existing build up areas all the way from the Findrassie development to the town centre.

#### 5. TO CREATE LINKS INTO THE COUNTRYSIDE

Findrassie woods will become accessible from the development, and tracks and footpaths will link to attractive features like Spynie Loch, Spynie Palace and Quarrel Wood.

#### 6. TO USE EXISTING ROADS FOR CIRCULATION

In addition as far as possible field boundary dykes should be retained and upgraded if necessary.

#### 7. REDUCE AND SUBDIVIDE THE OPEN SPACE AREAS

Landscaped green spaces and corridors are to be used to create distinct enclosed areas within the housing development, and to reduce the scale of the open fields as they currently are. These areas are to be functional and usable for recreation, pedestrian/cycling interconnections, and community uses such as for allotments or for public events.

#### 8. TO CREATE GATEWAYS

The accesses from Lossiemouth Road and Duffus Road into the Findrassie site are particularly important in “making a statement” about entering a carefully planned and designed development.

#### 9. LOCATE COMMUNITY FACILITIES IN SIGNATURE SPACES

The proposed community facilities will be positioned along the length of the green corridor signature space, and not concentrated in one area of interest, so as to draw movement and activity throughout more of the total development.



### 3.2.2: WOODLAND + OPEN SPACE MANAGEMENT






Traditionally the landscape and greenspace would have been handed over to the local authority with a commuted sum. However due to the phased nature of the proposed development and the need to fully integrate the provision and maintenance of landscape spaces with the development and marketing programme it is likely that an alternative approach to the maintenance of greenspace will be adopted.

Pitgaveny, (who are already involved in the management of woodland and open space throughout the estate) are in discussion with the local authority, about continuing the management of all open spaces and woodland in the Findrassie development. One such approach would be to establish a company or trust . All owners and occupiers would become members with a controlling share held by the Developer. Once capital landscape works are completed and following a three-year establishment period the Developer will hand the completed works to the company/trust who will then be responsible for organising future maintenance. The trust/company will be funded through charges on owners and occupiers.







	ENCLOSING WOODLANDS / TREE BELTS		WATERCOURSE
	OPEN SPACE		PLAY AREAS
	URBAN FABRIC		TREES
			ADVANCE PLANTING

### 3.2.3: ADVANCE PLANTING

There will be advanced planting in key areas identified in the masterplan (Shown on the plan opposite). Not only will these provide shelter and enclosure earlier in the process and help to separate emerging new neighbourhoods from ongoing construction, they will also establish an early sense of character and identity within the development pockets and character zones.

The principle of carrying out planting in advance of development is an integral part of the long term development programme. This approach will ensure that maximum benefit can be obtained on a cost-effective basis and further that the standards and aspirations of the Developer are clearly demonstrated at all stages of the development process.

The principle of advance planting can be applied to new woodland, avenue/boulevard planting, SUDS features/wetlands and also to landforms.

The extent of initial advance planting is currently under consideration. Examples currently being reviewed include new woodland blocks on the eastern edges of the site, boulevard planting to Lossiemouth Road and planting to screen the sub-station.

### 3.2.4: ALLOTMENTS





### 3.2.4: ALLOTMENTS

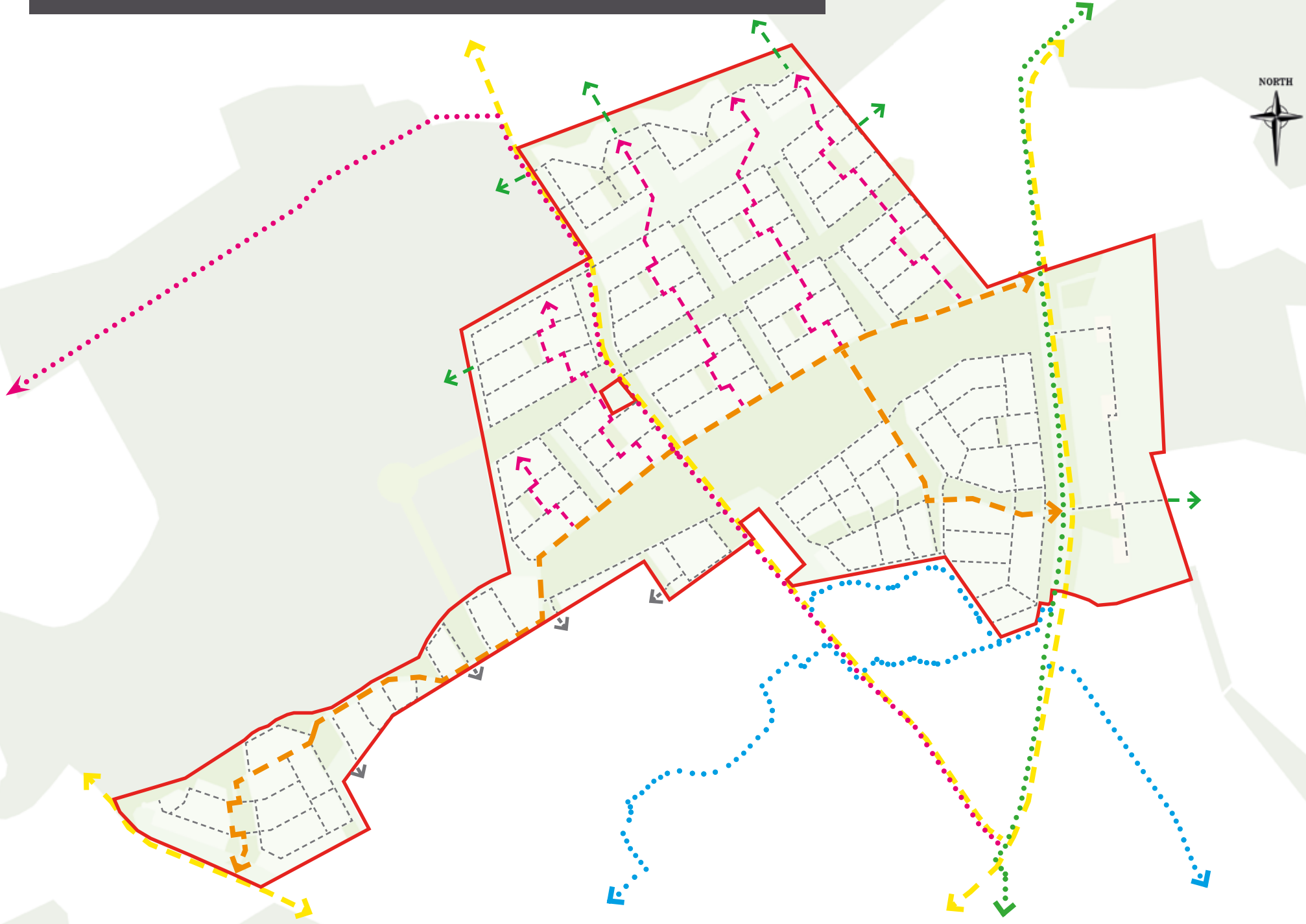
The provision of Allotments within the new neighbourhood has been discussed on a number of occasions throughout the consultation process. There is currently a demand for and under supply of suitable facilities in the Elgin area and the development at Findrassie has been identified as a location for allotments to address this issue.

Consideration has been given to a number of locations within the new masterplan. The location of this amenity next to the proposed school site would allow parking areas to be shared and would also allow opportunities for learning. It would also create a real community allotment and would also allow the upkeep of the facility during the school holidays.

Allotment locations are shown on diagram opposite.



### 3.3 : ACCESS STRATEGY, MOVEMENT + CONNECTIVITY







IMPROVED ACCESSIBILITY TO THE WIDER FOOTPATH NETWORK



WALKABLE NEIGHBOURHOODS

HEALTHY LIVING

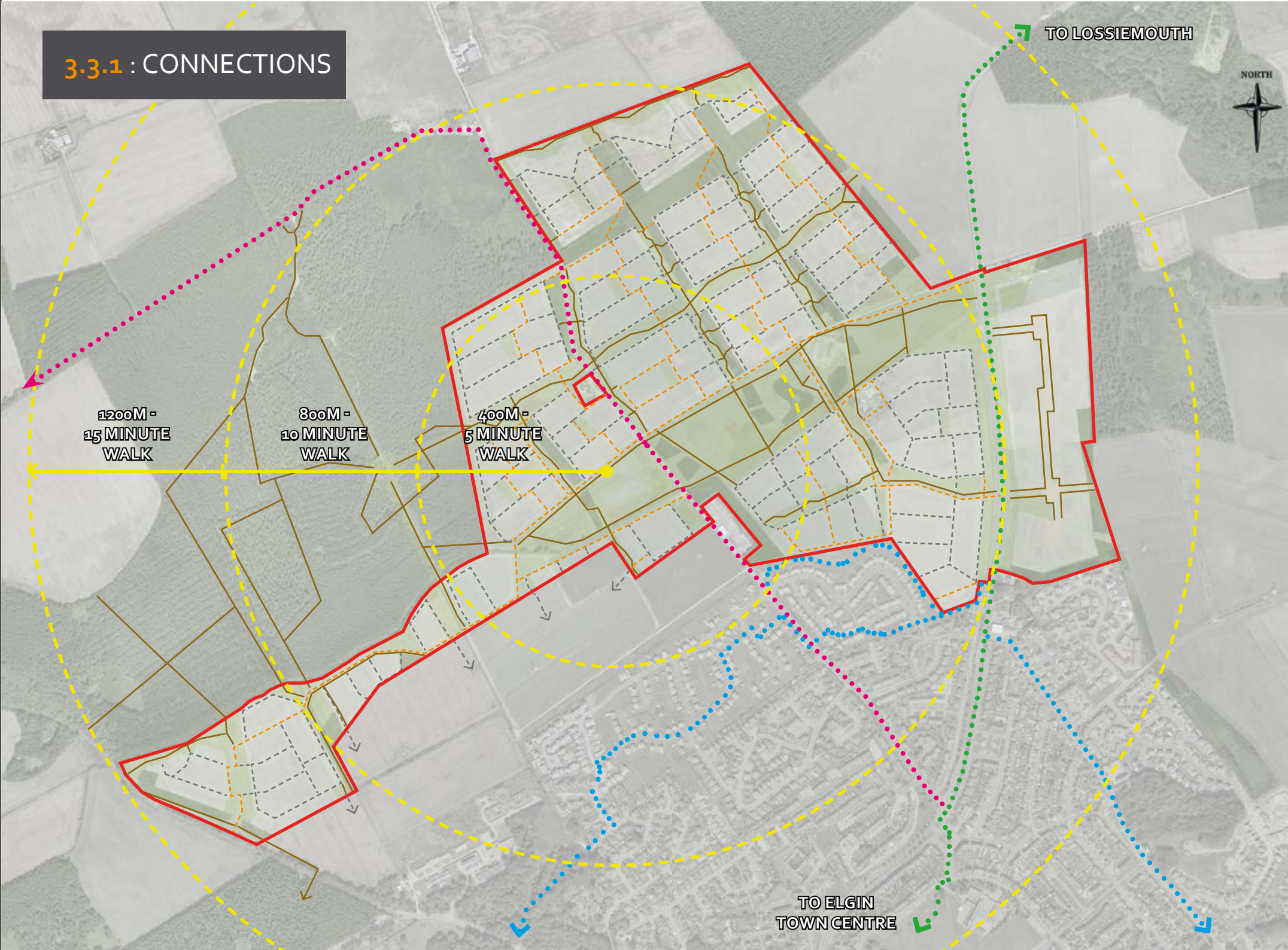
### 3.3: ACCESS STRATEGY, MOVEMENT + CONNECTIVITY

The masterplan framework promotes development that is integrated and connected, and offers a variety of modes of travel. The key principles as identified within Moray Council's Urban Design Guide are as follows:

- Development must be based on a permeable movement framework which accommodates desire lines and is well-connected internally and externally with the adjacent street and footpath networks and allows for future connections;
- A hierarchy of street types must be developed with each street type classified according to its character and capacity (i.e. street, lane, court);
- Paving material or contrast material can be used to allow each element of the hierarchy to be clearly expressed (i.e. variations in colour, thresholds of small cobbles, etc.);
- Places must promote the concept of a 'walkable neighbourhood';
- Parking provision must not dominate the streetscape;
- Traffic safety should be built into the development by slowing traffic down through use of articulation of through routes or intervention within the street space as opposed to 'traditional' 'calming measures
- Support sustainable travel by encouraging walking and cycling and providing for public transport;
- Design for an inclusive environment (i.e. access for all);
- Reduce street clutter.

- FINDRASSIE SITE BOUNDARY
- ← — EXISTING ROAD NETWORK
- ← — PRIMARY ROUTE
- ← — SECONDARY STREETS
- - - HOUSING STREET / SHARED SURFACE
- ←... CORE PATHS
- ←... ESN<sub>1</sub>N OFF ROAD CYCLE ROUTE TO LOSSIEMOUTH
- ←... EXISTING / IMPROVED CYCLE ROUTE
- ← — LINKS INTO ROBERTSON HOMES DEVELOPMENT
- ← — POTENTIAL FUTURE LINKS

# 3.3.1 : CONNECTIONS



1200M =  
15 MINUTE  
WALK

800M =  
10 MINUTE  
WALK

400M =  
5 MINUTE  
WALK

TO LOSSIEMOUTH



TO ELGIN  
TOWN CENTRE





SHARED SURFACES



STREET FOOTPATHS

-  FINDRASSIE SITE BOUNDARY
-  DETACHED FOOTPATHS
-  STREET FOOTPATHS
-  SHARED SURFACES
-  CORE PATHS
-  EXISTING / IMPROVED CYCLE ROUTE



DETACHED FOOTPATHS



WOODLAND FOOTPATHS

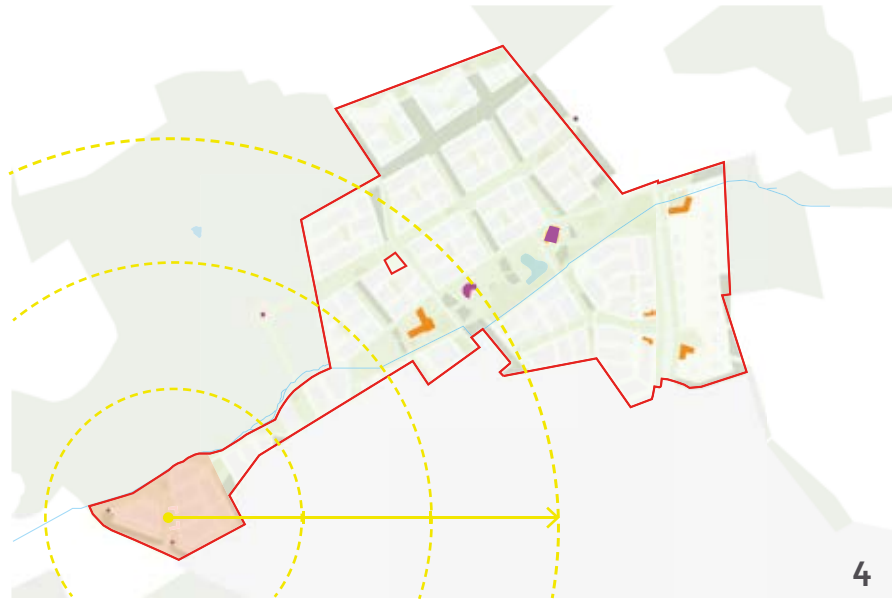
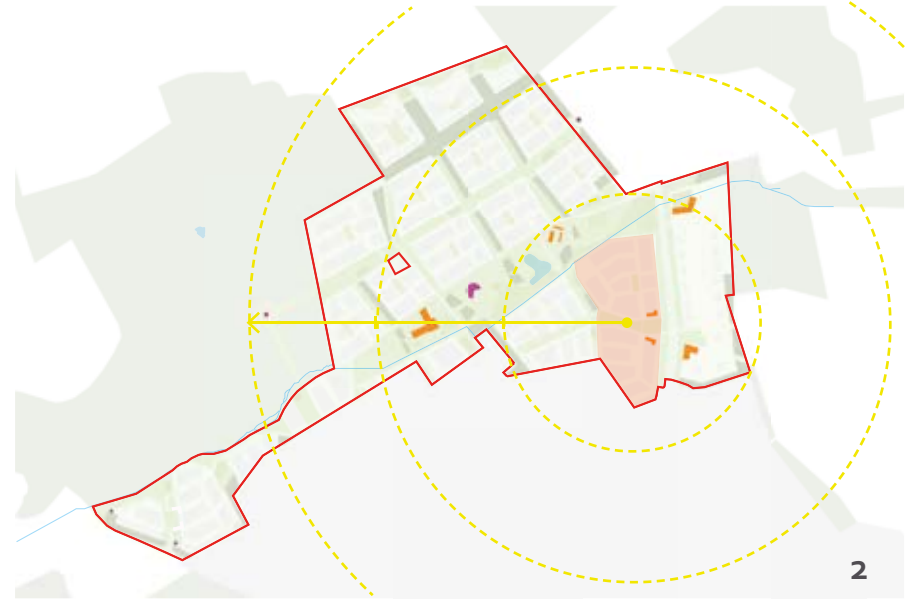
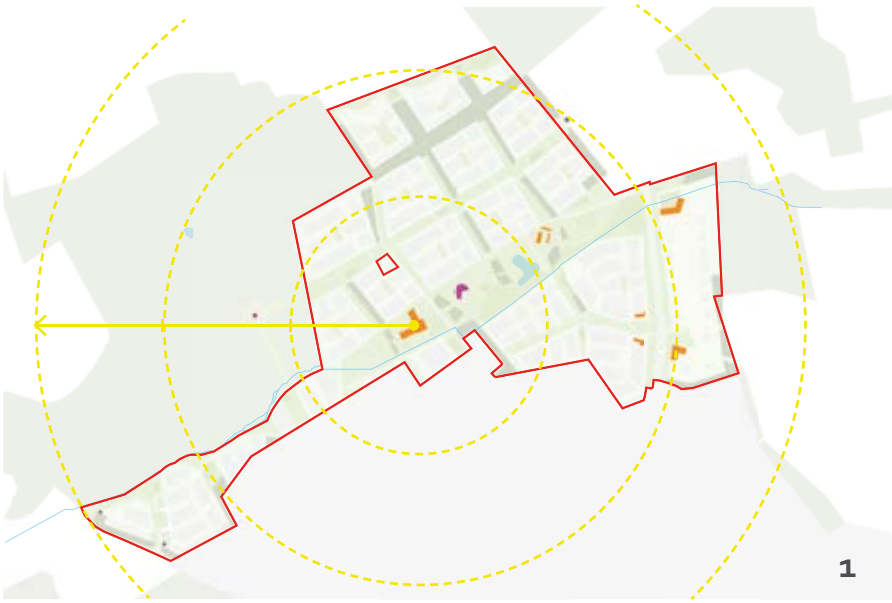
### 3.3.1: CONNECTIONS

The development at Findrassie will create a network of green spaces and these will provide the opportunity for safe and pleasant footpaths and cycleways which link to the local hub, the school and the open space.

Connections must link to the existing core path network along the northern edge of Bishopmill and the existing Elgin to Lossiemouth cycle path. There are limited opportunities to connect to southern development, but Findrassie will maximise these and take advantage of the close proximity of the existing footpaths to Quarrel Wood, Spynie Palace, and Spynie Loch. The specific links through and improvements to core paths EG13 and EG33 can be achieved through emerging planning consents to the south. Where this is not possible an appropriate legal agreement will be required to ensure these important connections to the centre of Elgin are achieved.

Different surface materials are to be used to distinguish the different functions of rural paths, neighbourhood footpaths, and safe routes to school. Street footpaths along the primary and secondary routes must be separate zones for pedestrians. These have been detached where possible and where development is one sided overlooking the open space. This is important for pedestrian safety. Elsewhere these can be part of the carriageway such as shared surfaces or housing streets. In these areas the pedestrian is prioritised over the vehicle.

### 3.3.2 : WALKABLE NEIGHBOURHOODS



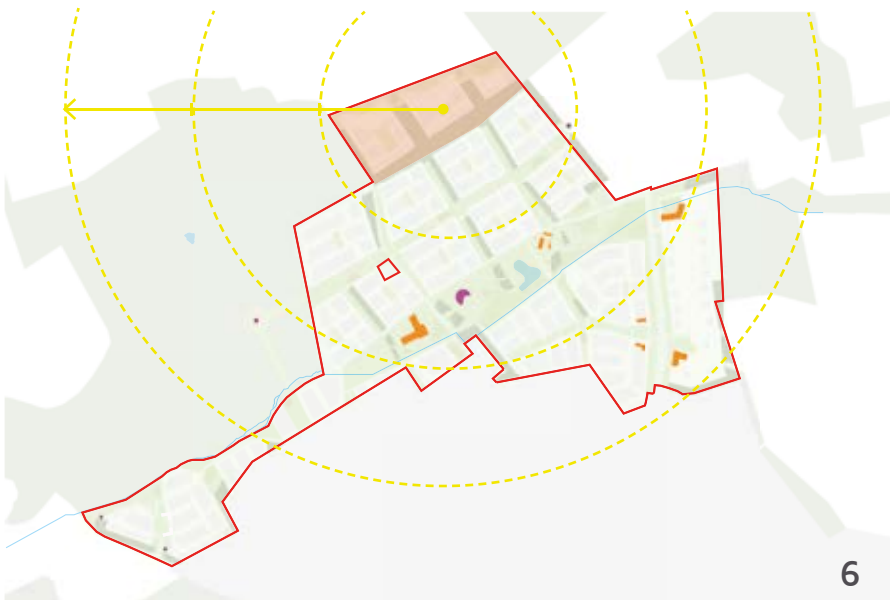


### 3.3.2: WALKABLE NEIGHBOURHOODS

The central core and green spine is within reasonable walking distance of all of the proposed housing areas of the new neighbourhood. The diagram shows 400m, 800m and 1200m walk zones and demonstrates 100% of the proposed housing located within a 15 minute walk from the proposed school site in the heart of the development. The network of roads and footpaths has been developed to maximise permeability and minimise cul-de-sac design.

*'Walkable neighbourhoods support the wider aim of encouraging the creation of mixed use communities with well connected street patterns and local facilities within walking distance, reducing the dependence on the car.'*

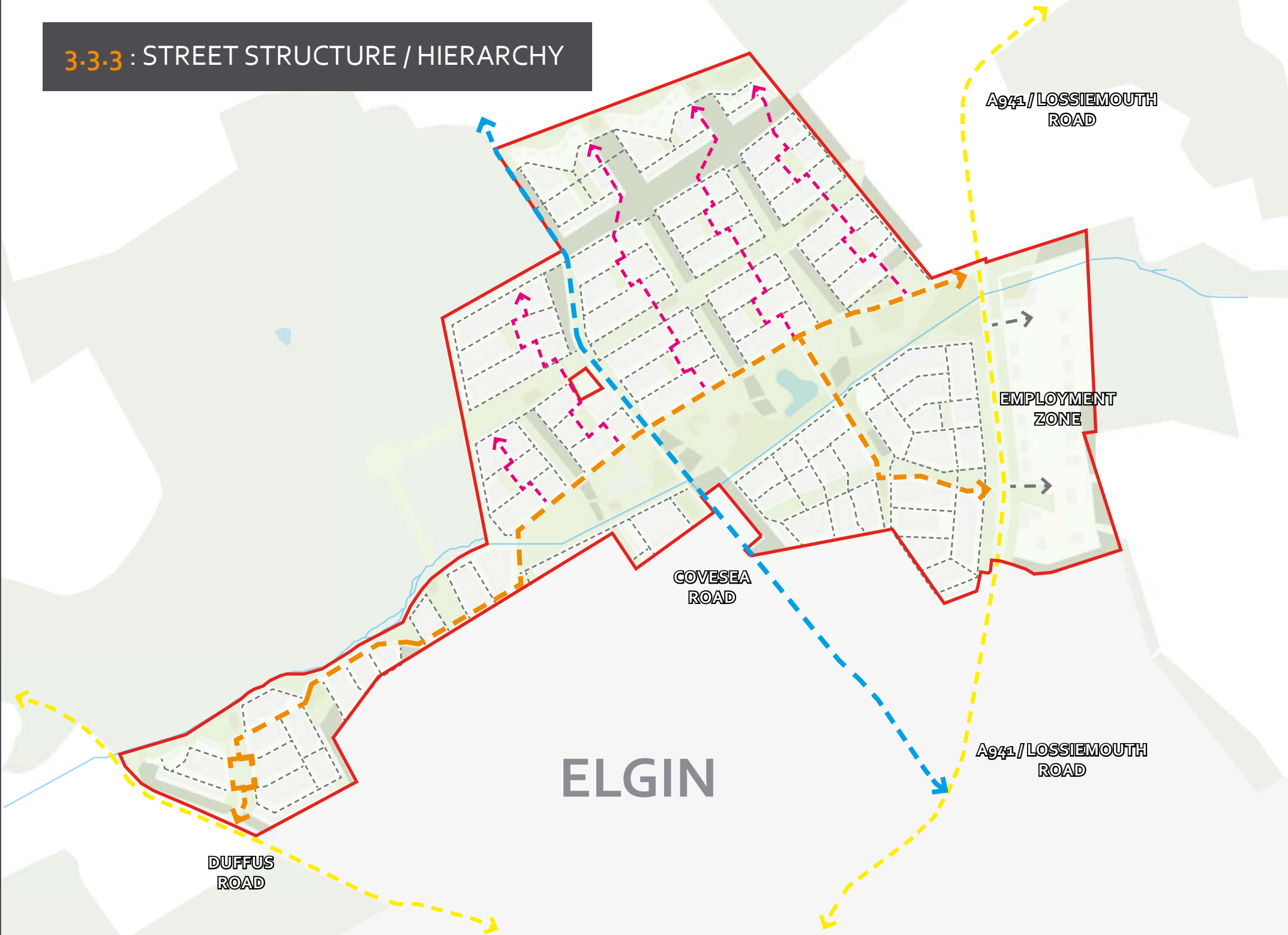
(Moray Council Supplementary Guidance on Urban Design )



	FINDRASSIE SITE BOUNDARY		400M - 5 MINUTE WALK
	IMPORTANT BUILDINGS		800M -10 MIN WALK
	LANDMARKS / FOCAL POINTS		1200M - 15 MINUTE WALK

1. WALKING DISTANCES FROM SCHOOL
2. WALKING DISTANCES FROM LOSSIEMOUTH ROAD CHARACTER ZONE
3. WALKING DISTANCES FROM FINDRASSIE EDGE CHARACTER ZONE
4. WALKING DISTANCES FROM DUFFUS ROAD CHARACTER ZONE
5. WALKING DISTANCES FROM NORTH / SOUTH CHARACTER ZONE
6. WALKING DISTANCES FROM NORTHERN EDGE CHARACTER ZONE

### 3.3.3 : STREET STRUCTURE / HIERARCHY







CONNECTIONS INTO EMPLOYMENT ZONE



TREE LINED AVENUES



HOUSING STREETS



SHARED SURFACES

### 3.3.3: STREET STRUCTURE / HIERARCHY

The street structure and hierarchy of the masterplan has been developed alongside the landscape strategy. The primary route through the new neighbourhood will run from the A941 / Lossiemouth Road in the east to the B9012 Duffus Road in the west connecting into Covesea Road. At the Lossiemouth Road edge there will be two points of connection at least, one to facilitate access to the employment area on the east side of the road (As shown on page 134 - Lossiemouth Road). The north / south secondary routes maximise connectivity throughout the new neighbourhood and will provide access to the residential blocks. Elsewhere the streets are to be residential streets and lanes in order to reduce vehicle speeds and maximise pedestrian and cycle activity.

The streets and lanes of the new neighbourhood are illustrated in more detail within the chapter on character areas.

- FINDRASSIE SITE BOUNDARY
- ← — EXISTING ROAD NETWORK
- ← — COVESEA ROAD
- — PRIMARY ROUTE
- ← — NORTH / SOUTH SECONDARY ROUTES
- — SHARED SURFACE / HOUSING STREET



### 3.3.4 : STREETS





### 3.3.4: STREETS

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

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

Materials such as slabs and paviors will help to define the pedestrian focused streets and lanes. Higher quality materials such as stone setts or cobbles are more appropriate within public areas such as the local hub and around the primary school.

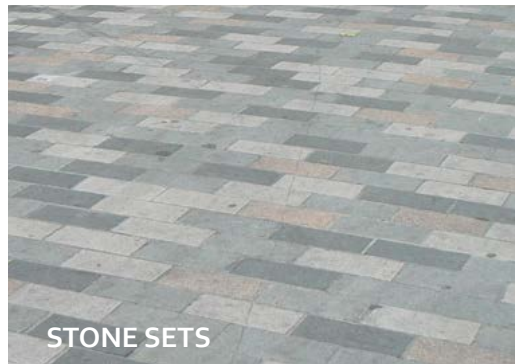
Parking is an important part of any new housing development but its impact on the streetscape should be minimised. On the majority of streets parking will be located to the side or rear of the building line so as not to dominate the frontage. The impact of car parking should be mitigated with careful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



STREET GEOMETRY, VARIED BUILDING LINE AND STREET TREES



COBBLES

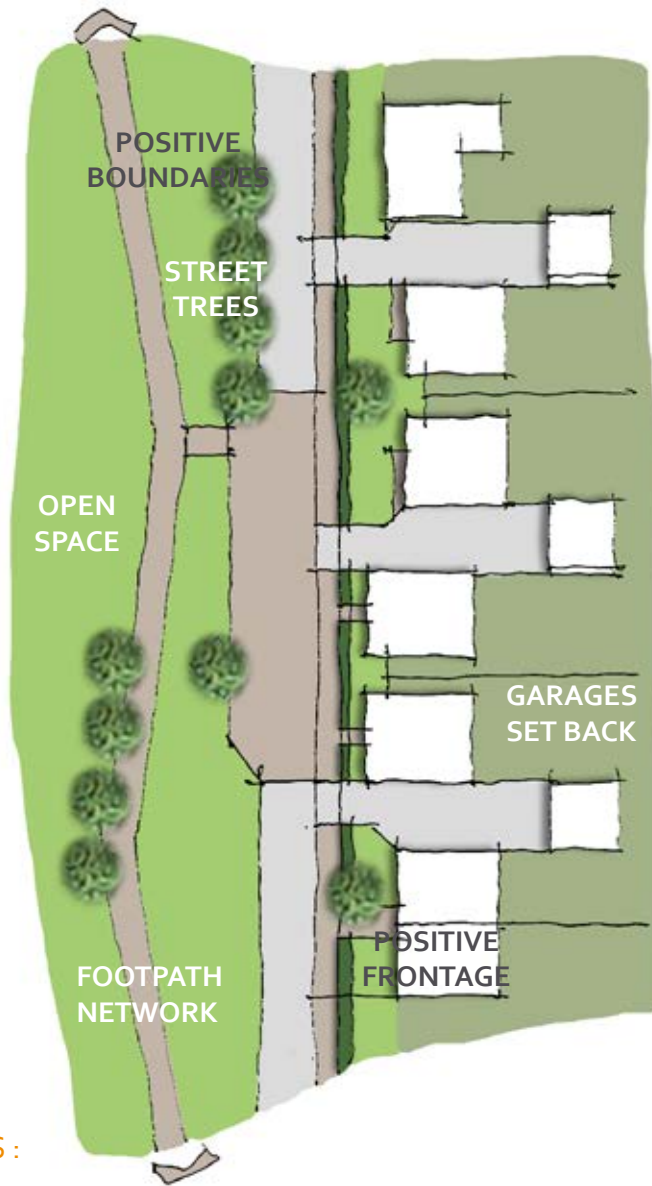


STONE SETS



PAVIORS

## 3.3.5 : STREET TYPES

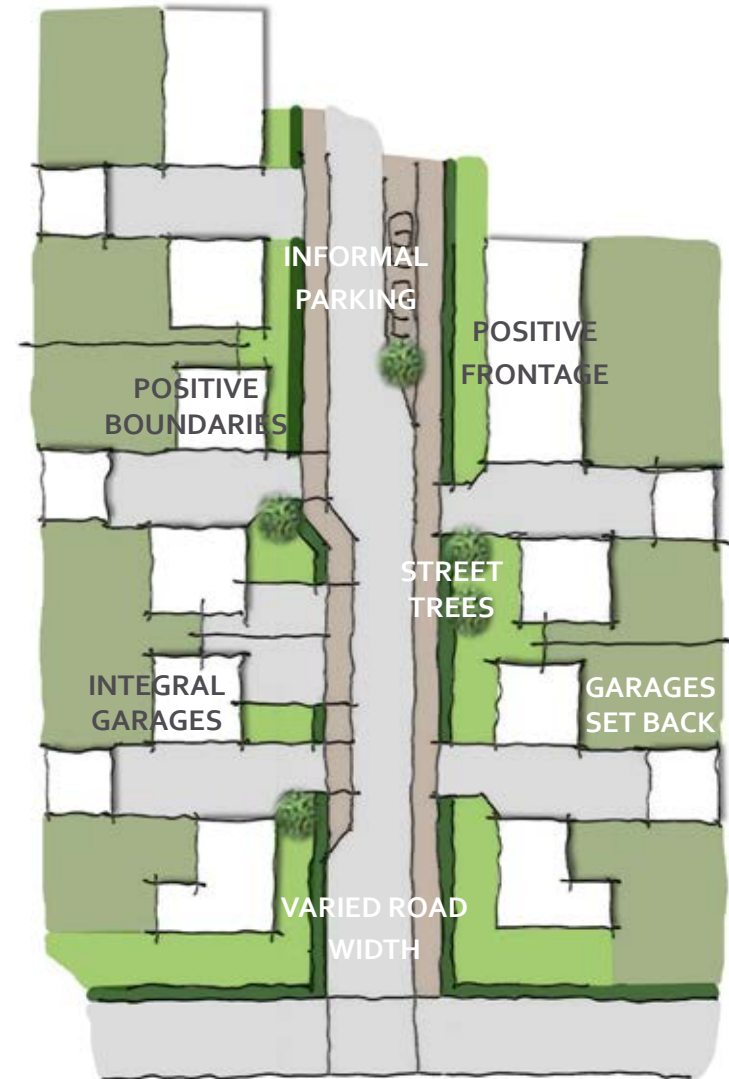


### PRIMARY STREETS :

Speed: 30mph

Width: 6m

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



### SECONDARY STREETS :

Speed: 30mph

Width: 5.5m

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



### 3.3.6: STREET LIGHTING

Lanterns are to use an LED (or suitable alternative) light source. The lanterns must meet Moray Council's current specification and minimum lighting performance requirements and are subject to approval of Moray Council's Lighting Co-ordinator. The street lighting shall be planned as an integral part of the street layout design, rather than at the end of the design process. The design of the adjoining landscaping, in particularly any tree planting which is to take place, should take account of the impact it may have on the effectiveness and maintenance of the street lighting.



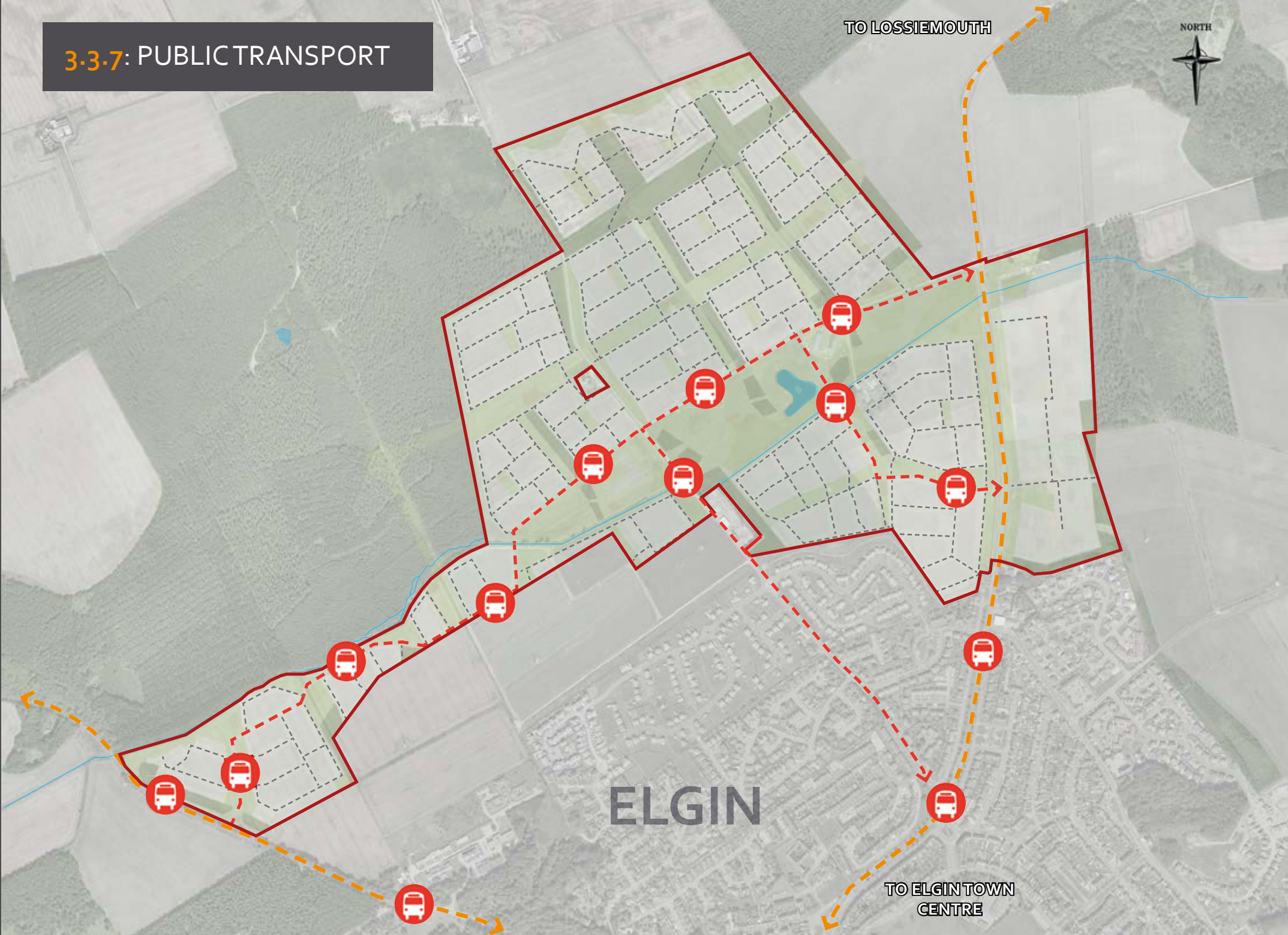
#### HOUSING STREETS :

Speed: 10mph

Width: 3.7m Minimum

Footpaths: Shared surfaces

### 3.3.7: PUBLIC TRANSPORT



ELGIN

TO LOSSIEMOUTH

NORTH

TO ELGINTOWN CENTRE





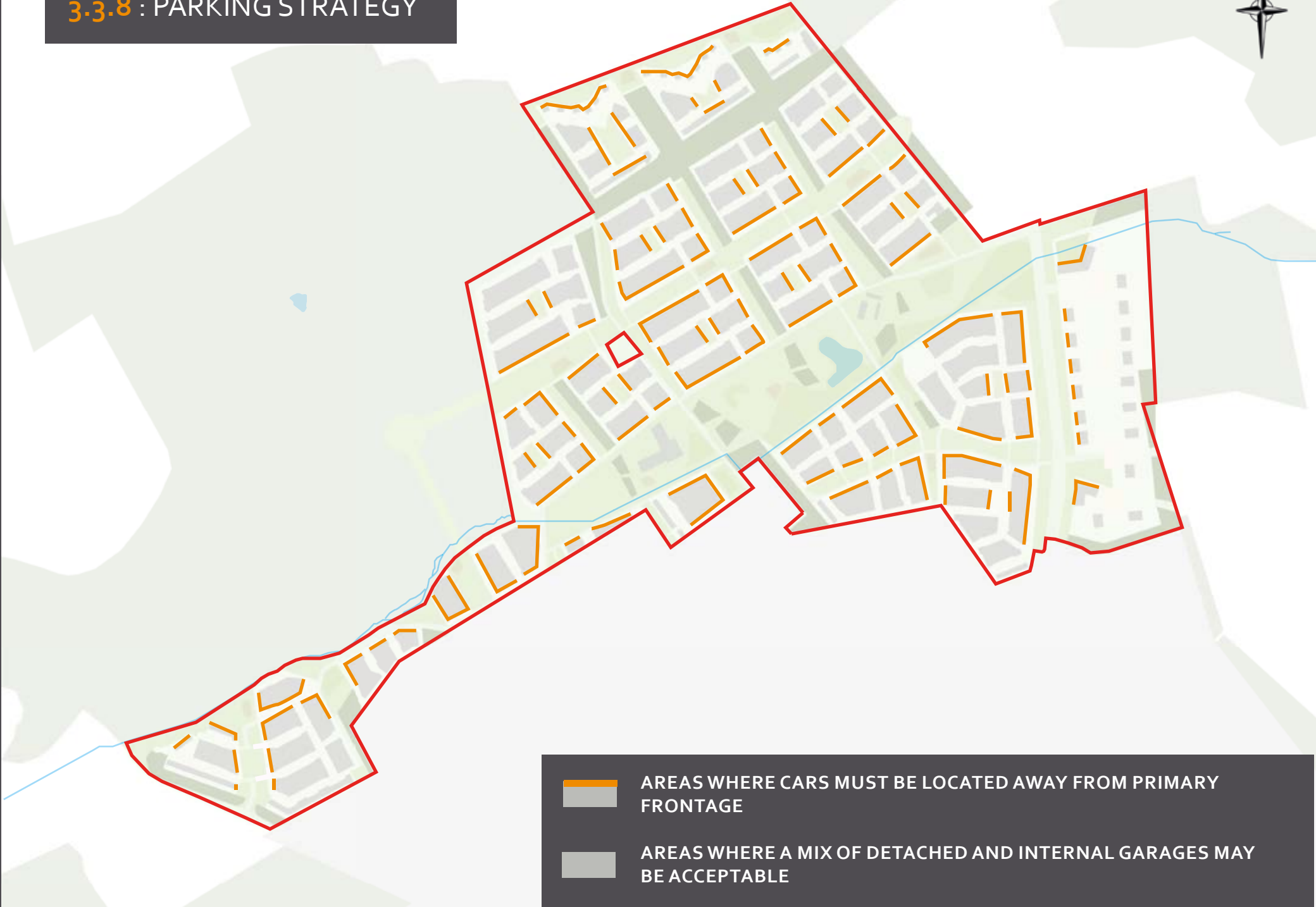
### 3.3.7: PUBLIC TRANSPORT

The new neighbourhood will connect into the existing public transport network with an east / west public transport route to be attained (the Primary Street) connecting Duffus Road with Lossiemouth Road. Phased implementation of this route will be considered in tandem with the phasing of public transport penetration within the site.

The bus stops should be located in strategic locations throughout the masterplan, such as the local hub and primary school.



### 3.3.8 : PARKING STRATEGY







PARKING TO THE REAR OF HOUSES REDUCES IMPACT OF CARS ON STREETSCAPES



PARKING TO SIDE OR REAR / INFORMAL PARKING ON STREET

### 3.3.8: PARKING STRATEGY

The parking strategy must be developed in relation to the character zones and location within the masterplan. The parking will also be derived from Moray Council's standards.

On important frontages such as overlooking primary routes or open space the impact of vehicles must be mitigated by locating garages back from the main building line. Alternatively parking shall be provided to the side or rear of these properties. This will ensure that the quality of the landscape and the architecture define these edges rather than the car. Away from primary frontages through careful consideration of the street design and public realm there will be opportunities to provide innovative and imaginative approaches to parking, some of which will be on street or along building frontages. Integral garages will only be acceptable with positive boundary treatments, a high quality landscape design including street trees and proposals which incorporate areas of improved public realm. Parking within affordable housing areas should also be to the side or rear. The parking must also be provided in accordance with the requirements set out within Moray Council's Supplementary Guidance on Urban Design.

Parking in the employment area will be located away from the front of the buildings, particularly for the buildings which are located along Lossiemouth Road. Parking to the front or rear of buildings along the internal road will be broken up with landscaping.

Sufficient space is also available to provide adequate parking for other non-residential uses such as the proposed primary school and the local hub. However, parking will not be permitted to dominate the hub area.



### 3.3.9 : CYCLE PARKING







### 3.3.9: CYCLE PARKING

Cycling connections have been an important consideration in the development of the framework and indicative masterplan for the new neighbourhood. Active connections and the recreational fringe have been a recurring theme throughout the process. To help to establish a strong network of cycle connections and routes the development must also allow for satisfactory levels of cycle parking to help encourage residents onto their bikes.

Cycle parking will be provided for all dwellings within the masterplan in accordance with the criteria set out within Moray Council's extant parking standards. Houses throughout the new neighbourhood will have provision within private gardens and garages to facilitate adequate storage for bicycles.

Suitable storage facilities will also be required at the primary school, local hub, within the proposed employment zone and at other key locations. This can be in the form of covered areas with simple sheffield style racks. This will help to support the strong network of paths and cycleways which are one of the most important features of the new neighbourhood within the proposed open space and woodland.








# 3.4: DEVELOPMENT BLOCK STRATEGY + BUILDINGS



FINDRASSIE WOODS

EMPLOYMENT ZONE

# ELGIN

-  PERIMETER BLOCKS
-  PRIVATE BACKS
-  CORNER PLOTS / HOUSES ADDRESSING BOTH STREETS
-  OPEN SPACE
-  PLAY PARKS





### 3.4: DEVELOPMENT BLOCK STRATEGY + BUILDINGS

All development, when submitted for planning approval must be in accordance with the key principles of Moray Council's supplementary guidance on urban design. People must be able to navigate round the neighbourhood by reference to identifiable focal points, markers or vistas, and must be able to distinguish different areas by their architecture. The key principles within Moray Council's Supplementary Guidance on Urban Design are:

- Development must reflect an understanding of the context of the surrounding built and natural environment;
- Development must incorporate a mix of housing types and sizes and a density appropriate.

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

- Buildings must front onto the street to ensure active frontages;
- Public and private space must be clearly defined;
- Built-in features (i.e. marker homes, walls, play areas) that use architectural devices (i.e. gables, chimneys, articulated window surrounds) and materials should provide focal points to guide people through the development;
- House types should reflect local characteristics (i.e. combine standard house types with local architectural elements to reflect a modern contemporary development that is sensitive to its context);
- Buildings should be designed to 'turn a corner' (i.e. L-shaped footprint, windows built into gable elevation) to address another street and provide natural surveillance;
- The relationship between the scale of buildings, massing, materials (i.e. house and road surface) and boundary treatment (i.e. garden walls, hedges) should reflect the street hierarchy and provide a sense of containment (e.g. massing and variation in scale along key frontages);
- Buildings along prominent streets, key frontages and corners must reinforce the character and identity of a place;
- Buildings should be orientated to maximise visual connections with the surrounding area (i.e. termination of a vista with a landmark); and,
- Buildings should maximise environmental benefits (i.e. passive solar gain by presenting principal elevations to the sun-path and avoiding blank gables to the south).

The new neighbourhood should also accord with the latest Scottish Government policy statement which identifies six principles of creating places:

- People & Communities
- Health & Place
- Economy & Place
- Culture & Heritage
- Sustainable Development
- Landscape & Environment

### 3.4.1 : LEGIBILITY



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

FINDRASSIE GRID





ELGIN GRID-IRON BLOCK LAYOUT



BISHOPMILL SMALL BLOCK SIZES



LOSSIEMOUTH SMALL BLOCK SIZES + GRID-IRON PATTERN

### 3.4.1: LEGIBILITY

The Findrassie masterplan has been developed with a grid iron street pattern based on historic and local precedent. The block sizes and building locations have been developed at an appropriate scale and have focal points, landmarks and characteristics which help distinguish different parts of the new neighbourhood. The buildings are arranged as perimeter blocks which address the street and have a clear definition between public and private realm. For the majority of street, parking within the front curtilage will be minimised by locating parking to the rear or side of the building. Continuous but varied street frontages provide enclosure to streets and open spaces, whilst also encouraging a level of activity creating a sense of security. The size of the residential blocks has been developed in accordance with those of successful residential developments within Bishopmill, Elgin and Lossiemouth. The small block sizes offer a choice of routes and are considered more permeable and easy to move around. The block sizes take reference from the existing grid iron pattern within Bishopmill. The choice of routes also offers more opportunity for pedestrians and cyclists.

### 3.4.2 : MPORTANT BUILDINGS + FOCAL POINTS



	FINDRASSIE SITE BOUNDARY	<b>1. GATEWAY BUILDINGS</b>
	IMPORTANT BUILDINGS	<b>2. GATEHOUSES</b>
	FOCAL POINTS	<b>3. PRIMARY SCHOOL</b>
		<b>4. COMMUNITY HUB</b>
		<b>5. OUTDOOR AMPHITHEATRE</b>
		<b>6. POTENTIAL LOCATIONS FOR PUBLIC ART</b>





OUTDOOR AMPHITHEATRE



EMPLOYMENT GATEWAY BUILDING



GATEHOUSE



PUBLIC ART



COMMUNITY HUB

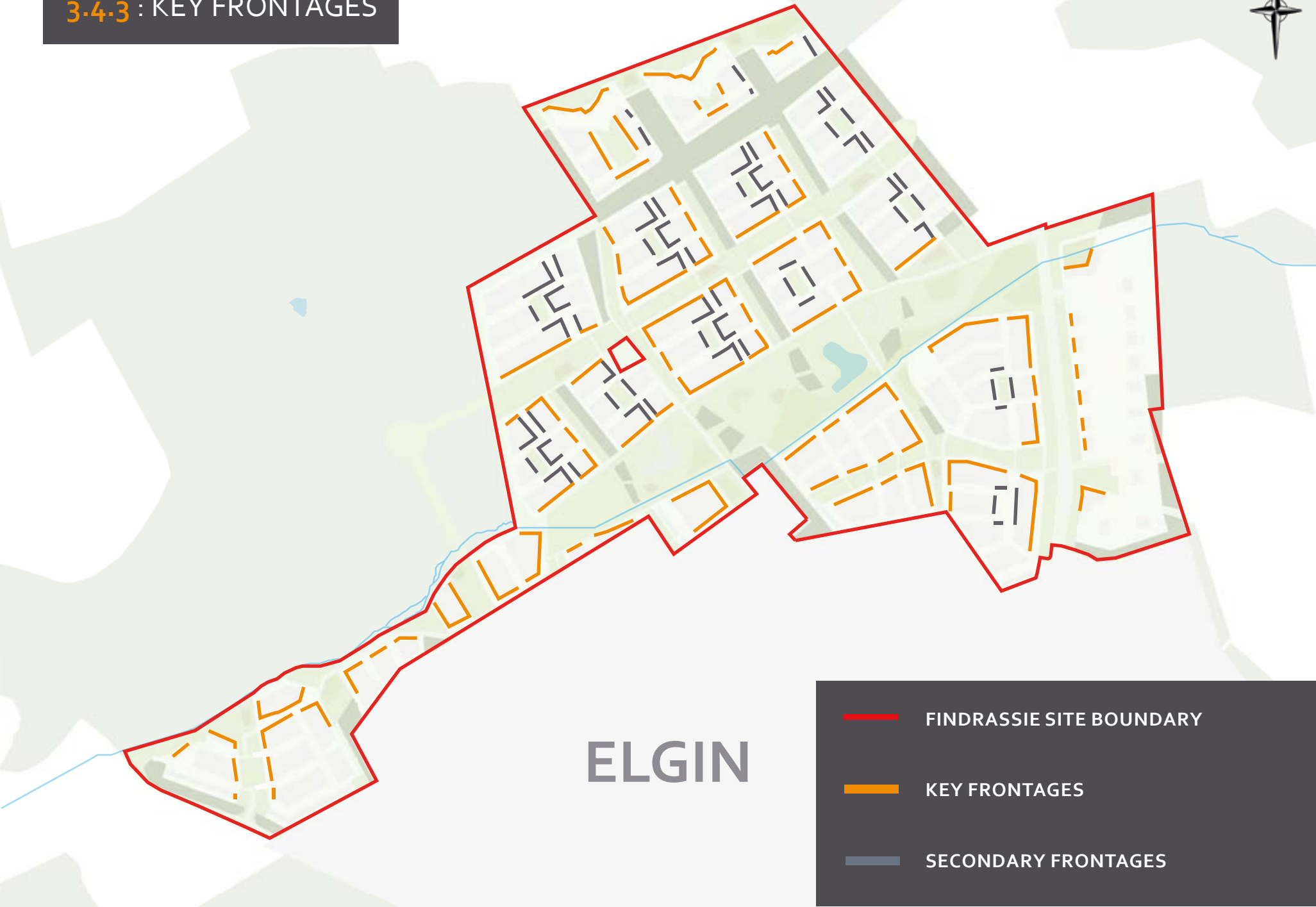
### 3.4.2: IMPORTANT BUILDINGS + FOCAL POINTS

The framework and masterplan incorporate special buildings such as the local hub and primary school which are predominantly located along the central green space. The green spine forms the backbone of the new neighbourhood and is located so that it is easily accessible from all of the housing pockets. The concept to locate a series of events along this corridor serves to create not only a sense of character and identity but a sense of enclosure around the large areas of open space. This will also improve visual surveillance and the overall feeling of safety and security throughout the central open space.

The gatehouses located along the Duffus Road corridor will help to create an appropriate gateway to Elgin from the north west and into the new neighbourhood at Findrassie. These should be linked and built into the proposed wall and railings along this edge which should be designed and implemented to replicate a more traditional estate style entrance. The gatehouses should be used as dwellings and should provide opportunities for unique and innovative designs.

The focal points and landmarks must be delivered through the implementation of the masterplan, the emerging phasing plan and the detailed planning applications. For locations (6) within Findrassie Wood and on the eastern edge of the masterplan the sites will be made available by the landowners to ensure that these installations can be delivered through appropriate legal agreements attached to any detailed consents.

### 3.4.3 : KEY FRONTAGES







**BUILDINGS OVERLOOK OPEN SPACES AND PRIMARY ROUTES**



**ACTIVE FRONTAGES AND NATURAL SURVEILLANCE OF PLAY AREAS**

### 3.4.3: KEY FRONTAGES

Key frontages have been identified in important locations and elevations throughout the new neighbourhood. Buildings have been located to overlook key spaces such as primary routes, open space and play areas, providing active frontage and natural surveillance. They will also act as landmarks within housing streets so that the new area is easily navigated and recognisable. This will ensure that the individual areas are unique and help to create a sense of character and identity throughout the new neighbourhood.

When a building is on a corner it should provide an active frontage to both streets. This will serve to increase interest, enhance legibility and improve visual surveillance and the overall feeling of safety and security. It will also create a more attractive and interesting residential neighbourhood.

Primary frontages will address important areas of public realm such as the central open space and the north south connections. Secondary frontages will address local areas of open space within the development pockets and the secondary streets identified within the street structure and hierarchy section.



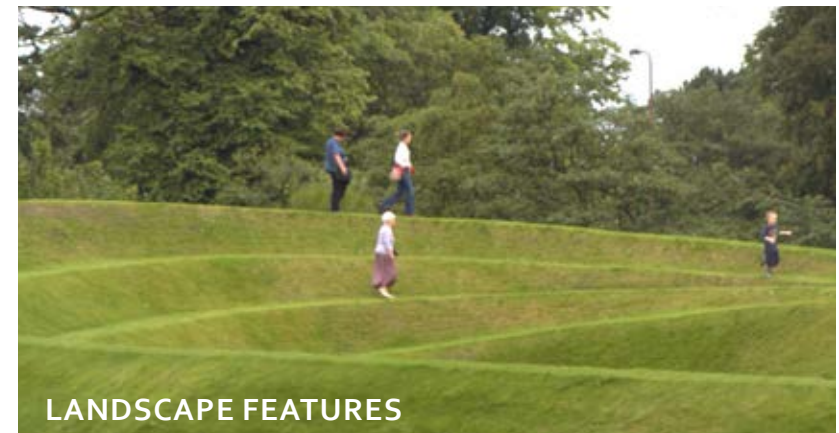
### 3.4.4 : GATEWAY FEATURES



GATEWAY BUILDING WITH DESIGNED LANDSCAPE



LANDSCAPE FEATURES



LANDSCAPE FEATURES



GATE HOUSE AND BOUNDARY TREATMENT



### 3.4.4: GATEWAY FEATURES

Gateway features can add to the character and identity of a new neighbourhood or place. For most people arrival will be from the Lossiemouth Road in the east. The gateway is defined by boulevard planting along the length of the new development. This builds upon the success of the woodland along Oak Wood on the approach to Elgin from the west and also takes reference from the existing tree planting which is currently located either side of the carriageway on the A941 further south. This will form a new attractive entrance to the town in the north.

To enable a traffic gateway, the implementation of signals must be considered. Signals will permit the safe crossing of Lossiemouth Road enabling links to and from public transport services and also between residential and employment areas. The detailing of junctions and the proximity of building frontages around these nodes will be important in establishing lower vehicle speeds.

The Duffus Road approach is different. The route is much more rural in character, presenting a layered approach to the town, which should be reinforced and should avoid having the back gardens of new development backing on to an important access. The intention is to remove the existing scrub trees adjacent to the road. The overhead power lines in this area are to be re-routed underground. A landscape plan will be drawn up including: a mown verge, wild grass / planting, detached footpath, stone wall and native tree species. The landscape approach will screen the new neighbourhood from the road but provide a more appropriate woodland edge to the Duffus Road elevation. There will also be opportunities to provide gatehouse features which could be built into a length of new dry stane dyke. Road access at this point is likely to be in the form of a priority 'ghost island' junction which will be laid out to lie within the 60mph speed limit and permit later conversion to a roundabout should ground to the west be developed in future.

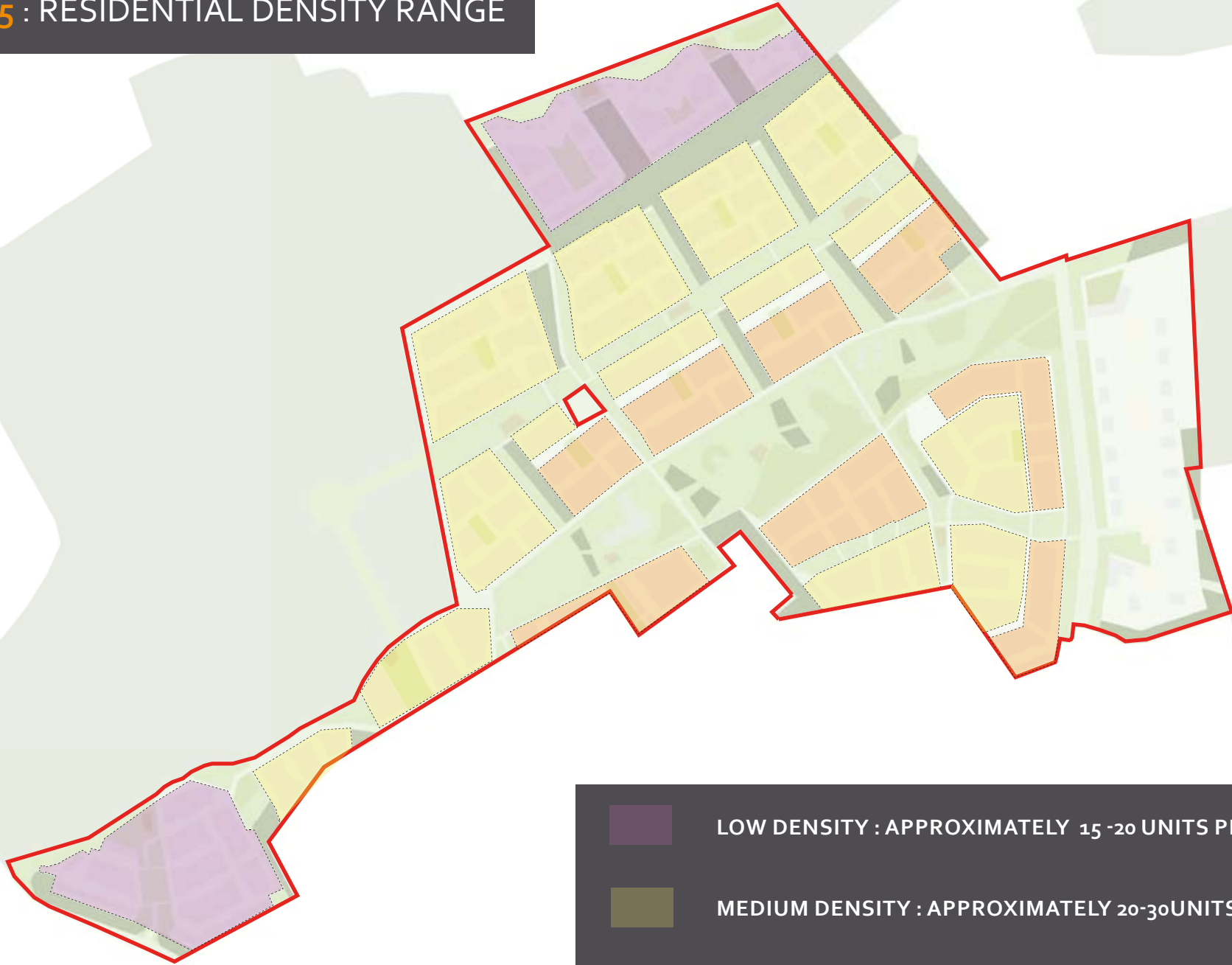


SCULPTURE / PUBLIC ART



SCULPTURE / PUBLIC ART

## 3.4.5 : RESIDENTIAL DENSITY RANGE



LOW DENSITY : APPROXIMATELY 15 -20 UNITS PER HA



MEDIUM DENSITY : APPROXIMATELY 20-30 UNITS PER HA



HIGHER DENSITY : APPROXIMATELY 30 - 35 UNITS PER HA





SPYNNIE BRAE DENSITY



BISHOPMILL DENSITY



LADYHILL, ELGIN



SOUTH GUIDRY STREET, ELGIN

### 3.4.5: RESIDENTIAL DENSITY RANGE

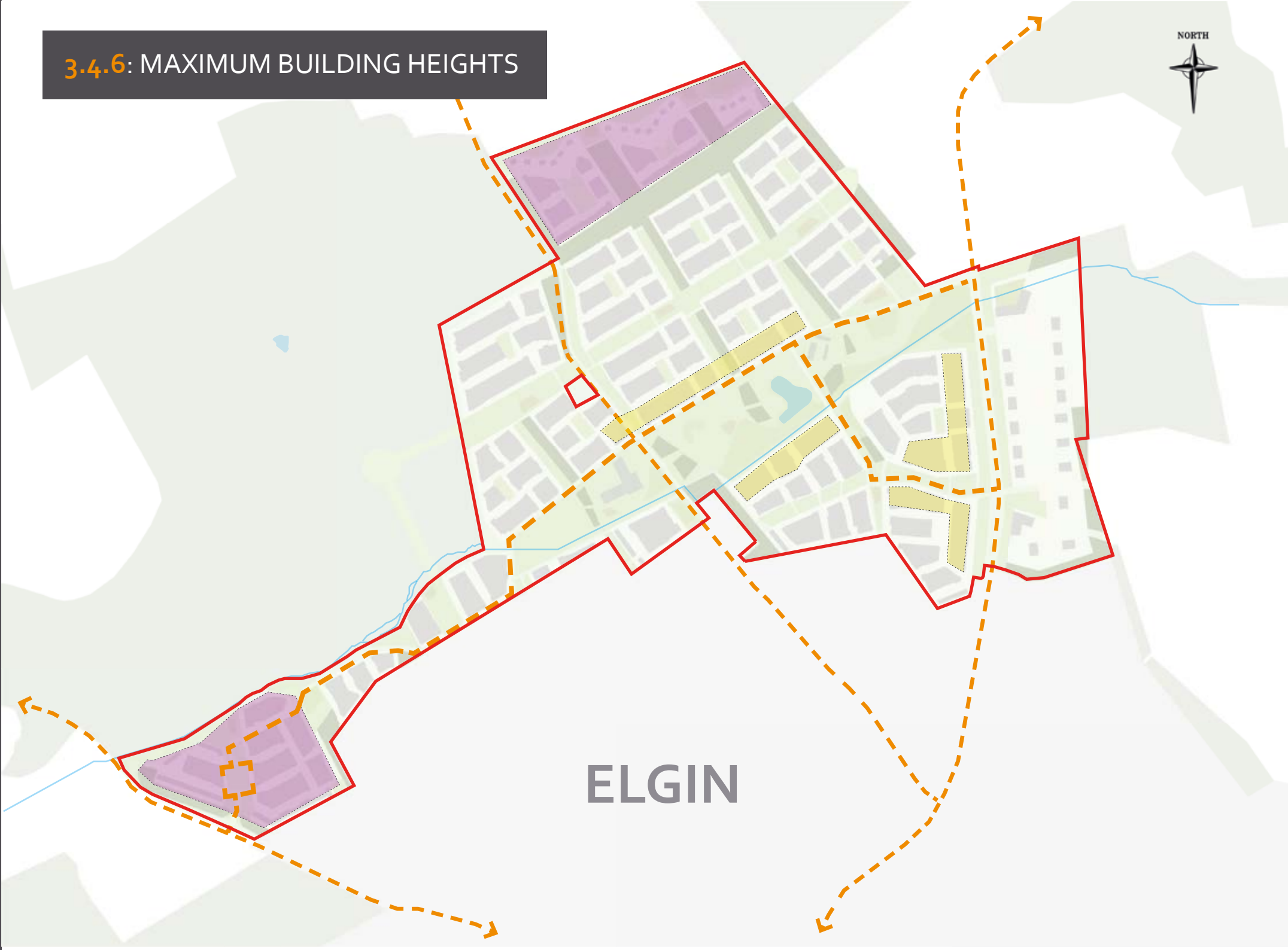
There is a requirement within the Moray Council Local Development Plan to provide 1500 houses at Findrassie. The masterplan must allow for flexibility and the policies set out within the local development plan (H1 / PP3) allow this number to be increased / decreased accordingly. Whilst this is a high number, when spread across the whole site area of more than 100ha this level of housing can be easily accommodated.

The site provides more than the required level of open space and additional woodland planting will help to integrate the housing into the landscape and reinforce the links to Findrassie Wood. The housing within the pockets created by the proposed landscape framework will vary in density between 15 and 35 units per hectare. This provides flexibility and will create a new neighbourhood with a range of accommodation and house types.

Larger houses within more generous plot sizes will be more appropriate along the northern boundary at the new urban edge of Elgin. These houses will benefit from the view north towards Lossiemouth and the Moray Firth. Similarly lower density and larger units will be more appropriate along the Duffus Road corridor with close links to the adjacent housing at Hamilton Drive in the west. The density of the new neighbourhood is illustrated in more detail within the character zone chapter of the Supplementary Guidance.

The local development plan also requires that accessible housing should account for 10% of the private housing stock. For this to be a truly integrated new community this provision should be located throughout the masterplan area and not pre-defined through supplementary guidance.

### 3.4.6: MAXIMUM BUILDING HEIGHTS







BUNGALOWS



2 STOREY



1.5 STOREY WITH DORMER WINDOWS



2.5 STOREY

**OPPORTUNITIES FOR LOWER STOREY HEIGHTS INC. BUNGALOWS AND 1.5 STOREY**

**PREDOMINANTLY 2 STOREY HOUSING**

**OPPORTUNITIES FOR INCREASED STOREY HEIGHTS UP TO 2.5 STORIES**

### 3.4.6: MAXIMUM BUILDING HEIGHTS

The height of the buildings shall be dictated by the existing topography and surrounding landscape. Findrassie Wood provides the backdrop for the new neighbourhood and will in all locations be much higher than the proposed houses. This will help to create a sense of character and identity from the outset with the wood visible from much of the site.







The natural topography of the site also falls away from the wood thus further increasing the impact of this imposing feature.

Increased height on areas of higher ground is not desirable and should be avoided, however 2.5 storey buildings can be accommodated in the lower lying parts of the site such as the Sey Burn Corridor. Other areas capable of accommodating an increase in height have been identified at the entrance to the new neighbourhood from the Lossiemouth Road, around the hub, primary school and central open space. These elements are all located along the Sey Burn corridor in the lowest part of the site.

Elsewhere the new neighbourhood will comprise of predominantly 2 storey buildings. There will be areas which also provide the opportunity to provide 1.5 storey housing and bungalows. These will be primarily located in areas which are more prominent in terms of topography and where the height of the buildings is more critical. The lower heights will be most appropriate adjacent to the ridge in the northern part of the new area.

Whilst there are level differences across the site these have been considered over the entire area of the new masterplan. The engineering solution proposes that minimal earthworks are carried out to create a site which will achieve all of the necessary requirements of barrier free access at a maximum gradient of approximately 1 in 20. This is essentially considered to be flat by NHBC.

### 3.4.7: MIXED USE

-  SITE BOUNDARY
-  PRIMARY SCHOOL
-  FOCAL POINTS
-  COMMUNITY HUB
-  COMMERCIAL USES
-  RESIDENTIAL



# ELGIN

- EXISTING HUB BUILDING FLOOR AREAS:
- 1. 429 METERS SQUARED
  - 2. 203 METERS SQUARED
  - 3. 107 METERS SQUARED





COMMERCIAL BUILDINGS



COMMUNITY HUB



CORNER SHOPS

### 3.4.7: MIXED USE

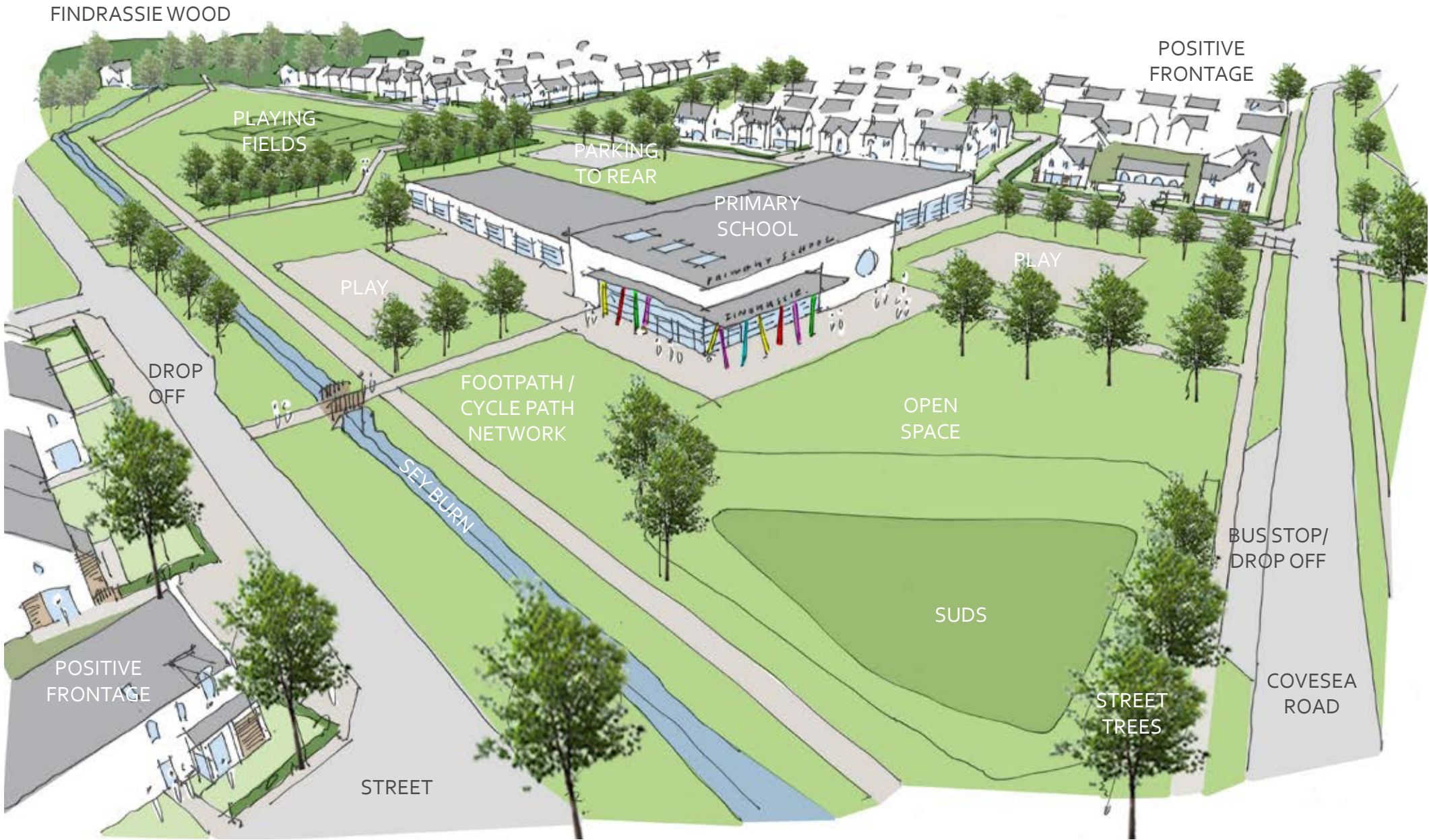
Large residential areas such as Findrassie should also include a range of non-residential uses which will ultimately reduce the need to travel further afield for necessary amenities. The provision of local amenities within the new neighbourhood will encourage activity, create a sense of place and provide opportunities for social interaction. These community facilities must be served not only by the public transport network but also by the proposed network of footpaths and cycleways so that vehicle journeys are kept to a minimum. The non-residential uses at Findrassie are anticipated as a local community hub, a primary school, a shop and of course an employment area. The community hub should accommodate small business units and workshop space with a desire to create a farm shop which would sell local produce. There is interest in potential nursery and childcare uses. The employment area will accommodate any larger scale business interests, as well as office space and warehouse uses, similar to that of the Forres Enterprise Park. The diagram (left) identifies areas where commercial uses are most appropriate. Where suitable provision of commercial space has already been provided, the supplementary guidance provides the flexibility for these properties to be residential.

### 3.4.8: HOUSING MIX

The development at Findrassie should encourage as many different age groups to live there as possible. This will ensure the sustainability and success of the new neighbourhood. This has been done by providing a range of tenures, house types and flats. This will include private homes and affordable housing but also have provision for specialist needs housing such as housing for the elderly and assisted living. 10% of the private housing stock should be accessible homes, as per local development plan requirements. There will also be opportunity for self build plots in appropriate areas allowing individuals the chance to design and build their own homes within this sustainable new neighbourhood. The provision of facilities such as playing pitches to quiet woodland walks, from toddlers play to teenagers play should help to create a varied and diverse community from the outset. The landscape structure, historical links and character zones will also help to create a sense of character and identity which is unique to the new neighbourhood at Findrassie. This should also serve to set the new neighbourhood apart from recent new housing developments around the northern and southern edges of the town. Buildings around open spaces should not all but detached but should include terraces and town houses.



# 3.4.9: COMMUNITY, SCHOOL BUILDING + PLAYING FIELDS





### 3.4-9: COMMUNITY, SCHOOL BUILDING + PLAYING FIELDS



FOCAL POINT WITHIN NEIGHBOURHOOD



SCHOOL PROVIDES ENCLOSURE TO OPEN SPACE



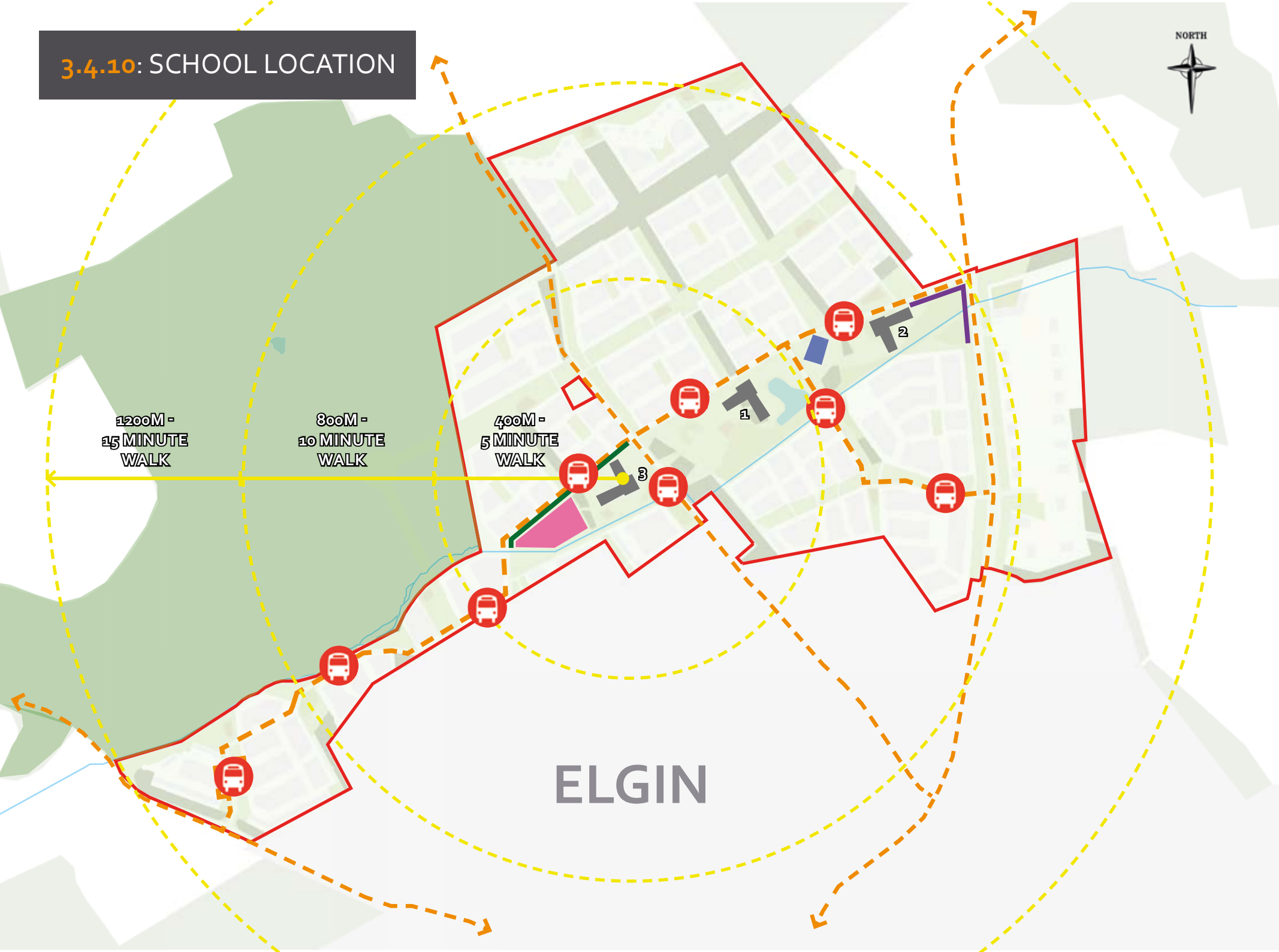
WATERCOURSE AS A LEARNING OPPORTUNITY

The community school location is important in establishing a focal point within the new neighbourhood. A number of locations were tested through the development of the masterplan, however the proposed location will maximise accessibility throughout the new area and from the wider community as a whole. It should be located so as to encourage pedestrian and cycle activity rather than car use, although provision will be required for parking, drop off and pickup. Vehicular access to the school will be further discouraged by the location of parking and drop off areas away from main pedestrian entrances. The main entrance will also be located near to the proposed public transport route and bus stop. The school has been set back from the carriageway to allow for suitable bus stops to be accommodated. In other areas throughout Moray a travel plan which rewards active travel journeys to school has been introduced successfully. There is potential to implement a similar plan at Findrassie.

The school will have the capacity to accommodate a nursery and will also incorporate areas for external play and playing fields. It is important the site has the flexibility and available surrounding land required to provide any possible future expansion. At Findrassie these elements can be achieved whilst also providing close links to important features and learning opportunities such as the existing wood and the Sey Burn corridor. The proposed SUDs feature within the site can also be a learning feature. The location adjacent to Covesea Road sits in the heart of the new neighbourhood at Findrassie and is therefore perfectly placed to serve the existing and emerging community. The location is also within the new green spine and has therefore plenty of surrounding area to accommodate play areas, playing fields, running track and expansion opportunities. Its location on the west of the green spine also helps to define the open space with housing to the north and south and the local community hub in the east. It also provides good access to the open space and the proposed amphitheatre which could be used for outdoor learning. These important elements along the green spine are an important feature of the journey through the new neighbourhood and help to define a series of public spaces and amenities rather than provide a single multi-function focal point. This should help to tie the whole masterplan together rather than create isolated housing pockets with little nearby amenity or sense of identity.

The location of the school adjacent to water courses presents excellent opportunities for learning. This is a positive relationship but will require to be fully assessed in line with best practice and guidance from ROSPA. The school is located more than 100m from the existing sub-station with existing and proposed housing located much closer. There is no evidence of associated health risks to people or properties located in the vicinity of a sub station. If the school is not required or delivered the land could be utilised for a building with an alternative community use or given back to open space within the masterplan.

### 3.4.10: SCHOOL LOCATION





### 3.4.10: SCHOOL LOCATION

The potential location for the new school was assessed through the design process and a number of alternative locations considered. These locations were all along the central open space and can be summarised as follows:

#### 1. LOCAL HUB

Reasons for elimination:

- Too close to pond,
- Too close to hub,
- Too many cars in one location,
- Too much focus in one area of masterplan,
- Too far away from housing in west,
- Not in central location.

#### 2. EASTERN EDGE OF OPEN SPACE

Reasons for elimination:

- Too close to Lossiemouth Road,
- Too exposed on eastern edge,
- Too far away from housing in west,
- Not in central location,
- Poor location for walking / cycling / safer routes to school.

#### 3. WESTERN EDGE OF OPEN SPACE

Reasons for location:

- Central location in heart of masterplan,
- Defines western edge of central open space with community hub in east,
- Contributes to concept / character of new neighbourhood and events along spine,
- Located along public transport route,
- Located close to learning opportunities in Findrassie Wood,
- Located to maximise safer routes to school,
- Maximum potential for expansion,
- Allows parking to be located to rear.

 TESTED SCHOOL LOCATIONS

 ROAD NETWORK

 PUBLIC TRANSPORT NETWORK

 WALKING DISTANCES

 MYRESIDE POND

 SEY BURN

 LOCAL HUB

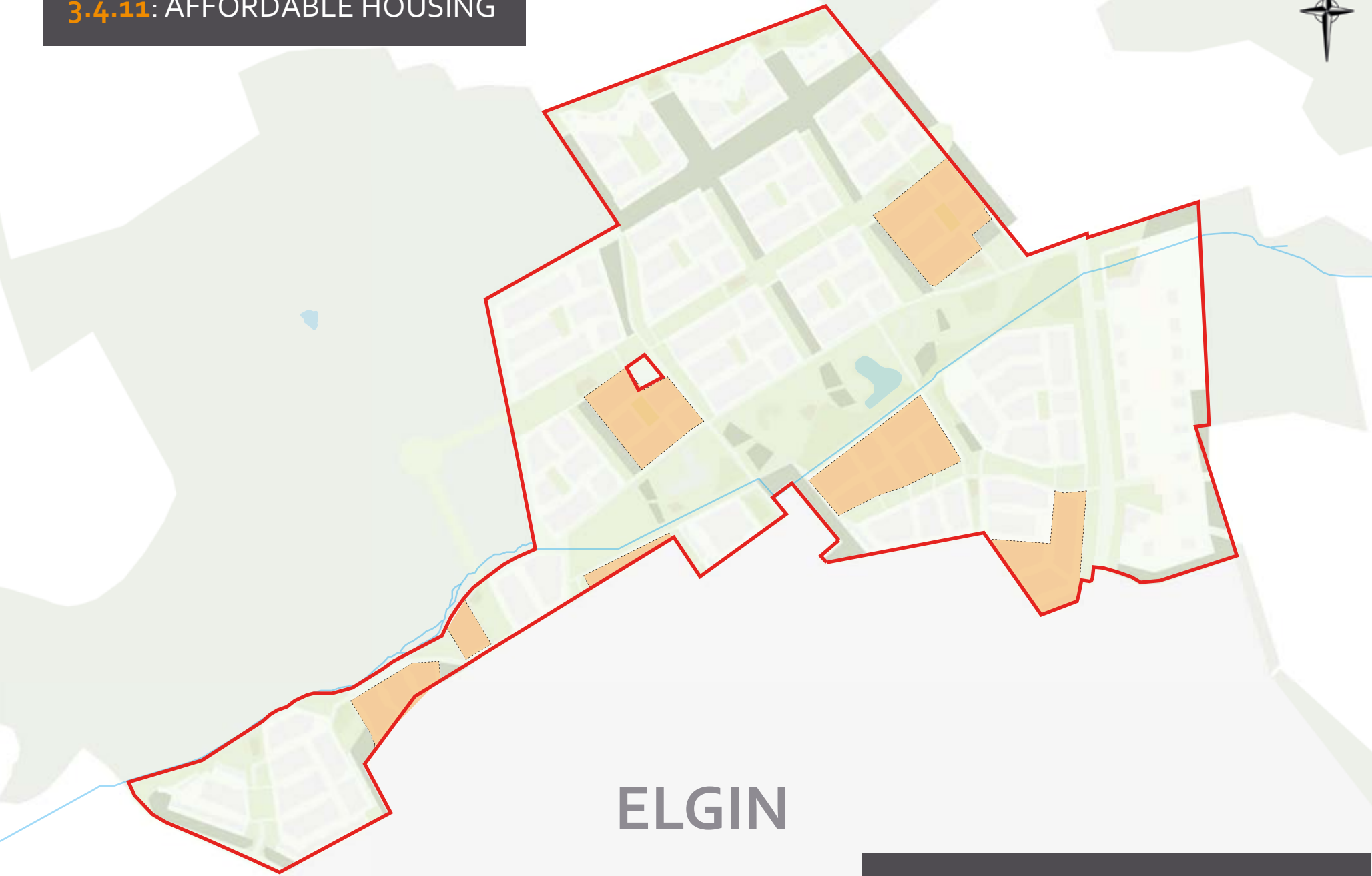
 ROOM FOR PLAYING FIELDS AND FUTURE EXPANSION

 EXPOSED TO EAST EDGE

 DEFINES EDGE OF OPEN SPACE

 FINDRASSIE WOODS

### 3.4.11: AFFORDABLE HOUSING



ELGIN



AFFORDABLE HOUSING LOCATIONS





VARIED STREET



ACCESS FOR ALL



ALTERNATIVE MATERIALS



VARIED STREETSCAPE

### 3.4.11: AFFORDABLE HOUSING

Affordable housing will account for 25% of the new homes at Findrassie. These homes shall be fully integrated within the new community and be tenure blind so that there is no obvious difference between private and affordable houses. The design code ensures that the look and feel of the affordable housing is in keeping with that of the character zone within which these areas are located. The required 375 units should not all be located within one area of the site but dispersed evenly allowing deliverability by the local authority, a housing association or an RSL (Registered Social Landlord). It is considered that pockets up to a maximum of around 90 units should be located within 6 pockets throughout the new neighbourhood. The affordable housing provision will incorporate a mix of detached, semi-detached, terraced, cottage flats and flats. The local authority has stated a preference to avoid affordable housing above commercial properties.

The affordable housing will be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides. This will ensure access for all including the elderly, ambulant disabled and wheelchair users. It is important that the location for affordable housing is considered in the context of being close to local amenities and the local and proposed public transport network.

Whilst the multi-generational (10% accessible homes) should be provided as close as possible to the proposed public transport network it should be dispersed throughout the masterplan area to provide a truly integrated new community at Findrassie.

### 3.4.12: SELF BUILDS



# ELGIN

 SELF BUILD LOCATIONS



### 3.4. 12:SELF BUILDS

The masterplan has provided a framework within which there is an opportunity to provide an element of self-build houses. These would be provided as serviced plots and allow potential purchasers the opportunity to design and build their own home whether it be traditional or contemporary. This would contribute to the success of the masterplan and help to create a truly diverse new neighbourhood. These plots could be located in areas where the road network already exists so that early delivery of housing would be possible. Services could also be provided from the existing road network. It would be possible to utilise temporary septic tanks for these properties until the drainage network for the site has been established. Connection could then be made into the adopted system. The diagram indicates possible locations where this type of development will be appropriate. All self builds would require detailed planning consent.





### 3.4.13: PUBLIC ART

Moray Council's Supplementary Urban Design Guidance states that:

*'public art can make a major contribution towards creating a sense of character and identity in a place. Public art must be integrated into the design from the outset and can be provided in a wide range of imaginative ways including street furniture, paving art and events. Developers should commission artists at an early stage of the design process to integrate art into the development.'*

At Findrassie there are a number of opportunities to create a sense of character and identity from the outset of the new development. The green spine through the new neighbourhood will have a number of features along its length including the Sey Burn, Myreside Loch and proposed landscaping. These natural features will be supplemented by built forms such as the re-use of existing farm buildings at Myreside as the local hub, the new primary school and the proposed bridge over the burn. These elements will all help to add an element of interest and character to the new neighbourhood. The open space to the north of the main green spine will create views into the development at Findrassie from the approach on Lossiemouth Road. The opening in the proposed woodland will provide a glimpse of the housing and open space behind. This green space could be terminated in the east and west by an appropriate installation by a local artist. To the east the installation will sit exposed between the proposed enclosing woodland. In the west the installation will be enclosed by the surrounding woodland at Findrassie. It is intended that the public art is provided through collaboration with Moray College.

The provision of Public Art is a requirement of the local development plan and the supplementary guidance and must be delivered through S75 legal agreements attached to any future planning consents. For locations of public art please see diagram on page 42.







SPYNIE CANAL



SPYNIE PALACE

### 3.4.14: ARCHAEOLOGY

There are a number of important archaeological aspects to the site which have helped to inform the development of the framework and the indicative masterplan.

Thomas Telford was a Scottish architect, engineer and stonemason born in Dumfriesshire in 1757. He was responsible for a number of engineering and architectural feats throughout the UK such as bridges, aqueducts and canals. Spynie Canal was created in the early 1800's to drain Loch Spynie and the low lying areas between Spynie Palace and Lossiemouth. There is an opportunity at Findrassie to raise awareness of this important local historical landmark. This could be in the form of interpretation boards or as part of the public art strategy. Either would provide a sense of the history to the new neighbourhood establishing a sense of place, character and identity from the outset of the development. The site at Findrassie and the central open space corridor may also have been one of the routes to Spynie Palace in the west.

Pitgaveny have also played an important role in the history of the site and the interpretation boards and public art could also relate to more recent history. More recently in relation to the management of the farm and the woodland which provides such an important setting for the new neighbourhood.

# 4.0 : SUSTAINABILITY

The masterplan and supplementary guidance provides the framework and opportunity to incorporate a range of measures which will help to reduce the carbon footprint of the new neighbourhood and its impact on the environment. Alternative sources of sustainable energy should be explored through the evolution of the area.

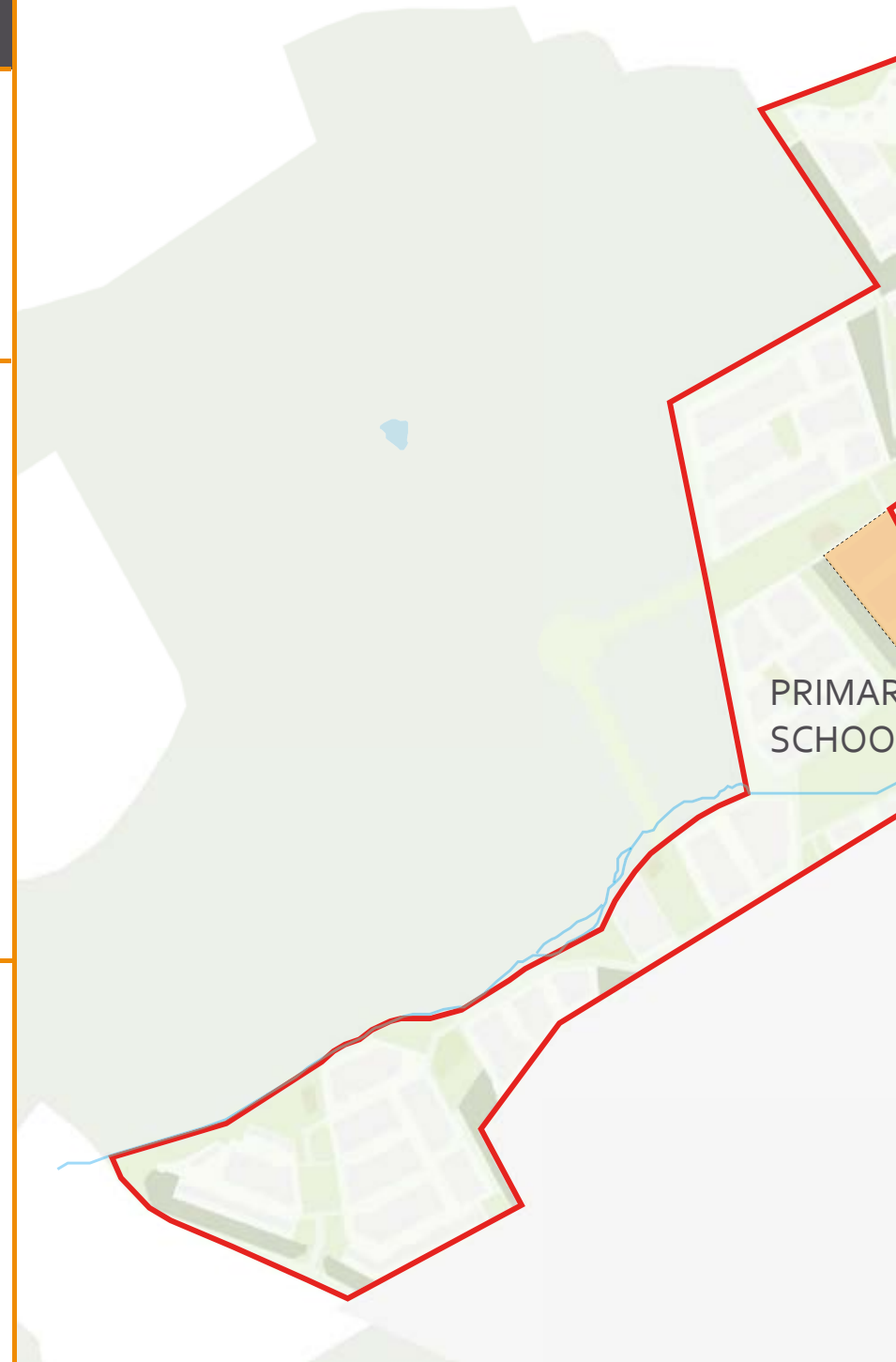
## 4.1: LOCATION

The location of the new neighbourhood has already been assessed through the Local Development Plan process which identified the site for housing. The site has good links to the surrounding road network, the existing footpath and cycle network and the surrounding public transport routes which can be extended through the new neighbourhood. The site is located close to local amenities and schools and therefore should encourage active transport. The new neighbourhood is predominantly located on a south facing gradient so sunlight and natural daylight can be maximised.

The RSPB, SNH and SEPA have also been consulted at an early stage and have been supportive of the proposals to retain and enhance the existing features of the site and develop the area in accordance with the principles of national and local policy and guidance.

## 4.2: CONSTRUCTION PHASE

Throughout the construction phase there are various measures which can be put in place to minimise the impact of the development on the surrounding area. A construction phase Environmental Management Plan can be implemented to ensure best practices and procedures are carried out. A statement could also accompany detailed planning applications outlining how the materials used in the construction are from a sustainable source and where possible from a local supplier.







- KEY BUILDINGS
- POSSIBILITY FOR AFFORDABLE AREAS TO BE SERVED BY BIOMASS
- POSSIBLE BIOMASS ROUTE THROUGH CENTRAL OPEN SPACE



### 4.3: OCCUPATION PHASE

The dwellings will be constructed in accordance with the latest Building Regulations with increased insulation to the fabric of each dwelling. The current regulations require further improvements on carbon reduction in line with government strategies, with the end goal of carbon neutral neighbourhoods in the future. This will be updated again in October 2015. The design of the layout allows for future flexibility in this regard, as the housing has been primarily laid out in a north south orientation. This provides the opportunity to utilise solar or photovoltaic panels in areas throughout the masterplan. This will be subject to relevant planning and building warrant approvals. Other micro renewables may also be possible within the future dwellings. SNH and the RSPB have also raised the possibility of incorporating swift bricks within the new houses.

### 4.4: EMPLOYMENT ZONE

There is the possibility that the employment zone could incorporate an element of energy production such as biomass or CHP. This would be subject to relevant supporting technical studies, evaluations and consents. This could produce energy for the new neighbourhood and infrastructure supplied through the central green space to the primary school and the local hub. This would also allow the potential for future affordable housing sites to connect into the network.

# 4.5: SUSTAINABILITY STATEMENT







## 4.5: SUSTAINABILITY STATEMENT

The new neighbourhood will conform the requirements of Policy PP2 Climate Change within the emerging local development plan.

In order to contribute to reducing greenhouse gas emissions, developments of 10 or more houses and buildings in excess of 500 sqm should address the following:

- Be in sustainable locations that make efficient use of land and infrastructure,
- Optimise accessibility to active travel options and public transport,
- Create quality open spaces, landscaped areas and green wedges that are well connected,
- Utilise sustainable construction techniques and materials and encourage energy efficiency through the orientation and design of buildings,
- Install low and zero carbon generating technologies,
- Prevent further development that would be at risk of flooding or coastal erosion,
- Where practical, meet heat and energy requirements through decentralised and local renewable or low carbon sources of heat and power.

All detailed proposals must be supported by a Sustainability Statement that sets out how the above objectives have been addressed within the development. This policy is supported by supplementary guidance on climate change.

# 5.0 : PHASING / DELIVERY

The Council's Housing Land Audit in 2014 gave figures for house completions in Elgin in the individual 9 years from 2005 to 2013 as 1309, an annual average of 145. It is accepted however that building rates are likely to increase after the downturn of the housing market, but would be unlikely to ever achieve more than 200 annual house completions sustained over several years. It is estimated that the development at Findrassie could achieve between 60-100 completions in the early phases based on these current figures.

The development at Findrassie is likely to commence 2016/17. A substantial amount of preparatory work has been carried out into serviceability of the site, and, crucially, it is under one ownership. Extensive analysis of the site has already been completed, and reports can be furnished to the Council as required.

As a general indication, the phased delivery of the development will be from south to north, with the release of any first tranche of Employment Land dependent on market demand at any time in the 20-25 year horizon of the masterplan. The phased release of housing land will be subject to review through the Council's Annual Development Land Audit which assesses construction rates and future likely take-up.

The first phase of development is likely to commence in Phasing Zone E (E1, E2, E4). In preparation for this, the woodland and landscaping plans for Lossiemouth Road (west), the pylon corridor, and the substation (north, west and south) will be implemented.

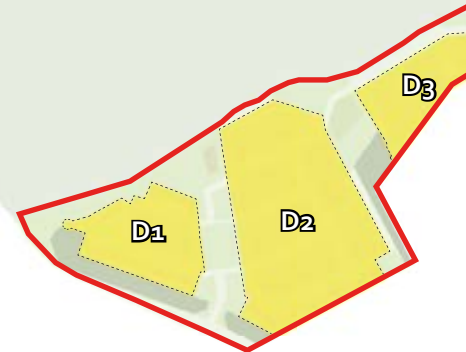
Within the first phase, the landscape plans for the Duffus Road edge will be implemented, to enable an early phase of development of Phasing Zone D at D1 and D2.

Phase 2 is proposed as the balance of Phasing Zone D, along with the Zones W1 and E3, and the implementation of the Green Corridor at P1 and P2. During this phase, work will commence on the creation of the Hub, with the initial conversion of the farm buildings, which (as with the Employment Land) will be dependent on market interest.

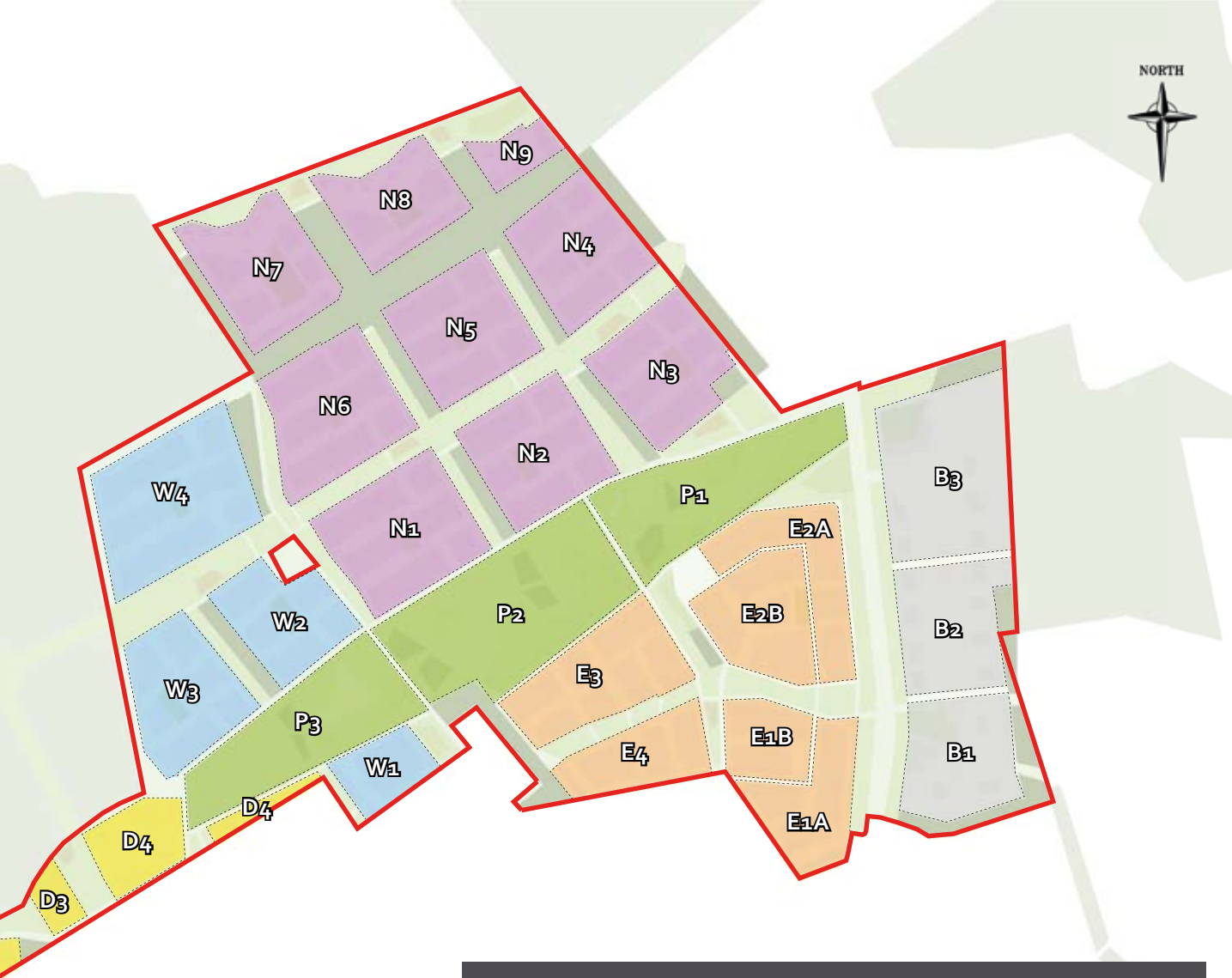
The new primary school in P3 will be phased in at approximately the stage of 500 house completions at Findrassie (coinciding with the 430 completions at Hamilton Gardens / Duffus Heights) but is dependent on the outcome of the Elgin Schools Review as to what it's expected catchment will be.

During the second phase, planting around the Findrassie Wood edge will be implemented, as well as the footpath connections into the wood, and the planting edge along the northern boundary.

Phase 3 will be the balance of Phasing Zone W, and commencement of Zone N at N7, N8 and N9. Phase 4 will be the balance of Zone N.







## 5.1: PHASING PLAN

The phasing plan outlines the preliminary strategy for the phasing of the new development. The design of the framework and the new landscape structure allows for the phasing to be implemented with minimum disruption to existing and future residents of the area. Access can also be provided from Lossiemouth Road, Duffus Road and Covesea Road presenting alternatives for access and options for phasing.

## 5.2: SERVICING

Findrassie is well serviced by the main utilities in that there are Gas, Water and Electricity available within the environs of the site at the moment. The areas adjacent to the existing roads at Lossiemouth Road, Duffus Road and Covesea road are readily serviceable at the moment and this is reflected in the location of the proposed first phase of development adjacent to the Lossiemouth Road. There is wastewater infrastructure available within Lossiemouth Road; a pumping station within the lowest north eastern part of the development area will be required to provide a connection into this existing system.

As the site is developed out the servicing strategy shall ensure that services are adequately sized to service the proposed phased development areas.

### EASTERN PHASING

E1A – 64 UNITS  
(54 HOUSES / 10 FLATS)  
E1B – 51 UNITS  
(39 HOUSES / 12 FLATS)  
E2A – 88 UNITS  
(73 HOUSES / 15 FLATS)  
E2B – 90 UNITS  
(78 HOUSES / 12 FLATS)  
E3 – 96 UNITS  
E4 – 66 UNITS

### NORTHERN PHASING

N1 – 92 UNITS  
N2 – 70 UNITS  
N3 – 69 UNITS  
N4 – 54 UNITS  
N5 – 70 UNITS  
N6 – 80 UNITS  
N7 – 39 UNITS  
N8 – 32 UNITS  
N9 – 13 UNITS

### WESTERN PHASING

W1 – 40 UNITS  
W2 – 50 UNITS  
W3 – 68 UNITS  
W4 – 102 UNITS

### DUFFUS PHASING

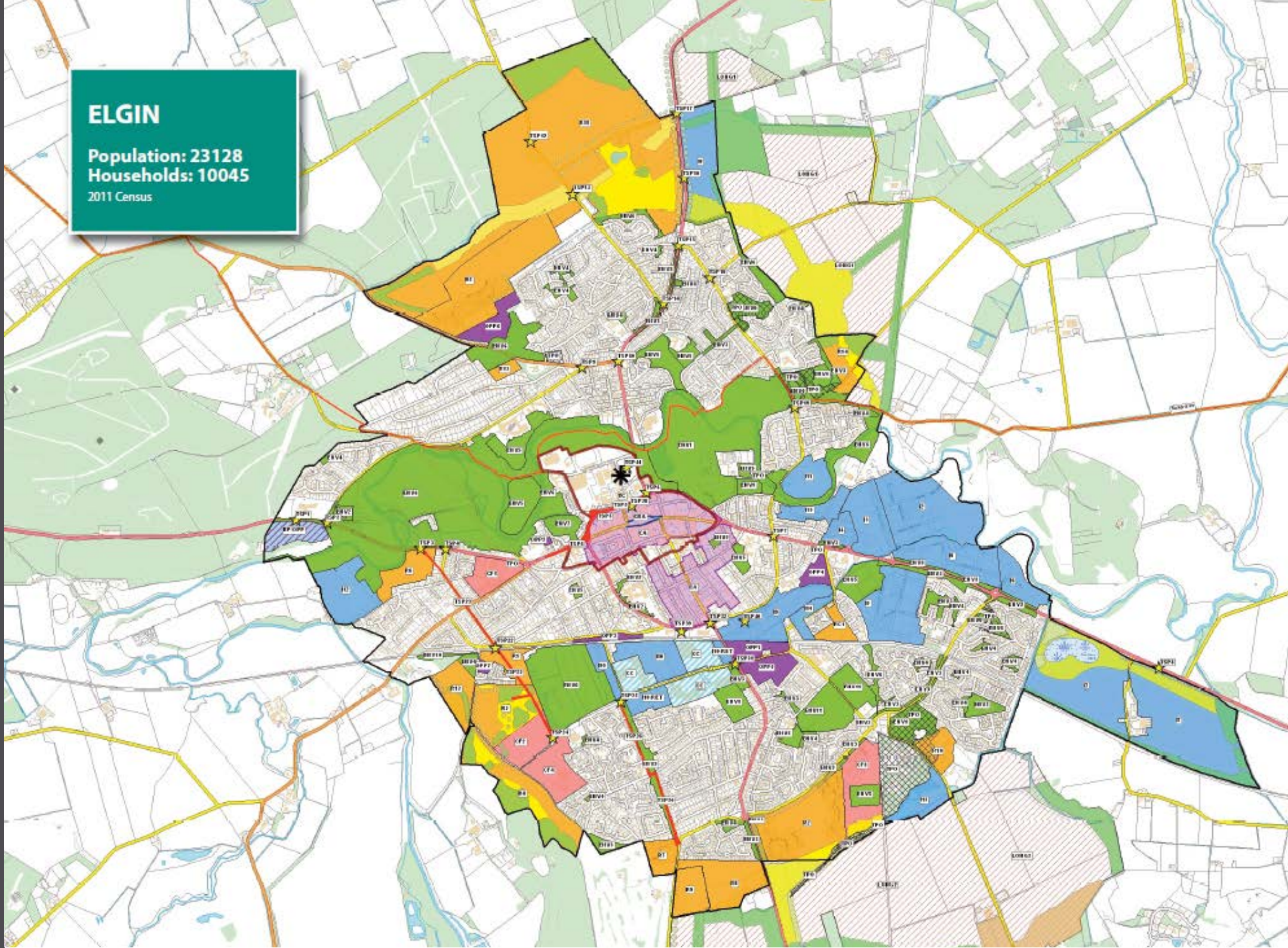
D1 – 44 UNITS  
D2 – 118 UNITS  
D3 – 43 UNITS  
D4 – 61 UNITS

**TOTAL:** 1500



# ELGIN

Population: 23128  
Households: 10045  
2011 Census







## Moray Local Development Plan

-  Business Park (BP)
-  Commercial Centre (CC)
-  Community Facilities (CF)
-  Environmental (ENV)
-  Flood Alleviation (FA)
-  Harbour (HBR)
-  Industrial (I)
-  Long Term Residential (LONG)
-  Opportunity (OPP)
-  Residential (R)
-  Residential Caravans (RC)
-  Core Retail Area (CRA)
-  Tourism (T)
-  Town Centre (TC)
-  Elgin Central Area Redevelopment
-  Transport Improvements (TSP)
-  Transport Improvements (TSP)
-  Tree Preservation Order (TPO)
-  Settlement Boundary
-  Conservation Area (CA)
-  Sustrans Cycle Route
-  Moray Coastal Trail
-  Speyside Way
- Landscape Enhancements**
-  Boundary Landscape Strip
-  Feature trees
-  New woodland structure planting
-  Open water
-  Open water features and associated wetland habitat
-  Public open space
-  Riparian woodland

## 5.3: POTENTIAL STRATEGY FOR SERVICING SELF BUILD PLOTS

The access and utility servicing strategy for the area for self build plots shall be incorporated within the wider site access and utility servicing strategy and phasing. In particular the access junctions, utility layouts and capacities shall be allowed for within the design for the wider plot servicing in order to ensure that adequate infrastructure capacity is provided for the self build plot area.

## 5.4: FUTURE LAND RELEASE

The framework and masterplan allows for future connections into adjacent sites which are not yet allocated for development. This will ensure that future land releases are not sterilised by the current development at Findrassie and help to avoid the problems within other areas of the town which have resulted in poor connectivity. Most notably connections are shown to the current long designation in the south east (which is not yet adopted), the land to the north east between the site and the Lossiemouth Road, to the north of the site and to Findrassie Wood.

## 5.5: SUMMARY

Whilst the phasing plan has been developed to accommodate maximum flexibility to allow the site to be developed effectively, it is not a fixed element. Factors outwith the control of the applicant or local authority may require a different strategy and this can be considered throughout the process of supplementary guidance and future planning applications.

