

FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN



SUPPLEMENTARY GUIDANCE

VOLUME 1



RECREATIONAL FRINGE



VISION FOR FINDRASSIE

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1.0: THE MASTERPLAN

1. Introduction

Findrassie is a major land release in the north of Elgin which is allocated in the Moray Local Development Plan (MLDP) 2020 for housing and employment uses as sites R11 Findrassie and I8 Newfield. The designations comprise 100 hectares of housing land with an indicative capacity of 1500 houses and 12 hectares of employment land for business uses. The 2020 Local Development Plan designated additional land R12 and MU2 which is now incorporated. R12 is for 150 houses and MU2 is primarily for Class 4 business or light industrial uses compatible with surrounding uses. The site extends from Lossiemouth Road in the east to Duffus Road in the west and creates three new gateways into Elgin from the north. Findrassie (R11 + I8) has a 15 - 20 years timeframe for delivery with the R12 + MU2 following this.

The Findrassie Masterplan was adopted in December 2015 and was developed through collaborative working between Pitgaveny, Moray Council and other key agencies and following extensive community engagement throughout its development. The original Masterplan was also the subject of a design forum review facilitated by Architecture and Design Scotland who assessed the project as “well considered”.

The Findrassie Masterplan has been updated to ensure it is consistent with the Moray Local Development Plan 2020 and incorporates the R12 and MU2 sites. The review has also provided an opportunity to “sense check” the proposals and consider some of the key outcomes from NPF4 including 20 minute neighbourhoods; a transition to netzero; a wellbeing economy; resilient communities; and better, greener places. Proposals will be considered against the policies of NPF4 and the Moray Local Development Plan as well as the masterplan.

Progress to date

- Planning Permission in Principle (17/00834/PPP) for Area 1 was granted in July 2019. Area 1 incorporates the following Character Zones: Lossiemouth Road, North South Connections (most southerly part only), the Hub and Central Open Space, Sub Station, Pylon Corridor, and advance planting for other character zones including Duffus Road, Findrassie Edge, North/South Connections, Northern Edge and Employment Zone. A subsequent application 19/01085/APP to vary several conditions was approved in August 2020.
- Detailed applications for phase E1 (20/00753/AMC) and E2 (21/00961/AMC) which make up the Lossiemouth Character Zone were approved in January 2021 and April 2022 respectively. Combined these phases provide 202 private homes (ranging from 2 to 4 bedrooms), 67 affordable homes (ranging from 1 to 5 bedrooms), 570 sqm of retail/commercial floor space, three play areas and extensive areas of landscaping. Development is well advanced on phase E1 with initial properties occupied in spring 2022.
- A Proposal of Application Notice (21/00670/PAN) was submitted in June 2021 for the Duffus phases including D1 to D4.







WOODLAND WALKS



PLAY



EMPLOYMENT



SUDS



COUNTRY CYCLES

2.0: THE VISION

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.

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 establishes connections into the existing surrounding residential areas to ensure the development is integrated and can become part of the local community. The design also respects the existing tree planting and historical field pattern.

CONCEPT



3.0: DEVELOPMENT FRAMEWORK

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- EXISTING ROAD NETWORK
- WATERCOURSE
- ENCLOSING WOODLANDS / TREE BELTS
- OPEN SPACE
- URBAN FABRIC
- PRIMARY ROUTE
- SECONDARY STREETS
- SHARED SURFACES / HOUSING STREETS
- FOOTPATH NETWORK
- CORE PATHS
- ESN₂N OFF ROAD CYCLE ROUTE TO LOSSIEMOUTH
- EXISTING CYCLE ROUTE
- EXISTING WIDER FOOTPATH NETWORK
- POTENTIAL FUTURE CONNECTIONS
- POTENTIAL SPORTS PITCHES



3.1 Landscape and Open Space Hierarchy

Findrassie is a landscape-led masterplan that responds to the natural environment and traditional built form and open spaces of Elgin. 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

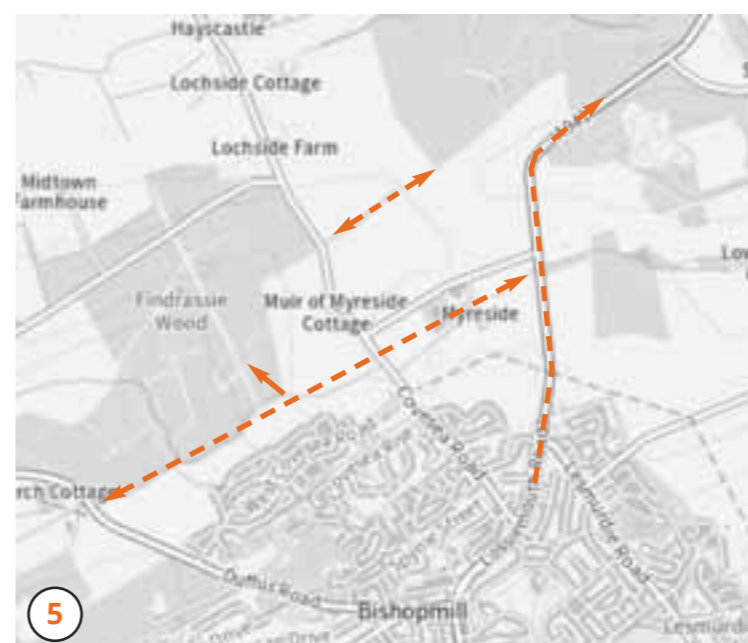
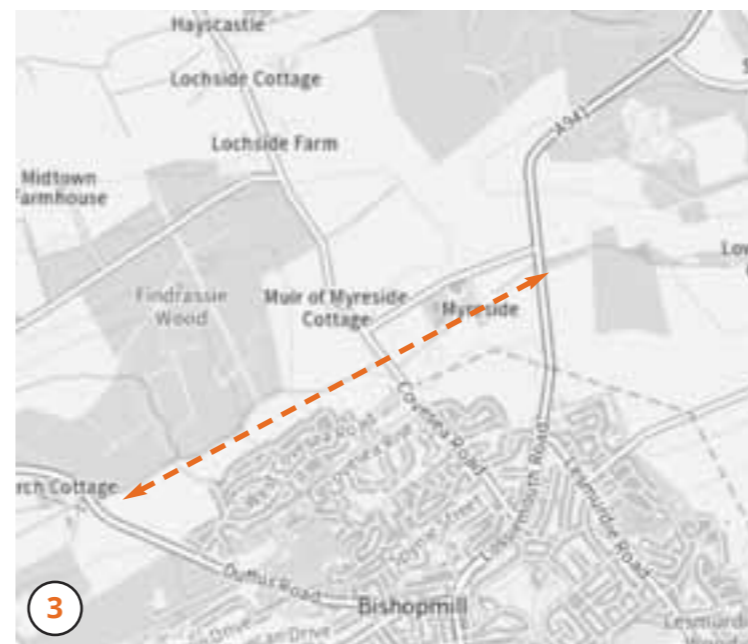
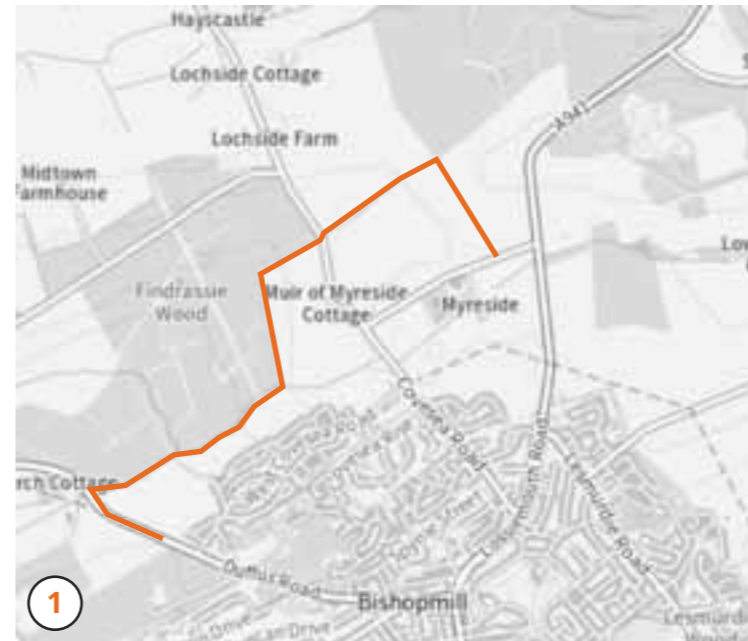
There needs to be more, and better links to ensure, for example safe walking routes to school, and to ensure the cycle tracks and footpaths permeate through existing build up areas all the way from the Findrassie development to the town centre.

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

Field boundary dykes are to be retained and upgraded if necessary.



7. REDUCE AND SUBDIVIDE THE OPEN SPACE AREAS

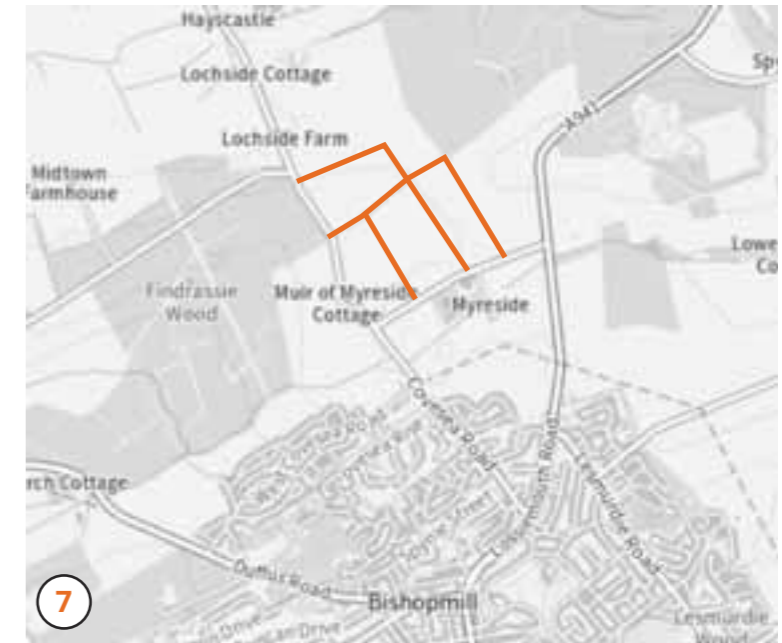
Landscaped green spaces and corridors are to be used to create distinct enclosed areas within the housing development, and to reduce the scale of the open fields as they currently are. These areas are to be functional and usable for recreation, pedestrian/cycling interconnections, and community uses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



Advance Planting

Advance planting in key areas will provide shelter and enclosure early in the development helping to establish an early sense of character and identity. The principle of advance planting is to be applied to new woodland, avenue/boulevard planting, SUDS features/wetlands and also to landforms.



Allotments

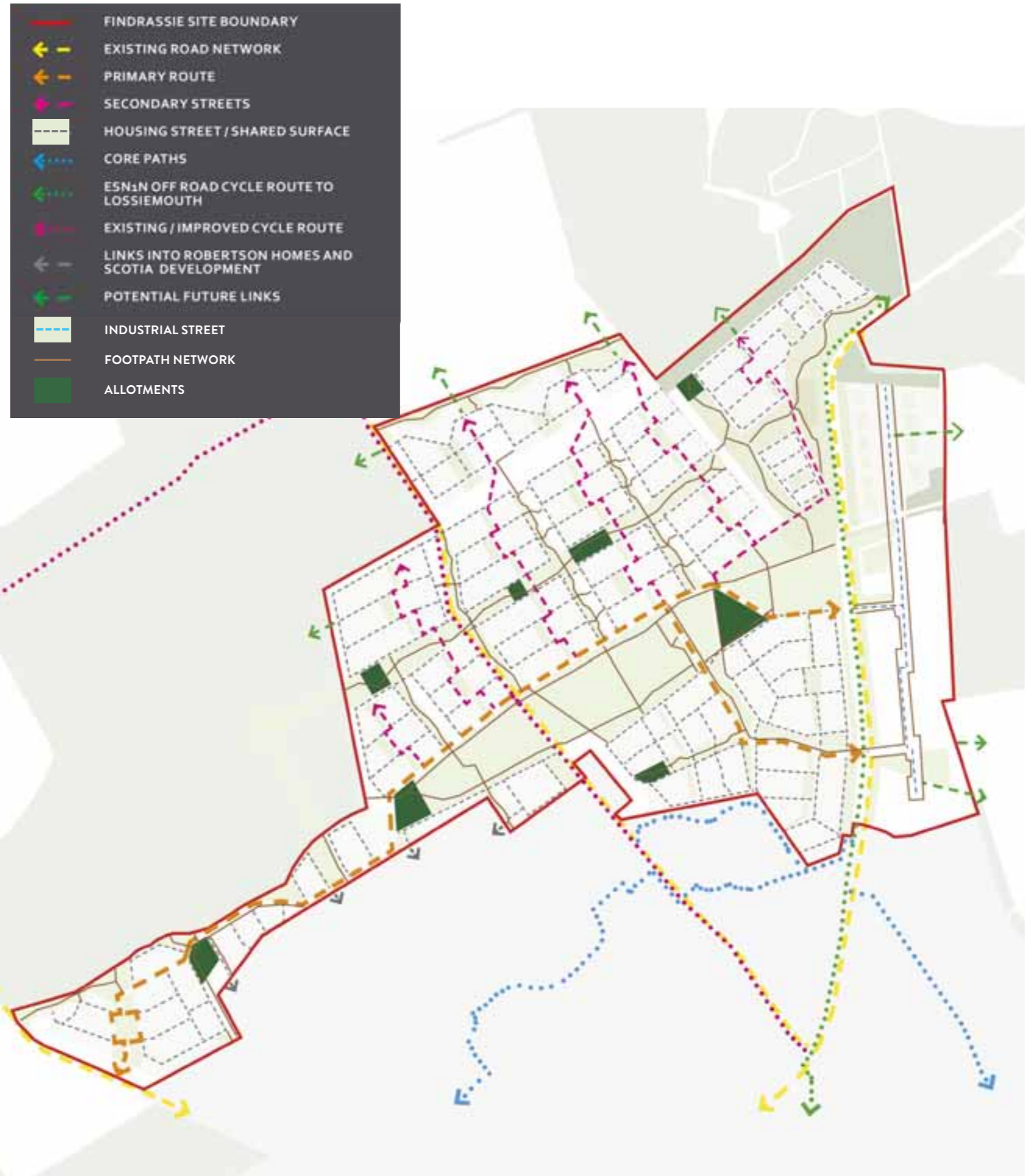
Allotments are to be provided within the new neighbourhood to meet demand and meet local Development Plan policy requirements. A total of 33 full size/66 half size allotments are to be provided across the site.

These are to be located within each of the phases (N, E, D, W and R12) and also within the central open space along the Sey burn. Allotments will require to be fully accessible to people of all ages and abilities. This includes access to and from these facilities taking into consideration gradients and path surfaces.

Central Open Space	6 full size /12 half size	(1,500sqm)
Phase E	7 full size/14 half size	(1,759sqm)
Phase D	4 full size/8 half size	(1,000sqm)
Phase N	9 full size/18 half size	(2,250sqm)
Phase W	4 full size/8 half size	(1,000sqm)
Site R12	3 full size/6 half size	(750sqm)

The locations provided are indicative and will be determined through detailed planning applications. However, these must be integrated into the open space of each phase.

In exceptional circumstances where it is demonstrated, with reference to waiting lists that there is no demand for allotment plots consideration will be given to community and shared growing spaces. Decisions will be taken in consultation with relevant allotment associations.



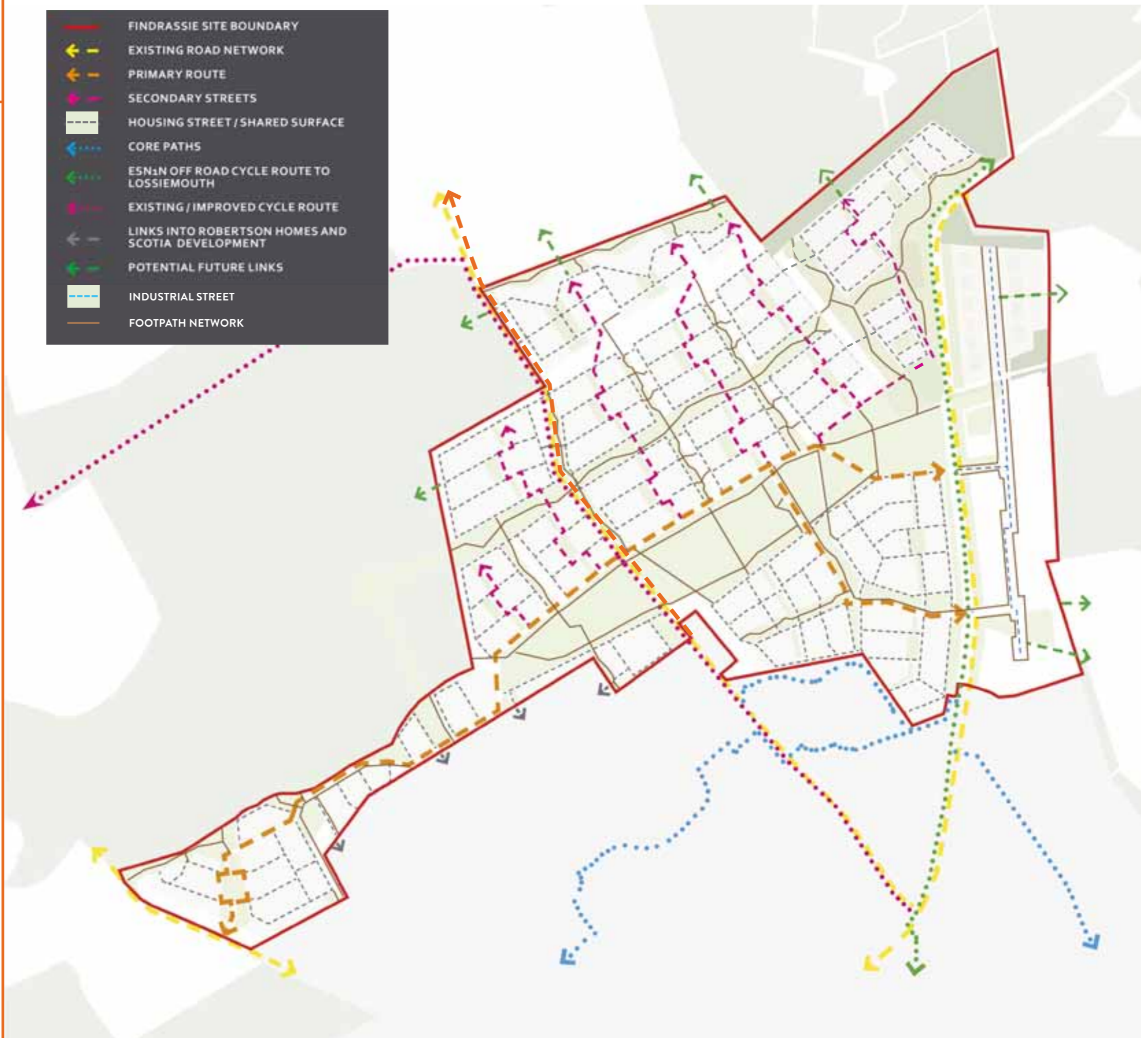
3.2. Access and Connectivity

The masterplan framework promotes development that is integrated and connected, and offers a variety of modes of travel.

The development at Findrassie will create a network of green spaces with safe and pleasant footpaths and cycleways which link to the local hub, the proposed 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.

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 provide separate zones for pedestrians, and therefore have been detached where possible. 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. Local Living

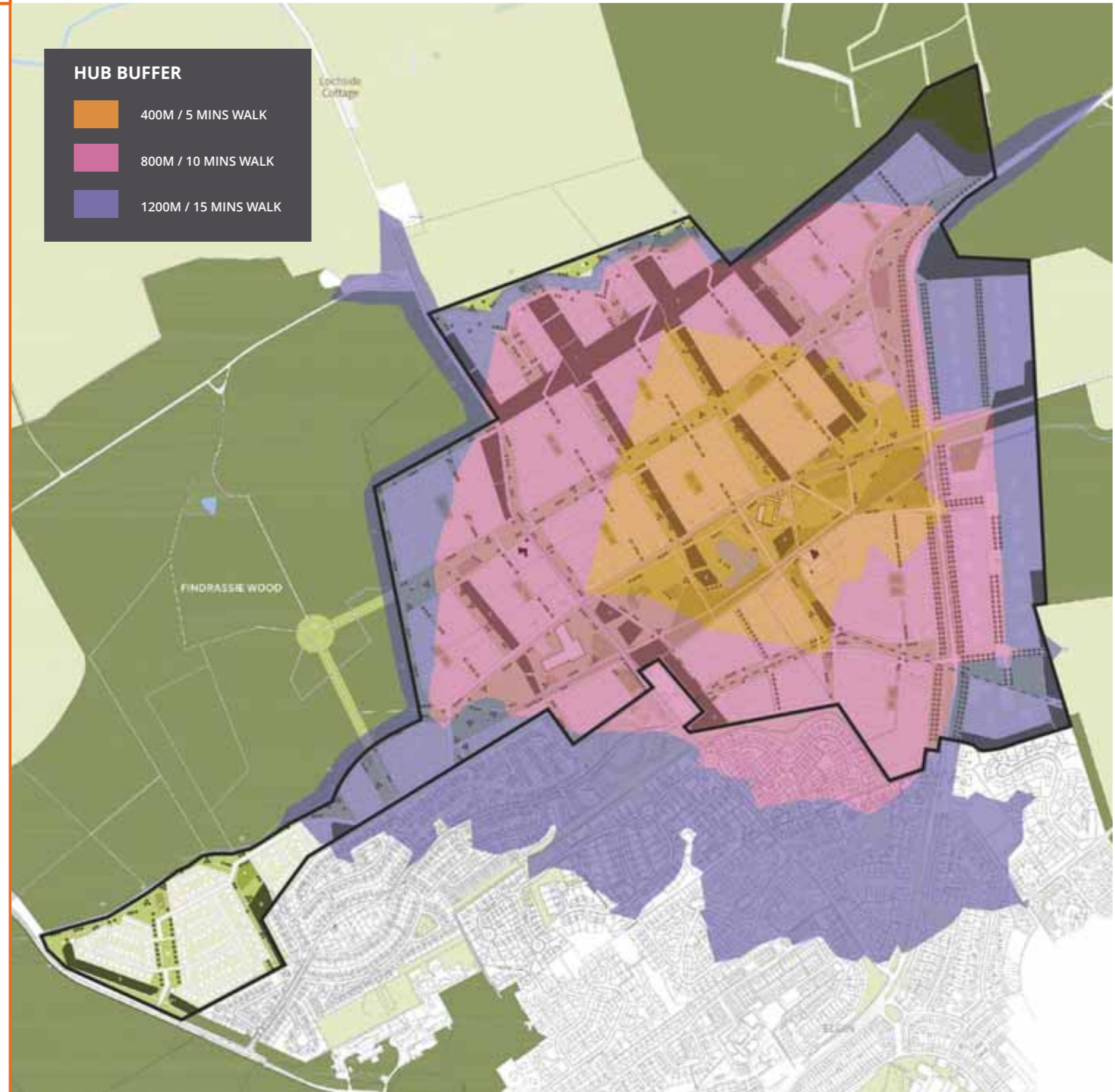
Findrassie has been planned to support the majority of daily needs within reasonable distances from homes. The level of development proposed at Findrassie and resulting population will allow local services and amenities to be provided within the new neighbourhood. Services and amenities provided within the neighbourhood will be served by a network of foot and cycle paths to support sustainable travel. Housing has been planned together with neighbourhood infrastructure including

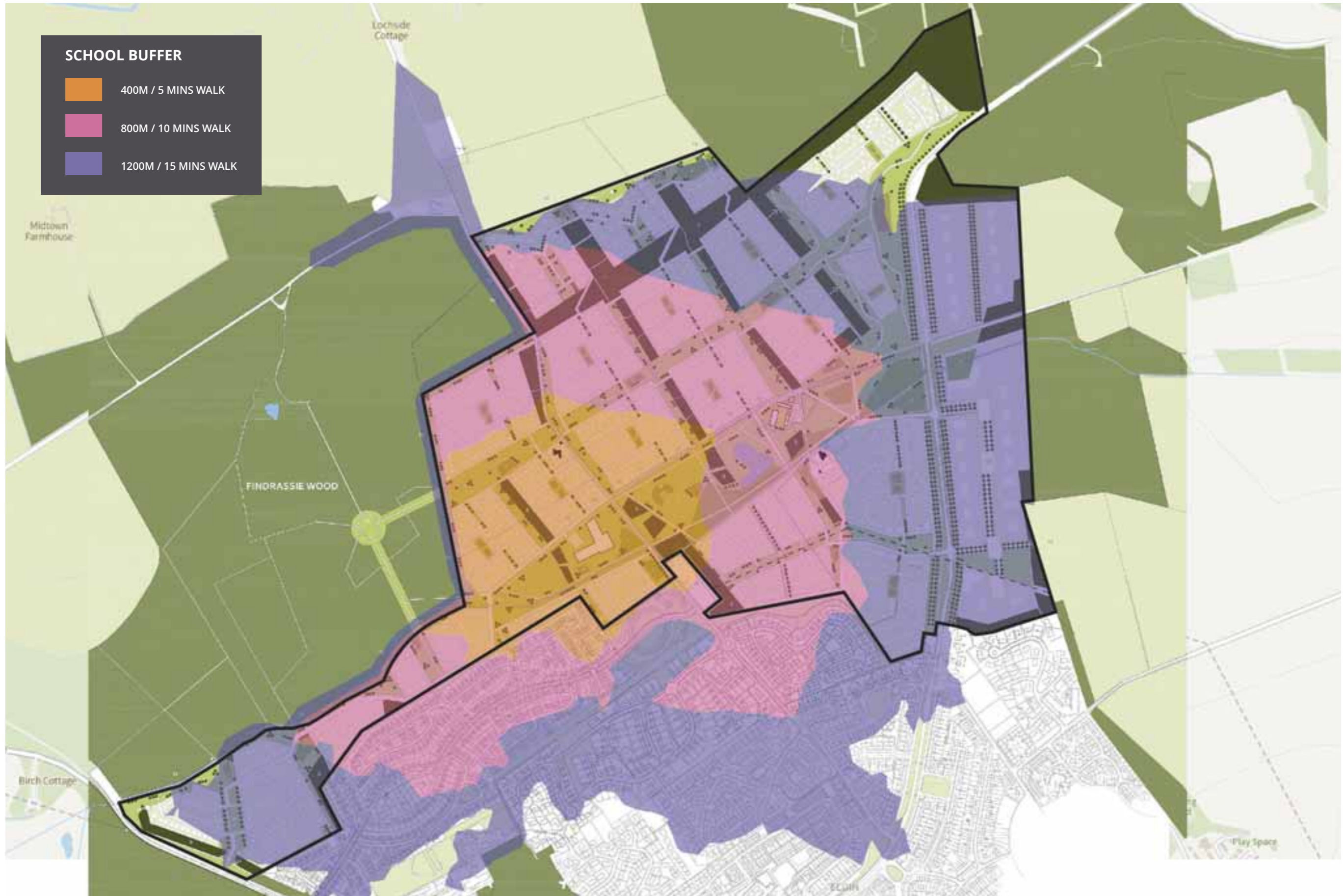
- Community hub incorporating small business units and workshop space with potential for farm shop and childcare/nursery.
- Proposed Primary school
- Shops (retail) and commercial uses
- Recreational opportunities including play areas, sports pitches and allotments.
- Employment uses located within the I8 and MU2 designation will accommodate larger scale business uses as well as office and warehouses.

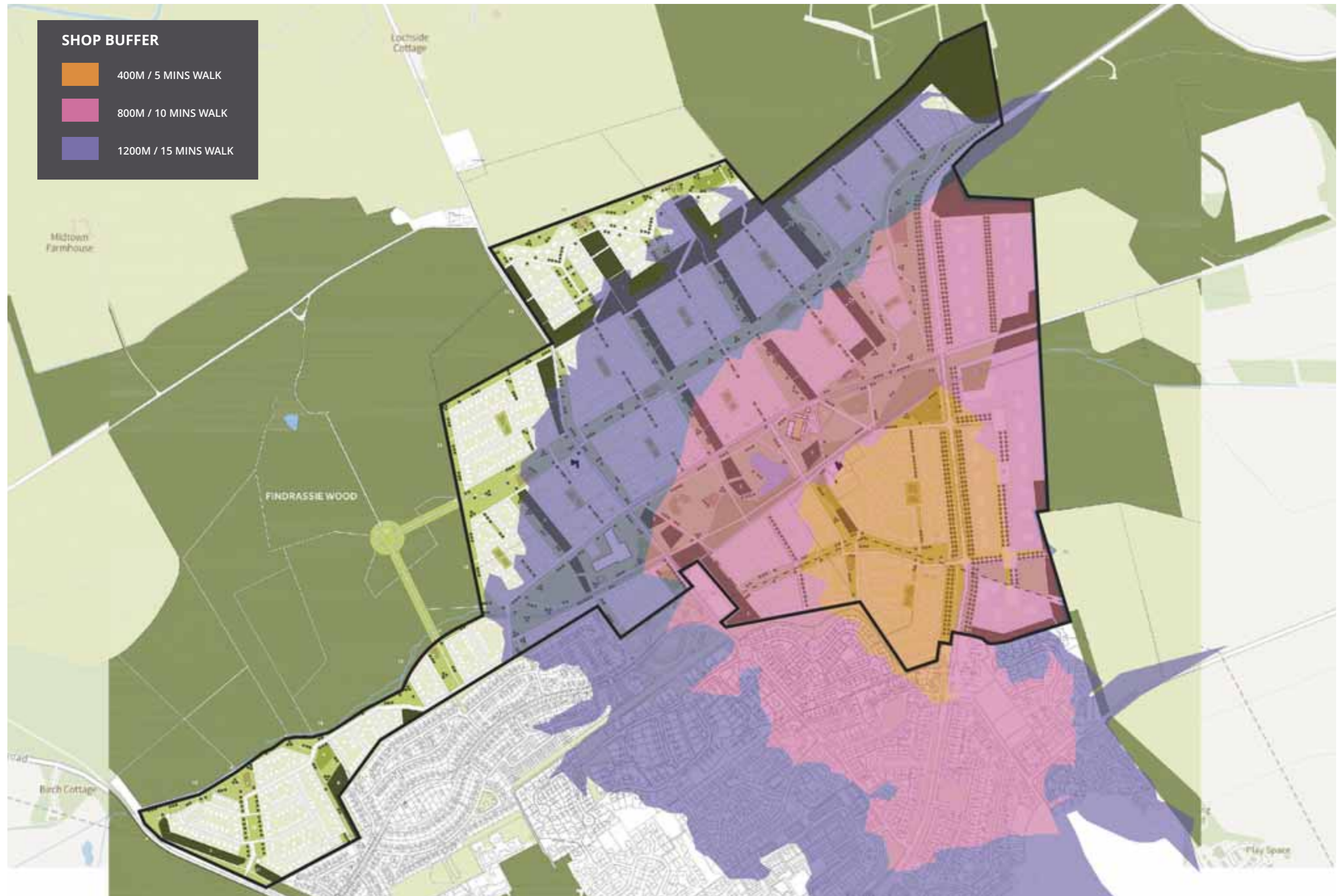
Connections to wider path networks and public transport routes are identified within the masterplan to provide access to existing services and amenities within Elgin to further support local living. Further assessment as part of wider work on implementing national policy relating to Local Living and 20 Minute Neighbourhoods is being developed.

The accessibility of the proposed primary school, community hub and shops (retail) was assessed using GIS service area analysis by applying 400m, 800m, and 1200m buffers to network routing. The network routing is based on the proposed paths and roads shown in the masterplan and existing roads/paths. This provides an indication of the likely 5, 10, and 15 minute walk from these key neighbourhood facilities.

A well connected community will mean people are able to interact with neighbours and friends more often helping to build a greater sense of community. By making it easier for people to access the services they need people are more likely to walk or cycle to these places. This increases exercise supporting health and wellbeing and reduces the need to travel by car leading to lower greenhouse gas emissions.







3.4. Housing Mix

Findrassie will provide a wide range of well integrated tenures in a housing mix that includes a range of house types and plot sizes for different household sizes, incomes and generations. This will include private, affordable and accessible housing in line with current policy 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.

Affordable housing will be fully integrated within the new community and be tenure blind so that there is no obvious difference between private and affordable houses. Each phase, or planning application, will have to comply with the affordable housing contribution set out within policy, with applications assessed in terms of the design standards and parameters laid down in the masterplan and policies of the Local Development Plan. Affordable housing will therefore be dispersed throughout the masterplan area and not concentrated within one area. It is expected that a large proportion of the affordable housing will be for social rent, but there will be provision for other tenures such as mid-market rent.

Self-build opportunities are to be provided as serviced plots and allow potential purchasers the opportunity to design and build their own home within design parameters to be set out within design codes for self-build zones.

On the mixed use site (MU2), to the north of the employment site I8, up to 2ha of the site could potentially be developed for live work units/ workshops. These have the potential to be self build to provide opportunity to design to meet individual business and housing needs. The extent of area available will be dependent on if land within I8 is required to meet the need for sport pitches. Any reduction in available space for business within I8 will be deducted from the 2ha available for live work units on MU2. Where live work units are proposed these have potential for modern innovative designs to be incorporated which reflect the gateway location of the site. Conditions will apply to secure a continuing ratio of work and living space and ensure a strong employment aspect to the areas and prevent units becoming solely residential in the future. Parking requirements will reflect the ratio of work to living space.



Density

Buildings around open spaces shall be a mixture of terraces, semi-detached and detached houses to create the massing necessary to reflect the importance of these areas within Findrassie. Terraces will allow the accommodation of commercial space on the ground floor around the central spine.

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.

Buildings around the central open space shall be a mixture of terraces, town houses, semi-detached and detached houses to create a higher density and massing necessary to reflect the importance of these areas within Findrassie. Terraces will allow the accommodation of commercial space on the ground floor around the central spine.



3.5. Mixed Use

The provision of local amenities within the new neighbourhood will encourage activity, reduce the need to travel, create a sense of place and provide opportunities for social interaction. Local amenities will be served by public transport routes and a network of foot and cycle paths to promote sustainable travel.

- Community hub incorporating small business units and workshop space with potential for farm shop and childcare/nursery.
- Proposed Primary school
- Shops (retail) and commercial uses
- Employment uses located within the I8 designation will accommodate larger scale business uses as well as office and warehouses.
- A mixed use site (MU2) suitable for business use with 2ha available for live work units.

Buildings identified for commercial use must have increased floor to ceiling heights to be sufficiently flexible to accommodate retail and other uses. These will be designed to include sufficient space to accommodate plant equipment as required.

Grass sports pitches with changing facilities are to be located within the I8 designation. Further investigation is required to determine the location of these. The intention is that only one of the potential sites will be required and that pitches and changing facilities will be grouped together at one location. The loss of any business/industrial land will require to be compensated for within the MU2 designation through a reduction in land available within MU2 for live - work units.

A primary school is proposed at the western end of the central open space as this maximises accessibility and will create a focal point for the neighbourhood. Findrassie Primary School is a planned 450 pupil school with Additional Support Needs (ASN) provision and nursery. This proposal is under review and the scope will be determined based on analysis of school roll forecasting and housing build out rates.

The Moray Retail Study 2021 included a recommendations on the level of retail and commercial floorspace within masterplan areas including Findrassie. This included the following:

- Total convenience floorspace 350-500sqm GFA which could be made up of a convenience format store plus a small number of additional smaller units.
- Total retail and commercial floor space of 1,200-1,500 sqm. In addition to the convenience space outlined above the remaining space should be flexible permitting either Class1, Class 2, Class 3, and sui generis uses that can respond to market demand.
- In addition to the total retail and commercial floorspace consideration should be given to other uses such as public house/bar and community uses that support a community focus.
- For phasing of retail space:
 - ◆ Initial commercial space (ca 300-400 sq m GFA) could be provided by the completion of the 450th dwelling.
 - ◆ The convenience-format store should be provided by the completion of the 900th dwelling.

Phase E2 within the Lossiemouth Road Character Zone includes consent for 450sqm of retail and commercial space to include on unit a minimum of 200sqm GFA for Class 1 (Shops, food) and Class 3 (Food and Drink) and a minimum of three flexible ground floor retail/commercial units (a minimum of 250sqm GSA in total) for Class 1 (Shops), Class 2 (Financial and Professional and other services) and Class 3 (Food and Drink) and Class 10 (Non-residential Institutions).



3.6. Focal Points and Gateways

Important community buildings such as the local hub and proposed school are predominantly located within the central open 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.

Gateways provide the first impression of a place and need to be attractive to create a positive perception. Gateways should help people identify the neighbourhood and the town, and help people find their way around. Features such as planting, public art, boundary treatments and buildings can help create gateways that add to character, identity and legibility.

Lossiemouth Road is an important gateway as it is key route into Elgin from Lossiemouth and key tourist route to the coast. This gateway will take the form of a boulevard with avenue planting along both sides and buildings fronting onto the road. The management of traffic through signalisation will form part of the gateway

Duffus Road is rural in character and presents a layered approach into Elgin - woodland, stone dyke walls, hedges and fencing transitions into recent development set back from the road, into mature trees and stone walls and slowly into a variety of houses fronting onto the street with walls and trees defining public and private space. This layered approach must be reinforced. The new gateway will be formed by re-planting native trees set back from the roadside behind a mown verge, wildgrass/planting, footpath and stone dyke. The level of planting must screen rear gardens. Gatehouses located at the entrance from Duffus Road into the new neighbourhood at Findrassie will be linked and built into the estate wall and railings to replicate a more traditional estate style entrance. The gatehouses must be used as dwellings and will provide opportunities for unique and innovative designs.

Covesea Road forms the main central north-south route through Findrassie. The approach from the north will retain the current rural character through mature woodland and the re-use of stone dyke walls along the road edge which will screen development in the Findrassie wood edge character zone. The transition from the countryside to the built up area takes place as mature planting and stone dyke walls will give way to an increasing amount of housing visible as the central open space is reached. From the south the gateway at Covesea Road will require screening of the substation by an appropriate boundary treatment.

The opportunity for focal points in the form of public art exists throughout the development. Provision of public art within each phase is a requirement. The locations shown are indicative and will be the subject of detailed design in each phase.



Sustainability and Community Wealth Building

National Planning Framework 4 (NPF4) includes overarching spatial principles to ensure the transition to net zero and support local living. NPF4 Policy 1 on Tackling the Climate and Nature Crises states that significant weight will be given to the global climate and nature crises. The masterplan provides a framework and opportunity to incorporate a range of measures that will help reduce carbon emissions, reduce the impact on the environment and support biodiversity.

Sustainable Travel

The Masterplan promotes sustainable modes of transport by setting out the requirements for walking and cycling routes throughout the development and requirement for links to the wider path network. Public transport routes will also be provided through the heart of the new neighbourhood along the primary route. The new neighbourhood will be well connected to the existing surrounding cycle and footpath network. Findrassie will have a network of greenspaces with safe and pleasant foot and cycle paths which will provide sustainable routes and reduce the need to drive to schools, central open space, local community hub and employment zone. This will encourage people to walk and cycle creating a truly walkable neighbourhood.

Sustainable Development

All development will be designed to minimise carbon emissions and be as energy efficient as possible. Priority will be given to designing buildings with reduced energy demand and incorporating energy efficiency measures. This will require good design including efficient layout that considers orientation, micro-climate and exposure and taking a fabric first approach including ensuring high levels of insulation, air tightness and use of sustainable materials.

The use of renewable energy and low carbon technologies will also be considered to limit carbon emissions. Solar arrays will be encouraged on commercial roofs with panels on housing. 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. Such features must contribute to biodiversity and sense of place.



SUDS and Flooding

The proposed SUDS strategy utilises existing features of the site and surroundings such as the Sey Burn and the Spynie Canal. Development avoids areas at risk of flooding. Flood risk will be mitigated and contained within the areas of open space along the Sey Burn corridor. A range of attenuation and treatments can be provided at the detailed planning application stage such as permeable paving, rain gardens and wetlands and swales.

Green Infrastructure and Biodiversity

The masterplan creates opportunities to provide green corridors that aid habitat creation and enhance biodiversity. These corridors are linked across the masterplan area supporting the movement of wildlife and linking habitats. The masterplan respects the existing features of the site such as the wood, the pond and existing hedgerows whilst proposing new features within the landscape and improved connections. The new trees to be planted within the site will be native species and appropriate for this type of development and location. There are also opportunities for food creation such as allotments and community orchards. Blue-green infrastructure will be incorporated into the multi-functional open space in the form of swales, sustainable urban drainage systems and other water features. These will be designed to enhance biodiversity and provide opportunities for habitat creation.

Community Wealth Building

Development at Findrassie will contribute to Moray's Community Wealth Building strategies. Use of local supply chains, local job creation including apprenticeships and supporting community led proposals could be key ways Findrassie contributes.

FINDRASSIE

MASTERPLAN / A NEW NEIGHBOURHOOD FOR ELGIN



DESIGN CODE

RECREATIONAL FRINGE



VISION FOR FINDRASSIE

CONTENTS

Design Code Guide

The Design code sets out the rules and principles to which the design of Findrassie must adhere to. It is a mechanism to control future applications and ensure that the vision established within the framework is realised and delivered. The design code comprises illustrated design rules and requirements, which instruct and advise on the physical development of a site or area. This will serve to provide the benchmark for the new neighbourhood as it progresses over time.

Assessment of the design and place quality of all planning applications will be through a Quality Audit process. This process will include review of proposals against the Masterplan and Design code.

1.0 DESIGN CODE

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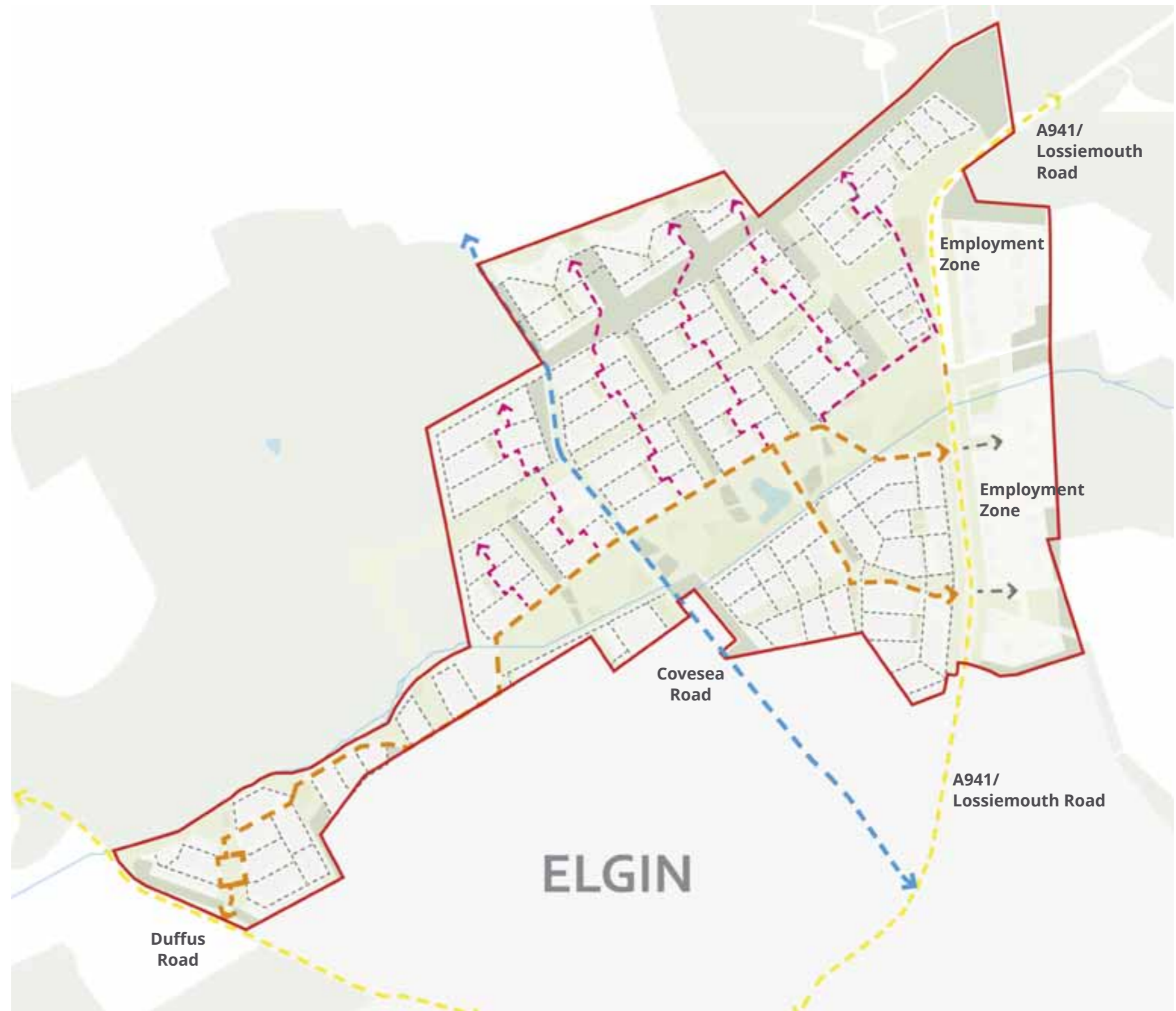


1.0: DESIGN CODE

Street Structure/ Hierarchy

The primary route will run from the A941 / Lossiemouth Road to the B9012 Duffus Road connecting into Covesea Road. At the Lossiemouth Road edge there will be at least two points of connection, one facilitating access to the employment area. The north / south secondary routes maximise connectivity through the new neighbourhood and 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.

- Findrassie Site Boundary
- - - Existing road network
- - - Covesea road
- - - Primary Route
- - - North / South Secondary Routes
- - - Shared Surface / Housing Street



Legibility

A grid iron street pattern based on historic and local precedent has been developed. 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. 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 more permeable.



- Vehicular connection/permeability
- Route through neighbourhood block
- - - Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corners

Parking Strategy

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 of 50% of car parking within the front curtilage or on street, subject to the visual impact being mitigated by hedging, low stone boundary wall or other treatments that enhance the streetscape. Detached garages are the most effective way of achieving this.

Parking for flats or commercial units is indicated as a maximum row of 4 spaces, broken up by areas of planting. Any associated visitor parking is located close to flats. All flats/apartments, retail, community, education, health and employment centres will provide covered and secure facilities for cycle parking.

Key Frontages

Key frontages have been identified in important locations and elevations. Buildings have been orientated 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 to aid navigation and provide identity.

When a building is on a corner it must 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. Corner buildings must be designed to 'turn a corner' (i.e. L-shaped footprints, windows built onto gable elevations) to address both streets and provide natural surveillance.



Maximum Building Heights

Findrassie Wood provides the backdrop for the new neighbourhood and will be much higher than the proposed houses. With the wood visible from much of the site this helps establish a sense of character and identity from the outset. The topography of the site falls away from the wood increasing the impact of this imposing feature.

2.5 storey buildings can be accommodated in the lower lying parts of the site on the Sey Burn Corridor. There may be scope for increased height at corners such as the entrance into the development at Lossiemouth Road, around the hub, primary school and central open space.

Increased height on areas of higher ground will be avoided with lower heights of maximum 1.5 storey adjacent to the ridge in the northern part of the site.

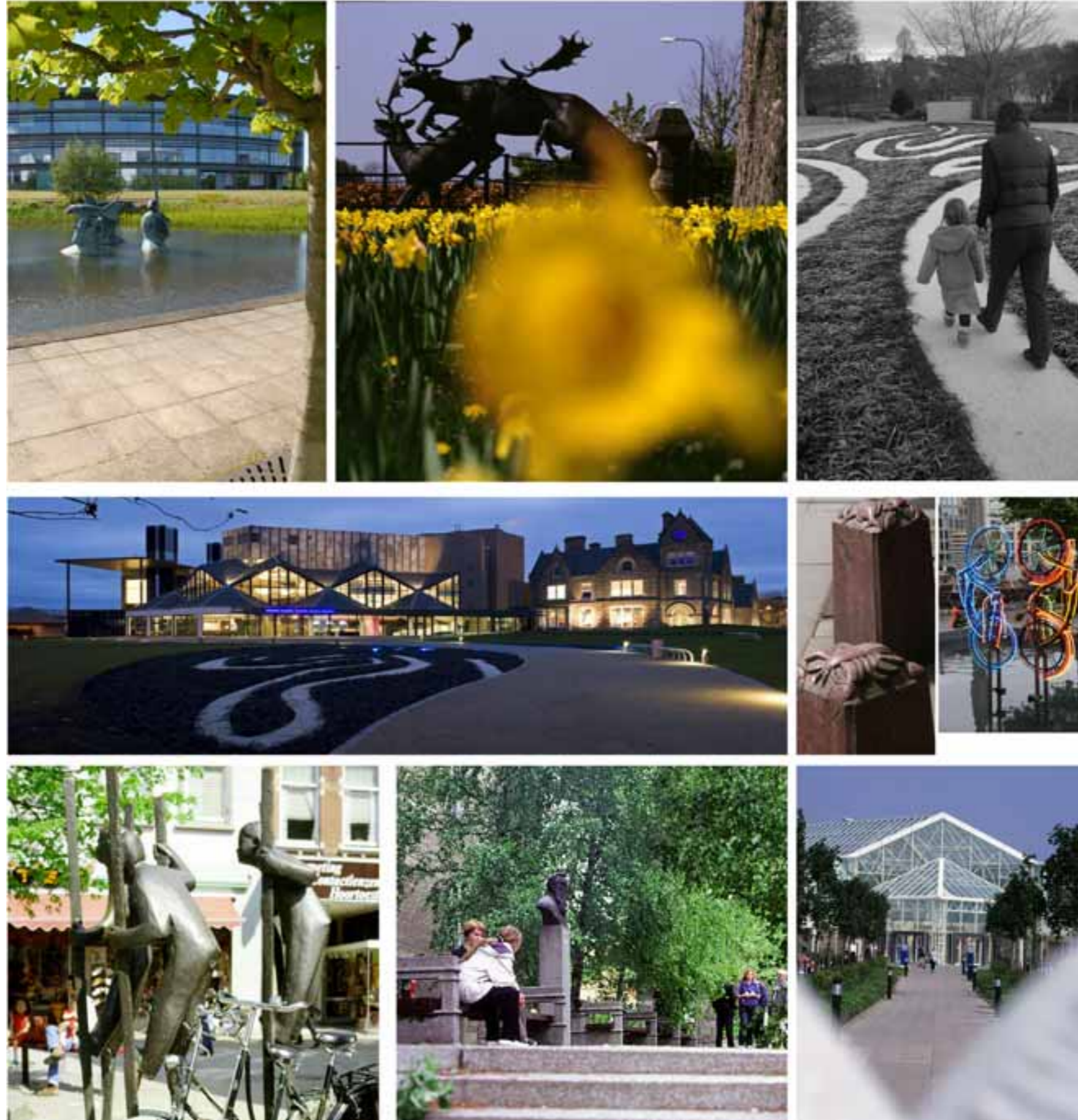
Elsewhere the new neighbourhood will comprise of predominantly 2 storey buildings.



Public Art

Public art can contribute towards creating a sense of character and identity in a place. Public art will be provided as standalone features or built into the fabric of development. Public art will be used to create gateways and landmarks. Opportunities to build public art into the fabric of development in unique and innovative ways are encouraged. Opportunities to incorporate art into functional pieces such as cycle parking and play equipment can be explored but must have clear artistic merit and not “off the peg” proposals. Using local artists to develop public art is strongly encouraged and could contribute to community wealth. Historic links such as Thomas Telford/Spynie Canal, Spynie Palace, Pitgaveny, and the more recent farming heritage should be reflected in public art. This would provide a sense of history to the new neighbourhood helping to create a sense of place and identity from the outset.

Each phase of development will be required to provide public art. The locations shown are indicative and the location will be subject to detailed design.



Common Elements

Landscape

The landscape design guidelines aim to achieve a high quality setting for Findrassie through consistent standards and management.

The objectives of the landscape design guidelines are:

- to achieve a robust and healthy landscape;
- to have regard to growing conditions on site to obtain optimum growth performance;
- to create a hierarchy of external spaces which give an ordered appearance;
- to ensure that landscape spaces are protected and managed.

Variations in building forms will be the main means of achieving visual diversity across the site.

MINIMUM PLANTING STANDARDS:

Woodland structure planting will consist of a core mix and an edge mix, planted as a matrix including pioneer and climax species and will be established using transplanted nursery stock. Woodland areas should not be less than 15m in width.

Semi mature trees will be used for avenue planting and within parks and residential streets.

Ornamental planting will be limited in extent and chiefly confined to private garden areas where the use of small scale ornamental species is appropriate.

Hedge planting is encouraged as an effective means of defining spaces and providing shelter. Mixed hedges will be used at the edge of woodland belts. Beech hedges are preferred in residential areas and parks.

Marginal planting is limited to SUDS basins, swales and rain gardens which will be planted and seeded with native marginal species.

LANDSCAPE MAINTENANCE

Developers will prepare a Landscape Management Plan which specifies the operations to be carried out each year for a five year period following completion of the planting works to ensure that the intended planting performance is achieved.



Streets

The proposed streets at Findrassie are one of the common elements which will create a cohesive and well integrated new neighbourhood. Whilst the geometry of the streets can vary there will be a number of elements which are consistent across the masterplan area. 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 pavements 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. It is important that a consistent palette of materials is adopted across the entirety of the masterplan area.

Parking is an important part of any new housing development but its impact on the streetscape must be minimised. The impact of car parking must be mitigated with careful planting and landscape strategies.



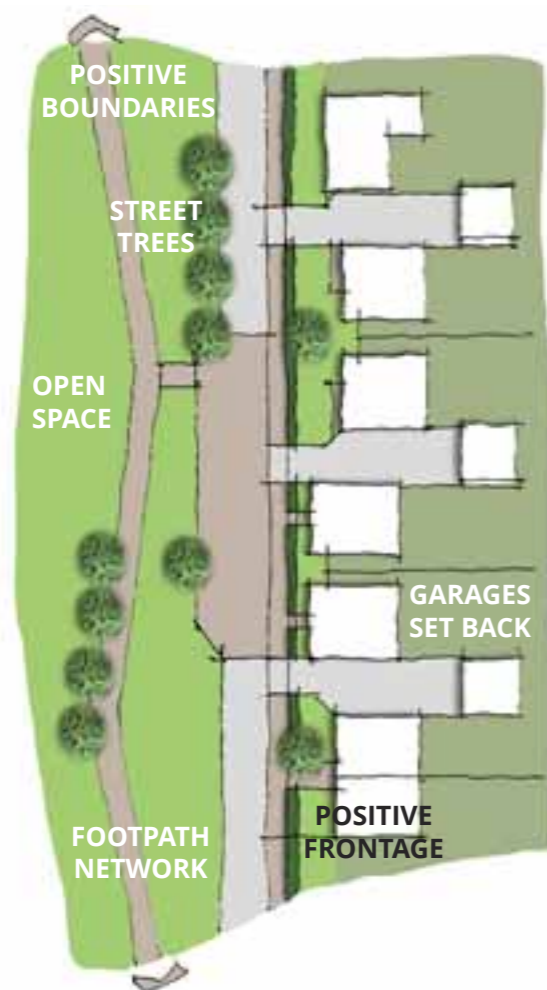
- Primary Routes
- Secondary Routes
- Housing Streets
- Buildings at Key Locations/Vistas
- Key Corners

PRIMARY STREET:

The primary route will run through the new neighbourhood and link Lossiemouth Road in the East with Duffus Road in the west. This will also be the route for the proposed integration of public transport. Materials will therefore need to be considered in relation to higher levels of traffic and buses.

Typical Carriageway Width: 6m

Footway: Pedestrian/cycle provision based on masterplan layout connectivity principles subject to minimum widths; Footway/Footpaths minimum width 2m, Cyclepath minimum width 3m.

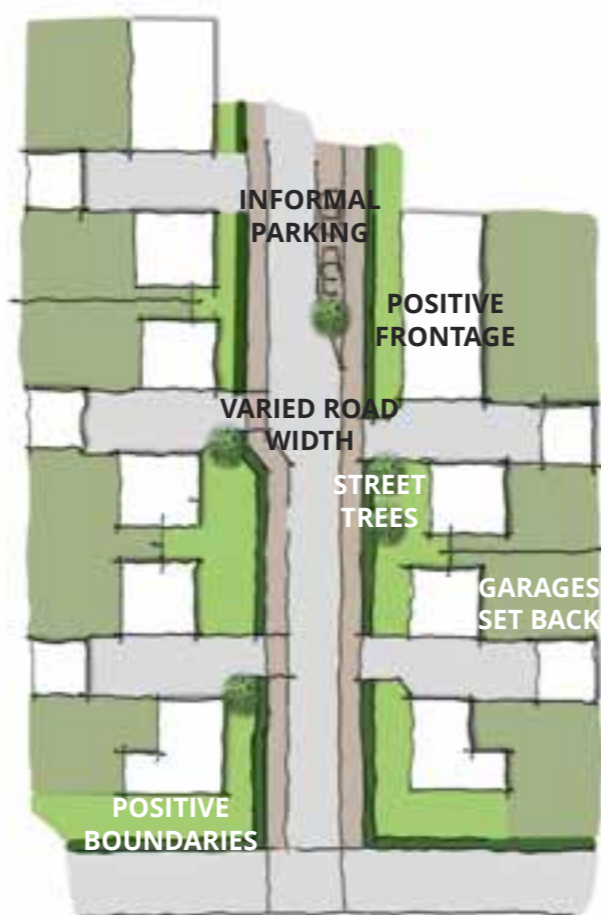
**SECONDARY STREET:**

The secondary streets run through the new neighbourhood on a north to south axis linking the residential neighbourhoods in the northern part of the masterplan with the central open space and the local hub. These streets can have a more varied road width which will help to reduce vehicle speeds. They have also been located within the residential blocks away from strategic green links to further prioritise pedestrian and cycle travel through the green network.

This should also slow vehicles adjacent to houses.

Typical Carriageway Width: 5.5m

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

**HOUSING STREET:**

The streets and lanes through the residential blocks will be less rigid with varied carriageway widths and building lines. This will prioritise pedestrian and cycle movement and make these streets a more attractive area to meet, congregate and play. Elements such as street trees, courtyards, varied surfaces and informal parking will reduce vehicle speeds and increase safety.

Speed: <20mph/design used to manage traffic speeds.

Carriageway Width: 3.7m

Minimum Footpaths: Shared surfaces.



Boundary Treatments



Another common element is the treatment of boundaries within the new neighbourhood. Positive boundary treatments must be incorporated in all areas of the new masterplan. This is particularly important along important frontages such as the primary route and central open space but also along secondary streets and within housing streets. Positive boundary treatments will serve to define boundaries between the private and public realm and also help to mitigate the impact of cars on the street environment.

A mix of hedges, railings and walls will be located at the back of footpaths or shared surfaces helping to enclose and screen cars/drives. With the inclusion of street trees, the provision of positive boundaries adjacent to shared surfaces will also help to reduce forward visibility for motorists and therefore reduce vehicles speeds.

Rear and side boundaries onto the public realm should be avoided wherever possible. Where this cannot be designed out these boundaries must be formed in appropriate materials such as block and render or stone / cast stone and to an appropriate height to provide privacy.

Divisions between private front gardens should be as far as possible post and wire fences with supplementary shrub planting. Timber fences within the public realm are not an acceptable solution.



-  Positive Boundary - low level hedge, rail or wall
-  Positive Boundary - 1800mm wall/hedge



CHARACTER ZONES

The masterplan has been divided into 9 character zones as follows:

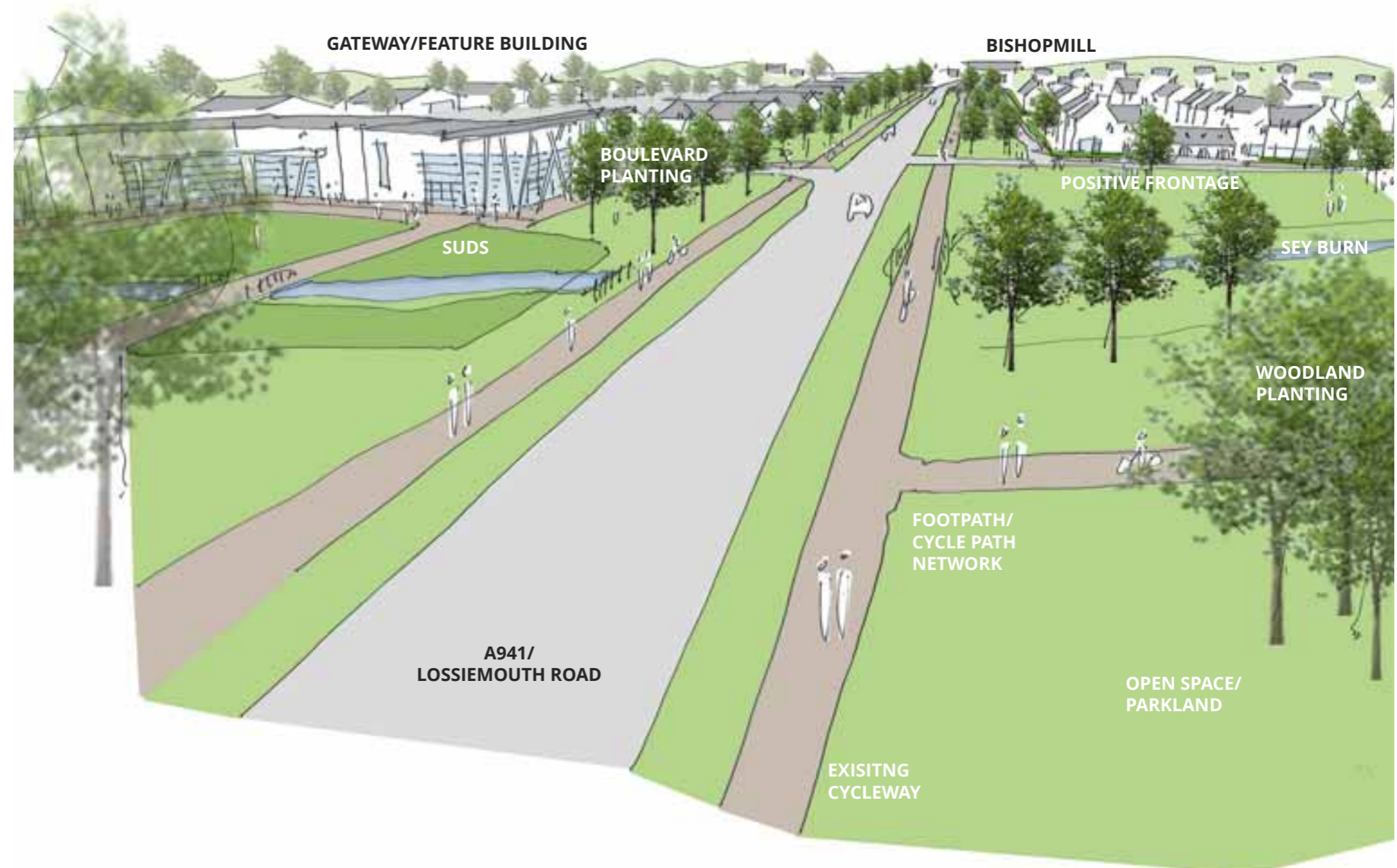
- Lossiemouth Road
- Duffus Road
- Hub and Central Open Space
- Findrassie Wood Edge
- North/South Connections
- Northern Edge
- R12
- Employment Zone



LOSSIEMOUTH ROAD CHARACTER ZONE

FUNDAMENTALS

- Provide a positive new gateway to Elgin from the north and at the entrance to the Findrassie neighbourhood.
- Avenue planting along Lossiemouth Road will help integrate the new neighbourhood into the existing settlement of Elgin and reflect trees along existing northern edge. This must give the impression of a tree lined entrance to the town.
- Maximise views into the development across the proposed open space from the approach to Elgin from the north.
- Create green link which links the employment zone with the hub located in the heart of the new neighbourhood
- The zone will be divided by an open space corridor accommodating the pylons and overhead lines and along which a primary access is to be routed.
- Maximise connections to the existing cycleway and south to Bishopmill.
- Strong building line and continuous frontage to Lossiemouth Road.
- Boundaries to reflect existing properties along Lossiemouth Road including low level hedges, railings and walls.
- Features including chimneys and window surrounds must be used to reflect the history of housing along Lossiemouth Road.
- Retail opportunities to be provided in buildings with direct frontage to the road with flexible ground floor uses.
- Special buildings and raised buildings heights up to 3 storey at key locations and corners.



THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR LOSSIEMOUTH ROAD

GATEWAY

The frontage to Lossiemouth Road is to be bounded by two rows of trees merging from the open parkland landscape to the immediate north into boulevard planting all the way into Bishopmill and containing (and improving) the existing cycleway.

MATERIALS

The materials within the Lossiemouth Road character zone reflect the existing housing along Lossiemouth Road/the A941. Whilst a mix of materials has developed over time some of the materials such as off white render and slate are more consistent. Appropriate materials for this area within the masterplan will be:

- White wet dash / textured render
- Off white wet dash / textured render
- Natural stone, reconstituted stone or cast stone
- Slate or slate effect

BOUNDARY TREATMENTS

Existing housing along Lossiemouth Road adopts a mix of walls, railings and hedges to define private gardens from the public realm. A similar positive approach will be appropriate in this area.

At the southern and south western boundary, the ground rises, and the site abuts the existing housing and boundary planting there; the southern edge will need edge-of-development planting, and must provide links into the existing cycle track and footpaths.

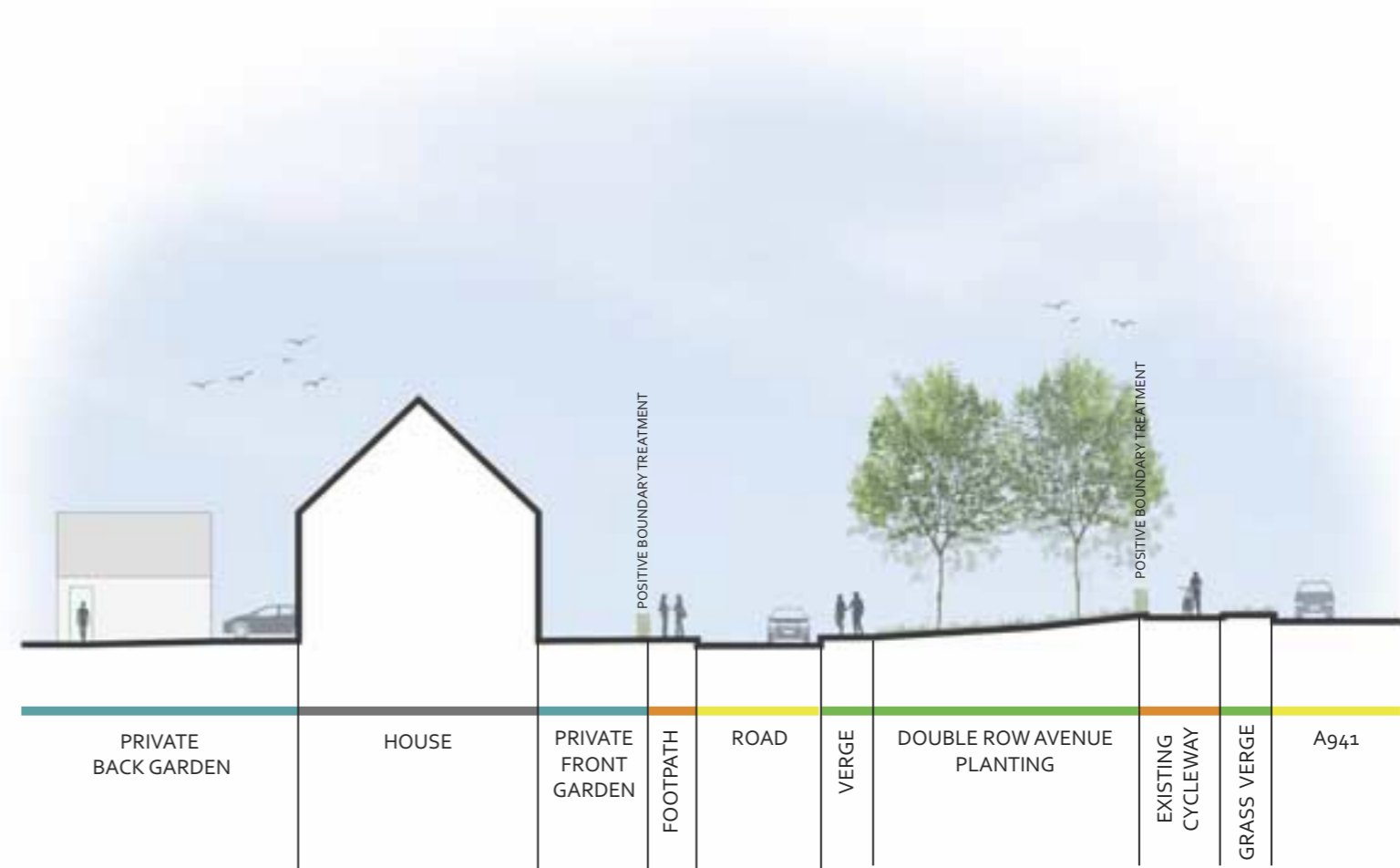
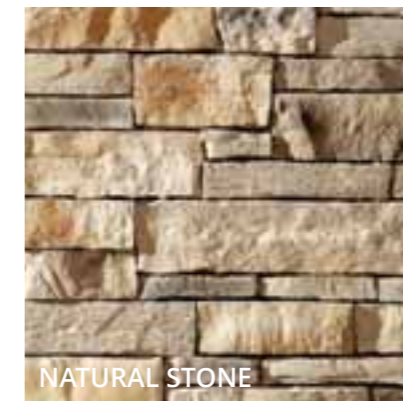
KEY FEATURES

Chimneys and window surrounds are prominent architectural elements in neighbouring housing as are gable features and slate dormers. These positive elements will be a feature of the new Lossiemouth Road housing and help to establish a sense of character, place and identity for the area.

KEY BUILDINGS

Key buildings where higher quality materials and key architectural features will be used have been identified along the frontage of the Lossiemouth Road and the northern edge which bounds the open space. Buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark)

Flexible ground floor commercial space must be provided in buildings that front onto the entrance of the Findrassie development.



LEGIBILITY / CONNECTION

Connections within this area are crucial as it provides one of the 3 key access points into the new neighbourhood. This vehicular connection is supplemented by a number of connections into the existing cycle route which provides access back into Elgin and north to Lossiemouth. The vehicular and pedestrian connections between the employment area and the hub are also important and will be protected through the development of the open space.

The character zone will be accessed at both the key gateway feature at the entrance to the development (Myreside Road- the primary route) and by a secondary entrance to the south. These accesses will be signal-controlled, so that there is both a traffic calming effect and a safe crossing created between the 'employment' and 'residential' areas, each served by bus routes.

HEIGHT / DENSITY

The A941 / Lossiemouth Road will have a strong frontage through massing created predominantly by terraces and flats 2 storey's in height with scope to increase to 3 storeys at corner locations and the entrance into the development. Buildings at the entrance to the development will have commercial space within the ground floor.

FRONTAGES:

The character of this housing area will be defined by the set-back frontage of Lossiemouth Road; it must not present rear gardens or fences to the service road which runs parallel to the tree lined planting. Housing blocks facing north onto the 'green corridor' should be designed in a strong two storey elevational treatment, opening onto, and overlooking, the corridor, as they are the first buildings that will be seen on this important approach from the north into Elgin. Buildings (houses and businesses) located along key frontages will front onto primary spaces such as Lossiemouth Road, the central open space and the pylon corridor.

Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets, as well as secondary streets.



HOUSING FRONTING PLAY PARK















RECREATIONAL ROUTES



BUILDINGS SET BACK



HOUSING FRONTING ONTO ROAD

-  Character zone boundary
-  Existing road network
-  Primary route
-  Secondary North/South streets
-  Shared surfaces / Housing streets
-  Pedestrian/cycle connectivity
-  Buildings at key locations/vistas
-  Key Corner buildings
-  Key frontages
-  Secondary street key frontages
-  Pylon corridor
-  Cross Section
- 5. Tree planting
- 6. SUDS
- 7. Play areas
- 12. Avenue planting
- 22. Food retail and flexible ground floor commercial space



DUFFUS ROAD CHARACTER ZONE

FUNDAMENTALS

- Provide a positive new gateway to Elgin from the west along Duffus Road that reflects the transition of rural to urban.
- Deliver a new vehicular connection to Duffus Road to maximise connectivity. Access through the development will link the west of Findrassie to Lossiemouth Road.
- Provide a positive gateway to the new neighbourhood at Findrassie.
- Establish new woodland to replace existing scrub removed to create sightlines.
- Build new stone 'estate type' wall enclosing woodland and new neighbourhood. Layered boundary treatments (Drystone Dyke / Railings / Woodland).
- Gatehouses built into the estate wall provide a focal point and opportunity for innovative design.
- Create arrival space / new village green to provide early direct visual link to Findrassie Wood.
- Create a transitional zone of green space between housing and woodland. Maximise frontage to woodland for views..
- Work with existing topography to ensure level access to woodland and no major level changes.
- Provide connection to existing national cycle route / network within Quarrel Wood.
- Maximise pedestrian and cycle connectivity and create a recreational link from Quarrel Wood to Findrassie Woods and new recreational opportunities in the development.



THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR DUFFUS ROAD:

ACCESS

Road access at Duffus Road 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.

GATEWAY

The character zone is a key gateway into Elgin and to the Findrassie neighbourhood. The gateway will be formed by re-planting native trees set back from the roadside being a mown verge, wild grass / planting, footpath and stone dyke wall. Two gatehouses will be included within the stone dyke wall. The gatehouses will be used as dwellings and must be designed and implemented to replicate a traditional estate style entrance.

Arrival into the new neighbourhood will comprises of a series of events - 1. Open space 2. Estate type wall 3. New woodland 4. Gatehouse 5. Village green 6. Public park 7. Findrassie Wood. This is in accordance with one of the primary aims of the masterplan to provide a series of events or points of interest along a key route or green space.

MATERIALS

The materials within the Duffus Road character zone are informed by the rural nature of this approach into Elgin including stone walls and gatepost pillars and earthy and colourful render tones. Appropriate materials for this area within the masterplan will be: -

- Earthy / recessive coloured wet dash / textured render
- White / Off white wet dash / textured render
- Natural stone, reconstituted stone or cast stone
- Slate or slate effect
- Timber

BOUNDARY TREATMENTS

The boundary treatments along the Duffus Road corridor must reflect the rural nature of this location. The proposed wall / railings along the existing road are to be higher than those along the Lossiemouth Road frontage. Development must be screened from the road and together with the proposed woodland create an entrance to Findrassie and the north of Elgin not unlike the approach from Oak Wood in the west. After entering the new neighbourhood the private and public realm can be defined by smaller scale walls and hedges.

The existing scrub along the Duffus Road serves to screen the site from the road but provides little visual amenity. By introducing a positive element between Findrassie Wood and the existing settlement a section of new stone wall will provide a more appropriate transition between town and country. The existing scrub can be replaced by more appropriate native tree planting which will be set back from the carriageway and will entirely screen the back gardens of the properties facing onto Duffus Road. This layered approach will provide a more structured edge to the new neighbourhood. This will also help to improve sight-lines at the new junction.

Public and private spaces will be defined by boundary treatments that have been identified as appropriate for this character zone (high walls / railings and gateposts along development boundary with lower walls and hedges within the new neighbourhood).



HEDGES AND WALLS



EARTHY WET DASH RENDER



CONCRETE TILE



FOOTPATHS THROUGH WOODLAND



WOODLAND PROVIDES POSITIVE SETTING



GATE POSTS



ENTRANCE CANOPIES

KEY FEATURES

The housing along the Duffus Road is more varied in character and less ordered than the Lossiemouth Road. A mix of building and architectural styles have been employed with varying degrees of success. Positive features that must inform the Duffus Road character zone are chimneys, quoins, vertical windows, entrance canopies and external stairs.

KEY BUILDINGS

The two key buildings identified along the frontage of Duffus Road are gatehouses. These should be built into the proposed estate style boundary wall and mark the entrance of the new neighbourhood. The north lodge defines the pedestrian access in the extreme east of the development whilst the south lodge defines the new vehicular access. Both are to be developed as dwelling houses and present an opportunity for innovative design. Consideration would also be given to other uses including office or community space where this is supported by a business case. The gatehouses must be designed as useable buildings and not simply entrance features or structures.

Other key buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark)

LEGIBILITY / CONNECTION

Footpaths within this area are important to maximise the connectivity between Findrassie and Quarrel woods. The footpath network must provide safe and easy access between these two important amenities. As many pedestrian and cycle connections as possible to the woods and the Sey Burn corridor must be provided. The vehicular connection along Duffus Road is also one of three access points to the new neighbourhood from Elgin.

HEIGHT / DENSITY

The rural character of the Duffus Road corridor lend itself to a new neighbourhood which is lower in density and height than the majority of the new neighbourhood. There will be opportunity here to provide accessible homes in the form of bungalows and 1.5 storey housing within bigger plots.

SELF BUILD

A Design Code for Self Build plots will be prepared that sets out more detailed design guidelines for areas of self-build with potential for Plot Passports also. These will allow design freedom but set design parameters to ensure the quality and character of the zone continues to be achieved. The Self Build Design Code will cover aspects including building height, building orientation, permitted built area, heights of outbuildings/hedges/fences, boundary types/materials, building materials, and eco-design features.

ACCESS TO WOODLAND





- - - Character zone boundary
- - - Existing road network
- Primary route
- Secondary North/South streets
- Shared surfaces / Housing streets
- - - Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corner buildings
- Key frontages
- Secondary street key frontages
- - - Pylon corridor
- 5. Tree planting
- 6. SUDS
- 7. Play areas
- 8. Connection to Findrassie Wood
- 10. Village Green
- 11. Gatehouse
- 20. Potential Vehicular Connection

HUB AND CENTRAL OPEN SPACE CHARACTER ZONE

FUNDAMENTALS

- The Hub and Central Open Space will create focal point and heart for new community
- Provide series of events along central open space including important buildings (Primary School and Local Community Hub).
- Provide location for proposed community primary school adjacent to Findrassie Wood. Routes to and from the school will incorporate principles aimed at enabling these to be considered (and possibly signed) as 'safe routes'.
- Steading buildings to be retained and reused as a Local Community Hub with potential for farm shop / small business/incubator units.
- The street to the north of the central open space will be well used as it is the primary east-west route through the development and between the main points of the local hub and primary school. The buildings along this route will incorporate flexible floor space at ground level for commercial uses.
- All buildings must have positive relationship / frontage to central open space and form a back drop to the open space.
- Tree planting and landscaping to define spaces and form enclosure within open space.
- An amphitheatre will provide opportunity to create meeting / congregational space.
- Myreside Pond to be retained and enhanced as historical / SUDS feature
- Maintain and reinforce the existing and proposed network of footpaths.
- Contain parking within suitable areas of landform or vegetation.
- Covesea Road provides primary north / south connection.
- Maximise pedestrian and cycle connections to all proposed housing pockets to encourage active travel to this key space.



FOOTPATHS THROUGH OPEN SPACE



POTENTIAL FOR NEW PRIMARY SCHOOL



FARM STEADING / NEW LOCAL HUB

THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE LOCAL HUB AND CENTRAL AREA OF OPEN SPACE:

CENTRAL OPEN SPACE:

The central open space will include a number of important buildings including the Local Community Hub and proposed primary school. Series of focal points will populate the central open space, including the existing pond, and a landscape amphitheatre.

A site for a proposed school has been identified to accommodate the additional pupils projected from development of this scale. However, should circumstances change and the site is no longer required for a school this site will be reserved for other community use. If no development is proposed the site will be incorporated into the central open space for recreational use i.e. the land will not be considered for housing.

MATERIALS

The materials within the local hub should take reference from the existing farm and steading buildings, however there is an opportunity for a fresh approach to the look and feel of this area. The hub and primary school will also present opportunities for elements of contemporary architecture and more modern materials. Appropriate materials for this area within the masterplan will be:

- Pastel coloured wet dash / textured render
- White / Off white wet dash / textured render
- Natural stone or reconstituted stone
- Coloured timber cladding
- Slate or slate effect

BOUNDARY TREATMENTS

The boundary treatments overlooking the local community hub and open space must be strong enough to clearly define private gardens from public realm. As these will be public areas, privacy will also be an issue. Appropriate boundaries will be walls and hedges. The hedges must be supplemented by estate style railings or post and wire fence which will allow the landscaping to establish and decrease the likelihood of individual owners removing the planting.

KEY FEATURES

The area along the open space provides opportunities to use elements which will create a different style for Findrassie and set the character for new neighbourhood. This could include elements such as timber porches and sun-rooms on front elevations. This would be particularly effective along the south facing frontages. The use of timber and colour would also be appropriate for detailing at doors and windows. Detailing to be simple and avoid clutter.



HOUSING FRONTING ONTO OPEN SPACE



APHITHEATRE



EFFECT OF CARS MINIMISED



OUTSIDE CAFE SPACE / SEATING AREA



MYRESIDE POND



FARM SHOP OFFERING LOCAL PRODUCE

KEY BUILDINGS

The key buildings within the character zone will be the Local Community Hub which will define the eastern edge of the open space and the primary school in the west. The Local Community Hub has the potential to accommodate a mix of uses and will be built around / in the form of the existing steading, utilising existing stone walling and window surrounds / arches. The primary school offers the opportunity to introduce contemporary architecture to the new neighbourhood.

There are also locations that have been identified for commercial use which would supplement the Local Community Hub. Buildings along the northern boundary of the central open space must incorporate flexible floor space at ground level for commercial use. Commercial space identified in the masterplan will only be suitable for residential use where it can be proven that this space is not needed.

LEGIBILITY / CONNECTION

It is important that the buildings and uses around the open space maximise connection to this important focal point within the new community. Footpaths and cycleways will run through the open space providing safe access to the local community hub and Safer Routes to School.






HEIGHT / DENSITY

Housing will utilise increased height and massing to address the open space. This could be in the form of 2.5-3 storey elements with a mix of housing including terraces and flats.

FRONTAGES:

Buildings (houses and businesses) located along key frontages will front onto primary spaces such the central open space and the primary route through the development.



-  Vehicular connection/permeability
-  Route through neighbourhood block
-  Pedestrian/cycle connectivity
-  Buildings at key locations/vistas
-  Key Corners





- - - - Character zone boundary
- - - - Existing road network
- Primary route
- Secondary North/South streets
- Shared surfaces / Housing streets
- Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corner buildings
- Key frontages
- Secondary street key frontages
- - - - Pylon corridor
- 1. Central Open Space
- 2. Primary School
- 3. Local Hub
- 4. Myreside Pond
- 5. Tree planting
- 6. SUDS
- 7. Play areas
- 9. Bridge
- 21. Amphitheatre
- 22. Flexible Ground Floor Commercial Space
- 23. Food Growing / Allotments
- 24. Potential retail location

FINDRASSIE WOOD EDGE CHARACTER ZONE

FUNDAMENTALS

- Create a transitional zone of green space between housing and woodland. Woodland provides a positive backdrop for new neighbourhood.
- The woodland edge will be protected and access provided to woodland.
- Improved pedestrian and cycle access to and within Findrassie Woods to provide recreational opportunities for new housing residents. Work with existing topography to ensure level access to woodland and no major level changes
- Create 3 critical connection points:
 1. Link to upper east / west route
 2. Link to hub
 3. Link to Robertson / Scotia Homes development.
- Provide a positive relationship between housing and Findrassie Wood. Views of Findrassie Wood are important in this character zone and have been provided within the masterplan in a number of ways
 1. Continuous frontage to woodland
 2. Gable frontage to woodland offering views from private gardens
 3. Along streets, lanes and pedestrian links.
- Building features such as picture windows to maximise views towards woodland and materials such as timber which reflect the proximity of the wood.
- Improved access to the to Sey Burn and new bridge crossing across the Sey Burn;
- Improved north / south connections from Findrassie woods to the Robertson Homes / Scotia development;
- Minimise cul-de-sac development.



EDGE OF FINDRASSIE WOOD



FINDRASSIE WOOD



BRIDGE OVER BURN

THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR FINDRASSIE WOOD EDGE:

CONNECTIONS TO FINDRASSIE WOODS:

A network of green spaces and new footpaths / cyclepaths throughout the new neighbourhood will connect to the existing network of footpaths within Findrassie Woods, providing improved access to this existing amenity.

MATERIALS

The buildings and materials adjacent to the woodland edge must be sympathetic to the woodland surroundings. There will however be more scope to introduce different styles and materials away from the primary route in more secluded pockets. Timber could be used in larger areas. Renders and stone / cast stone will also be prominent. Appropriate materials for this area within the masterplan will be:

- Coloured render
- White / Off white render
- Natural / cast stone / reconstituted stone
- Timber cladding
- Slate or slate effect

BOUNDARY TREATMENTS

The boundary treatments within this area must be softer as the housing merges with the woodland edge and Sey Burn. Varied species of hedging will be appropriate which define the boundary between garden and shared surface. This will help to integrate the housing within the woodland setting.

KEY FEATURES

This area offers opportunities for some contemporary features such as large areas of glazing and picture windows. This will help to maximise views out toward the woodland and the important backdrop of Findrassie.

KEY BUILDINGS

The key buildings within the woodland edge are located on key corners throughout the character zone. These will provide focal points along the key areas of public realm such as the primary route, open space and woodland.

LEGIBILITY / CONNECTION

The housing areas located along the woodland edge will be ideally placed to take advantage of the existing amenity of Findrassie Wood and the Sey Burn. Connections to these areas must be maximised to the benefit of the surrounding housing and the new neighbourhood as a whole.



WOODLAND PATH CONNECTIONS



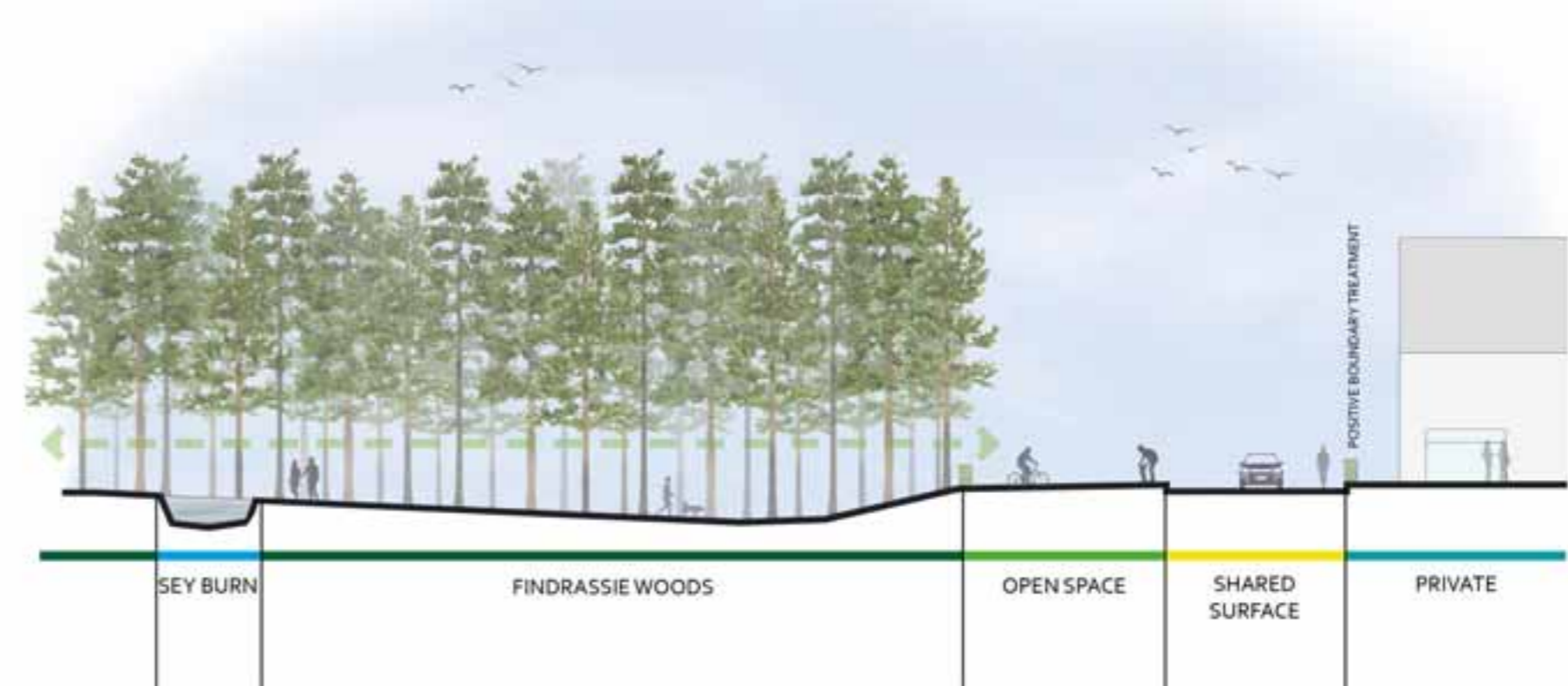
PLAYING FIELDS



NEW BRIDGE OVER SEY BURN



SHARED SURFACES AND HOUSING STREETS



HEIGHT / DENSITY

The housing adjacent to the wood will be a maximum of 2 storeys and will have a positive relationship with the woodland which is much higher and provides a positive backdrop. There are also opportunities for lower storey heights and densities within this area as the new neighbourhood meets the woodland. The area adjacent to the woodland also provides an appropriate location for self-build houses.

SELF BUILDS

A Design Code for Self Build plots will be prepared that sets out more detailed design guidelines for areas of self-build with potential for Plot Passports also. These will allow design freedom but set design parameters to ensure the quality and character of the zone continues to be achieved. The Self Build Design Code will cover aspects including building height, building orientation, permitted built area, heights of outbuildings/hedges/fences, boundary types/materials, building materials, and eco-design features.

FRONTAGES

Buildings located along key frontages will front onto primary spaces such as the central open space, connection points into Findrassie Woods and the primary route through the new development. Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets and secondary streets.





- - - - Character zone boundary
- - - - Existing road network
- Primary route
- Secondary North/South streets
- Shared surfaces / Housing streets
- - - - Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corner buildings
- Key frontages
- Secondary street key frontages
- - - - Pylon corridor
- Self Build Areas
- 5. Tree planting
- 7. Play areas
- 8. Connections to Findrassie Woods
- 20. Potential vehicle connections

NORTH/SOUTH CONNECTIONS CHARACTER ZONE

FUNDAMENTALS

- Design for new neighbourhood is based upon permeability and connection in all directions;
 - Maximise north / south connections to local hub, primary school, open space and into Elgin;
 - Maximise east / west connections to Findrassie Wood and Lossiemouth Road;
 - Maximise connections between development pockets.
- Mature woodland belts will define development pockets.
- New areas of North / South woodland and open space throughout the new neighbourhood will help to link the housing pockets within the area with the new community hub. These green spaces will incorporate footpaths and cycleways and give residents the opportunity to reduce car use.
- Create a transitional zone of green space between housing and woodland.
- Ensure significant topographical level changes occur within the green spaces.
- Maximise opportunities to take advantage of southern aspect. Views to be maximised south towards Elgin and east / west over new landscape areas of woodland and open space.
- Frontage must be maximised in three distinct areas
 - Houses which front onto woodland
 - Houses which front onto open space
 - Houses which front onto green thread.
- Green thread created along linear north / south route so that more private green space within development pocket is still well connected.
- Detached footpaths and cycle routes provide safe routes to school.
- Woodland belts to be used to define development pockets.
- Opportunities to be provided for play and community interaction within development pockets.



HOUSES FRONT ONTO OPEN SPACE



POSITIVE BOUNDARY TREATMENTS



SHARED SURFACES

THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE NORTH / SOUTH CONNECTIONS:

SAFE ROUTES TO SCHOOL

Dependent on the final catchment of the new school, it may be necessary to examine off site routes to and from the school in relation to their suitability to be considered as 'safe routes'.

CONNECTION TO ELGIN

In addition to Duffus Heights, connection opportunities for those on foot or cycle exist at Covesea Rise, Myreside Circle and Newfield Road. Connection opportunities at these locations must form an integral part of consideration for foot and cycle links particularly where links to existing core paths can be made. Adopting this approach will maximise the north / south connectivity and permeability of the scheme enabling site users to integrate with the town through using the extensive, existing, off site path network.

MATERIALS

The buildings and materials within the north / south grid will provide a transition between the housing along the open space at the hub and the lower density housing along the northern edge. The materials in this area must be more recessive in colour so as not to clash or detract from the local hub. Appropriate materials for this area within the masterplan will be:

- Render
- Natural / reconstituted stone / cast stone
- Slate or slate effect
- Contemporary

BOUNDARY TREATMENTS

The boundary treatments within this area must be more rural as the development moves towards its northern edge with the countryside. Estate railings and hedges will be appropriate and will provide a transition between the hub and the housing in the far north.

KEY FEATURES

The community open space will be a key feature of these areas as will the housing which fronts onto these spaces. Within the individual blocks of the grid there will be a play area and community space. This will provide toddlers play and facilities for younger children but also areas for seating, social events and public outside cooking facilities. The area around this open space will also be enclosed by railings, hedging or both. Natural surveillance will be a key to the success of this area so large windows will be important in the houses. There will be more scope for innovative design solutions for buildings and parking in these areas.



KEY BUILDINGS

The key buildings are located on corners and frontages within this zone and at the end of key vistas. The buildings will provide frontage to the strategic areas of open space and the smaller local parks within.

LEGIBILITY / CONNECTION

These housing pockets can be accessed from north, south, east and west and provide additional connections through woodland and open space. The footpath network and connectivity is important to access the north / south corridors and Safer Routes to School. The footpath network also provides access to the central open space and the hub.

HEIGHT / DENSITY

The housing in these areas will be predominantly 2 storey with a mix of terraces, semi-detached and detached properties. These development pockets comprise of approximately 100 units. The housing adjacent to the wood should be a maximum of 2 storeys and will have a positive relationship with the woodland which is much higher and provides a positive backdrop

FRONTAGES

Buildings located along key frontages will front onto primary spaces such as Covesea Road, open spaces and the north / south pedestrian routes. Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets and secondary streets.



- Vehicular connection/permeability
- Route through neighbourhood block
- Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corners
- Cross Section

- - - - Character zone boundary
- - - - Existing road network
- Primary route
- Secondary North/South streets
- Shared surfaces / Housing streets
- - - - Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corner buildings
- Key frontages
- Secondary street key frontages
- - - - Pylon corridor
- Self build
- 5. Tree planting
- 7. Play areas
- 18. Landmark
- 20. Potential vehicle connections



NORTHERN EDGE CHARACTER ZONE

FUNDAMENTALS

- Maximise views to the north towards over the Laich, to the Moray Firth, Lossiemouth and on the horizon, the coast of Sutherland and Caithness
- Create frontage to north and new settlement edge
- Woodland planting will define development pockets. Housing will respect the containment of the new woodland and prevent new housing on the highest part of the site along the ridge. Open space and woodlands in this zone are to be on a north - south axis, with more open landscaping along the northern edge.
- Work with existing topography to ensure level access to woodland and no major level changes.
- Maximise connections to the new neighbourhood to the south off the ridge.
- Opportunity for larger plots and self-build plots. The footprint of all buildings on each plot must not exceed 50%, and domestic scale trees and hedging will be imposed within garden grounds.
- Housing will be lower density housing (one / one and a half storey) in a less defined grid pattern with three distinct areas across the Character Zone
 - Housing along northern edge
 - Housing around the woodland edge
 - Housing facing onto open space
- Housing along northern edge will
 - No continuous frontage / views between housing
 - 1 or 1.5 storey only
 - Garages and outbuildings to be located to the south
 - Potential for self-build
- Frontage to be maximised to woodland, open space and northern aspect.
- Boundary treatments to be low walls, hedges, railings to northern aspect to maximise views. Rear boundaries to be consistent to present positive uniform frontage to streets and lanes.
- Building features such as picture windows to maximise views towards woodland and materials such as timber which reflect the proximity of the wood.
- Primarily shared surfaces and housing streets with an informal street pattern that is legible and welcoming
- The green edge of Findrassie provides a gradual transition between the urban fabric and countryside



THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR THE NORTHERN EDGE:

MATERIALS

The materials on the northern edge should reflect the prominent location on the periphery of the new neighbourhood at one of the highest points just off the ridge. Materials and styles in this area can be mixed and should allow for the possibility of one off houses or self-builds. The varied palate of appropriate materials will be:

- Render
- Natural stone / reconstituted stone
- Cast stone
- Timber cladding
- Slate or slate effect

BOUNDARY TREATMENTS

The boundary treatments within this area must be rural with a mix of estate hedges and railings. The larger properties along the northern edge have the possibility to incorporate higher boundary walls and gates / gateposts. This allows the property to be accessed from the street and provide a positive, car free frontage to the open countryside. These walls must be render, stone or cast stone. Timber fences may be appropriate between gardens but will not be appropriate boundaries for elements within the public realm.

KEY FEATURES

The key feature of housing in this character zone is to be large areas of glass. This will maximise the potential to benefit from views out over the surrounding countryside and north towards Lossiemouth and the Moray Firth. Chimneys, stone / timber detailing and large gardens must also feature. The open space along the northern edge will also allow public access to this important frontage and viewpoint.

KEY BUILDINGS

Key buildings are located on corners and frontages within this zone and will provide positive frontages to the streets which they address. This will be achieved through detailing or through the incorporation of windows and doors on elevations which overlook the street or public realm.

LEGIBILITY / CONNECTION

This area maximises connection to the northern edge which will become the focal point of this character zone. The location of a footpath which runs across the length of this frontage is important and will link the areas of woodland in the east and west. The area also provides footpath / cycle connection to the south towards the school, open space and local hub and the potential to provide future connections to the north.

HEIGHT / DENSITY

The housing along the northern edge should be kept under 2 storeys. There are also opportunities for lower storey heights and densities within this area as the new neighbourhood meets the countryside. The area adjacent to the woodland also provides an appropriate location for an element of self-build houses.

SELF BUILDS



SELF BUILD



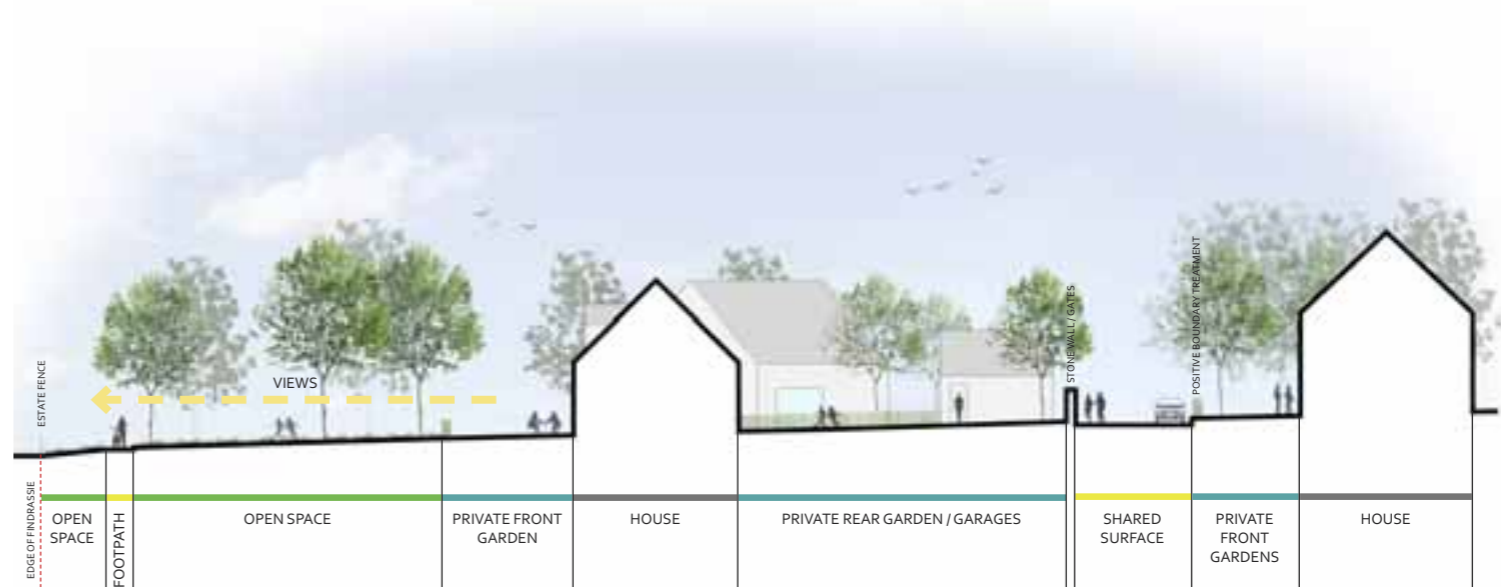
PLAY AREAS



DORMER WINDOWS



POTENTIAL FOR VIEWS



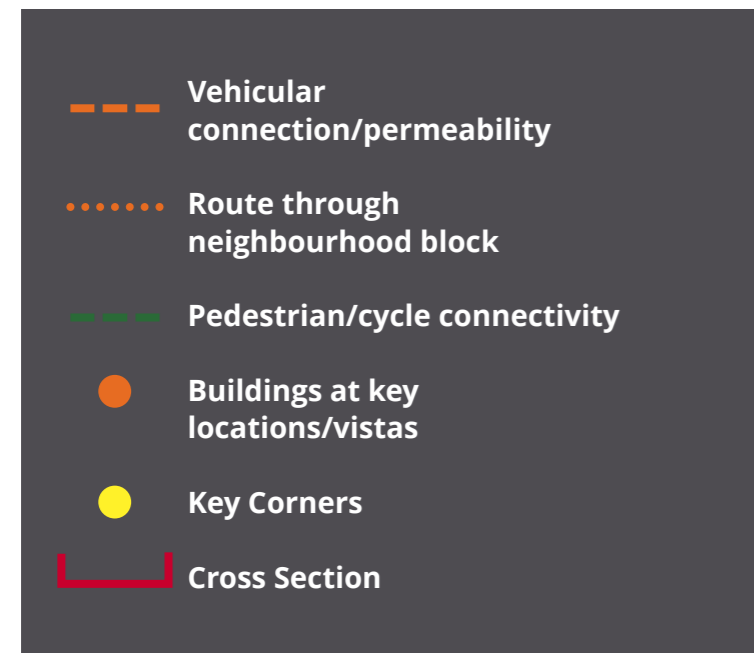
A Design Code for Self Build plots will be prepared that sets out more detailed design guidelines for areas of self-build with potential for Plot Passports also. These will allow design freedom but set design parameters to ensure the quality and character of the zone continues to be achieved. The Self Build Design Code will cover aspects including building height, building orientation, permitted built area, heights of outbuildings/hedges/fences, boundary types/materials, building materials, and eco-design features.

FRONTAGES

Buildings located along key frontages will front onto primary spaces such as the green fringe of the development along the sites northern boundary and other open spaces. Buildings located along secondary street key frontages will address secondary streets.

POTENTIAL VEHICULAR CONNECTIONS

The proposed street layout allows for future vehicular connections north and west into Findrassie Wood to be provided if required.

















- - - - Character zone boundary
- - - - Existing road network
- Primary route
- Secondary North/South streets
- Shared surfaces / Housing streets
- - - - Pedestrian/cycle connectivity
- Buildings at key locations/vistas
- Key Corner buildings
- Key frontages
- Secondary street key frontages
- - - - Pylon corridor
- Self build
- 5. Tree planting
- 6. SUDS
- 7. Play areas
- 17. Covesea Road
- 20. Potential vehicle connections

R12 CHARACTER ZONE

FUNDAMENTALS

- Provide a positive new landscaped gateway to Elgin from the north and entrance to the Findrassie neighbourhood;
- Avenue planting along Lossiemouth Road will help integrate the new neighbourhood into the existing settlement of Elgin and reflect trees along existing northern edge. This must give the impression of a tree lined entrance to the town.
- Woodland edges must be reinforced by new planting to ensure a permanent woodland edge providing containment to development.
- Maximise views into the development across the proposed open space from Lossiemouth Road.
- Maximise connections to the existing cycleway and south to Bishopmill.
- Strong building line and continuous frontage to Lossiemouth Road.
- Boundaries to reflect existing properties along Lossiemouth Road including low level hedges, railings and walls.
- Features including chimneys and window surrounds must be used to reflect the history of housing along Lossiemouth Road.

-  Character zone boundary
-  Existing road network
-  Primary route
-  Secondary North/South streets
-  Shared surfaces / Housing streets
-  Pedestrian/cycle connectivity
-  Buildings at key locations/vistas
-  Key Corner buildings
-  Key frontages
-  Secondary street key frontages
-  Pylon corridor
-  Self build
- 5. Tree planting
- 7. Play areas
- 12. Avenue Planting
- 18. Landscape / Landmark feature
- 20. Potential future connections



THIS IS HOW THE DESIGN CODE WILL BE IMPLEMENTED FOR R12:

GATEWAY

The frontage to Lossiemouth Road is to be bounded by two rows of trees merging from the woodland into boulevard planting all the way into Bishopmill and containing (and improving) the existing cycleway.

A landscaped gateway must be provided creating an attractive distinctive feature on this approach to Elgin. This must create a welcoming approach to Elgin and provide a distinctive gateway into Elgin.

MATERIALS

The materials within the R12 character zone reflect the existing housing along Lossiemouth Road/the A941. Whilst a mix of materials has developed over time some of the materials such as off white render and slate are more consistent. Appropriate materials for this area within the masterplan will be:

- White wet dash / textured render
- Off white wet dash / textured render
- Natural stone
- Slate
- Concrete tile
- Cast stone and dry dash render could be used in less prominent locations.

BOUNDARY TREATMENTS

Existing housing along Lossiemouth Road adopts a mix of walls, railings and hedges in this area to define private gardens from the public realm. A similar positive approach will be appropriate in this area.

KEY FEATURES

Chimneys and window surrounds are prominent architectural elements in the housing along Lossiemouth Road as are gable features and slate dormers. These positive elements will be a feature of the R12 housing and reflect the strong frontage created within the Lossiemouth Road Character Zone. This will help to establish a sense of character, place and identity for the area.

A key feature will be the area of open space that fronts onto the A941 that creates a strong sense of arrival into Elgin. This space will provide for cycle and pedestrian links and play but be designed to create a landscaped gateway feature.

KEY BUILDINGS

Key buildings where higher quality materials and key architectural features will be used have been identified along the frontage of the Lossiemouth Road and fronting onto the open space corridor that runs through the middle of the character zone. Buildings must be orientated to maximise visual connection with the surrounding area (i.e. termination of a vista with a landmark).

HEIGHT / DENSITY

The A941 / Lossiemouth Road will have a strong frontage through massing created predominantly by terraces and flats 2 storey's in height.

FRONTAGES:

The character of this housing area will be defined by the set-back frontage of Lossiemouth Road; it must not present rear gardens or fences to the service road which runs parallel to the tree lined planting feature gateway open space; while the housing blocks facing north onto the 'green corridor' should be designed in a strong two storey elevational treatment, opening onto, and overlooking, the corridor.

Buildings located along secondary street key frontages will address local areas of open space / play areas within development pockets, as well as secondary streets.



EXISTING CYCLEWAY RETAINED



SITE LOOKING WEST



ARCHITECTURAL ELEMENTS

EMPLOYMENT CHARACTER ZONE

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FUNDAMENTALS

- Provide feature building to create gateway into Elgin.
- Create new boulevard planting which reflects tree along existing northern edge and integrates site with Elgin.
- Create positive frontage to Lossiemouth Road.
- Provide grass pitches with associated changing facilities.
- Provide 2 points of access to new employment area including the MU2 designation. Allow for potential future expansion to the east.
- Utilise existing woodland as backdrop to new buildings.
- Predominantly 2 storey with continuous frontage.
- Opportunities for modern / contemporary design and materials.
- Provide a high amenity setting with landscaping providing a green frontage and feel to the access road.
- Parking and service yards to be located to rear and away from primary frontage.
- Connection maximised to proposed local community hub and amenities in new neighbourhood through footpath / green network.
- SUDS design to be innovative and create positive landscape frontage to signature gateway building.
- Employment units set within a landscape settings.
- Potential for expansion to the east.
- Detached footpaths will also help to increase safety and keep pedestrians away from large delivery vehicles.
- Potential location for sports pitches and associated changing facilities



EXISTING CYCLEWAY RETAINED/PROTECTED



OPPORTUNITIES TO CYCLE



EXISTING APPROACH TO ELGIN

EMPLOYMENT AND RECREATIONAL OPPORTUNITIES

The local development plan allows for class 4 Business and Class 5 Industrial uses that are compatible with surrounding uses that are predominantly residential.

The employment zone and the local hub will provide opportunities within the new neighbourhood to live and work within the new neighbourhood and encourage active travel. The central green space and surrounding footpath network will maximise connection throughout the site for pedestrians and cyclists. This will offer a real alternative to vehicular travel and minimise car journeys throughout the new neighbourhood and surrounding area.

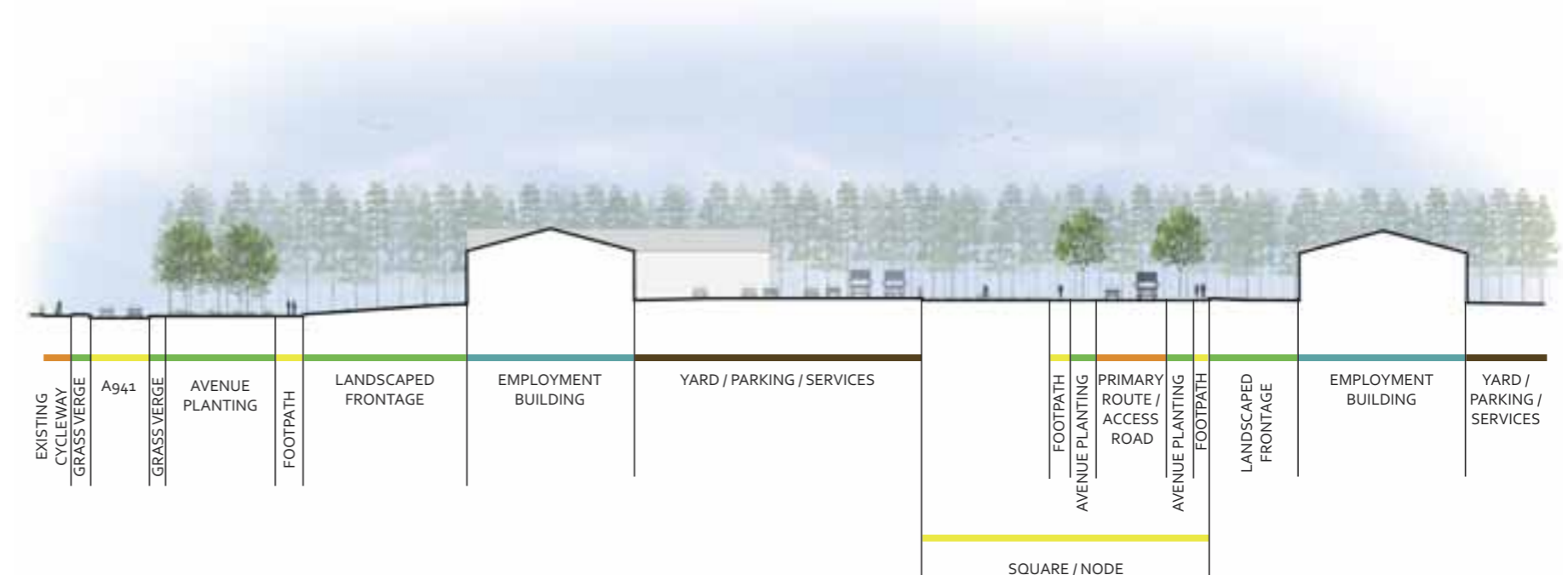
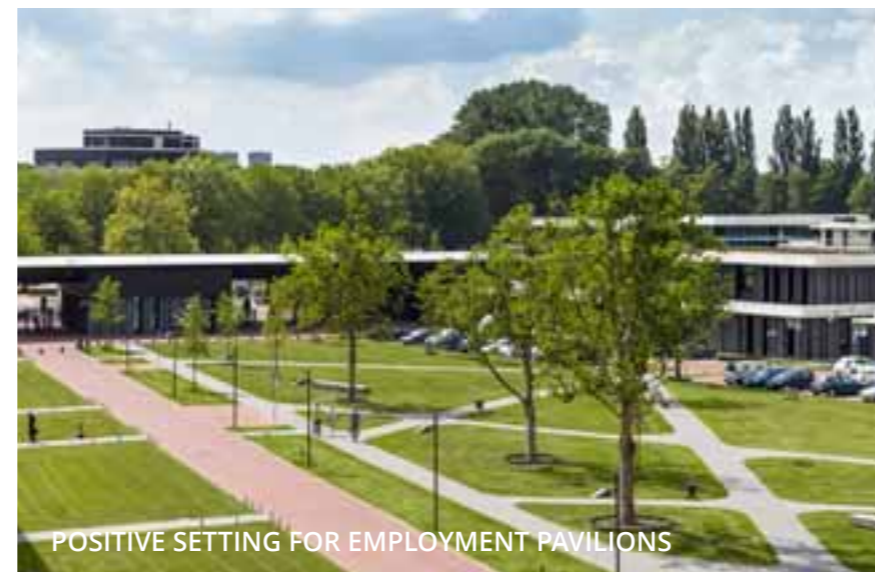
Grass sport pitches with changing facilities are to be provided within the Character Zone. The pitches will be capable of being used for a range of sports. Further investigation is required to determine the location of these. The loss of any business/industrial land will require to be compensated for within the MU2 designation. The location must aim to connect to green corridors within the wider Findrassie neighbourhood and maximise pedestrian and cycle connections to the pitches. Pitches and changing facilities must be grouped together. This will allow competitive games to be played and provided scope for larger events.

GATEWAY

The gateway will take the form of a boulevard with avenue planting along both sides of Lossiemouth Road and a gateway feature building. The gateway building must be a high quality building which marks the entrance to Findrassie on the northern edge of Elgin. Its location on the eastern side of the Lossiemouth Road and along the corridor of central open space is in keeping with the masterplan. The scale of the building should be appropriate for this important location and the building will be at least 2 storeys in height. The look and feel of the building will depend on the eventual use and can be determined through future applications, however the proposed design and materials must be of a high quality.

MATERIALS

The materials within the employment zone can be more varied and appropriate for the eventual use of the buildings within this location. The feature building must be the subject of a high quality, innovative design to achieve the necessary impact at the gateway to the new development and the north of Elgin. This area is defined by boulevard planting along its length with the buildings providing a positive frontage to the A941 / Lossiemouth Road. The detailed landscape proposals for this area shall be robust enough to provide a positive setting for the new employment pavilions.



LEGIBILITY / CONNECTION

This area needs to be well connected and integrated with development on the western side of the Lossiemouth Road. This particularly applies to the relationship with the Hub and Central Open Space which will be a focal point for the new housing but also the employment zone. Footpaths and crossing points are provided at both entrances to this area and then are located within open space leading to the hub. The employment zone also provides the potential to create future access points to the west of the masterplan site.

The mixed use site (MU2) must be accessed through the I8 which will require a crossing of the Sey Burn. The existing access track on the southern edge of the MU2 site will require to connect to the new industrial road with the existing track junction onto Lossiemouth Road closed.

HEIGHT/DENSITY

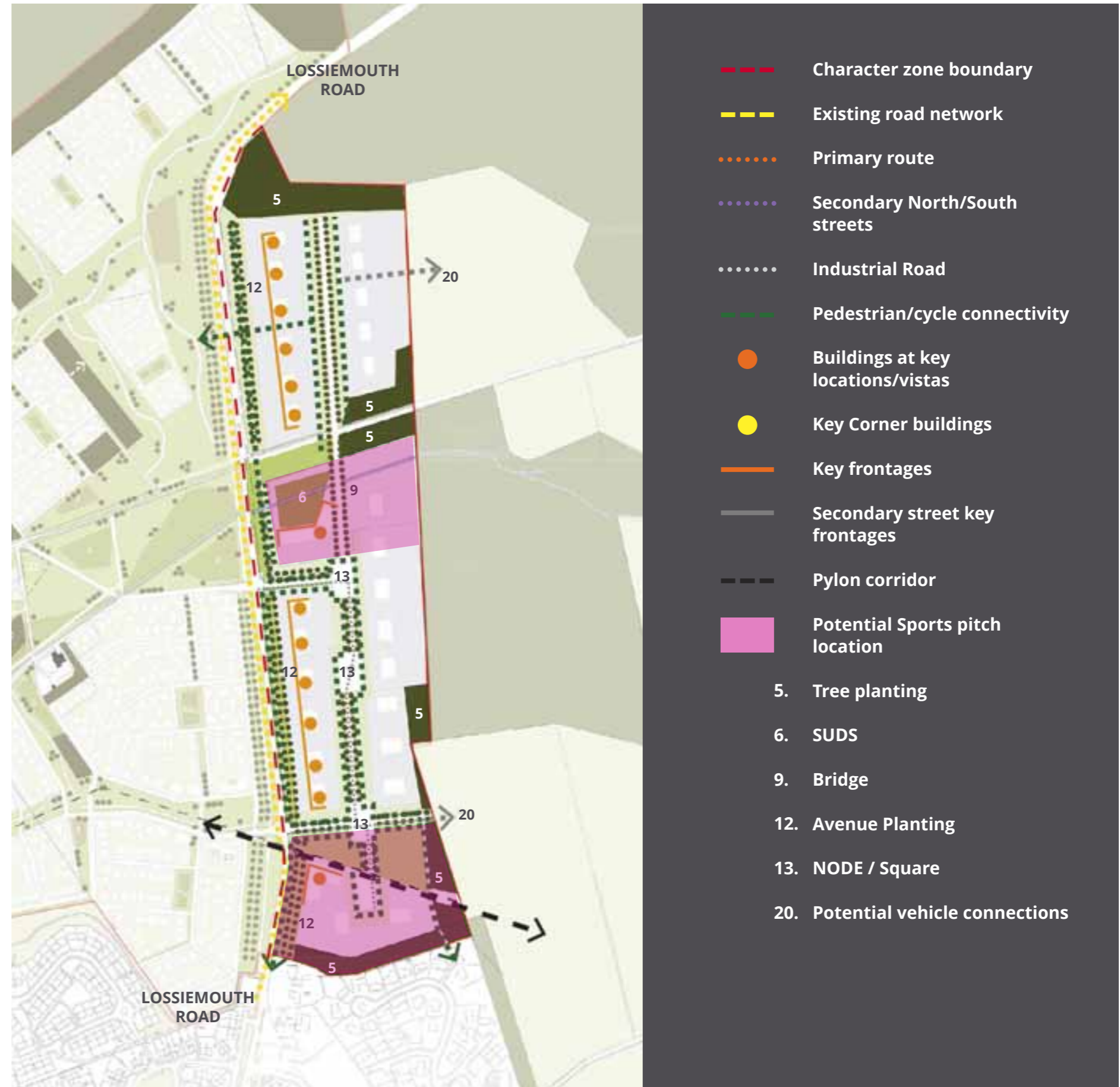
The height of the buildings within the employment zone will be a maximum of 2 storeys. This will be reflected by increased height within the housing area on the western side of the Lossiemouth Road. There may be scope for the gateway building to be increased in height to reflect its locational importance. This will create a rhythm with corner buildings along the A941. The buildings will provide a frontage to the road with car parking to the side or rear.

WOODLAND

Mature woodland belts will screen the employment zone from existing houses in the south.

LIVE / WORK UNITS

Within the Mixed Use site (MU2) 2ha of the site has the potential for live work units. These units will have the potential for modern innovative designs that reflect the gateway location and business character. Conditions will apply to secure a continuing ratio of work and living space to maintain a strong employment aspect to the area to prevent this becoming solely residential. Parking requirements will reflect the ratio of work to living space.



SUB STATION

The western edge of the sub-station is out with the boundary of the masterplan. However the design of a positive boundary treatment for this elevation along Covesea Road must be controlled as part of future planning applications and Roads Construction Consents (RCC). A positive boundary treatment (such as walls, hedges other appropriate landscaping measures) for this area and location should be part of any future design and application. The masterplan shows an offset to the existing line of Covesea Road to provide a 2m strip along the edge of the sub-station which would create enough area to create a positive screening element within this zone. The delivery of this element should be provided through a S75 legal agreement which will be attached to any future planning consent for this area.

PYLON CORRIDOR HOUSING SHOULD BE MORE PROMINENT THAN PYLON

To the west of the existing sub-station the overhead lines are to be relocated underground. For a number of reasons this has not been possible to the east. The strategy has been to deal with these elements positively. The overhead pylons are currently isolated within existing farmland and as a result are very obvious elements within the landscape. The new neighbourhood at Findrassie has been developed so that the housing is the positive primary element and that the pylons become a secondary feature. The pylons have been located along a green corridor which reflects the larger central open space to the north. Along the northern part of this corridor the housing is orientated so that the gables of the houses face onto the corridor thus minimising the effect on the public realm and private gardens. To the south the housing is located to front onto the pylon corridor. The result is a positive frontage to the open space whilst the effect of the pylons within the private gardens of these houses is minimal. The overall aim of the masterplan has been to reduce the impact of these elements through careful consideration of the proposed landscape. Despite the length of this green corridor there are only 2 pylons located within the housing site area. The number of houses affected is therefore minimal.



- Covesea Road
 - Pylon Corridor
 - Sub-station Boundary Treatment
1. Central Open Space
 5. Tree Planting
 6. SUDS
 7. Play Areas
 14. Sub-Station

