



Planning and Regulatory Services Committee

Tuesday, 18 January 2022

NOTICE IS HEREBY GIVEN that a Meeting of the **Planning and Regulatory Services Committee** is to be held at **Remote Locations via Video-Conference**, on **Tuesday, 18 January 2022** at **09:30**.

BUSINESS

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Report by Depute Chief Executive (Economy, Environment and Finance)

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| 12 | Question Time ***
Consider any oral question on matters delegated to the Committee in terms of the Council's Scheme of Administration. | |

Summary of Planning and Regulatory Services Committee functions:

Town and Country Planning; Building Standards; Environmental Health; Trading Standards; Weights & Measures, Tree Preservation Orders, and Contaminated Land issues.

Moray Council Committee meetings are currently being held virtually due to Covid-19. If you wish to watch the webcast of the meeting please go to:
http://www.moray.gov.uk/moray_standard/page_43661.html
to watch the meeting live.

* **Declaration of Group Decisions and Members Interests** - The Chair of the meeting shall seek declarations from any individual or political group at the beginning of a meeting whether any prior decision has been reached on how the individual or members of the group will vote on any item(s) of business on the Agenda, and if so on which item(s). A prior decision shall be one that the individual or the group deems to be mandatory on the individual or the group members such that the individual or the group members will be subject to sanctions should they not vote in accordance with the prior decision. Any such prior decisions will be recorded in the Minute of the meeting.

** **Written Questions** - Any Member can put one written question about any relevant and competent business within the specified remits not already on the agenda, to the Chair provided it is received by the Proper Officer or Committee Services by 12 noon two working days prior to the day of the meeting. A copy of any written answer provided by the Chair will be tabled at the start of the relevant section of the meeting. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than 10 minutes after the Council has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he or she can submit it in writing to the Proper Officer who will arrange for a written answer to be provided within 7 working days.

*** **Question Time** - At each ordinary meeting of the Committee ten minutes will be allowed for Members questions when any Member of the Committee can put a question to the Chair on any business within the remit of that Section of the Committee. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than ten minutes after the Committee has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he/she can submit it in writing to the proper officer who will arrange for a written answer to be provided within seven working days.

THE MORAY COUNCIL

Planning and Regulatory Services Committee

SEDERUNT

Councillor David Bremner (Chair)
Councillor Aaron McLean (Depute Chair)

Councillor Frank Brown (Member)
Councillor John Cowe (Member)
Councillor Gordon Cowie (Member)
Councillor John Divers (Member)
Councillor Claire Feaver (Member)
Councillor Marc Macrae (Member)
Councillor Ray McLean (Member)
Councillor Louise Nicol (Member)
Councillor Laura Powell (Member)
Councillor Derek Ross (Member)
Councillor Amy Taylor (Member)
Councillor Sonya Warren (Member)

Clerk Name:	Lissa Rowan
Clerk Telephone:	07765 741754
Clerk Email:	committee.services@moray.gov.uk

**MINUTE OF MEETING OF THE PLANNING AND REGULATORY SERVICES
COMMITTEE**

16 NOVEMBER 2021

VARIOUS LOCATIONS VIA VIDEO-CONFERENCE

PRESENT

Councillors D Bremner (Chair), A McLean (Depute Chair), Brown, Cowe, Cowie, Divers, Feaver, Macrae, R McLean, Powell, Ross, Taylor and Warren.

APOLOGIES

Apologies for absence were intimated on behalf of Councillor Nicol.

IN ATTENDANCE

Head of Economic Growth and Development, Development Management and Building Standards Manager, Mr N MacPherson, Principal Planning Officer, Mr R Smith, Principal Planning Officer, Strategic Planning and Development Manager, Principal Building Standards Officer, Mrs D Anderson, Senior Engineer (Transportation), Ms Webster, Senior Planning Officer (Strategic Planning and Development), Ms L Macdonald, Senior Planning Officer, Ms R MacDougall, Planning Officer, Ms S Ward, Climate Change Strategy Officer, Mr G Gunn, Climate Change Strategy Officer, Legal Services Manager and Democratic Services Manager as Clerk to the Committee.

1. DECLARATION OF GROUP DECISIONS AND MEMBER'S INTERESTS

In terms of Standing Order 20 and the Councillors' Code of Conduct, Councillor Brown, as a member of the Moray Integration Joint Board (MIJB) declared an interest in Item 11, as a member of the Moray Integration Joint Board (MIJB) and stated that he would take no part in the debate or decision. Councillor Divers also declared an interest in Item 11 due to his involvement with the MIJB and also declared a personal interest in Item 20. Councillor Warren, as a member of the MIJB declared an interest in Item 11

There were no other declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda or any declarations of Member's interests in respect of any item on the agenda.

2. EXEMPT INFORMATION

The meeting resolved that in terms of Section 50A (4) and (5) of the Local Government (Scotland) Act 1973, as amended, the public and media representatives be excluded from the meeting during consideration of the items of business appearing at the relevant paragraphs of this minute as specified below, so as to avoid disclosure of exempt information of the class described in the appropriate paragraphs of Part 1 of Schedule 7A of the Act.

Paragraph No. of Minute

Paragraph No. of Schedule 7A

18
19
20

12
13
13

3. MINUTE OF THE COMMITTEE DATED 28 SEPTEMBER 2021

The minute of the meeting of the Planning and Regulatory Services Committee dated 28 September 2021 was submitted and approved.

4. WRITTEN QUESTIONS

The Committee noted that no written questions had been submitted.

5. PROPOSAL OF APPLICATION NOTICE 21/01437/PAN

PROPOSED BATTERY ENERGY STORAGE FACILITY OF APPROXIMATELY 49.9MW CAPACITY AND ALL ASSOCIATED SITE WORKS AT MILLTOWN AIRFIELD, ELGIN, MORAY, IV30 8NQ

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 15 September 2021 on behalf of Elgin Energy ESCO Ltd (Elgin Energy).

During his introduction, Mr MacPherson, Principal Planning Officer advised the Committee that the proposal related to the placing of a battery energy storage facility that will lie within a large solar array within the Milltown Airfield, Elgin and the proposed site would lie in the middle of that location and will comprise of a compound hosting a number of large container units arranged in rows that will form the battery storage facility and will be fairly concealed behind the existing solar panels.. He advised that there were no designations affecting the site and invited the Committee to identify any matters relevant to the proposal

Following consideration, there being no matters raised, Committee agreed to note the terms of the report.

6. PROPOSAL OF APPLICATION NOTICE 21/01527/PAN

PROPOSED EXTENSION TO QUARRY AT CAIRDSHILL QUARRY, KEITH

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee that a Proposal of Application Notice (PAN) was submitted on 29 September 2021 on behalf of Tarmac Caledonia Limited.

During discussion Councillor Brown referred to the removal of some 2 million tonnes of quartzite over a 40 year period and raised concern regarding the level of carbon emissions arising therefrom in addition to the emissions likely to arise also from the equipment used in its extraction and stated that he would hope that the applicant would pay due regard to the need to achieve carbon zero and demonstrate how they intend to address this.

Councillor Feaver in referring to the landscaping such as trees and hedges asked what will be put in place in what is a large area to mitigate against the visual impact of this.

She further stated her concern in regard to virtual consultation events which in her opinion did not appear to be working well with little feedback from community councils/associations and the general public and asked if there was a way that these could be done better.

In response the Legal Services Manager advised that she was aware of a recent virtual consultation in relation to a windfarm proposal where there had been criticisms of the previous virtual consultation carried out and that this time the virtual consultation was well received and well attended. She further advised that perhaps it was that some worked better than others.

Councillor Feaver stated that it would be useful if, in future when an application is received, there is a better way of showing how robustly any virtual consultation was promoted.

Following consideration the Committee agreed to note the terms of the report and asked that the following provisional views/relevant issues be recorded and forwarded to the Applicant in order to inform the development of their proposed formal application for planning permission:

- concern regarding the level of carbon emissions arising from the removal of some 2 million tonnes of quartzite over a 40-year period and the equipment used in light of the need to achieve carbon zero and how the applicant can demonstrate how they intend to address this, and
- in regard to the visual impact indicate what landscaping in regard to trees, hedges etc. will be put in place to mitigate this.

7. PLANNING APPLICATION 20/00278/APP

Ward 5 – Heldon and Laich

Application for planning permission for 48 residential units all with associated infrastructure and landscaping occupying the Hopeman R1 designation at Forsyth Street, Hopeman, Moray for Tulloch Of Cummingston Ltd

A report by the Appointed Officer recommended that, for reasons detailed in the report, planning permission be granted for an application for planning permission for 48 residential units all with associated infrastructure and landscaping occupying the Hopeman R1 designation at Forsyth Street, Hopeman, Moray for Tulloch Of Cummingston Ltd.

It was noted that the application had been referred to Committee in terms of the Scheme of Delegation, as the application is for 5 to 49 dwellings which is not in accordance with the Development Plan, and is being recommended for approval.

Following lengthy discussion during which officers responded to various queries the Committee agreed to grant planning permission in respect of Planning Application 20/00278/APP subject to :-

- (i) the completion of a legal agreement regarding developer obligations relating to health care facilities, and
- (ii) the following conditions and reasons:

1. No development shall commence until details of the affordable housing specification for the site have been submitted to and approved by the Council, as Planning Authority in consultation with the Head of Housing and Property Service. This shall include detailed arrangements for the long-term delivery and provision of the affordable housing accommodation on the site, together with evidence confirming the identity of the organisation (or other similar agency) responsible for the provision and management of all affordable housing provided on the site. Thereafter the development shall be implemented in accordance with the approved details and maintained on this basis for the lifetime of the development, unless otherwise agreed with the Council, as Planning Authority in consultation with the Head of Housing and Property Services.

Reason: To ensure all of the residential units approved on site are affordable and managed accordingly.

2. No development shall commence until a site plan identifying the plot numbers of the accessible residential units (minimum 3) has been submitted to and approved in writing by the Council, as Planning Authority. Thereafter, the accommodation as identified shall, at all times, remain as accessible housing and remain capable for adaptation for accessible housing needs unless otherwise agreed with the Council, as Planning Authority.

Reason: To ensure an acceptable form of development in terms of the required provision and delivery of accessible housing within the site as defined in terms of current planning policy and associated accessible policy guidance.

3. Construction works (including vehicle movements) associated with the development audible at any point on the boundary of any noise sensitive dwelling shall be permitted between 0800 – 1900 hours, Monday to Friday and 0800 – 1300 hours on Saturdays only, and at no other times out with these permitted hours (including National Holidays) shall construction works be undertaken except where previously agreed in writing with the Council, as Planning Authority and where so demonstrated that operational constraints require limited periods of construction works to be undertaken out with the permitted/stated hours of working.

Reason: In order to ensure that construction does not detrimentally impact upon neighbouring residential amenity.

4. The development hereby approved shall be implemented in accordance with the approved Landscape and Biodiversity Plan drawing number FR/PL/05 dated August 2021 and Landscape Specification and Maintenance Schedule Version 1.3, dated August 2021, which form part of this application. All trees, hedging/shrubs and SUDs/Swale basin planting (in both public spaces and private front gardens) shall be retained. Any trees or plants which (within a period of 5 years from the planting) die, are removed or become seriously damaged or diseased shall be replaced in the following planting season with others of similar size, number and species unless this Council, as Planning Authority gives written consent to any variation of this planning condition.

Reason: To ensure that the approved landscaping works, equipped play area and seating are implemented and properly maintained for the lifetime of the

development, in a manner which will not adversely affect the development or amenity and character of the area.

5. No development shall commence until the following information has been submitted to and approved in writing by the Council, as Planning Authority. This shall be closely based upon the approved landscape and biodiversity plan and Placemaking Statement accompanying this application:
- a) Details of the public artwork (sandstone features sourced from Clashach Quarry) including size of the arrangement, maintenance arrangements and timescales for delivery;
 - b) Elevation drawings of all boundary walls, stone dykes and retaining walls (scale 1:50);
 - c) Details of all seating, benches and litter bins;
 - d) Phasing plan including timescales for provision of all landscaping works across the site and the equipped play area and seating, with the play area to be installed upon completion of 50% of the development, i.e. the 24th residential unit.
 - e) Specification of bird boxes and timescales for their provision;
 - f) Elevation drawing of 1.8m privacy screen fencing to be installed along the rear (eastern) boundary of plot 1.

Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure that the approved landscaping works, equipped play area and public art are timeously carried out as these details are currently lacking from the application.

6. All fencing and walls as shown on the approved Landscape and Biodiversity Plan drawing number FR/PL/05 dated August 2021 shall be erected prior to occupation of the respective residential unit to which it serves, and thereafter retained for the lifetime of the development. This shall include the fencing to divide the parking areas of plots 24 and 26 which have front and rear access.

Reason: To protect the privacy of adjoining occupiers and in respect of plots 24 and 26 to ensure provision of an acceptable parking layout in accordance with policy guidance in relation to parking and Placemaking.

7. No development shall commence until details confirming the installation of fibre broadband connection for each residential unit (to be provided prior to occupation of each unit) have been submitted to and approved in writing by the Council, as Planning Authority. Thereafter, the development shall be implemented in accordance with these approved details, unless otherwise agreed in writing by the Council, as Planning Authority.

Reason: To ensure the residential units hereby approved are served by appropriate high speed internet connections.

8. That all foul and surface water drainage and associated maintenance arrangements for the development shall be in accordance with the approved Drainage Assessment and Flood Statement prepared by GMSurveys, Revision C and associated revised drainage drawings submitted in support of this application. No residential unit shall be occupied until it is connected to the SUDS scheme as detailed within the approved Drainage Assessment and drawings, unless otherwise agreed with the Council, as Planning Authority.

Reason: To ensure an acceptable form of development is provided in accordance with the submitted drainage information and drawings, and to provide for adequate protection of the water environment from surface water run-off during the lifetime of the development and to ensure no increase in groundwater levels in the locality of the site.

9. No development shall commence on site until a Site Specific Waste Management Plan (SWMP) has been submitted and approved by the Council, as Planning Authority in consultation with SEPA. The SWMP shall set out how demolition and construction waste associated with the application site shall be minimised, recovered, stored, reused and disposed of, the management of waste on site must be in accordance with the approved SWMP. This should include a drawing showing the waste storage locations on the construction site.

Reason: In order to improve materials resource efficiency and ensure the appropriate management and disposal of waste.

10. Prior to the commencement of any works, a Construction Environmental Management Plan incorporating a site specific pollution prevention plan shall be submitted to and approved in writing by the Council, as Planning Authority including a site specific pollution plan; this shall be based on the submitted Construction Environmental Management Document (CEMD) and include site specific mitigation measures to address dust, artificial light, vibration and noise impacts during construction (the latter of which shall be in accordance condition 3 above) and ecological management; and thereafter all work shall be carried out in accordance with the approved plan.

Reason: In order to prevent potential pollution of the environment and minimise impacts from construction works on the environment.

11. The ecological mitigation measures outlined within the submitted Extended Phase 1 Habitat Survey (Section 5 refers) prepared by Northern Ecological Services for this application shall be fully implemented by the developer, unless otherwise agreed in writing with the Council, as Planning Authority.

Reason: To ensure that the development does not have an adverse impact on protected species or habitat and to minimise disturbance to nature conservation interests.

12. No development shall commence until detailed specifications of materials of the external finishes of the houses, apartments and all street surfaces within each of the identified character areas of the development (as indicated in the Placemaking Statement, Character Area plan FR/PL/04 and associated plans accompanying this application) have been submitted to and approved in writing by the Council, as Planning Authority. Thereafter all works shall be carried in accordance with these approved details.

Reason: In order to ensure that the development has variation in street detailing through use of different materials and surfacing and reflects distinctiveness between each character area.

13. Notwithstanding the details submitted for the boundary walls (Drawing FR/PL/05), which are not accepted, no development shall commence until revised details have been submitted to and approved in writing by the Council,

as Planning Authority in consultation with the Roads Authority which show any boundary walls, fences or other features set back behind the site access visibility splays onto the B9040 (Drawing FR/PL/08). Thereafter the development shall be completed in accordance with the approved details and the visibility splays shall be maintained clear of any obstructions over 0.26m in height measured from the nearest edge of the carriageway.

Reason: To enable drivers of vehicles entering or exiting the site to have a clear view so that they can undertake the manoeuvre safely and with the minimum interference to the safety and free flow of traffic on the public road.

14. Notwithstanding the details submitted for the proposed cycle parking (Placemaking Statement) which are not accepted, no flats shall be completed until details of secure covered (i.e. enclosed with panelling, weather protected) horizontally mounted cycle parking at a rate of 1 space per flat, have been submitted to and approved in writing by the Council, as Planning Authority in consultation with the Roads Authority. The proposed cycle parking shall be provided prior to the completion of the associated flat and thereafter shall be maintained and available for use for that purpose unless otherwise agreed in writing by the Council, as Planning Authority in consultation with the Roads Authority.

Reason: To ensure acceptable infrastructure for cycle parking to serve the flats is provided and maintained in the interests of sustainable transport.

15. Notwithstanding the details submitted for planting within the road verge, which are not accepted, no trees shall be planted within the road verge until details have been submitted to and approved in writing by the Council, as Planning Authority in consultation with the Roads Authority for root containment of any tree within 5 metres of any prospective public road within the development. Thereafter the development shall be completed in accordance with the approved details unless otherwise agreed in writing by the Council, as Planning Authority.

Reason: To ensure acceptable infrastructure is provided to protect the public road through the provision of details currently lacking and/or incorrectly shown on the submitted particulars to date.

16. Notwithstanding the Construction Traffic Management Plan (CTMP) submitted, which is not accepted, no part of the development shall commence construction until a CTMP has been submitted to and approved in writing by the Council, as Planning Authority in consultation with the Roads Authority. The CTMP shall demonstrate:

- Confirmation that unless otherwise agreed in writing by the Roads Authority, no construction traffic travelling between the site and the A96 or A941 shall travel via the B9012 or the U51E (Roseisle-Cummingston).
- Confirmation that no construction traffic shall travel via Cooper Street.
- Condition surveys for Manse Road, Cooper Street and the B9040 Forsyth St (between Harbour St and the U51E (Roseisle-Cummingston)).

Reason: To ensure an acceptable form of development in terms of the arrangements to manage traffic during construction works at the site through the

provision of details currently lacking and/or incorrectly shown on the submitted particulars to date.

17. No house or flat within the development shall be completed until the following works have been completed and opened to the public:
- a) The site access onto the B9040 and any roads between the site access and the house or flat required to provide access.
 - b) The westbound bus stop has been relocated in accordance with the approved details including provision of the dropped kerb crossing of the B9040.

Reason: To ensure acceptable infrastructure is provided to serve the completed house or flat in the interests of road safety.

18. Parking provision for houses and flats shall be provided at the following rates:
- 1 Bedroom = 1 space
 - 2 -3 Bedrooms = 2 spaces
 - 4 or more bedrooms = 3 spaces

Parking shall be provided prior to the completion of each house or flat which it is associated with and thereafter retained and available for that purpose unless otherwise agreed in writing by the Council, as Planning Authority in consultation with the Roads Authority.

Reason: To ensure the permanent availability of the level of parking necessary for residents/visitors/others in the interests of an acceptable development and road safety.

19. No boundary fences, hedges, walls or any other obstruction whatsoever over 1.0m in height and fronting onto the public road shall be within 2.4m of the edge of the carriageway, measured from the level of the public carriageway, unless otherwise agreed in writing by the Council, as Planning Authority in consultation with the Roads Authority.

Reason: To enable drivers of vehicles leaving driveways to have a clear view over a length of road sufficient to allow safe exit, in the interests of road safety for the proposed development and other road users.

20. Driveways over service verges shall be constructed to accommodate vehicles and shall be surfaced with bituminous macadam.

Reason: To ensure acceptable infrastructure is provided at the property accesses.

21. No residential unit shall be completed until the EV charging infrastructure associated with it has been provided in accordance with the approved drawing EV Charging Layout FR/LP/11 and associated details. This infrastructure shall be connected to the national grid via the proposed sub-station prior to completion of the 13th residential unit (or sooner if practicable), unless otherwise agreed by the Council, as Planning Authority.

Reason: In the interests of an acceptable form of development and the provision of infrastructure to support the use of low carbon transport.

22. No development shall commence until details of the proposed sub-station including elevations of all works, means of enclosures and associated plant (including noise levels) have been submitted to, and approved by the Council, as Planning Authority, in consultation with Environmental Health and Trading Standards Manager. Thereafter the approved details shall be implemented in full prior to the first occupation of any part of the development.

Reason: To ensure an acceptable form of development as these details are lacking from the application.

8. PLANNING APPLICATION 21/01615/APP

Ward 4 – Fochabers Lhanbryde

Proposed residential development of affordable housing (25 dwellings consisting of one and two-storey homes and two-storey cottage flats) and specialist supported housing (8 dwellings) with a communal/staff block associated access infrastructure and landscaping on Land To The Rear Of No 10 Urquhart Place Lhanbryde Moray for Grampian Housing Association

A report by the Appointed Officer recommended that, for reasons detailed in the report, planning permission be granted for an application for proposed residential development of affordable housing (25 dwellings consisting of one and two-storey homes and two-storey cottage flats) and specialist supported housing (8 dwellings) with a communal/staff block associated infrastructure and landscaping on land to the rear of 10 Urquhart Place Lhanbryde Moray for Grampian Housing Association.

It was noted that the application had been referred to Committee in terms of the Scheme of Delegation, as the application is on a housing site designated for less than 50 houses within the Development Plan and is a departure from the Development Plan.

Following consideration the Committee agreed to grant planning permission in respect of Planning Application 21/01615/APP subject to :-

(i) the completion of a legal agreement regarding developer obligations relating to health care facilities, and

(ii) the following conditions and reasons:

1. As part of the permission hereby granted, the units hereby approved on plots 1-24 shall be used for affordable housing purposes only and those on plots 25-36 to provide specialist accommodation for people with additional needs only in accordance with the agreement(s) reached between the applicant/developer and Moray Council and/or any registered social landlord (e.g. housing association or similar) to enable the long term delivery of affordable and specialist housing on this site; and no development shall commence until details of the agreement(s) to confirm the arrangements for the delivery of the proposed affordable and specialist accommodation hereby approved shall be submitted to and approved in writing by the Council, as Planning Authority.

Thereafter, the development shall be implemented in accordance with the approved details.

Reason: To ensure an acceptable form of development in terms of the required provision and delivery of the affordable housing accommodation proposed for this site wherein the benefits of such provision are passed on to serve the community in future years.

2. No development shall commence until the tree protection measures detailed on the submitted approved Tree Protection Plan 2024.RF.XX.XX.DR.L.003 have been implemented in full.

Reason: In order to ensure adequate measures to protect retained trees are in place.

3. No development shall commence until details confirming the installation of fibre broadband connection for each residential unit (to be provided prior to occupation of each unit) have been submitted to and approved in writing by the Council, as Planning Authority. Thereafter, the development shall be implemented in accordance with these approved details, unless otherwise agreed in writing by the Council, as Planning Authority.

Reason: To ensure the residential units hereby approved are served by appropriate high speed internet connections, in accordance with policy PP3 – Infrastructure and Services of the Moray Local Development Plan 2020.

4. No development shall commence until a strategy for public art including details of phasing and maintenance has been submitted to and approved in writing by the Council, as Planning Authority. Thereafter the strategy shall be implemented in accordance with the phasing details contained within it.

Reason: To ensure that public art is appropriately incorporated into the development.

5. Notwithstanding the submitted play strategy no development shall commence until revised details for the play park have been provided to include details of the surfacing of the play park which shall be suitable for those with physical disabilities and the inclusion of play equipment and benches for those with physical disabilities. The equipped play area shall be provided in accordance with the approved details and be available for use prior to the occupation of the 6th unit hereby approved in the 'Central Green' Character Area as identified in the submitted placemaking statement revision b dated September 2021. Thereafter the play area shall be maintained in accordance with the maintenance arrangements approved under condition 7.

Reason: To ensure that the play park makes adequate provision for all abilities play and to ensure the adequate provision of an equipped play area and its future maintenance.

6. Notwithstanding the details on approved drawing 2024.RF.XX.XX.DR.L.002 C no development shall commence until an amended planting and biodiversity plan has been provided which shows all trees to be planted along the eastern boundary of the site to be a minimum of 'standard' form and all references to feathered trees removed. Thereafter all proposed planting along the eastern boundary of the site shall be carried out in accordance with these approved details in the first planting season following the commencement of development on site and the remaining planting within each character area shall be carried out in the first planting season following the commencement of development in

that character area and shall be maintained in accordance with the maintenance arrangements approved under condition 7.

Reason: To ensure a high standard of landscaping is proposed and timeously provided.

7. No development shall commence until a full maintenance schedule for all proposed landscaping, play areas and open areas has been submitted to and approved in writing by the Council, as Planning Authority. Thereafter the approved schedules shall be implemented in full.

Reason: To ensure that these areas are properly maintained in a manner which will not adversely affect the development or amenity and character of the area and because no such information was included with the application.

8. No development shall commence until full details of the proposed hedgehog highways have been submitted to and approved in writing by the Council, as Planning Authority. The hedgehog highways shall thereafter be installed as detailed on approved plan 2024.RF.XX.XX.DR.L.002 rev C (or any amendment to that plan approved under condition 6 above) prior to the completion of development in the character area in which they are to be sited.

Reason: To ensure that the proposed biodiversity enhancements are timeously provided.

9. Notwithstanding the submitted details, no works shall commence until the following has been submitted to and approved by the Council, as Planning Authority in consultation with the Roads Authority;
 - i) a detailed drawing (Scale 1:500) showing revised proposals for the prospective areas of public road and public footway to be constructed to serve the development, including use of materials and specifications to meet the Roads Adoption standards used by Moray Council. The drawing shall also provide details of the locations where properties will place bins adjacent to the prospective public road to enable refuse collection and provisions for dropped kerbs and tactile paving; and
 - ii) a detailed drawing (Scale 1:250) showing proposals for the extension of street lighting along C1E Garmouth Road to a point to the north-east of the existing crossing point for Core Path EG58 which shall be used to determine the extension of the existing 30mph speed limit on C1E Garmouth Road and all road signage for that extension to meet the requirements of the Traffic Signs Regulations and General Direction 2016.

Thereafter, the development shall not proceed except in accordance with these approved details.

Reason: To ensure provision of a road network within the development, which operates safely and efficiently for the benefit of all road users, including for pedestrians and cyclists, and where applicable, is constructed to standards and using materials suitable for Roads Adoption.

10. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Council, as Planning Authority in consultation with the Roads Authority. For the avoidance

of doubt the CTMP shall include the following information:

- duration of works;
- construction programme;
- number of vehicle movements (i.e. materials, plant, staff, components);
- anticipated schedule for delivery of materials and plant;
- full details of construction traffic routes from the Strategic Road Network (A96) to the site, including any proposals for temporary haul routes and routes to be used for the disposal of any materials from the site;
- measures to be put in place to prevent material being deposited on the public road;
- measures to be put in place to safeguard the movements of pedestrians, in particular safeguarding movements in and around the Core Path where it meets Garmouth Road;
- traffic management measures to be put in place during works including any specific instructions to drivers; and
- parking provision, loading and unloading areas for construction traffic.

And

Any temporary construction access which shall include the following information:

- a drawing (Scale 1:500 minimum) regarding the location and design specifications of the proposed access(es);
- specification of the materials used for the construction access(es);
- all traffic management measures required to ensure safe operation of the construction access(es);
- details, including materials, for the reinstatement of any temporary construction access(es); and
- details regarding the timescale for the opening up and closure of any temporary access(es) together with the time period over which the temporary access(es) will be used.

Thereafter, development shall be carried out in accordance with the approved CTMP at all times.

Reason: To ensure an acceptable form of development in terms of the arrangements to manage traffic during construction works at the site, road safety and the amenity of the area/adjacent properties.

11. No development shall commence until a visibility splay of 2.4 metres by 120 metres has been provided across the development site at the junction of C1E Garmouth Road/U170E Urquhart Place, clear of any obstruction above 0.26 metres measured from the level of the public carriageway.

Reason: To enable drivers of vehicles leaving driveways to have a clear view over a length of road sufficient to allow safe exit, in the interests of road safety for the proposed development and other road users.

12. No development shall commence until the following details for Electric Vehicle charging provision have been submitted to and approved in writing by the Council, as Planning Authority in consultation with the Roads Authority:
 - Statement/specifications to confirm that the EV charging supply and cabling provisions for each plot will be suitable for the connection of a 7Kw 'Fast' type charging unit as a minimum.

- Design/specifications for the proposed mounting/installations to be provided for any future EV charging points which would not be mounted on a wall.

Thereafter the approved details shall be implemented in full before the first occupation of the unit to which the charging provision relates.

Reason: In the interests of an acceptable form of development and the provision of infrastructure to support the use of low carbon transport, through the provision of details currently lacking from the submission.

13. No boundary fences, hedges, walls or any other obstruction whatsoever over 0.6m in height and fronting onto the public road shall be within 2.4m of the edge of the carriageway, measured from the level of the public carriageway, unless otherwise agreed in writing by the Council, as Planning Authority in consultation with the Roads Authority.

Reason: To enable drivers of vehicles leaving driveways to have a clear view over a length of road sufficient to allow safe exit, in the interests of road safety for the proposed development and other road users.

14. No fences, planting/hedges, walls or any other obstruction whatsoever over 0.3m measured from the level of the public carriageway shall be permitted within any 'forward visibility' areas or any visibility splays crossing plot boundaries within all areas of the residential development, unless otherwise agreed in writing by the Council, as Planning Authority in consultation with the Roads Authority.

Reason: To enable drivers of vehicles to have an acceptable clear forward visibility, in the interests of road safety for the proposed development and other road users.

15. Parking provision for the development shall be provided in accordance with drawing 20204/ML/GA-200/Rev B and thereafter no house or flat shall be occupied until parking has been provided and made available for use by that house or flat. The parking arrangements shall be retained and maintained in perpetuity as parking spaces for use in conjunction with that house or flat hereby approved.

Reason: To ensure the permanent availability of the level of parking necessary for residents/visitors/others in the interests of an acceptable development and road safety.

16. Driveways over service verges shall be constructed to accommodate vehicles and shall be surfaced with bituminous macadam or pavements in agreement with the Roads Authority.

Reason: To ensure acceptable infrastructure is provided at the property accesses.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any amendments to this order) all service strips along plot frontages shall be kept free from any obstruction and no amendments to the approved planting shall be permitted.

Reason: To ensure an acceptable form of development and effective roads drainage infrastructure is provided and safeguarded.

18. The bat boxes and swift boxes shall be installed as detailed on approved plan 2024.RF.XX.XX.DR.L.002 rev C (or any amendment to that plan approved under condition 6 above) within 3 months of the completion of the unit on which they are to be installed and thereafter retained in perpetuity.

Reason: To ensure that the proposed biodiversity enhancements are timeously provided.

19. The insect hotels shall be provided as detailed on approved plan 2024.RF.XX.XX.DR.L.002 rev C (or any amendment to that plan approved under condition 6 above) in the first planting season following the commencement of development in the character area in which they are to be sited.

Reason: To ensure that the proposed biodiversity enhancements are timeously provided

20. Notwithstanding the provisions of Article 3 and Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), no development shall take place in the 6m exclusion zone identified on approved plan 2024.RF.XX.XX.DR.L.002 rev C (or any amendment to that plan approved under condition 6 above) and there shall be no tree removal in this area.

Reason: In order to retain effective control over future development within the application site so that it is carefully managed and does not adversely impact on bats which are a European Protected Species.

21. No trees other than those identified for removal on the approved Tree Removal plan 2024.RF.XX.XX.DR.L.004 shall be removed without the prior written approval of the Council, as Planning Authority.

Reason: In order to ensure tree removal is adequately controlled

22. Construction works (including vehicle movements) associated with the development audible at any point on the boundary of any noise sensitive dwelling shall be permitted between 0800 – 1900 hours, Monday to Friday and 0800 – 1600 hours on Saturdays only, and at no other times out with these permitted hours (including National Holidays) shall construction works be undertaken except where agreed in advance in writing with the Council, as Planning Authority and where it is demonstrated that operational constraints require limited periods of construction works to be undertaken out with the permitted/stated hours of working.

Reason: To prevent noise nuisance.

23. All drainage proposals shall be in accordance with the submitted report 'Drainage Assessment, Proposed Residential Development, Woodview', Lhanbryde' Issue 4 By Fairhurst dated September 2021. All measures for the management of surface water shall be implemented in full prior to the first occupation of any residential unit hereby approved and thereafter shall be maintained in accordance with the details contained within the report.

Reason: To ensure that surface water drainage is provided timeously/maintained and complies with the principles of SuDS; in order to protect the water environment.

24. All recommendations in section 6 of Flood Risk Assessment dated April 2021 shall be implemented in full.

Reason: To ensure that the development does not increase the risk of flooding on site or elsewhere.

25. None of the units on plots 19-24 hereby approved shall be completed until evidence has been submitted to and approved in writing by the Council, as Planning Authority to demonstrate that formal diversion procedures under Section 208 of the Town and Country Planning (Scotland) Act 1997 as amended have been promoted and confirmed in relation to the proposed diversion of the Core Path such that the proposed footway between the rear of the existing substation and the edge of plot 24 as identified on the approved plan GA 001 revision I becomes the core path.

Reason: To ensure that formal diversion procedures are undertaken in accordance with Section 208 of the Town and Country Planning (Scotland) Act 1997.

9. PLANNING APPLICATION 21/00020/EIA

Ward 1 – Speyside Glenlivet

Installation and operation of a wind farm comprising seven turbines with a generating capacity of up to 46.2MW an electricity storage facility with a maximum capacity of 3MW and associated infrastructure on Garbet Windfarm Site 5.5km Southeast Of Dufftown Moray for Energiekontor UK Ltd

A report by the Appointed Officer recommended that, for reasons detailed in the report, planning permission be granted for an application for the installation and operation of a wind farm comprising seven turbines with a generating capacity of up to 46.2MW an electricity storage facility with a maximum capacity of 3MW and associated infrastructure on Garbet Windfarm Site 5.5km Southeast Of Dufftown Moray for Energiekontor UK Ltd.

It was noted that the application had been referred to Committee in terms of the Scheme of Delegation, as the application is as major development as defined under the Hierarchy Regulations 2008 as energy generation project in excess of 20mW and subject to Environmental Impact Assessment under EIA Regulations.

During his introduction Mr MacPherson advised the Committee of a correction to the report in regard to condition 20(a) in relation to micro-siting, bullet point 2 a further sentence should be included stating that 'In any incidences where this cannot be achieved, the tracks shall be floated in an area of deeper peat in accordance with adopted guidance for floating peat tracks.'

He further advised that as the proposal was close to the boundary with Aberdeenshire, the neighbouring Planning Authority and relevant Community Council had been directly consulted and whilst not objecting outright, stated that

weight must be attached to the significant concerns raised by Aberdeenshire Council and those were discussed in the report. Whilst Aberdeenshire Council had not objected to the application, it was considered that, in the event that Members were minded to approve the application, it would be appropriate as a way of offering some comfort and acknowledgement to those making representation on the application from Aberdeenshire that notification to Scottish Ministers under The Town and Country Planning (Neighbouring Planning Authorities and Historic Environment) (Scotland) Direction 2015 is made prior to issue of any consent.

The Legal Services Manager advised that, in support of the comments made by Mr MacPherson, whilst it was open to interpretation in terms of The Town and Country Planning (Neighbouring Planning Authorities and Historic Environment) (Scotland) Direction 2015, Officers were of the opinion that as significant concerns have been raised from a neighbouring authority the most appropriate procedure is to refer the matter to Ministers.

Following lengthy discussion, Councillor Brown outlined his concerns in relation to the landscape and visual and cumulative impact issues raised within the report, similar to the concerns raised by Aberdeenshire Council. He stated that, in his opinion, the application did not comply with policies DP1 and DP9 and moved that the Committee refuse the application as an unacceptable departure from policies DP1 (Development Principles) and DP9 (Renewable Energy) as the proposal fails to integrate into the landscape and adversely impacts on landscape and visual amenity and would have significant combined cumulative impact on the Open Uplands with Settled Glens LCT along with the operational windfarms of Dorenell and Clashindarroch.

Councillor Feaver seconded the Motion.

Councillor Bremner moved as an amendment that the Committee approve the application subject to the conditions as outlined in the report.

Councillor Warren seconded the Amendment.

On a Division there voted:

For the Motion: (8)

Councillors Brown, Feaver, Ross, Cowe, Divers, Powell, Macrae and R McLean

For the Amendment: (3)

Councillors Bremner, Warren and A McLean

Abstentions: (2)

Councillors Cowie and Taylor

Accordingly the Motion became the finding of the meeting and the Committee refused the application as an unacceptable departure from policies DP1 (Development Principles) and DP9 (Renewable Energy) as the proposal fails to integrate into the landscape and adversely impacts on landscape and visual amenity and would have significant combined cumulative impact on the Open Uplands with Settled Glens LCT along with the operational windfarms of Dorenell and Clashindarroch.

The Legal Services Manager reminded members that as the decision had been made contrary to the recommendation of the planning officers then members would need to be involved directly in the event that an appeal was lodged in respect of the decision.

10. PLANNING APPLICATION 21/00348/APP

Ward 1 – Speyside Glenlivet

Substitution of Plots 31-39 at R2 Speyview Aberlour Moray for Springfield Properties PLC

A report by the Appointed Officer recommended that, for reasons detailed in the report, planning permission be granted for an application for substitution of Plots 31-39 at R2 Speyview Aberlour Moray for Springfield Properties.

It was noted that the application had been referred to Committee in terms of the Scheme of Delegation, as the application is on a housing site designated for 50 or more dwellings within the Development Plan, regardless of whether the application is for all or part of the site.

Following consideration the Committee agreed to grant planning permission in respect of Planning Application 20-00278-APP subject to:-

(i) modification of the existing legal agreement, and

(ii) the following conditions and reasons:

1. Prior to the commencement of any works, a full site Construction Environmental Management Plan, including a dedicated pollution prevention section, shall be submitted to and approved in writing by the Council, as Planning Authority, in consultation with SEPA; and thereafter all work shall be carried out in accordance with the approved plan.

Reason: In order to minimise the impacts of necessary construction works on the environment.

2. Prior to the commencement of development details of the affordable housing specification shall be submitted to and approved by the Council, as Planning Authority in consultation with the Head of Housing and Property Service regarding the detailed arrangements for the long-term delivery and provision of the affordable housing accommodation on the site. This shall include evidence to confirm the identity of the organisation (or other similar agency) responsible for the provision and management of all affordable housing provided on the site.

Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure all of the residential units approved on site are affordable and managed accordingly.

3. A Construction Phase Surface Water Management Plan shall be submitted a minimum of two months prior to the commencement of the development and shall be agreed in writing prior to work commencing with the Council, as

Planning Authority in consultation with Moray Flood Risk Management. The plan shall include measures to prevent increased flood risk to neighbouring properties and to ensure heavily silted surface water does not enter the River Spey catchment. Thereafter the development shall be carried out in accordance with the agreed details.

Reason: To prevent surface water flooding during the course of the development and minimise risk to the River Spey SAC.

4. Prior to development commencing, details of the road surfacing/colouration between points A and B on the site plan approved as part of planning application 18/01373/APP shall be submitted to and agreed in writing with the Council, as Planning Authority. This section of road shall have a different finish/colouration to the remainder of the roads in the development. Thereafter the roads shall be finished in accordance with the agreed details.

Reason: To emphasise the street hierarchy and improve legibility of the development.

5. Unless otherwise agreed in writing with the Council, as Planning Authority, the equipped play area approved as part of planning application 18/01373/APP shall be provided in accordance with the approved plans prior to the commencement of the 20th residential unit within the R2 designation area. Thereafter the equipped play area shall be maintained in accordance with the approved Landscape Management Plan AB02_L_02 for the lifetime of the development.

Reason: To ensure the timeous provision of the play area and surrounding open space.

6. All surface water drainage infrastructure within the development shall be implemented in accordance with the details contained in the approved 'Drainage Assessment' and associated drawings AB01_ENG_250, AB02_ENG_220 A and AB02_ENG_600 B approved as part of planning application 18/01373/APP. Unless otherwise agreed in writing with the Council, as Planning Authority, this drainage infrastructure will be completed prior to the first occupation of any housing unit in the development and thereafter maintained for the lifetime of the development in accordance with the approved 'Drainage Assessment'.

Reason: To ensure an acceptable form of development is provided in accordance with intentions stated in the submitted Drainage Assessment, and to provide for adequate protection of the water environment from surface water run-off during the lifetime of the development.

7. Prior to the commencement of development (with the exception of works to form the access) the proposed ghost island priority junction with the A95 (T), as illustrated in Cameron + Ross Drawing No. A/180471-901 (Revision 5) "Proposed Ghost Island Layout" as approved in relation to planning application 18/01373/APP shall be constructed and agreed in writing by the Council, as Planning Authority, following consultation with Transport Scotland.

Reason: To ensure that the standard of access layout complies with the current standards, and that the safety and free flow of traffic on the trunk road is not diminished.

8. Prior to the occupation or completion of any of the dwelling houses hereby approved, whichever is the sooner, a new footway along the east side of the re-aligned A95 (T), as illustrated in Springfield Properties Drawing No. AB02-ENG-260 (Revision A) "A95 Re-Alignment" as approved in relation to planning application 18/01373/APP, shall be constructed and agreed in writing by the Council, as Planning Authority, following consultation with Transport Scotland.

Reason: To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.

9. Prior to the occupation or completion of any of the dwelling houses hereby approved, whichever is the sooner, the proposed bus stop lay-bys on both sides of the A95 (T), as illustrated in Cameron + Ross Drawing No. A/180471-905 "Proposed Bus Stop Locations" as approved in relation to planning application 18/01373/APP, shall be constructed to the satisfaction of the Council, as Planning Authority, following consultation with Transport Scotland.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

10. Prior to commencement of the development, details of the frontage landscaping treatment along the trunk road boundary shall be submitted to, and agreed in writing with the Council, as Planning Authority, following consultation with Transport Scotland and thereafter implemented in accordance with the agreed details.

Reason: To ensure that there will be no distraction to drivers on the trunk road, and that the safety of the traffic on the trunk road will not be diminished.

11. Prior to commencement of the development, details of the barrier proposals along the trunk road boundary shall be submitted to, and agreed in writing with the Council, as Planning Authority, following consultation with Transport Scotland and thereafter implemented in accordance with the agreed details.

Reason: To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.

12. There shall be no drainage connections to the trunk road drainage system.

Reason: To ensure that the efficiency of the existing trunk road drainage network is not affected.

13. Prior to the commencement of development the following shall be submitted for approval by the Council, as Planning Authority in consultation with the Roads Authority:

- a) A Construction Traffic Management Plan which includes details of any temporary site access arrangements, site compounds, lay down areas and site parking (Plan scale 1:500 minimum) and proposals to safeguard non-motorised road users;

- b) Details (Plan scale 1:500) which show the provision of a temporary turning area, including details of all materials to be used in the construction of the turning area, adjacent to Plots 35/36 to provide a turning facility for refuse collection vehicles and other visiting vehicles.

The approved Construction Traffic Management Plan must be complied with at all times. The works identified in b) shall be completed prior to the first occupation or completion, whichever is the sooner, of any of the houses on plots numbered 29 to 36 and shall be retained until such time that the roads connecting Plots 35/36 and Plots 13/14/15/16 are connected and available for use by visiting service vehicles.

Reasons:

- a) To ensure an acceptable form of development in terms of the arrangements to manage traffic during construction works at the site.
 - b) To ensure acceptable infrastructure to service the development through the provision of details currently lacking.
14. Prior to the commencement of development a Travel Information Pack, which sets out opportunities for travel by foot, cycle and public transport, shall be submitted for approval by the Council, as Planning Authority in consultation with the Roads Authority. The Travel Information Pack shall include:
- a) Information on routes for pedestrians and cyclists to access local facilities.
 - b) Information on the provision of bus services serving the development.
 - c) Details of how to access personal Travel Planning and of incentives to travel by foot, cycle and public transport.
 - d) Details of the programme for updating the Travel Information Pack as the development progress.

The approved Travel Information Pack shall thereafter be provided to each dwelling as they are completed from the date of first completion of any part of the residential development.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

15. No works in connection with the development hereby approved shall commence unless an archaeological Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Council, as Planning Authority and a programme of archaeological works has been carried out in accordance with the approved WSI. This should comprise an archaeological trial trenching evaluation of 7-10% of the total proposed development site, to be undertaken by a suitably qualified archaeological contractor, the results of which will be used to inform whether further mitigation is required. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the WSI will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be occupied unless a post-excavation research design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the Council, as Planning Authority. The PERD shall be carried out in complete accordance with the approved details.

Reason: To safeguard and record the archaeological potential of the area.

16. No development shall commence until details of protection measures of existing private water supplies leading through the site (both during construction and for the lifetime of the development) have been submitted to and agreed in writing with the Council, as Planning Authority. Thereafter the development shall be implemented in accordance with the agreed details, unless otherwise agreed with the Council, as Planning Authority.

Reason: In order to safeguard the water supplies which serve the neighbouring houses.

17. Prior to development commencing, cross sections through the proposed play area approved as part of planning application 18/01373/APP shall be submitted to and agreed in writing with the Council, as Planning Authority. Thereafter the play area shall be provided in accordance with the agreed details.

Reason: To ensure the play area is provided at an acceptable gradient, to maximise the functionality of this facility.

18. No boundary fences, hedges, walls or any other obstruction whatsoever over 1.0m in height and fronting onto the public road shall be within 2.4m of the edge of the carriageway.

Reason: To ensure acceptable development that does not create any hazard to road users in the interests of road safety.

19. The width of the individual vehicular access shall be 3.0m – 5.0m and have a maximum gradient of 1:20 measured for the first 5.0m from the edge of the public carriageway. The part of the access over the public footway shall be to the Moray Council specification and surfaced with bituminous macadam.

Reason: To ensure acceptable infrastructure at the individual development accesses.

20. Houses requiring 2 parking spaces shall have a driveway length of 6.0m minimum in front of any garage to permit a second car to park, unless alternative parking arrangements are provided. No part of the driveway shall be included in the public road.

Reason: To ensure acceptable development in the interests of road safety.

21. The bat and bird boxes as detailed in the ecological mitigation measures submitted in support of this application, shall be provided prior to the completion of each house on the plots in which they are located and thereafter retained throughout the lifetime of the development.

Reason: In order to enhance habitat provision throughout the development in the interests of increasing biodiversity.

22. No development shall commence until details confirming the installation of fibre broadband connection for each residential unit (to be provided prior to occupation of each unit) have been submitted to and approved in writing by the Council, as Planning Authority. Thereafter, the development shall be

implemented in accordance with these approved details, unless otherwise agreed in writing by the Council, as Planning Authority.

Reason: To ensure the residential units hereby approved are served by appropriate high speed internet connections.

23. No residential unit shall be occupied until the EV charging infrastructure associated with it has been provided in accordance with the approved EV charging details, submitted in support of this application.

Reason: In the interests of an acceptable form of development and the provision of infrastructure to support the use of low carbon transport

11. HIGH HEDGE APPLICATION – 21/00279/HHCOMP

Ward 4 – Fochabers Lhanbryde

Application for High Hedge Notice at 12 Charlotte Street Fochabers Moray IV32 7EE for Ms Sarah Johnson

A report by the Appointed Officer recommended that given the application relates to a high hedge, and that the high hedge is having an adverse impact on the reasonable enjoyment of the applicant's property, a High Hedge Notice should be issued by the Council.

The Committee noted that the application had been referred to Committee because it relates to an application for a High Hedge Notice.

In regard to Condition 3 as detailed in the report, Councillor Feaver queried the dates relating to the bird nesting season and sought clarification in regard to dates which differed from that provided by NatureScot as she was concerned that the timing of any reduction to the height of the hedge could impact on any nesting birds.

In response the Development Management and Building Standards Manager advised that the bird nesting season will be checked with NatureScot and if required the condition will be amended accordingly.

Councillor Brown sought clarification on whether any professional advice had been sought in regard to the impact a fifty percent reduction to the height would have on a tree and whether there was a likelihood of such a reduction killing the tree or whether the height could be reduced in stages?

In response Mr Smith, Principal Planning Officer advised that no advice had been sought from a tree surgeon in this regard. He referred to the Ecologist survey that stated that it was likely that the trees are likely to continue to grow.

The Development Management and Building Standards Manager advised that in terms of previous experience and understanding of the legislation the recommendation is that it comes down in one phase however further guidance can be sought in regard to issuing the notice and that Members be advised of the outcome of this.

This was agreed and thereafter the Committee agreed:

- (i) In relation to condition 3 as outlined in the report that clarification be sought from NatureScot in relation to the bird nesting season being between March and August and the condition amended accordingly if required;
- (ii) In relation to condition 1 as outlined in the report that advice be obtained from a specialist tree surgeon on whether the trees being cut to 6.25m in a single cut would be likely to result in the trees dying or cause long term damage or whether cutting them in two phases would mitigate any potential damage and the outcome of this be circulated to Members of the Committee ; and
- (iii) No change in relation to condition 2 as outlined in the report.

12. ELGIN CITY CENTRE FINAL MATSERPLAN

Under reference to paragraph 13 of the Minute of the meeting of this Committee dated 26 January 2021, a report by the Depute Chief Executive (Economy, Environment and Finance) advised the Committee of comments received on the draft Elgin City Centre Masterplan following consultation and to ask Committee to agree the final Masterplan and that a Steering Group is set up to co-ordinate and progress delivery of the Masterplan

Following consideration the Committee agreed:

- (i) to note the comments received during the consultation and agrees the proposed responses and changes arising from consultation set out in Appendix 2;
- (ii) to note progress on a number of projects as set out in para 4.4;
- (iii) the final Masterplan in Appendix 3;
- (iv) the Delivery Programme in Appendix 4;
- (v) to grant delegated authority to the Head of Economic Growth and Development to add CGI images to the final Masterplan;
- (vi) that the Masterplan is treated as a material consideration in the development management process;
- (vii) that a Steering Group of key partners and stakeholders is set up to progress and co-ordinate delivery of the Masterplan; and
- (viii) to note that Improvement Plans for other Town Centres will be reported to the meeting of this Committee in early 2022.

13. BUILDING STANDARDS ANNUAL PERFORMANCE REPORT 2021-22

A report by the Depute Chief Executive (Economy, Environment and Finance) presented the Building Standards Annual Performance Report for 2021/22, covering the reporting period 1 April 2020 to 31 March 2021 for the Moray Council.

Following consideration the Committee agreed to:

- (i) note the Building Standards Annual Report (Appendix 1 of the report);
- (ii) note the Building Standards Annual Report will be used by the service in terms of demonstrating they continue to meet the operating and performance framework for the appointment as a Verifier for the geographical area of Moray; and
- (iii) note the Building Standards Annual Report 2021/22 will be made available to all designers, developers, stakeholders, and internal services seeking comment/feedback to assist with continuous improvement to be fed back into the annual report for 2022/23.

14. MORAY LOCAL DEVELOPMENT PLAN 2020 ANNUAL MONITORING REPORT

Under reference to paragraph 14 of the Minute of the meeting of this Committee dated 15 September 2020, a report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to consider and approve the Moray Local Development Plan Annual Monitoring Report 2021.

Following consideration the Committee agreed to:

- (i) approves the Monitoring Report as set out in Appendix 1 and Appendix 2;
- (ii) note the progress and revised timescales for the Delivery Plan/Action Programme in Appendix 3;
- (iii) grant delegated authority to the Head of Economic Growth and Development to finalise graphics for the Annual Monitoring Report.

15. NATURE RESTORATION FUND

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of a grant of £101,000 which has been made available to the Council by the Scottish Government from the Nature Restoration Fund and to ask the Committee to agree how the grant is allocated.

Following consideration the Committee agreed:

- i) to note receipt of the £101,000 grant from the Scottish Government's Nature Restoration Fund; and
- ii) the proposed projects and budgets as set out in para 4 of the report.

16. QUESTION TIME

Councillor A McLean stated that he had received some queries in relation to derelict buildings in Forres in particular in relation to the Mart on Tytler Street and some buildings on North Street and Caroline Street and asked how the derelict buildings policy was progressing in relation to derelict land and buildings in towns and whether there was any movement in seeking to mitigate unsightly areas/buildings.

In response the Strategic Planning and Development Manager advised that officers were working on a report on vacant, derelict and empty properties to be brought to this committee in March 2022 at which there will also be a report on the draft National Planning Framework 4 which was published the previous week and that it was hoped that these would show the scale and challenge of the issue in Moray. He further advised that the National Planning Framework 4 will bring greater emphasis on bringing forward brownfield vacant derelict sites into productive use which also takes a considerable amount of time and resource. He also referred to the Town Centre Improvement Plans which it was hoped would be coming to committee in January 2022 and these will highlight some of the properties referred to by Councillor A McLean.

The Head of Economic Growth and Development advised that the work outlined by the Strategic Planning and Development Manager takes in a much wider scope than the previous policy where it looked at a select list of buildings that had caused issues over time and it had been agreed to work individually through the list in terms of seeking to resolve them, the first being the property in Prospect Terrace, Lossiemouth and the next being in Viewfield in Keith which was a semi-detached property and staff were working with colleagues in Legal and Housing Services to try and resolve the issues surrounding this property. He further advised that other properties on the list had been successfully resolved through other means, by negotiations with potential title holders etc. but that it has been a slow process with those that do not have clear title or clear ownership where ultimately the council will require to see a compulsory purchase order to resolve the issue, however it is finding a way to resolve the issue with the best possibility of success in finding a long term solution.

Councillor Warren in referring to the timing, sought clarification on how the council worked with developers in relation to the building of play parks within housing developments to improve the situation.

In response the Development Management and Building Standards Manager advised that currently there is one Conditions Compliance Officer and one Enforcement Officer covering the whole of Moray which is a huge task where the service is under resourced. She further advised that in terms of working with developers this is done better during the planning application process rather than post discharge but that there are systems now in place where a notification of initiation of development comes in advising of when works are due to start and the department then write to developers ensure that conditions that are suspensive are discharged and these are monitored and followed up but that it is a huge task and in order to do it better additional resource would be required as well as perhaps targeting those developers where there has previously been bad experience to see how we can work better with them in the future.

17. SUSPENSION OF STANDING ORDERS

In terms of Standing Order 83, the Chair sought the agreement of the Committee to suspend Standing Order 75 to allow the meeting to continue beyond 12:45 pm. This was unanimously agreed.

18. BREACH OF PLANNING CONTROL AT MULBEN [PARA 12]

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of a breach of planning condition on a site encompassing land at Mulben, Keith.

Following consideration the Committee agreed to:

- (i) Officers issuing a Breach of Condition Enforcement Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997 requiring the developer to fully comply with Condition 11 of planning application reference number 14/01859/APP in relation to the provision of the approved landscaping scheme and if required; and
- (ii) authorise direct action to remedy the breach of condition in relation to the provision of the approved landscaping if the Enforcement Notice is not complied with within the specified time (end of next planting season).

19. BREACH OF PLANNING CONTROL ENCOMPASSING LAND AT GARMOUTH [PARA 13]

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee on unauthorised development consisting of the change of use of land, erection of a wooden fence, stationing of two caravans and two shipping type containers, formation of hardstanding, the erection of a wooden building and the storage of two motor cars.

Following consideration the Committee agreed to authorise Officers to serve an enforcement notice and, if required, take direct action to remedy the under noted breaches of planning control and restore the land at Burniestrype, Garmouth to its former condition:

- Erection of a wooden fence
- Stationing of two caravans
- Stationing of two shipping containers
- Formation of hardstanding
- Erection of a wooden building
- Storage of two motor cars
- Storage of three trailers

20. TREE PRESERVATION ORDER – DUFFTOWN [PARA 13]

A report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to consider an application to revoke the Tree Preservation Order (TPO) at Cowie Avenue/Fife Street, Dufftown.

Following discussion Councillor Brown, seconded by Councillor Macrae, moved that the Committee support the application to revoke the Tree Preservation Order at Cowie Avenue/Fife Street, Dufftown.

As an Amendment Councillor A McLean, seconded by Councillor Warren, moved that the Committee approve the recommendations as outlined in the report.

On a division there voted:

For the Motion: (4)
Councillors Brown, Macrae, Powell and Ross

For the Amendment: (8)
Councillors A McLean, Warren, Taylor, Feaver, Bremner, Cowe, Cowie and Divers.

Abstentions: (0)

Accordingly the Amendment became the finding of the meeting and the Committee agreed:

- (i) to retain the Tree Preservation Order in Dufftown, for the reasons detailed in Section 6 of the report;
- (ii) that officers liaise with the solicitor acting as Executor for the landowner's estate to secure the funding available towards maintenance of the trees and co-ordinate works to the value of the available funds; and
- (iii) that officers liaise with the Roads Maintenance section to undertake any tree works deemed necessary under relevant roads regulations.

Notice of Motion

Planning and Regulatory Services Committee – 18 January 2022

Planning Applications - Delegated Authority

To ask for a report to this Committee:

1. with options for review of the Council's [Scheme of Delegation](#) (Development Management) in relation to the following areas:
 - To clarify the circumstances when applications are considered by Elected Members (and not delegated to officers) due to a “wider community interest”.
 - To provide a mechanism for Elected Members to bring planning applications before Committee where there is considered to be a “wider community interest”.
2. To consider how public confidence in the operation of the Scheme of Delegation (Development Management) could be measured, to establish a set of agreed criteria and to consider any improvements which could be made in light of this.

Cllr Claire Feaver

Cllr Frank Brown



**REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON
18 JANUARY 2022**

**SUBJECT: 21/01779/S36 - VARIATION TO OPERATIONAL LIFE OF
GENERATING STATION (FROM 30 YEARS TO 40 YEARS) AT
FORMER MILLTOWN AIRFIELD, ELGIN, MORAY, IV30 8NQ**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 This report asks the Committee to consider a proposed response to a request for consultation from the Scottish Government - Energy Consents Unit: Directorate for Energy and Climate Change (ECU) to vary the existing section 36 consent to construct and operate the Milltown Airfield Solar PV development which was granted consent 25 May 2018, under Section 36 of the Electricity Act 1989 (which includes deemed planning permissions). The variation sought is to increase the duration of the consent from 30 years to 40 years.
- 1.2 This report is submitted to Committee in terms of Section III (E) (1) of the Council's Scheme of Administration relating to exercising the statutory functions of the Council as Planning Authority.

2. RECOMMENDATION

2.1 It is recommended that the Committee;-

- i) consider and note the contents of this report; and
- ii) respond to the consultation request from the Scottish Government, confirming that the Council does not object to the variation of the Section 36 consent as recommended; or
- iii) if minded to object, provide planning reasons for objecting and instruct Officers to respond with those reasons formally objecting to the variation of the Section 36 consent.

3. BACKGROUND

- 3.1 The ECU has invited Moray Council to comment on the proposed variation to the extant consent for the solar array within a specific timeframe along with other consultees. This timeframe has been agreed to be extended by a short period beyond the anticipated date of 10 January 2022 to allow for consideration of the matters by Committee on 18 January 2022.
- 3.2 Responsibility for consultation with statutory consultees, relevant Local Authorities, receipt of objections and determination lies with the ECU. In these circumstances, the role of Moray Council, as Planning Authority, is as a consultee rather than being the determining authority.
- 3.3 This Committee considered the previous Section 36 consultation from the ECU (17/01185/S36) on 5 December 2017, whereby it was agreed by Members to raise no objection to the proposed solar photovoltaic array subject to the conditions and informatives as recommended (Para 6 minute refers).
- 3.4 The applicants have now sought to vary condition 14 of this previous consent to allow the operation of the solar array for 40 years rather than 30 years, before then having to remove the solar array from the site and restore the land.

4. PROPOSALS

- 4.1 The applicants have outlined the following in support of this proposed variation:
- Since the application was granted in May 2018, considerable momentum has gathered behind the urgent need for further action to be taken on climate change. In April 2019, Scotland's First Minister declared a 'Global Climate Emergency'. On 29 June 2019 the Moray Council also declared a climate emergency. This declaration was followed by the Council announcing a target of net-zero carbon emissions by 2030 with respect to council activities, and a commitment to develop and adopt a Climate Change Strategy;
 - Large scale Solar PV is now a proven technology and a significant and positive contribution to the energy supply. There is no technical reason for discontinuing this plant after 30 years given the low levels of degradation of the equipment. The additional 10 years therefore reduces unnecessary waste, maximises the benefits of the renewable energy infrastructure, and provides security of supply, all contributing to efforts to address the Climate Emergency;
 - In this case there are considered to be no additional environmental impacts as a consequence of extending the life of the permission. There will be positive economic impacts however in the form of

continued employment to monitor the operation and provide maintenance of the plant.

- 4.2 For the avoidance of doubt, the applicants do not propose to vary any other aspects of the consented scheme and therefore the scope of this request for variation is limited to the consideration of the timeframe of the consent only. In light of the above it is considered reasonable to raise no objections to the request to extend the operating life of the solar PV development.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Promoting renewable energy opportunities in the right locations, whilst safeguarding Moray's environment helps to deliver corporate and community planning objectives.

(b) Policy and Legal

The proposed variation made under S.36 of the Electricity Act 1989 to the ECU. If granted, planning permission is deemed to be granted for the development. If granted by the Scottish Government, the responsibility for the discharge of (planning) conditions attached to the formal decision to grant consent will pass to Moray Council.

(c) Financial implications

If Moray Council determines to object to the proposal, a Public Inquiry would be arranged by the Scottish Government. Moray Council would be expected to attend and participate in the Inquiry process, including any Pre-Inquiry arrangements with resultant costs, including Officer, legal representation and consultant costs where required/appropriate.

At Inquiry, the applicant may seek an award of costs against the Council if it considers the Council has acted unreasonably in raising an objection.

(d) Risk Implications

If the Council decide not to respond within the agreed period it would be open to the Scottish Government to proceed and determine the application.

If deciding to object, the outcome of any Public Inquiry held to consider this proposed development is uncertain. Officers do not consider there are planning grounds to justify an objection as set out in the remainder of this report

(e) Staffing Implications

In the event of a Public Inquiry, staff time and resources (Planning and Legal Officers) will be required for preparation and attendance at any Inquiry.

(f) Property

None.

(g) Equalities/Socio Economic Impact

None.

(h) Climate Change and Biodiversity Impacts

The proposal represents an opportunity to extend the lifespan of the renewable energy generated by the solar array by a further 10 years without the need for additional construction materials or carbon emissions, therefore this proposal is considered to be wholly positive in terms of carbon emissions and contributions towards addressing climate change.

(i) Consultations

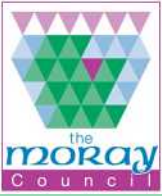
Depute Chief Executive (Economy, Environment and Finance), the Head of Economic Growth and Development, the Legal Services Manager, the Development Management and Building Standards Manager, the Equal Opportunities Officer, the Strategic Planning and Delivery Manager, and Lissa Rowan (Committee Services Officer) have been consulted, and comments received have been incorporated into the report.

6. CONCLUSION

- 6.1 Taking into account the relatively narrow scope of this proposed variation, which relates only to the timeframe of the extant consent and the supporting case put forward by the applicants, the proposal to allow the 40 year operation of the solar array will increase renewable energy generation without any additional environmental impacts.**
- 6.2 As such, in responding to the request for consultation, it would be appropriate for Moray Council to advise the Scottish Government that it wishes to raise no objection to the proposed variation of the extant consent for the solar PV array at Milton airfield, to increase the duration of the consent from 30 years to 40 years.**

Author of Report: Iain Drummond Planning Officer

Ref: 21/01779/S36



PLANNING APPLICATION COMMITTEE SITE PLAN

Planning Application Ref Number:
21/01779/S36

Site Address:
Former Milltown Airfield
Elgin

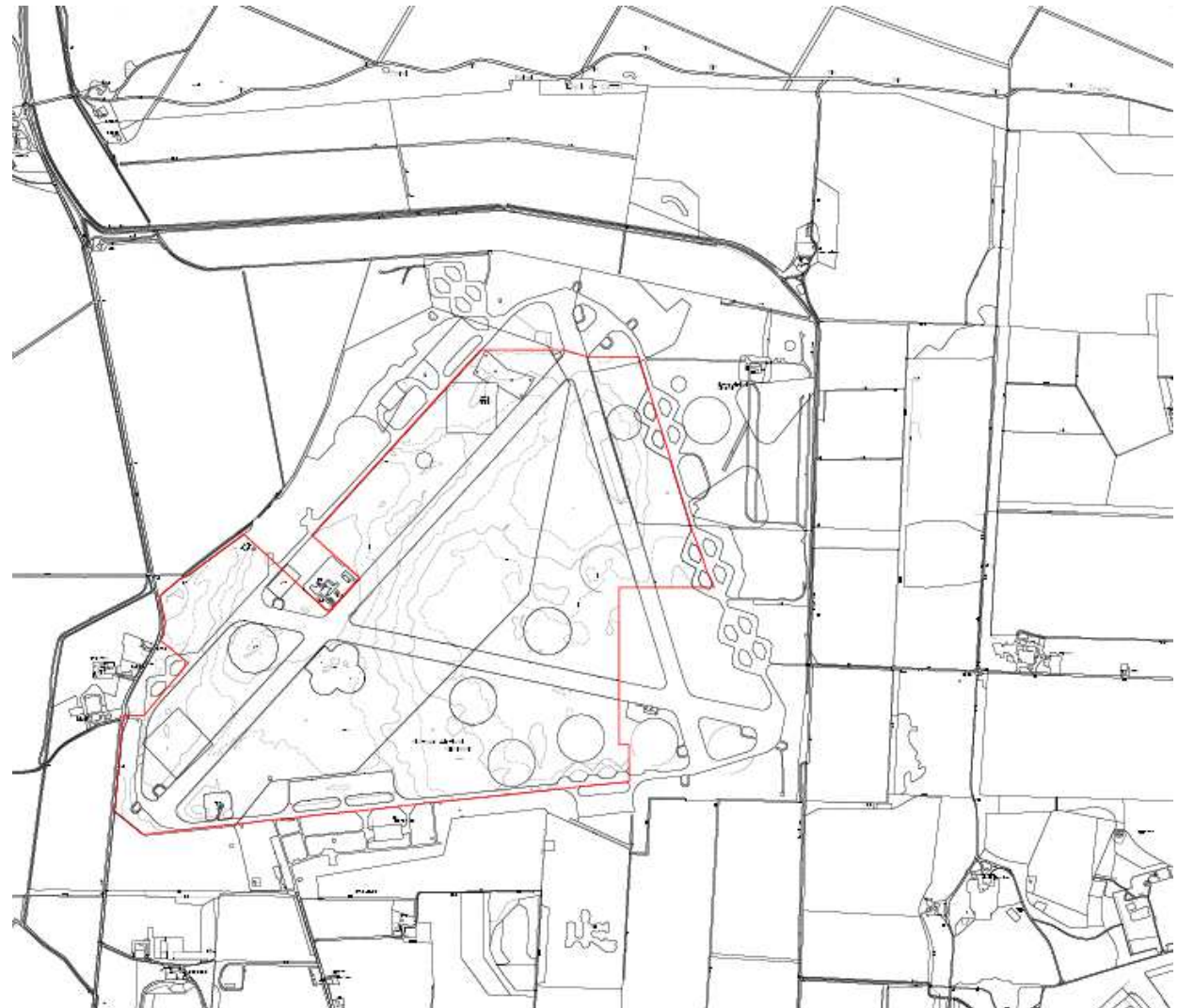
Applicant Name:
Milltown Solar PV Ltd

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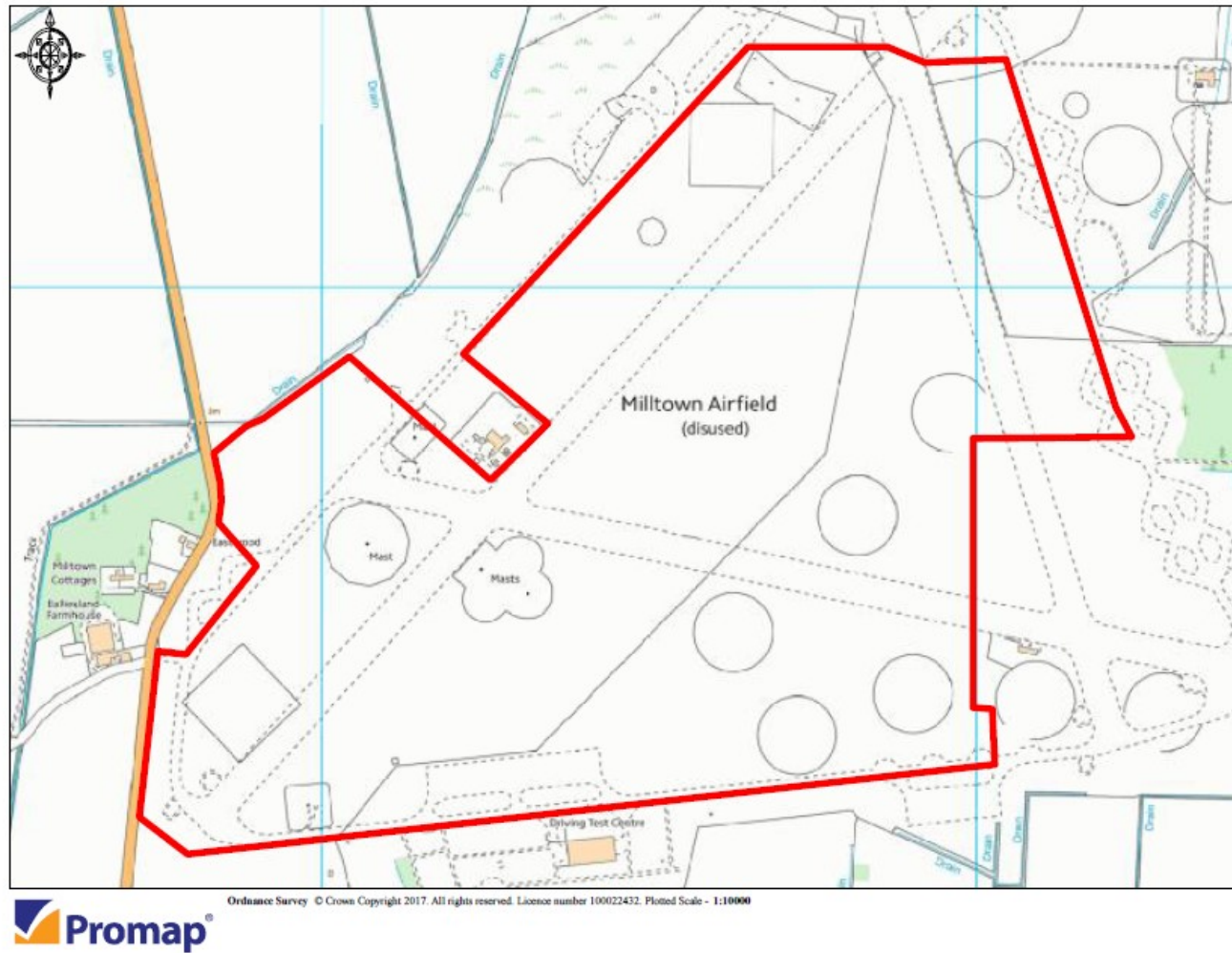
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Location Plan



FORMER MILLTOWN AIRFIELD: GROUND MOUNTED SOLAR PV ARRAY. LOCATION PLAN





REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 JANUARY 2022

SUBJECT: DEVELOPMENT PLAN SCHEME 2022- MORAY LOCAL DEVELOPMENT PLAN 2025

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

1. REASON FOR REPORT

- 1.1 This report asks the Committee to consider the current timetable for the preparation of the Local Development Plan (LDP) 2025 and to agree that the Development Plan Scheme (DPS) is submitted to the Scottish Government.
- 1.2 This report is submitted to Committee in terms of Section III E (2) of the Council's Scheme of Administration relating to the Review and Preparation of Strategic and Local Plans.

2. RECOMMENDATION

2.1 It is recommended that the Committee;

- (i) **agree the DPS for 2022, as set out in Appendix 1 and that the Scheme is submitted to the Scottish Government;**
- (ii) **notes the new process for preparing local development plans and the timescales for new guidance being published by Scottish Government ;**
- (iii) **notes the emerging requirements for the planning system in Scotland set out in draft National Planning Framework 4 and Development Planning Regulations will be reported to this Committee in March 2022; and**
- (iv) **agree that a members briefing session is held in late February to consider draft National Planning Framework 4, the new Development Planning Regulations and the resultant implications for the Moray Local Development Plan 2025.**

3. BACKGROUND

- 3.1 Planning authorities have a statutory requirement to set out a timetable for the review/production of their LDP in the form of a DPS and to submit this annually to the Scottish Government.
- 3.2 The Planning (Scotland) Act 2019 introduces changes to the LDP preparation process. The most significant changes include;
- The need to produce an Evidence Report rather than a Main Issues Report. This is to ensure that sufficient evidence is in place to justify the spatial strategy in the LDP and to justify any local policy positions.
 - The introduction of a Gate check to consider areas of dispute in the Evidence Report. This is intended to help streamline the later Examination process by agreeing key aspects such as housing land requirements at an earlier stage.
 - Regional minimum housing land requirements being set by the Scottish Government.
 - The LDP will be place based, with NPF4 and its policies forming part of the LDP and therefore it is expected that only limited “local” policies will be included in the LDP, where the need is evidenced.
 - The need to produce a Regional Spatial Strategy (RSS) either individually or collectively with adjacent authorities. The RSS and LDP will together form the long-term spatial plan to manage change.
 - The need to invite and consider Local Place Plans.
- 3.3 NPF4 draft has been published and will be subject to a separate report to a meeting of this Committee in March 2022, which will set out a detailed proposed response. The draft sets out national policies aimed at improving the planning outcomes on issues including carbon reduction, green energy production, reversing biodiversity decline, health, placemaking, town centre regeneration, re-use of vacant, derelict and under used land and rural regeneration. The draft promotes the concept of 20 minute neighbourhoods which will be embedded within the new LDP, although this is more applicable in urban areas and the need for an infrastructure first approach.
- 3.4 Development Planning Regulations and detailed guidance on Local Place Plans (LPP) are anticipated to be published setting out further detail on the process for preparing LDP’s and LPP’s and these will also be subject to separate reports to a meeting of this Committee in March 2022.
- 3.5 It is important to recognise that the new LDP’s in Scotland will be place based, looking at areas of new growth, but also looking at what needs to change within existing neighbourhoods.

4. PROPOSALS

- 4.1 The DPS for 2022 is set out in **Appendix 1** and is intended to be a project management tool to ensure that the LDP is replaced within the statutory 5 year period which is a key performance marker in the Planning Performance Framework (PPF) which is subject to a separate report to this Committee. The Moray LDP2020 was approved on 27 July 2020. Once the 2020 Plan is replaced, the timescale in the new legislation is for 10 year replacement of LDP's, however it is anticipated that Plans will be updated/replaced before then, with more officer time spent on the delivery of Plans.
- 4.2 The DPS also identifies other workstreams required to provide the Evidence Base, the lead service/section and where budget will be required. It also outlines development plan related consultation/engagement proposals planned for the next 12 month period.
- 4.3 To help inform members and the Council's subsequent response to the consultations on NPF4, Development Planning Regulations and LPP's, a members briefing workshop is proposed in late February 2022. A revised Development Plan Scheme may be published in summer 2022 once all the implications of the new regulations are known.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The LDP is a vital aspect of supporting and facilitating the Council's priority for economic growth. The Plan also aims to deliver other key objectives including the delivery of affordable housing and conservation and enhancement of our high quality natural and historic environment.

The annual DPS monitors progress of the Plan and is submitted to the Scottish Government to ensure Moray has an up to date LDP, which is a key performance indicator in the Planning Performance Framework (PPF).

(b) Policy and Legal

Preparation of the LDP and DPS is a statutory responsibility in the Council's role as Planning Authority. Preparation must follow statutory procedures.

(c) Financial implications

A budget pressure was highlighted in the report to this Committee on 23rd March 2021 (para 13 of minute refers) for critical transportation appraisals of £200,000 in the 2022/23 financial year and £50,000 in the 2023/24 financial year.

These are essential to support the LDP, meet the requirements of Transport Scotland and identify mitigation measures, which form the basis for transportation related developer obligations.

(d) Risk Implications

If the LDP is not replaced within 5 years, this will be identified as a “red” outstanding action in the annual PPF and there will be a reputational risk. There is also a risk that there will be a shortage of effective housing and employment land, limited promotion of regeneration opportunities and delayed engagement with communities over their aspirations, all having a knock on negative effect upon the local economy and delivery of community planning partners’ objectives.

(e) Staffing Implications

Preparing the LDP is a statutory requirement and therefore a priority for the Strategic Planning and Development section. At key peaks in workload this can have an impact upon other workload commitments.

Preparation of the LDP and its subsequent delivery involves other services, particularly Transportation, Housing, Education, Estates, Legal, Consultancy and Development Management, which impacts upon workloads and performance.

A budget pressure has been identified for a Senior Planning Officer. The full staffing implications across all services arising from the new Planning (Scotland) Act 2019 will not be known until all regulations and guidance have been published.

(f) Property

None at this stage.

(g) Equalities/Socio Economic Impact

None.

(h) Climate Change and Biodiversity Implications

The new planning system will include national and local planning policies aimed at reducing carbon emissions and addressing our nature crisis as well as concepts such as 20 minute neighbourhoods which will be key drivers in delivering change. The DPS subject of this report is a project management tool, setting out key milestones for the preparation of the next LDP and is not considered to have any direct carbon or biodiversity impacts.

A full Carbon and Biodiversity Assessment will be undertaken at Evidence Report stage.

(i) Consultations

Consultation has taken place with the Depute Chief Executive Economy, Environment and Finance, the Head of Economic Growth and Development, the Head of Education Resources and Communities, the

Legal Services Manager, the Senior Engineer Transportation, the Equal Opportunities Officer, the Principal Climate Change Officer, the Development Management and Building Standards Manager and Paul Connor (Principal Accountant) and their comments incorporated into the report.

5. CONCLUSION

- 5.1 Planning authorities are required to annually review their DPS which sets out the timetable for the review/replacement of the LDP.**
- 5.2 The 2022 DPS sets out the timetable for the preparation of the next Moray LDP with the target date of approving the new LDP by end July 2025.**

Author of Report: Gary Templeton
Strategic Planning and Development Manager

Background Papers:
Ref:

PLANNING AND DEVELOPMENT SERVICES
DEVELOPMENT PLAN SCHEME

JANUARY 2022



moray
council



INTRODUCTION

The Development Plan Scheme is a statutory requirement which sets out the Council’s proposed timetable for the review and preparation of its Development Plan and explains how it will engage with community, business and other interested parties.

The Scheme is reviewed annually and sets out the key milestones for the preparation of the Moray Local Development Plan 2025 which will replace the current Moray Local Development Plan 2020 which was adopted on 27th July 2020. The Scheme also sets out a programme of work supporting implementation of the current local development plan and the engagement associated with those projects.

Changes to LDP Process

The process for preparing local development plans has changed and the Scottish Government are shortly to publish guidance/ regulations providing details of the changes which planning authorities should follow. The key changes include the plan being more place based, with a new Evidence Report and Gatecheck process aiming to streamline the Examination process and to ensure the Plan is based upon a robust evidence base.

Timelines indicated within this Scheme are therefore indicative until further details and anticipated timescales for each stage of the process are published.

An extract from the Scottish Government’s Programme of Work on changes to the planning system is included at Appendix 1.



Moray Local Development Plan 2020 implementation

The main actions are set out within the Action/ Delivery Programme available at <http://www.moray.gov.uk/downloads/file135149.pdf>

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The community and other key stakeholders will be engaged over the next 12 months in the course of the following projects;

Project	Timelines	Form of Consultation/ Engagement
Buckie South Masterplan	Report draft to Committee Jan 2022	To be confirmed due to Covid-19.
Forres, Keith, Buckie and Lossiemouth Centre Masterplans	Report drafts to Committee January 2022	
Cultural Quarter MGD designs	Consultation during Q2 - Q4 2022 as designs evolve for Elgin Town Hall, Grant Lodge, Cooper Park and Public Realm Strategy.	
Housing Mix Delivery, Dallas Dhu MGD	Consultation as designs evolve for Dallas Dhu Q3 and Q4 2022.	

Moray Local Development Plan 2025

The indicative timeline for preparing the Moray Local Development Plan 2025 is set out in Table 1 below, as referenced above, these are all subject to publication of Scottish Government guidance/ regulations.

Proposed Plan preparation	Report Evidence Report to Council	January - March 2023	
	Evidence Report published	March 2023	The consultation requirements on the Evidence Report are to be clarified. However, it is essential that community and stakeholder consultation takes place to inform the Evidence Report and identify what needs to change and be addressed in the Plan. Members workshops will be held at the outset of the process and followed up with regular briefings.



Submit Evidence report to Gatecheck	May 2023	The Gatecheck process will independently scrutinise areas of conflict identified in the Evidence Report and consider whether sufficient evidence has been provided. If the Gatecheck concludes that insufficient evidence has been provided the planning authority may not be able to proceed with the Plan until that is addressed.
Proposed Plan- publish for consultation	February 2024	This will involve extensive engagement.
Submit for Examination	July/August 2024	Unresolved objections to the Proposed Plan will be submitted with a request for an Examination.
Adoption	July 2025	Modifications will be published following the Examination and then the Plan will be adopted.
Advertise intention to prepare new Local Development Plan	July 2022	
Invite communities to prepare Local Place Plans		To be confirmed
Engage with elected members on plan process and issues	August 2022	
Engage with Community Councils on plan process and issues	August 2022	
Engage with key stakeholders on plan process and issues	September 2022	

The Evidence Report is a new requirement and guidance/ regulations will clarify what constitutes "sufficient evidence". A member of staff has represented Heads of Planning Scotland on a national group working with Scottish Government to develop proposals for the Evidence Report and Gatecheck and Moray Council was a pilot project 3 years ago on this subject.



The table summarises the main areas of evidence likely to be required.

Regional Spatial Strategy	Regional level framework setting out approach to net zero, infrastructure, economic growth and environmental safeguarding.		Partnership
Regional level evidence	e.g. RSS, MES, MGD, National and Regional Transport Strategy/ Plans, NPF		Various sources.
Community engagement	20 minute neighbourhoods, local place plans, youth engagement		This will require a corporate approach across a number of services led by SP&D.
LDP2020	Delivery programme and monitoring reports		SP&D
Education	School Estate Strategy		Education
	School roll projections		Education, produced every 6 months
Business needs	Employment land audit		SP&D- annual report
	Business needs survey		External support funded from existing LDP budget
Transportation	Active Travel Strategy		Draft approved for consultation December 2021.
	Strategic Trunk Road/ Railway Appraisal		Transportation-External support
	Settlement based interventions		Transportation External support
	EV charging strategy		Await update



Digital Infrastructure	Coverage/ gaps, open reach rollout		SP&D Spatial dataset available mid 2021.
Housing	Regional Targets		SP&D Targets will be published in NPF.
	Housing Need and Demand		Housing External support to be commissioned early 2022. Cost c£20k from existing Housing budget.
	Housing Land Audit		SP&D produced annually.
	Vacant and derelict land audit and action plan		SP&D report to Committee in March- June 2022
	Urban capacity studies		SP&D. November2022.
	Self build register		SP&D new requirement.
Demographics	Census data		Systems Manager.
	Household projections		SP&D national datasets
	Population projections		SP&D national datasets
	Unemployment rates		SP&D national datasets
	Areas of inequality		SP&D- national datasets
Minerals	Audit		SP&D
Environment	Open Space Strategy*		SP&D
	Pressures on habitats and species		SP&D Information from stakeholders and Local records centre- budget to be confirmed
	Natural heritage designations- issues arising		SP&D- feedback from stakeholders



Environment cont.	Built heritage designations, review conservation areas and potential listings.		SP&D
	Buildings at risk- link to vacant and derelict		SP&D
	Woodland planting/ felling and compensatory planting		SP&D- data from Scottish Forestry if available.
	Prime agricultural land		SP&D
Sport and Recreation	Sports and Recreation strategy*		SP&D
	Play sufficiency strategy*		SP&D
Health and well-being	Health centres and patient numbers		SP&D- data from NHS Grampian
	Health and well-being data		SP&D- data from NHS Grampian
Water	Scottish Water investment plans		SP&D- Scottish Water data
Energy	Upgrades, renewables		SP&D
Wind Energy	Landscape Sensitivity Study		SP&D study completed by end March 2022, funded by NatureScot
Cultural Venues			SP&D- new requirement
Gypsy/ Traveller Sites			SP&D and Housing
Retail	Retail model		To be complete early 2022.
	Up to date TC health checks		SP&D
Masterplan Consent Areas			SP&D, Development Management, Transportation and Housing



- Critical evidence which resources are not currently available for
- Critical evidence which is programmed and can be resourced
- Critical evidence which is gathered routinely or currently being progressed.

Participation Statement

The Council is committed to encouraging participation from as wide a range of stakeholders as possible in all Local Development Plan related activities, such as masterplans, development briefs and other guidance published throughout the lifetime of the Plan. This Participation Statement outlines how communities and stakeholders will be engaged and have the opportunity to engage, shape and inform the Local Development Plan and associated documents, in line with National Standards for Community Engagement.

The Council aims to ensure that;

- All engagement events are inclusive, open and transparent, this will be reflected in the venues we use, the documents we produce and our methods of engagement;
- Representations are fully considered and help to shape our approach and that feedback is provide to all representations received;
- We take the extra step to engage with as wide an audience as possible, reflecting the diverse nature of our community.

At the outset of the Local Development Plan process we will engage with community councils through the Joint Community Council network, explaining the process, the issues we are highlighting, how to engage and how Community Councils can help to raise awareness of the Plan.

Key agencies such as SEPA, Historic Environment Scotland, NatureScot, Scottish Forestry, Transport Scotland, Highlands and Islands Enterprise, NHS Grampian and Scottish Water will be engaged throughout the process. The Council has an infrastructure Delivery Group which includes representation from Transport Scotland, NHS Grampian, Scottish Water and officers from the Council Housing, Transportation, Flood Team and Planning service.

The Council will continue to liaise with and consult with Homes for Scotland as an umbrella group and with its individual members.



APPENDIX 1

Transforming Planning in Practice: updated delivery programme - summary

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	2021	2022				2023			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
National Planning Framework 4									
Development planning regulations and guidance									
Regional spatial strategies statutory guidance									
Local place plans regulations and guidance									
Effective community engagement guidance									
Masterplan consent areas regulations and guidance									
Development management provisions									
Fees and performance									
Permitted development rights: Phase 2									
Land value uplift capture									
Compulsory purchase reform									
Digital transformation									
OurPlace website									
National Planning Framework 4 delivery programme									







REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 JANUARY 2022

SUBJECT: DRAFT BUCKIE SOUTH MASTERPLAN

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

1. REASON FOR REPORT

- 1.1 This report asks the Committee to agree the draft Buckie South Masterplan for public consultation.
- 1.2 This report is submitted to Committee in terms of Section III (E) (2) of the Council's Scheme of Administration relating to the Review and Preparation of Strategic and Local Plans.

2. RECOMMENDATION

2.1 It is recommended that the Committee;

- (i) **agree the draft Buckie South Masterplan for public consultation for an 8-week period;**
- (ii) **notes that the comments received to the consultation and the Council's response to these, along with the final Masterplan will be reported back to a future meeting of this Committee for approval.**

3. BACKGROUND

- 3.1 The Buckie South expansion is a strategic long term planned growth area to the south west of the town. The Buckie South Masterplan includes the sites R8 and LONG1 in the Moray Local Development Plan 2020 (LDP 2020) which have an indicative capacity of 500 houses. The draft Masterplan includes a 2.5ha site for a primary school/community facility, neighbourhood and pocket parks, and makes provision for local shops and services.
- 3.2 A Masterplan covering both R8 and LONG1 is a requirement of the LDP 2020. This is to ensure that a high quality design, reflective of Buckie, is delivered on the ground and that a strategic approach is taken to the delivery of

infrastructure. The key design principles for the sites are set out in the LDP 2020 and have been reflected in the draft Masterplan. The draft Masterplan is included as **Appendix 1**.

- 3.3 The draft Masterplan has been prepared by the developer, Springfield Properties Ltd, in discussion with Council officers. A planning application for the first phase of development on site R8 is currently pending for 102 residential units and one retail unit.

4. DRAFT BUCKIE SOUTH MASTERPLAN

- 4.1 The vision for the draft Masterplan is to create a sustainable, high quality neighbourhood with a strong sense of place that promotes opportunities for active healthy living. To achieve this, the draft Masterplan incorporates the following elements:
- Aspirations to achieve a 20-minute neighbourhood which reflects draft National Planning Framework 4 (NPF4) which seeks to create liveable places where people can meet the majority of their daily needs within a reasonable walk, cycle or wheel (approx. 800m) of their home. The draft Masterplan includes mixed use buildings at Summerton Square designed to include ground floor space for shops/services, a 2.5ha site for a primary school/community facility, networked greenspaces and active travel connections.
 - A new neighbourhood designed to take reference from Buckie's historic context incorporating views to civic buildings within the town and outwards towards the Bin of Cullen. 6 character areas are proposed with variation provided through materials, landscaping and building form. Key buildings and vista stoppers have been identified. These include varying materials, architectural details and height so these buildings stand out from the remainder of the development and aid navigation.
 - Barhill Road and Summerton Square are designed to be focal points within the new neighbourhood. The proposed design and landscaping will change the nature of Barhill Road helping to slow traffic and influence driver behaviour as well as creating an attractive entrance to the town.
 - A neighbourhood park and two pocket parks are to be provided together with sites for allotments and community orchards. These are connected via a series of green and blue networks incorporating swales and rain gardens. Proposals to enhance biodiversity through planting and other mechanisms, such as bird boxes and amphibian friendly gullies are set out in the draft Masterplan.
 - Structural planting at a minimum width of 20m will contain the site within the landscape to the east and west. The structural planting will include a recreational trail, seating and way marking to create a circular 'green outer ring network' around the Masterplan area. Planting along the southern edge of the development will allow views of the key buildings designed to reflect the architecture of the Buckie boatyards and pagoda style roofs and gables of the nearby distillery to reinforce the southern gateway.

- A network of on-street and segregated footways/cycleways are to be provided throughout with connections to the existing development to the north and east. Opportunities to improve east-west connectivity beyond the Buckie South Masterplan area are currently being explored by the Council.
- Phasing – Phases 1 and 2 will take place on the east side of Barhill and are anticipated to be complete by 2028. Phases 3, 4 and 5 will take place on the west side of Barhill Road with an anticipated completion date of 2042.

4.2 Further discussion is taking place with the developer to ensure the Masterplan accords with the LDP 2020, and provides sufficient clarity to deliver the vision and speed up the planning application stage. The key issues to be discussed are outlined in **Appendix 2**. These do not prevent the consultation of the draft Masterplan as they can be progressed whilst this is ongoing and reflected along with responses to the consultation in the final Masterplan.

5. PUBLIC CONSULTATION

5.1 Given the Covid-19 restrictions, the draft Masterplan will be subject to an online virtual consultation for 8 weeks and 1-2-1 sessions will be bookable with Council officers during the consultation period. Key stakeholders, including the Community Council, will be consulted for their views. The draft Masterplan consultation will be advertised via social media, press releases, letters and emails.

5.2 Following the consultation, responses will be reported back to a future meeting of this Committee to consider, along with the final Masterplan for approval. If approved, the final Masterplan will then be submitted to the Scottish Government with a request to adopt it as Supplementary Guidance forming part of the Moray Local Development Plan 2020.

6. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The draft Buckie South Masterplan provides a framework for a new neighbourhood, with associated infrastructure and in doing so providing employment and affordable housing which are priorities for the Council.

(b) Policy and Legal

The preparation of a Masterplan is required for large scale development sites such as Buckie South. Once approved the Masterplan will become Supplementary Guidance forming part of the statutory Local Development Plan which planning applications will be determined against.

(c) Financial implications

The provision of a primary school and, as a minimum to provide additional secondary school roll capacity, an extension to Buckie High School, is being considered as part of the Learning Estate Review and future Asset Management Planning. Should a primary school be progressed within the Buckie South Masterplan area ground investigations will need to be carried out at an estimated cost of £40,000. Options are currently being appraised for the School Estate in Buckie, including future options for Buckie High School, and a report by Education Resources and Communities Services is anticipated in early 2022 on the outcome of this appraisal.

(d) Risk Implications

Should ground investigations not be carried out for the school site in advance of the adoption of the Masterplan there is a risk that the proposed location may be unsuitable and an alternative found which will have financial implications for the Council.

(e) Staffing Implications

Work on the draft Buckie South Masterplan has been carried out within existing workloads of the Strategic Planning and Development section. However it has created additional pressures for the Transportation service. The Head of Direct Services is aware of these pressures and is seeking to fill a vacancy in Transportation and to support the team to do this work.

(f) Property

The provision for an additional primary school and secondary school capacity is being considered as part of the Learning Estate Review and future Asset Management Planning.

(g) Equalities/Socio Economic Impact

None at this stage.

(h) Climate Change and Biodiversity Impacts

The draft Buckie South Masterplan seeks to reduce carbon emissions and enhance biodiversity through the creation of a 20 minute neighbourhood with local services and a potential school/community facility, active travel connections, landscaping, green and blue networks and biodiversity mechanisms such as bird boxes and amphibian friendly gullies.

The draft NPF4, specifically policy 2 (Climate Emergency) gives significant weight to the Global Climate Emergency in the determination of planning applications. The draft NPF4 states that all proposals should be designed to minimise emissions over their lifecycle and major developments will need to be accompanied by a whole life assessment of greenhouse gas emissions. Similarly, policy 3 (Nature Crisis) requires development to contribute to the enhancement of biodiversity whereby

the design should reverse biodiversity loss, safeguard the services that the natural environment provide and build in the resilience of nature. Whilst policy 7 (Local Living) supports the principle of 20 minute neighbourhoods.

The draft Buckie South Masterplan seeks to achieve some of the aspirations of the draft NPF4 in terms of providing opportunities for local services and active travel connections to create a 20-minute neighbourhood. However, future applications will have to go significantly further to achieve the aspirations of the policies set out in the draft NPF4 assuming these are in the final version.

The future national policy direction is likely to require significant changes to volume house builds in terms of the transport hierarchy, materials, density, re-development of brownfield over greenfield sites, local energy systems, biodiversity solutions tailored to the address the nature crisis and nature based solutions, incorporation of non-residential uses to support local living, and high quality designs that contribute positively to the character and sense of place in which they are located.

(i) Consultations

Consultation has taken place with the Depute Chief Executive Economy, Environment and Finance, the Head of Economic Growth and Development, the Head of Education Resources and Communities, the acting Head of Housing and Property, the Legal Services Manager, the Senior Engineer Transportation, the Principal Climate Change Officer, the Equal Opportunities Officer, the Development Management and Building Standards Manager and Paul Connor (Principal Accountant) and their comments incorporated into the report.

6. CONCLUSION

- 6.1 The draft Masterplan provides a strategic framework for a new neighbourhood to the south west of Buckie. The draft Masterplan aspires to achieve a 20-minute neighbourhood with a mix of uses, a network of green and blue spaces, and active travel connections. The draft Masterplan references the historic context of Buckie and seeks to promote good health and well-being.**
- 6.2 Draft NPF4 sets out future national policy. Whilst the draft Buckie South Masterplan seeks to incorporate many of the draft NPF4 policy aspirations, future planning applications may have to go further to deliver the Government's policy requirements, specifically for climate change, biodiversity, local living and placemaking.**
- 6.3 The draft masterplan will be subject to public consultation using virtual methods. The responses will be reported to a future meeting of this Committee for consideration along with the final Masterplan for approval. If approved, the final Masterplan would be submitted to the**

**Scottish Government with a request to adopt as Supplementary
Guidance to the LDP 2020.**

Author of Report: Eily Webster, Principal Planning Officer
Background Papers:

Ref:



Buckie South Character Area Manual | November 2021



LEGEND

- Summerton Square
- Barhill Avenue
- The Courtyard
- The Heartlands
- Garden Villages
- The Gables

Figure 50 - Rev A

Character Areas

1:2,500 @ A3

10.0

Character Areas - Overview

This section provides details of a number of varying character areas to the Buckie South development which will aid placemaking, give a distinctive feel via different materials and landscape features to draw out differing elements of the phases which make up the site and the constituent homes with them. These are intended to give overarching guidance on architectural character and built-form for these areas to meet MC Placemaking PP1 policy requirements. The aim is to identify areas and zones across the larger site with which a broad range of materials and styles sympathetic to the local character will emerge. The areas are therefore drawn to capture both sides of streets and catch those areas which have a common relationship to adjacent open space or are an identifiable phase in itself. Six key character areas have been identified, these areas have been developed as a response to the existing landscape, topography, and the location within the development. They must inform the detail layout of these areas, the character of open space, the palette of materials and architecture in each area.

The various Buckie South character areas shall be designed to ensure distinctiveness and differentiation between them and within each of them, recognising the policy requirements of PP1 Placemaking. Alongside the character areas palette which focuses on external finishes and soft landscaping there will be considerable variation within each character area in terms of design of individual buildings, boundary treatments and varied architectural features. Variation will be in the colour palette for the houses and street surfaces as well. The various key buildings that will be located within each character area will also ensure that distinctiveness is reinforced by accentuating features, materials and colours. Dedicated detailed Placemaking Statements will be submitted with each detailed Planning Application which will demonstrate how that will be achieved.

SUMMERTON SQUARE



'Summerton Square'

Providing a hub for the community, the square will be a vibrant inviting central meeting place. Public art themed from the Buckie fishing heritage will create a focal point within the square, complemented with a variety of landscaping materials, raised planting beds and public seating areas.

BARHILL AVENUE



'Barhill Road Frontage'

The gateway into Buckie from the west; this tree lined avenue will provide a leafy green approach into the town and with strong cycle and pedestrian links, which will encourage activity and communication which will promote reduced traffic speeds.

THE COURTYARD



'The Courtyard'

This intimate 'cottage style' character area will provide quiet discrete housing areas with easy access to public amenity spaces. Splashes of red and orange will create interest and colour into the open spaces.

HEARTLANDS



'Heartlands'

Encouraging residents to make use of open spaces, playing field and allotments, the Heartlands are located adjacent to amenity and landscaped areas. A cherry orchard to the east sets the scene for streets of pink blossom in early summer through the character area.

GARDEN VILLAGES



'Garden Villages'

Located on the green edges of the masterplan area, Garden Villages provides residents with opportunities for woodland walks. Meadowlands with wild flowers and marginal planting on wetlands encourage wildlife and biodiversity.

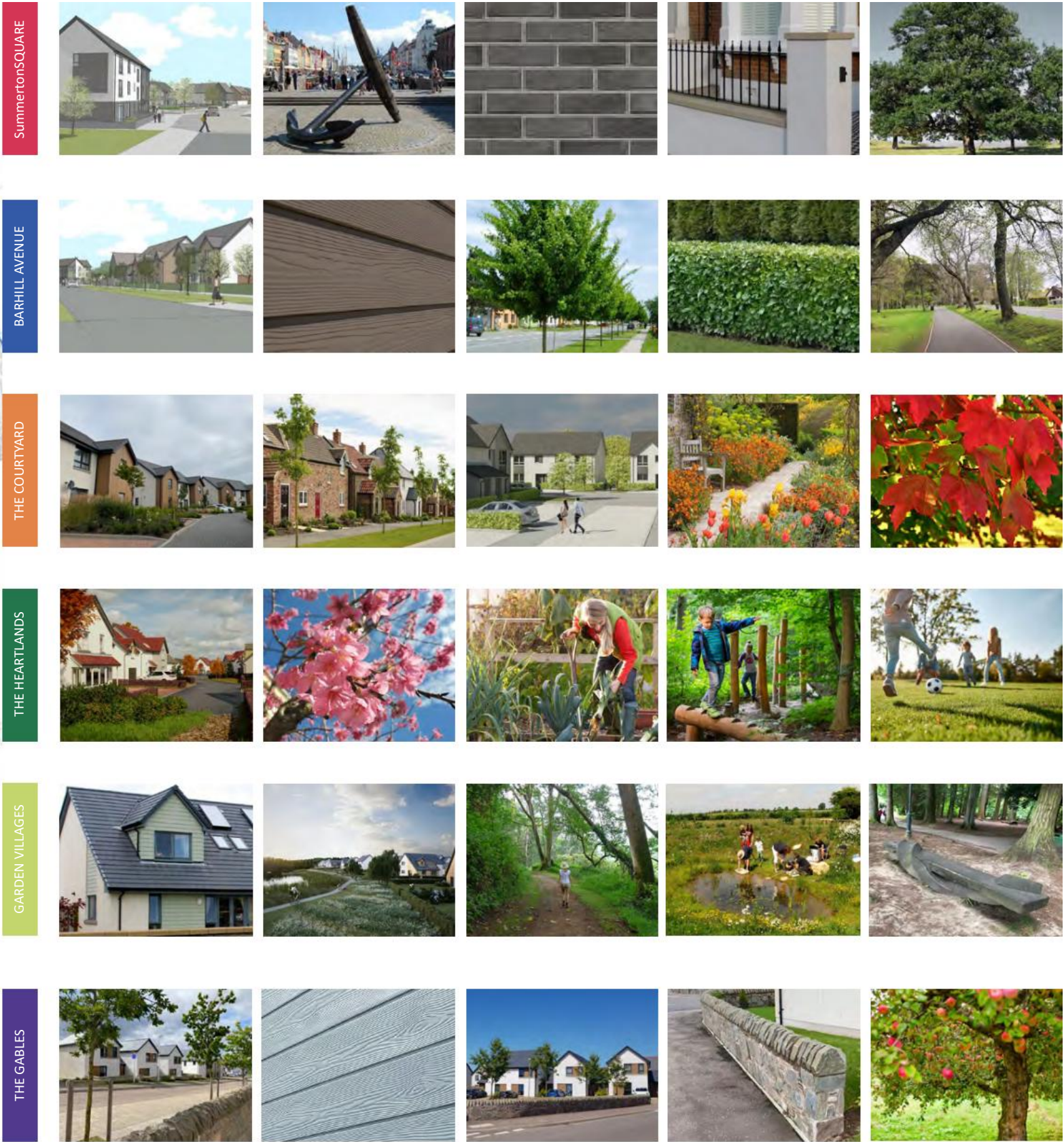
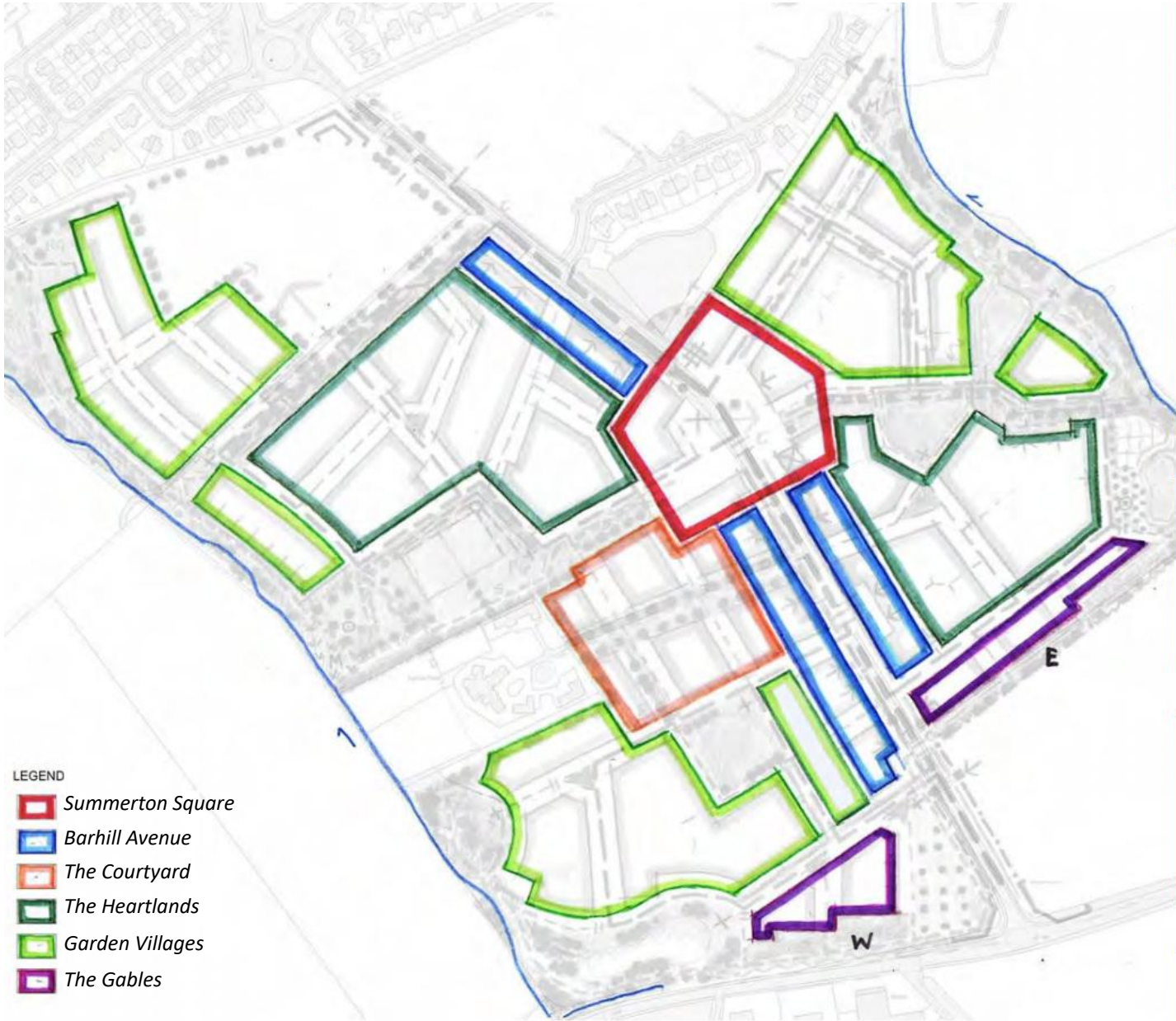
THE GABLES



'The Gables'

With a south facing aspect, The Gables provides a gateway feature, visible from the A98 road. The use of cladding and stone on the gables pay homage to Buckie boatyards and the nearby distillery pagoda style roofs and gables.

10.0



10.0 Summerton Square



The Square will be defined by 2 and 3 storey buildings and hard landscaping to provide an area with activity and interest on the western gateway to Buckie. Public spaces, retail/ commercial opportunities, public art and seating areas will contribute to create a central hub for the masterplan, which will help slow traffic movement into Buckie. Pedestrian and cycle links from east/west across the square will also act as traffic calming and encourage connectivity between developable areas on the east and west of Barhill Road. A variety of materials, hard and soft landscaping will create an interesting focal point to the development and a central meeting place for all residents.



View of Summerton Square looking south towards Barhill Road



Example of ground floor retail unit



Buckie fishing heritage themed public art



Public Square to create meeting place



Example of outdoor seating



Example of outdoor seating

10.0 Summertown Square



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Higher density neighbourhood core taking references from Cluny Square

Commercial premises to be provided on ground floor of key building in the Square

Prominent buildings facing the square

Central Public Art feature

Taller 3 story focal point and vista stopper buildings (apartments) set in a street scene that can include a variety of building heights including 1, 1.5 and 2 storeys

Street Design, Frontages and Boundaries

- Active frontages to 'South Square'
- The South Square frontage should define the public realm and edges of the public space.
- Boundaries around the square to be predominately robust materials such as walls and railings at key edges.
- Landscaping to be a mix of hard and soft landscaping where appropriate.
- Metal themed street furniture to reference the fishing heritage of Buckie.
- Steeper pitched roofs to lend accent building heights and provide residents and visitors with navigational aids when orientating themselves with the square.



Dark grey facing brick



Slate grey cedar cladding



Dark Grey paving with public art feature



Keyblok vintage charcoal paving



Charcoal grey paving



Feature wall and railings



Feature tree - English Oak



Specimen trees - Paper Birch



Low specimen shrubs - New Zealand flax (Year round colour)



Low specimen shrubs - New Zealand flax (Year round colour)



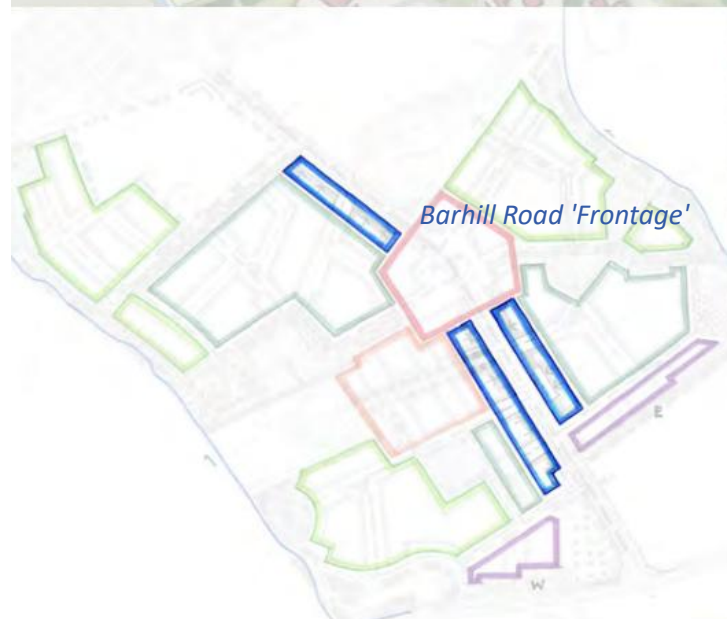
Shrub Planting - Rock Rose (Summer)



Tall specimen shrubs - Staghorn (Autumn)

COLOUR
THEME

10.0 Barhill Avenue



Barhill Avenue will provide a tree-lined avenue into Buckie and will help create an interesting and attractive western gateway. Medium density housing facing barhill road will provide natural surveillance and activity and the pedestrian/ cycle routes will form part of the green edges to this street. Hedges and low walls will define public and private spaces and a variety of external materials and colours will provide distinction to this street. Leafy green travel routes crossing Barhill Road will connect public and recreational spaces east and west and this will help reduce traffic speed.



View of Barhill Road looking north towards Summertown Square



Front garden hedge boundaries



Tree lined street



Landscape buffer between paths and side of the street



Low walls



Cupar terrace housing with buff stone frontage

10.0 Barhill Avenue



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Medium density with a opportunity for 1.5 and 2 storey housing.

Opportunities for linked terraced and semi detached houses as well as free standing detached and semi detached

Key corner buildings will be differentiated by being finished by anstone or other material

Varied building line to create enclosure and reference points and groupings in the street

Fully integrated crossings connecting the east and west of Buckie South

Parking behind build line

Street Design, Frontages and Boundaries

- Active frontage Barhill Road street scene taking reference from West Church Street.
- Key buildings in the South Square provide a focal point while travelling along the road.
- Boundaries within this area should be predominately low walls and medium height railings and formal medium height hedges.
- Medium height masonry walls to be incorporated into front and side gardens for noise attenuation.
- Layered soft landscape set off Barhill Road will be used to soften the hard landscape and define plots, driveways and parking areas etc.
- Potential for fully integrated and operational tree lined SuDS features designed into the street scene providing a buffer to paths on either side of the street.
- Masonry and render finish with potential for timber cladding accents
- Parking on frontage to be minimum with majority of parking behind the build line and/or in rear parking courts.



Buff anstone external wall



Taupe cedar cladding



Keyblok brindle paving



Buff feature wall



English Laurel hedge



Street tree - Greenspire Littleleaf Linden



Specimen trees - Field Maple (Summer)



Specimen trees - Field Maple (Autumn)



Shrub Planting - Japanese sedge



Feature trees - Silver Birch (Autumn)



Shrub Planting - Rock Rose



Shrub Planting - Dogwood (Autumn)

COLOUR
THEME

10.0 The Courtyard



This medium density character area provides the opportunity for an intimate 'cottage style' development area, with potential for home zone areas, creating quiet hedge lined private gardens. Courtyard parking areas and hard landscaped public areas are edged and softened with a variety of trees and hedges. Maple trees provide strong autumn colours in contrast to summer greens and shrubs in this area are hot reds and oranges providing all year round colour and interest.



Tree lined streets with small cottage style gardens



Potential for Home Zone Areas



Informal Seating Spaces



Opportunity for Terrace Housing



Lower density housing with shared drives

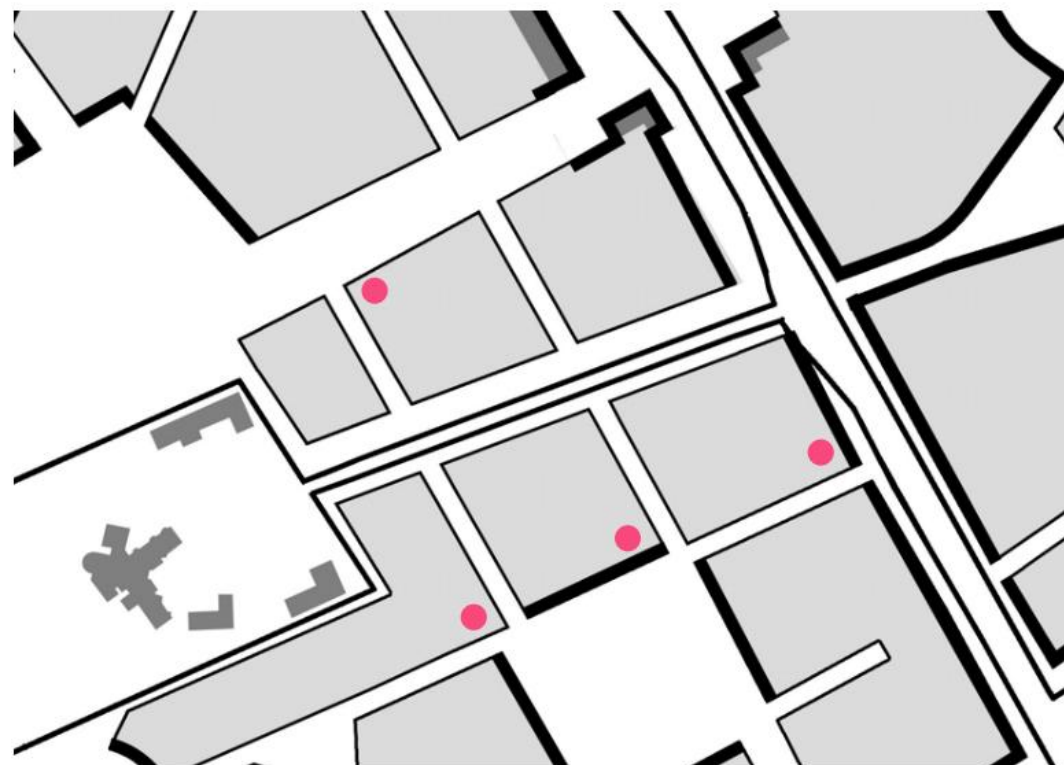


Example of shared drive

10.0 The Courtyard



Density
■ Key Buildings ■ Vista Stoppers + Key features & viewpoint locations



Frontages and Key Buildings
■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers will include:

Medium to higher density clusters set out along shared surface 'lanes'

Opportunities for terraced housing or linked detached and semi detached houses of 1.5 and 2 storeys.

Key corner buildings will be dual-fronted with distinguished material finishes and architectural feature onto greenspace.

Frontages to open space



Red brick



Buff stone walls



Buff roughcast



Taupe cedar cladding



Keyblok brindle paving



Red Doors



Beech hedge (Summer)



Beech hedge (Autumn)



Specimen trees - Paper Bark Maple (Summer)



Specimen trees - Paper Bark Maple (Autumn)



Feature Tree - Copper Beech Tree (Summer)



Shrub Planting -Salvia Royal Bumble

Street Design, Frontages and Boundaries

- The Courtyard should create an feel of intimate streetscapes with a hard landscape focus using small element paving and a soft landscape fringe to garden boundaries.
- Cottage/'Colonies' style dwelling opportunity eg George St, Portessie but with small cottage gardens defining plot frontages creating a feel of cluster courtyards.
- Potential to create a low traffic speed 'home zone' through use of paving materials and natural surveillance .
- Soft landscaping creating year round colours and interest for residents.
- Car parking behind build lines within courtyards will feature in the main within this area, with discrete onstreet parking bays utilised where permissible along with sensitive in curtilage parking.
- Variation in external door colours including red, will be introduced in this charcter area.

10.0 The Heartlands



The Heartlands are 3 separate character areas within the masterplan that provide medium density housing linked to public open spaces and recreational areas by strong leafy green travel connections. Formal hedges and low walls define private and public spaces and a well structured street scene creates a vibrant community spirit with easy access to the open spaces for leisure and play, including allotments, gardens and a cherry orchard. A variety of external finishes include wet dash, timber cladding and red roofs provide interest and distinction to these areas. Open spaces and outer edges are framed by soft landscaping of native species. Early summer burst of pink in the cherry orchard is complemented by soft white and pink flowering shrubs in the open amenity spaces.



Green Streets and Landscaping Opportunities



Street Trees



Allotments



Kickabout area

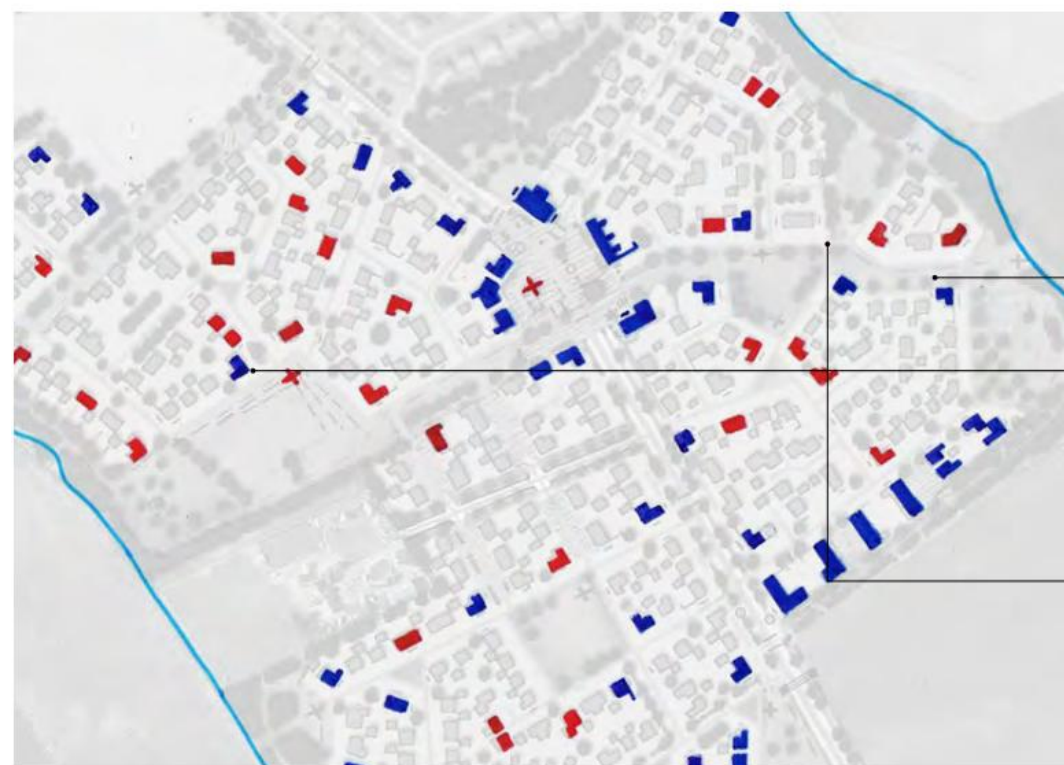


Natural play area



Cherry Blossom Trees

10.0 The Heartlands



Density

Key Buildings Vista Stoppers Key features & viewpoint locations



Frontages and Key Buildings

Key Frontages Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Medium density 'connecting' residential areas

Frontages to 'Green Avenue'

Key corner buildings will have a dominant focus onto the neighbourhood park with a distinct frontage providing a focal point in the area. Predominately 2 and 1.5 storey dwellings with opportunities for accent buildings and structures

View of Bin Hill from green avenue and open spaces



Red roofs



White wet dash



Taupe cedar cladding



White windows



Keyblok vintage burnt ochre paving



Neighbourhood Park



Feature tree - Cherry Tree (Spring)



Feature tree - Cherry Tree (Autumn)



Specimen tree - Lime tree



Shrub Planting - Astilbe colour flash



Shrub Planting - Rock Rose



Shrub Planting - Rosa white 'max graf'

Street Design, Frontages and Boundaries

- Variety of dwelling types to make up vibrant community within a well-structured street scene to accommodate servicing and general access to the outer fringes and character areas of the neighbourhood.
- Suggested materials for this area are render/wet dash finish with timber, masonry accents and red roofs.
- The materiality on key blocks should differ to the standard palette to help create a bigger impact and point of reference for residents.
- Boundaries within this area should be predominately formal hedges and low wall/railings defining front gardens and front of plot subdivision as well as driveways.
- Front garden tree planting (low growing ornamental species) designed to soften the elevations/streetscene in contrast to integrated on street tree planting in other areas
- Green tree lined avenue connects pocket parks and green outer ring network of woodlands and amenity spaces.
- Natural surveillance and access to allotment gardens and community orchard.

COLOUR
THEME

10.0 Garden Villages



Garden Villages, located on the peripheral of the masterplan provide a natural setting where residents can enjoy the woodland planting, meadows and natural green edges to the development. Medium to low density housing provide active frontages to the green edges, with hedges defining private spaces and native trees and flowering shrubs of blues and white complementing the natural spirit of the the character area. Existing burns and wet areas are integrated with the proposed SUDs creating areas where marginal planting encourages biodiversity and natural habitat. Open spaces connected by green travel links provide opportunities for relaxation and play.




Green Network Edge



Woodland Walks and Informal Paths



Tree lined street



Meadow Planting with Informal Paths



Natural Play of Western Edge



Encouraging biodiversity

10.0 Garden Villages



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Edge of neighbourhood medium to lower density communities with pro-active outward looking frontages overlooking the Green 'Outer Ring' Network

Key corner buildings will have a materiality and colour that makes it a standalone feature plot with a contrasting colour.

Predominately 2 and 1.5 storey dwellings with opportunities for accent buildings and structures

Detached and semi-detached houses with scope for cottage flats and apartment buildings at corners and overlooking open spaces

Lower density properties edging the character area providing a soft, overlooked interface with the countryside and the fully integrated woodland to be laid out as part of the Green Network.

Frontages to Green 'Outer Ring' with informal path network

Street Design, Frontages and Boundaries

- The garden villages will create a 'Soft' edge to the wider neighbourhood.
- Accessible communal green network/open spaces and facilities close by.
- There will be a sense of community 'ownership' and informal 'surveillance' of the green 'outer ring' network.
- Mixed tenure homes and dwelling types fully integrated into the street scene
- More generous front cottage gardens and rear private gardens with soft focus communal gardens to apartments/cottage flats.
- Well-connected and accessible groups of homes set out across a range of streetscapes with integrated traffic calming designs designed to encourage community activities on street.
- Boundaries within this area should be predominately formal hedges to define front gardens, low to medium height with additional layers of front garden soft landscape features including low growing ornamental tree species and accent shrubs.
- Suggested materials for this area are render/wet dash finishes with timber and masonry accents
- Public art connectivity to open spaces and green network.
- Variation in external door colours including green, will be introduced in this character area.



Sage green cedar cladding



Pewter grey render



Keyblok vintage burnt ochre



Grey anstone cladding



Seating and public art feature



Feature trees - Flowering Ash



Beech hedge (Summer)



Beech hedge (Autumn)



Street trees - Norway Maple (Autumn)



Garden trees - Hawthorn



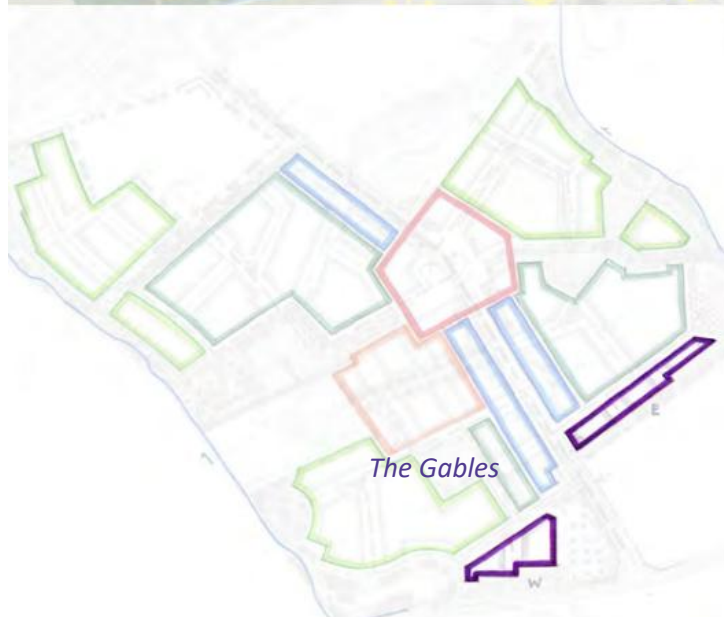
Shrub Planting - Lavender



Shrub Planting - Cinquefoil

COLOUR
THEME

10.0 The Gables



Visible from the A98 road, The Gables will provide a gateway feature to the south of the development. Medium to high density housing with 3 storeys included to the east, the external materials will include masonry stone, with render and wet dash finish and feature gables of blue/ grey cladding taking reference from Buckie wasterfront boathouses. The feature gable roof line will also reflect the nearby distillery pagodas. A community orchard will provide colour and interest at the junction with A96 on the east and structured planting along the southern boundary will provide a green edge to contrast with the gable features. Shrub and flower bed planting of bright purples and blue with contrasting wine shades will give give depth to the character of the area and complement the blue/grey cladding.



Example of Gables



Orchard



Active frontage with tree lined street



Example of Active Frontage

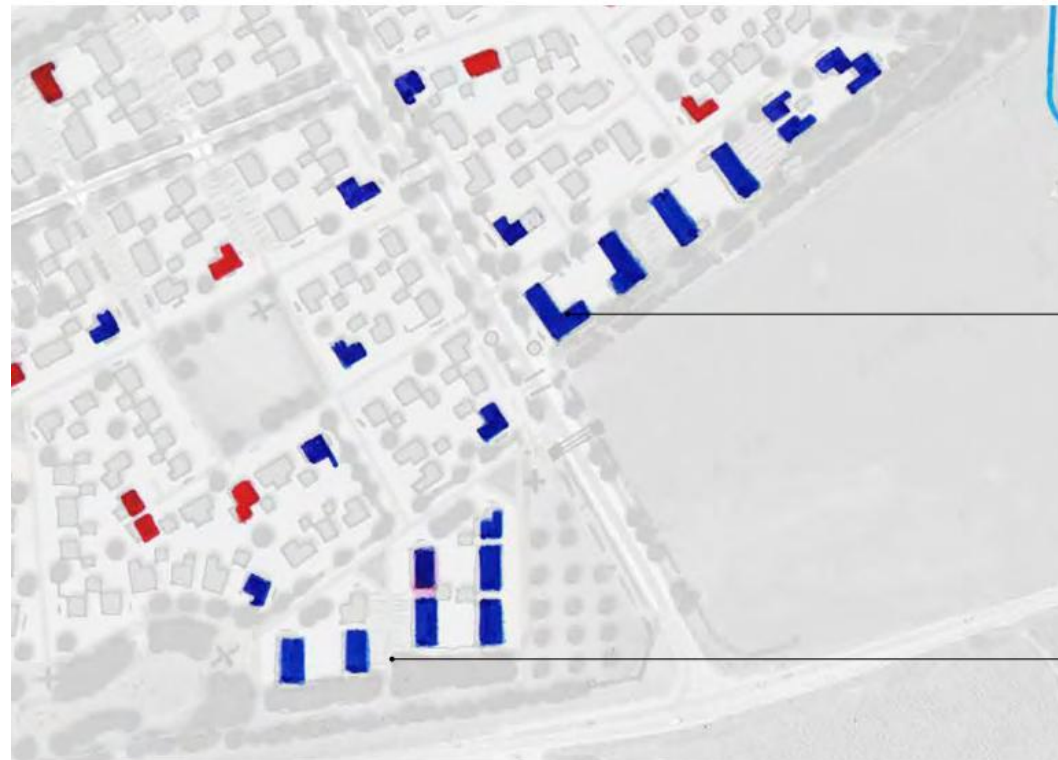


Tree lined street



Feature stone wall boundaries

10.0 The Gables



Density

Key Buildings Vista Stoppers Key features & viewpoint locations



Frontages and Key Buildings

Key Frontages Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Southern medium to higher density gateway development to both 'Buckie South' and Buckie

Key corner buildings will have a 3 storey form to accentuate form and add varied streetscapes to the urban edge.

1.5 – 2 storey dwellings generally but scope for up to 3 storey gateway accent building in the 'East Gables' development

Potential for a range of dwelling types from terraces, to semi detached and detached linked villas.

Outward looking development form shaped to enhance the gateway appearance to Buckie



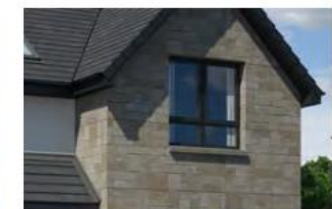
Blue cedar cladding



Dark grey cedar cladding



Navy blue door



Grey stone walls



Charcoal grey paving



Grey windows



Privet hedge



Stone wall



Specimen tree - Lime tree



Specimen Tree - Hornbeam



Spring Planting - Allium purple sensation



Shrub Planting - Blue Hydrangea

Street Design, Frontages and Boundaries

- This area will create a defined gable edge to the south taking reference from the northern edge of Buckie, including Bridge Place, Yardie/ Seatown.
- Grid-like development forms set out with lanes in an essentially north-south access to help maintain visual connectivity to the wider landscape setting.
- Dual aspect opportunities to overlook the southern Green 'Outer Ring' Network and take advantage of the sun path.
- Potential shared surface lanes serving dwellings allowing pedestrian priority.
- Boundaries within this area should be predominantly high masonry/ stone feature rear garden walls. These could be used to connect buildings along the southern boundary for privacy and/or noise attenuation. Walls associated with the Gables designed to visually connect with stone walls lining the Gateway to Buckie from the A98.
- Suggested materials are masonry with render/wet dash accents and potential timber panels to take reference from traditional Buckie waterfront boathouses and features within Inchgower Distillery.
- Feature gable roof line to southern edge of The Gables potentially to reflect the distillery pagodas.
- Narrow front gardens with scope for integrated off street and on street parking.
- Variation in external door colours including blue, will be introduced in this character area.





Buckie South Masterplan - Volume 1 | November 2021

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1.0

Vision



Vision

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

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

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

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

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

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

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

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

Key Components – Buckie South

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



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

2.0

Planning Policy



Policy Context

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

Moray Local Development Plan 2020

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

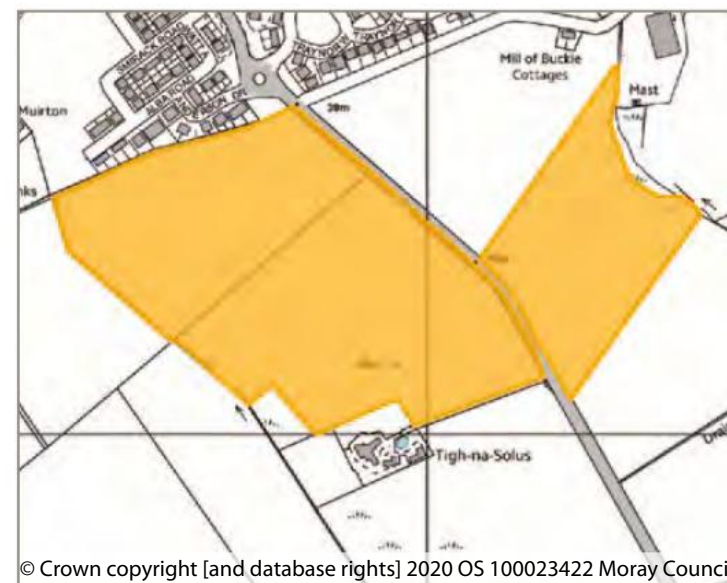
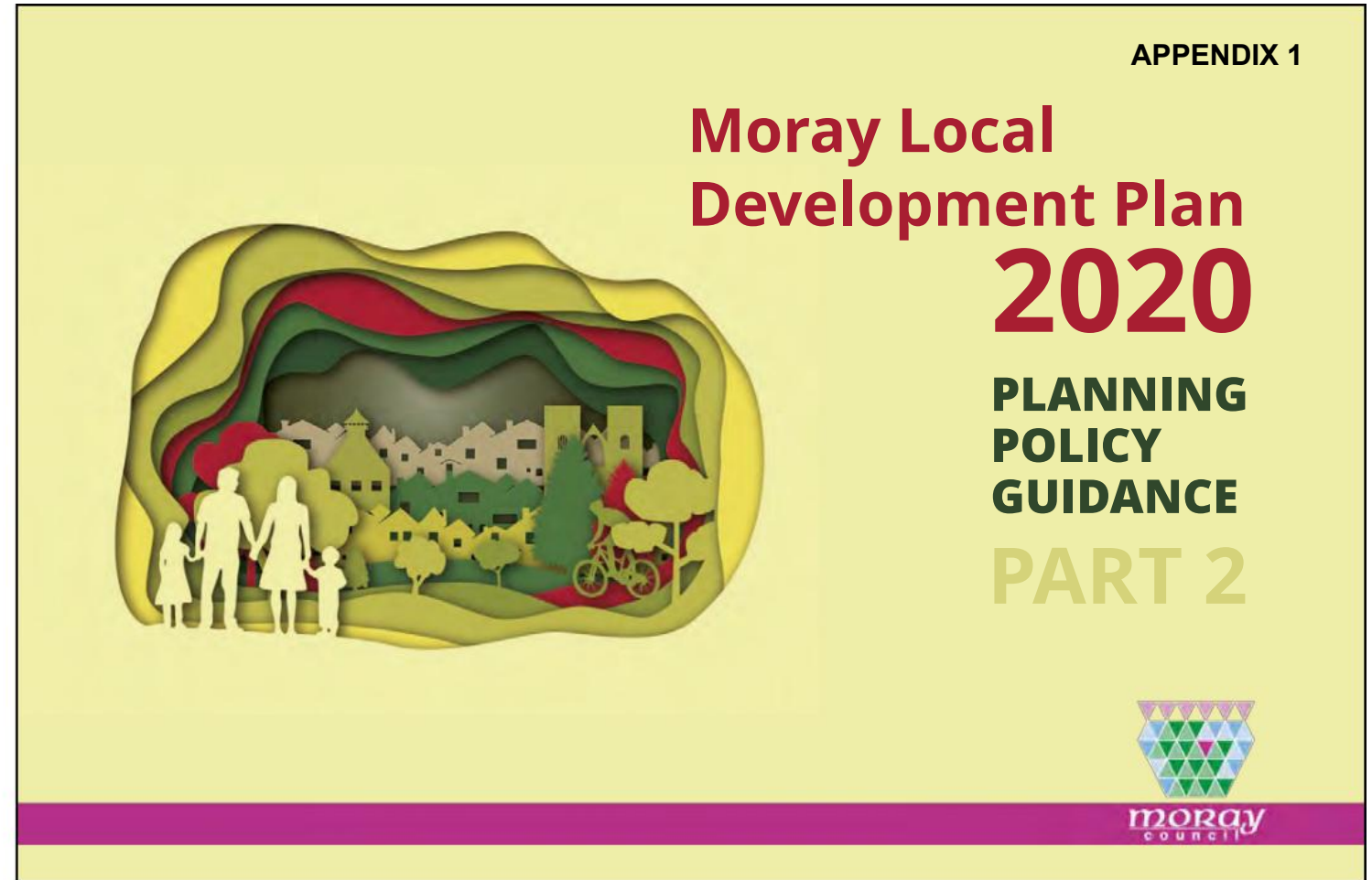
The 'MLDP 2020 Buckie Settlement Maps' shows the land at Buckie South is contained within various designations including R8 – Land at Barhill Road and LONG 1 -Land to the South West of Buckie.

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

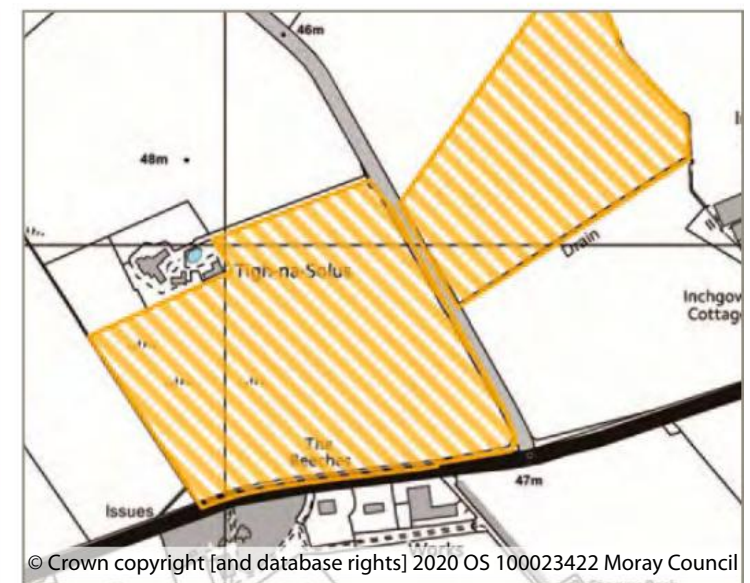
MLDP 2020 Supplementary Guidance

Flood Risk and Drainage Impact Assessments for New Developments

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



MLDP Buckie R8 Designation Extract



MLDP Buckie LONG 1 Extract

National Planning Policy

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

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

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

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

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

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

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

Community Consultation

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

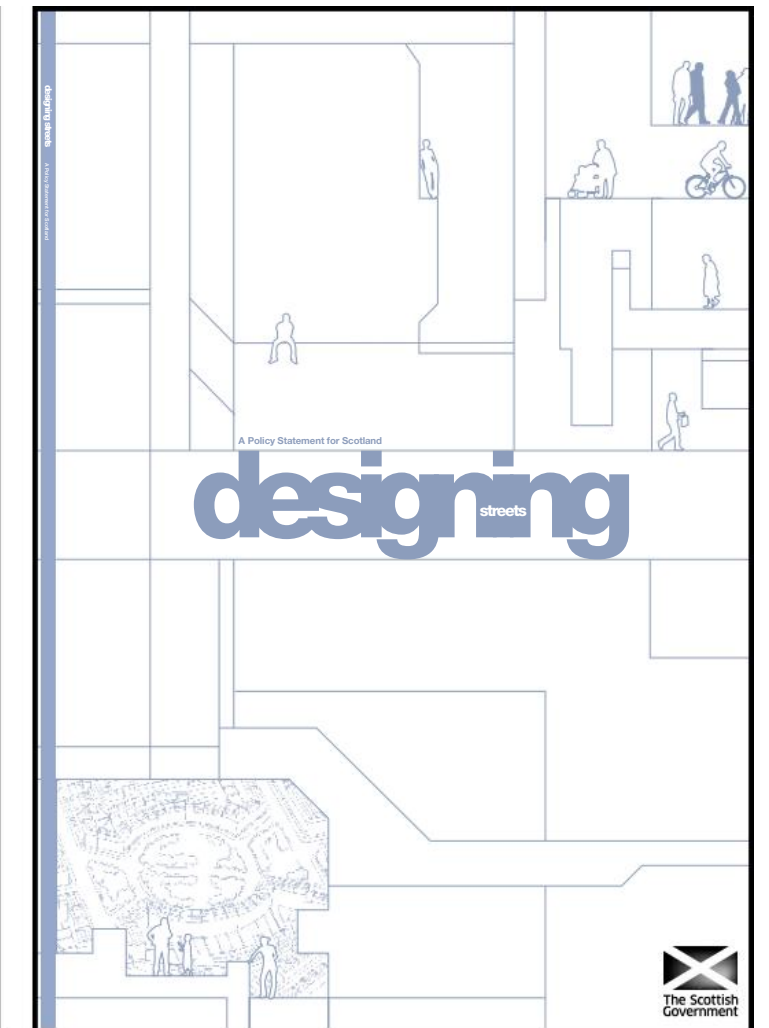
As with all other projects Springfield Properties has been involved in, the intention is to take forward the Masterplan for 'Buckie South' through a comprehensive consultation exercise drawing upon the views of Moray Council, statutory and non-statutory consultees and the local community. In our experience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

interests." (Page 10)

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

Strategic Environmental Assessment

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



2.0

Infrastructure required to facilitate Buckie South

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

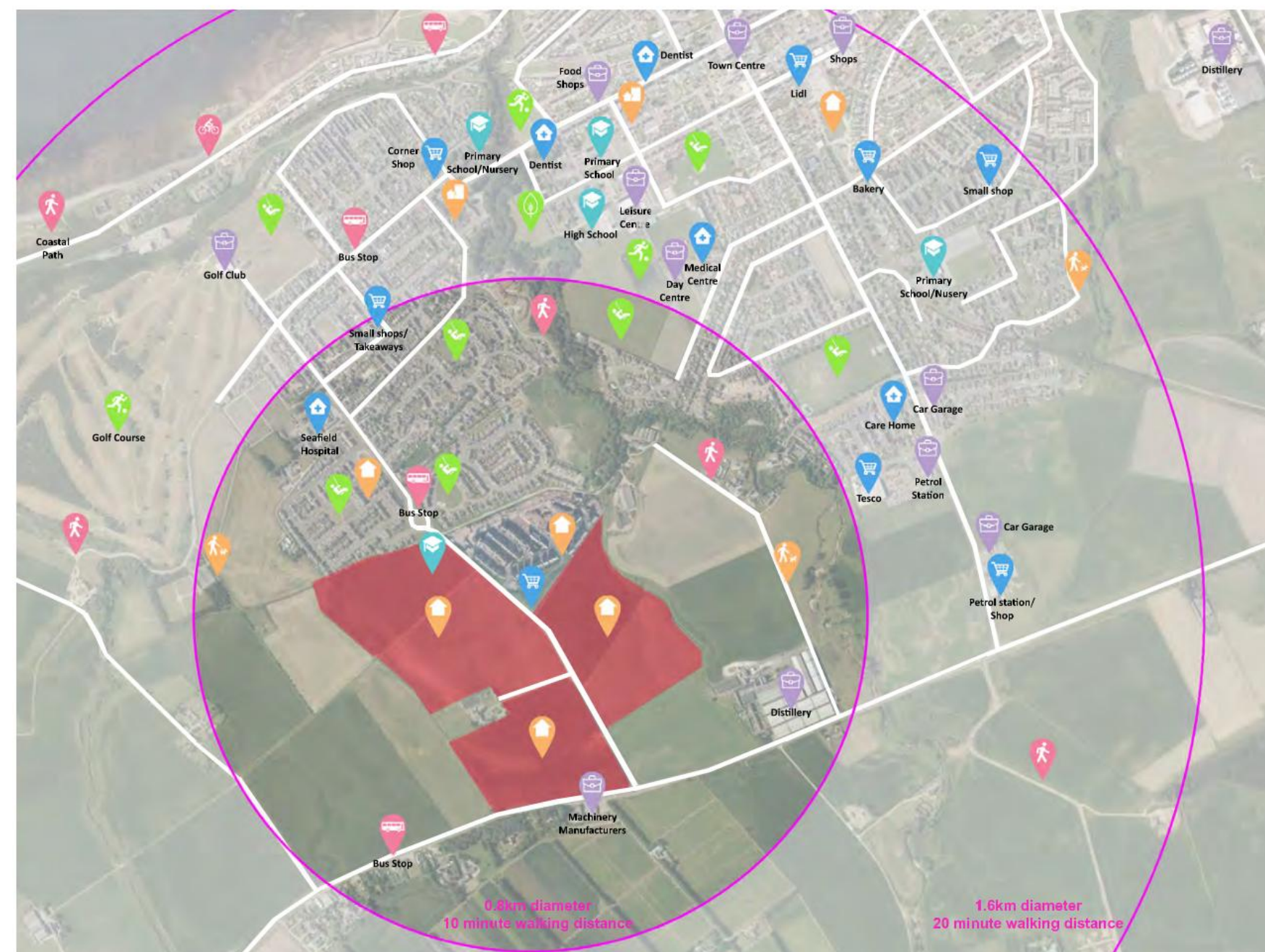
As shown in Figure 1 Local Facilities Analysis, Buckie the site already benefits from close links to the local Tesco Supermarket which is a 20 minute walk away. Local convenience shops and takeaways are available on nearby Inward Road (0.7 miles away to the north). The local Ardach Healthcare centre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

New Community Facilities

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

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

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



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

Figure 1 - Rev A

Local Facilities Analysis, Buckie

NTS

Core Paths

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

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

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

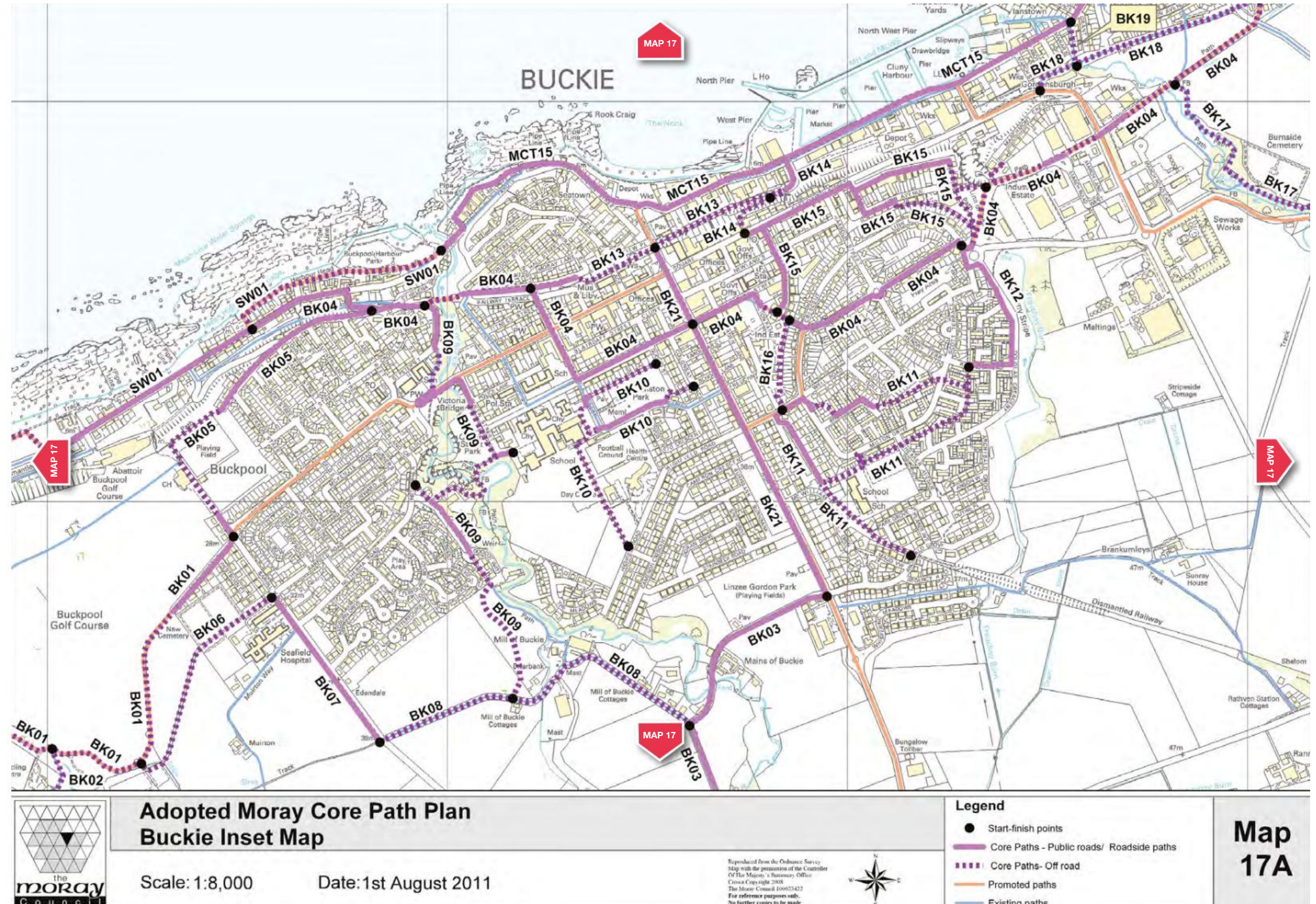


Figure 2

Adopted Moray Core Path Plan
Buckie Inset Map
NTS

2.0

Open Space Strategy 2018

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

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

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

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

Open Space Strategy

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

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

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

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

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



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



Figure 3
 Moray LDP Proposed Plan
 2020 Buckie Settlement Map Extract
 NTS

3.0

The Historical Context



3.0

The Historical Context

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

The Villages

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

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

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

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

Gateways

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



Roadside street sign - Gordonsburgh and Ianstown



1870



1908



1931



1938

Figure 5

Historic Plans & References

The Growth of Buckie

NTS

3.0

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

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

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

Key Buildings and Town Marks

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

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

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

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

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

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

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

Gables

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



Western Gateway to Rathven



Buckpool's Southern Entrance



Buckpool's Eastern Gateway - Victoria Bridge



Barhill Road approaching Buckie



Cluny Square looking to North High Street



Buckie Skyline from the East

3.0

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

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

Village Edge

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

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

Architecture and Urban Design

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

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

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

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

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



Buckie High School



St Peters Church



Properties at Bridge Place - 'Yardie'



All Saints Episcopal Church



Long gardens at Rathven and Ianstown



Inchgower Distillery

3.0

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

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

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

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



Gables on Geat Eastern Road, Portessie



Dormer and Bay windows



Houses at Duguid Street overlooking Ian Johnston Park



Gables on Chancellor Road, Portessie



Boundaries example - wall with railing and hedge



Queen Street Park



Sandstone Detailing







Boundaries example - masonry wall





View towards Bin Hill

Character Area Overview and Historical Referencing in Buckie

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

Character Area Overview and Historical Referencing in Buckie (cont)

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

4.0

Site Appraisal



4.0

Location and Context

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

Designations

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



Growth of Buckpool neighbourhood



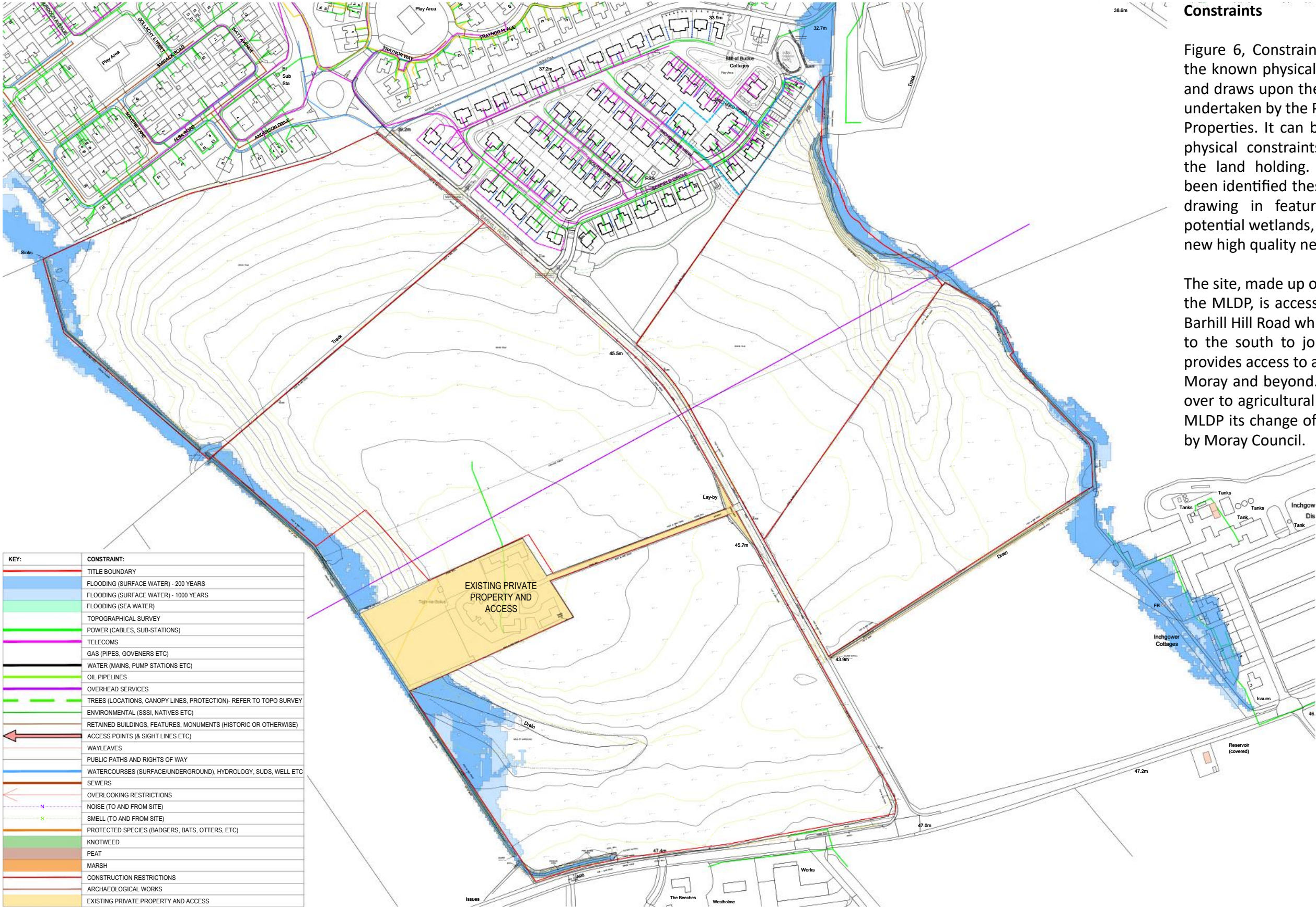
St Peters Road looking towards St Peters Church



Growth of Buckie, Seafield Circle and current Inchgower Site



Development at Barhill Road



Constraints

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

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



Constraints - Topo

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

Figure 7
Topographical Survey
NTS

Site Analysis

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

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

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

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

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

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



View from site to church spires



View of 'West Burn'



View from site to Bin of Cullen



View of 'East Burn'



View of private house, Tigh-na-Solus



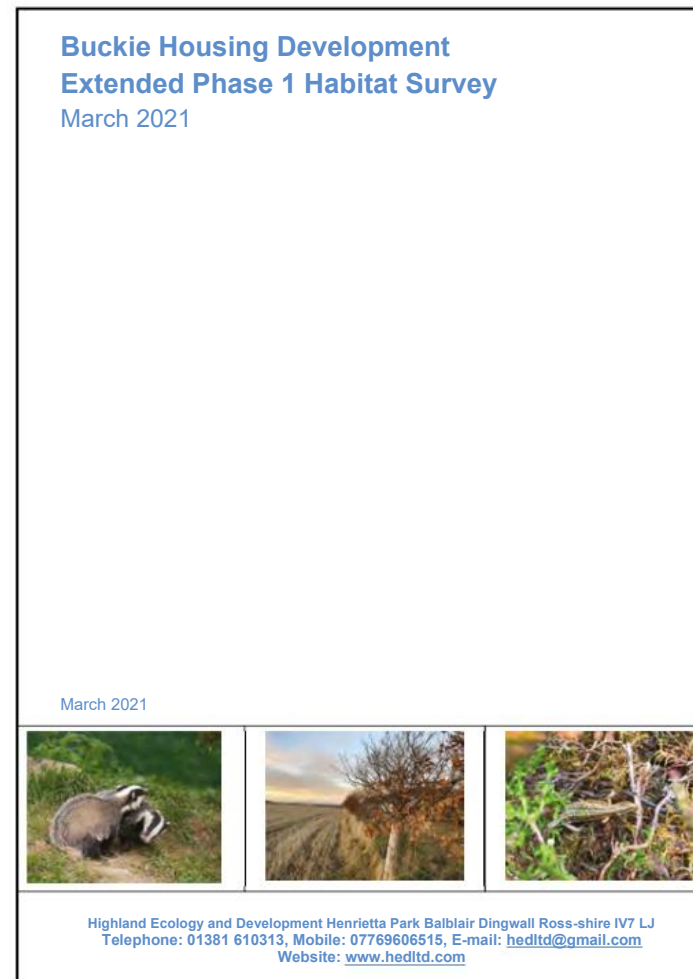
Existing housing at Anderson Drive on Eastern boundary

Existing Habitat and Biodiversity

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

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

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



Extended Phase 1 Habitat Survey



Wildlife friendly environments



Bird boxes



Wildflower planting to promote biodiversity



Swale Planting

4.0

Existing Connectivity

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

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

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

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

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

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

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

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



Barhill Road looking towards Buckie and current Springfield Development



Barhill Road and footpath connection to Buckie



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

4.0

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

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

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

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

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

Visibilty and Views

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

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

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

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

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

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

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



Bus Stop north of roundabout at Anderson Drive



Junction at A98



Sunset views looking North West of Buckie South

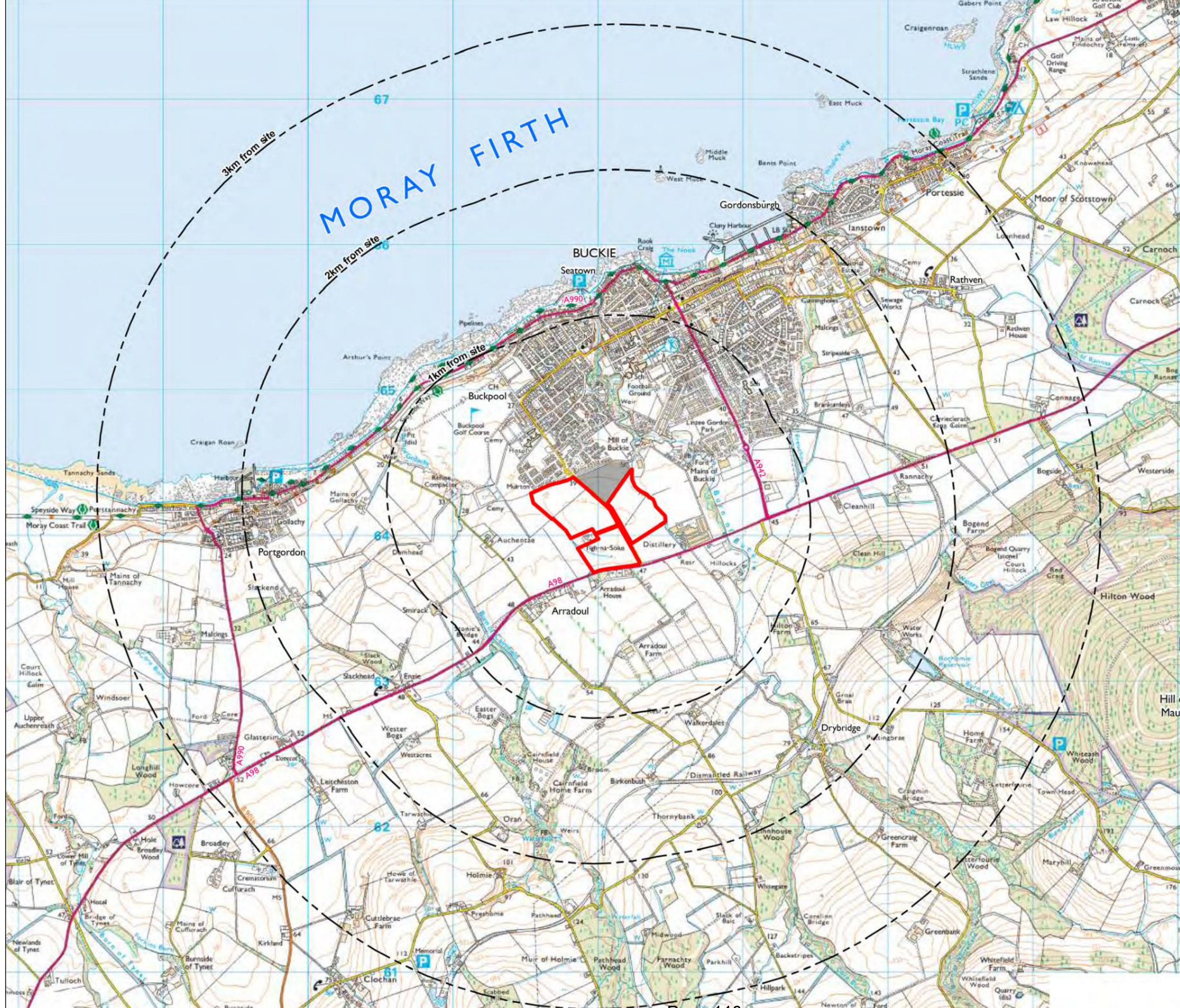
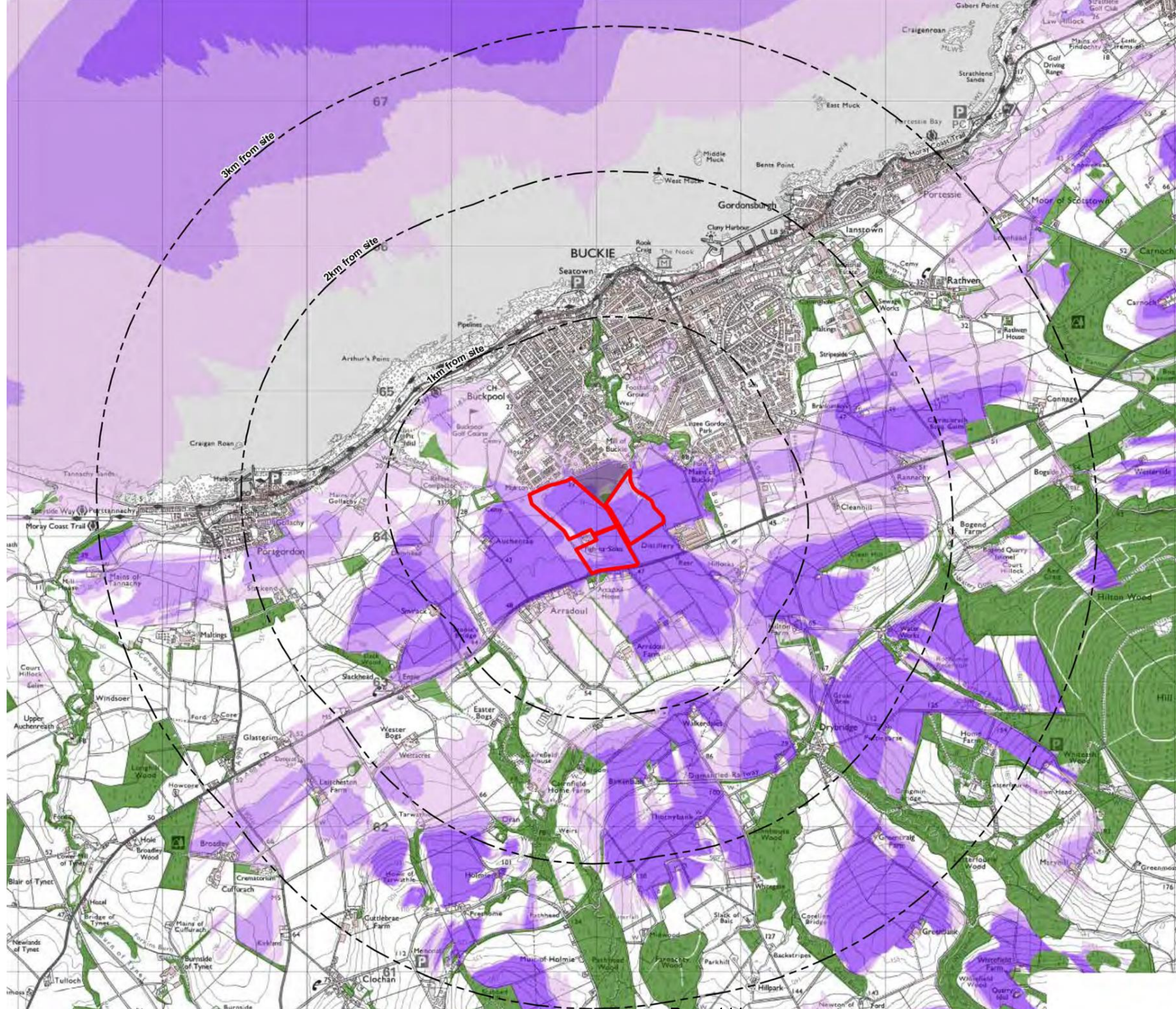


Figure 8

Location Plan

NIS



LEGEND

Site

Buffers at 1km intervals from site

Zone of Theoretical Visibility

Screening features included

Small part of site visible

Moderate part of site visible

Majority of site visible

Woodland

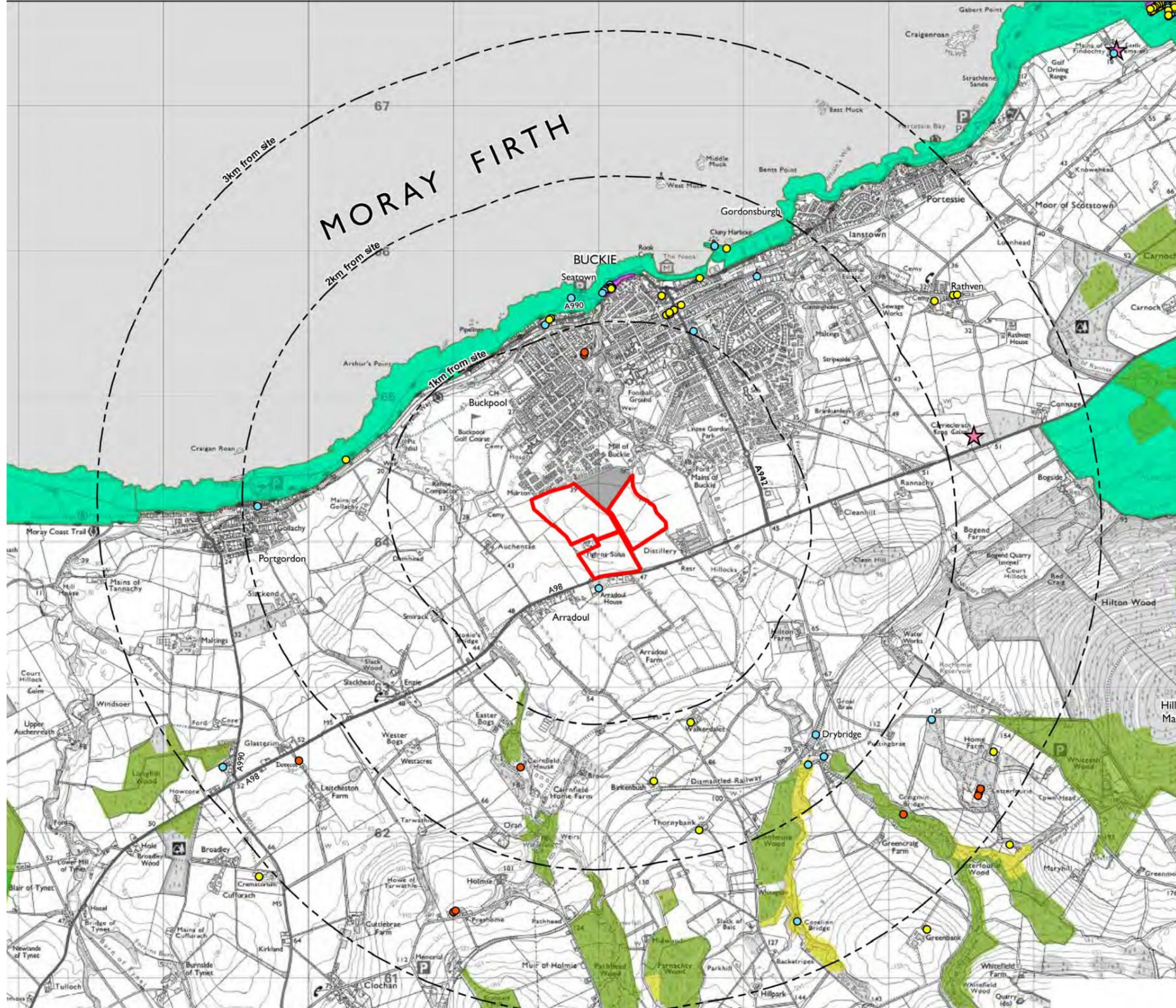
Buildings

Existing housing site under construction

Figure 9

Zone of Theoretical Visibility

1:25,000 @ A3



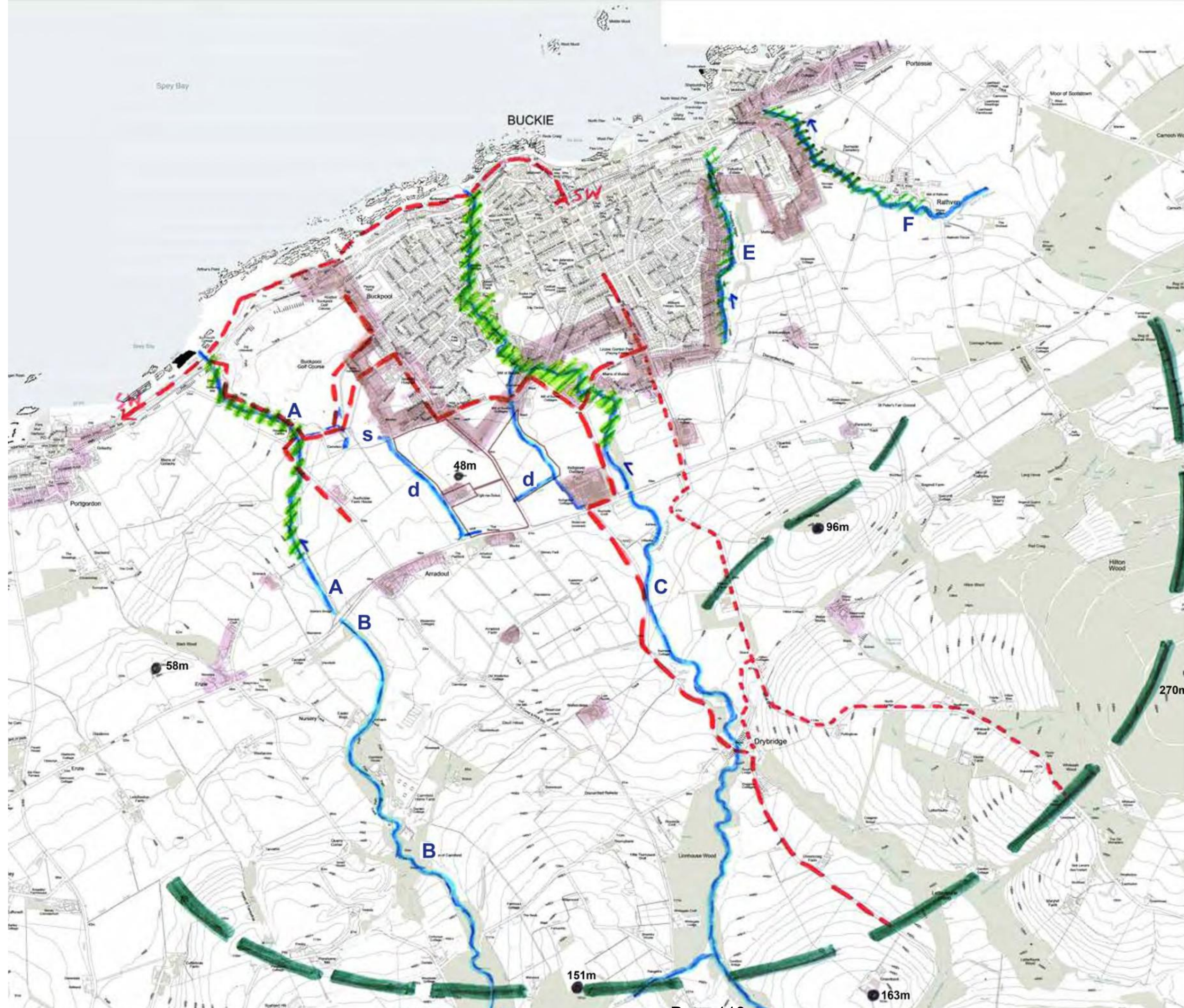
LEGEND

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








Figure 10

Designations

1:25,000 @ A3



LEGEND

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

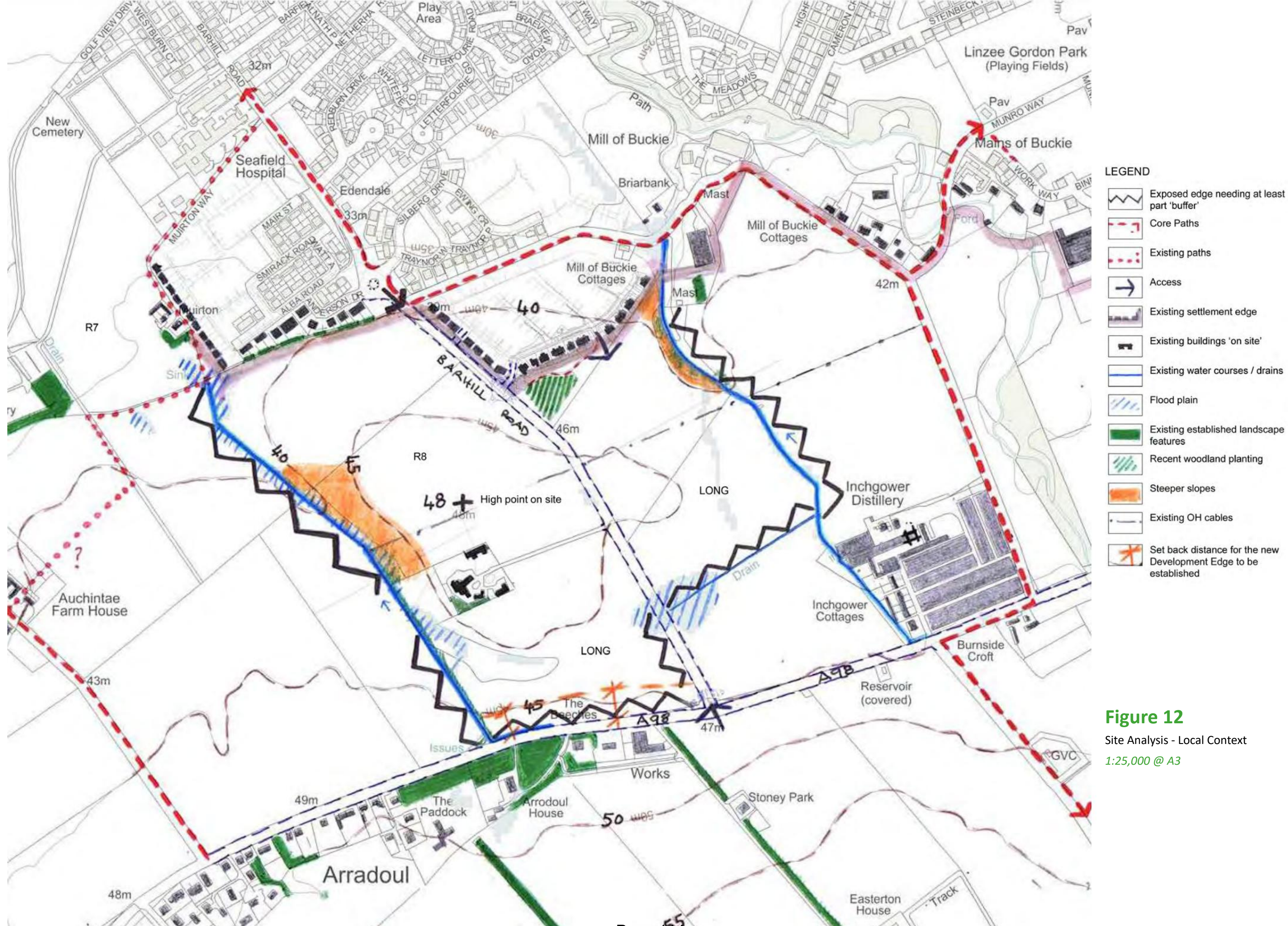
Significant water courses

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

Figure 11

Site Analysis - Wider Context

1:20,000 @ A3



5.0

Developing the Design



5.0

Developing the Design

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

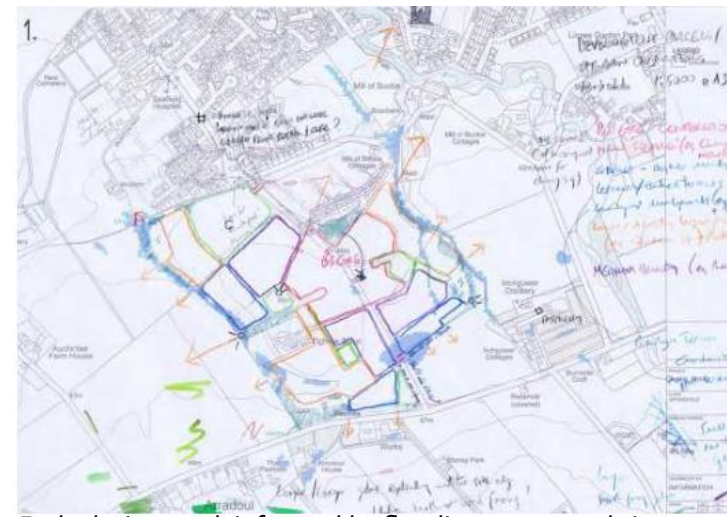
This approach is fully consistent with the guidance and policy of the Scottish Government as the general development form has evolved with a real emphasis on place making and where the proposed development form is seen to be fully responsive to on site conditions. In this respect the key components of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

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

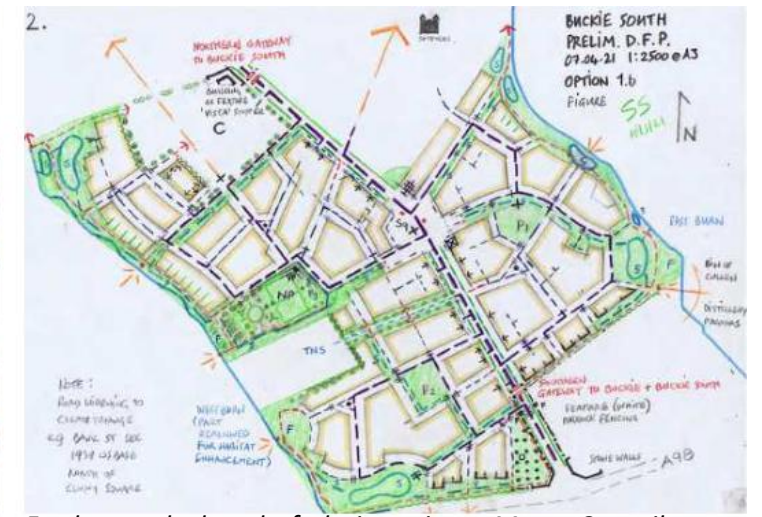
A series of options were worked up to help inform the decision making process. These included initial Development Appraisals and schematic design concepts, some of which are set out overleaf.



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



Early design work informed by flooding extent and site context



Further worked up draft design prior to Moray Council dialogue



Focus on eastern areas including phase 1



Barhill Road treatment options and new 'South Square' review



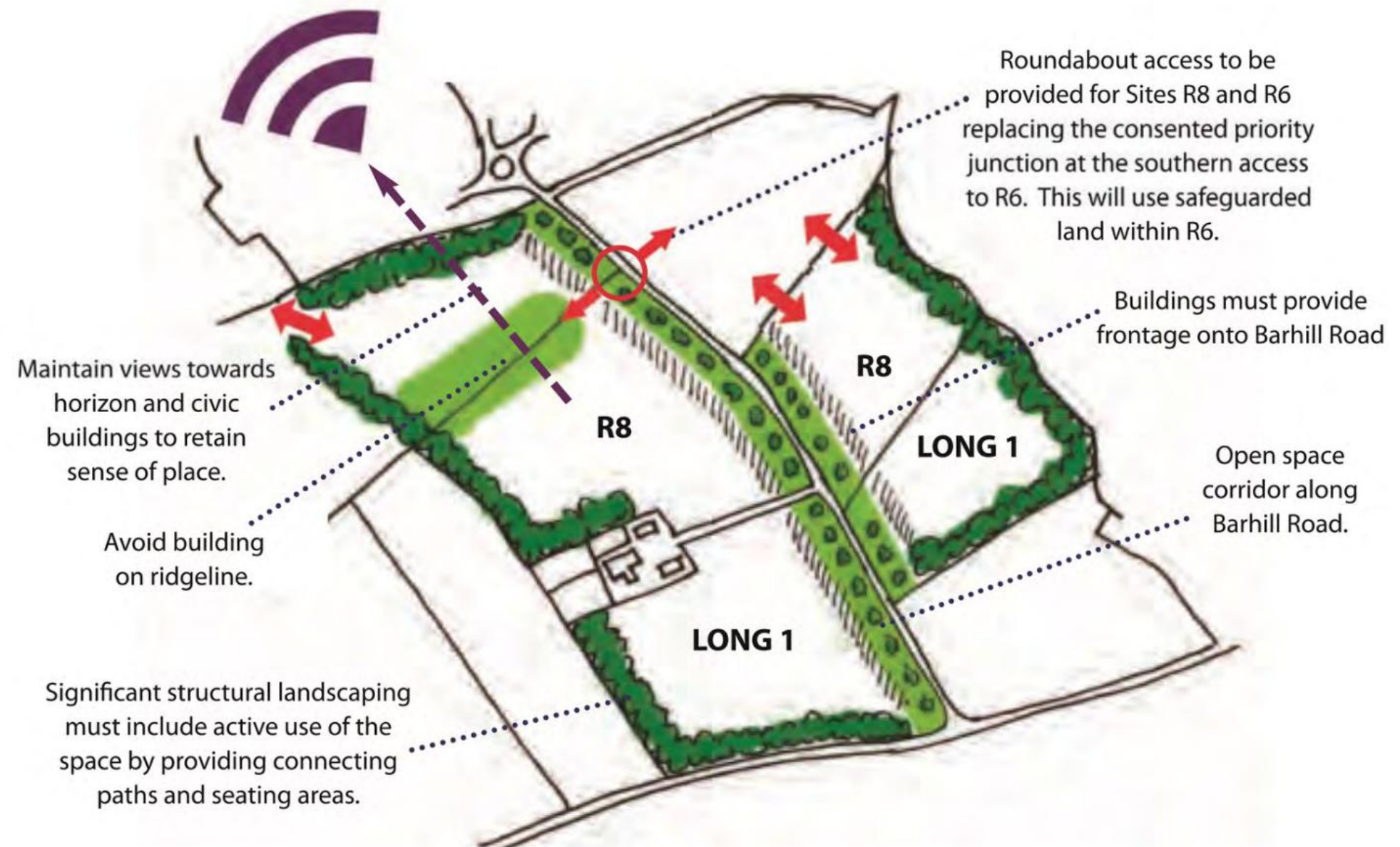
Finalised design showing development blocks, major greenspaces and site relationship

Design Form Principles

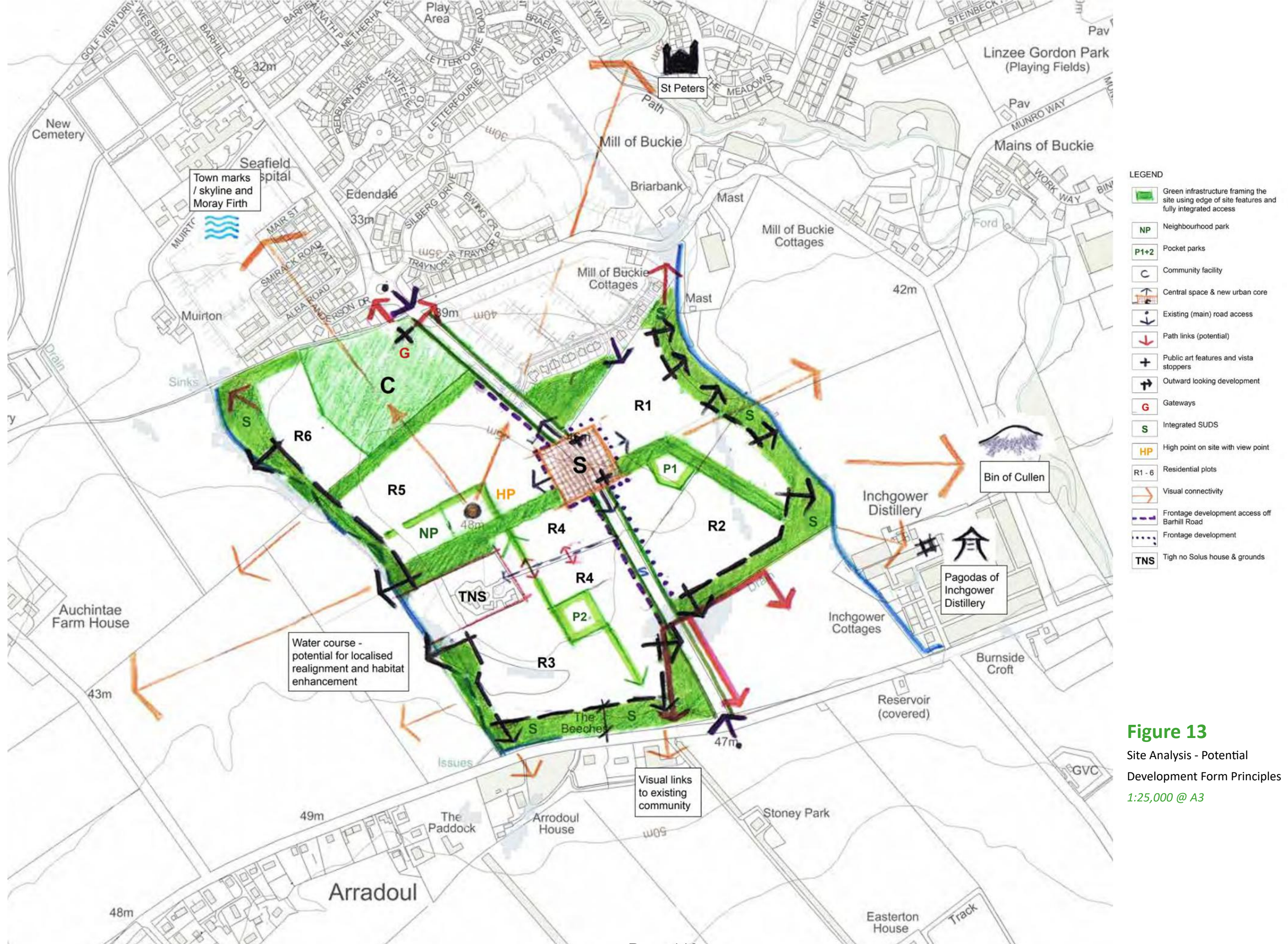
Figure 13, 'Site Analysis – Potential Development Form Principles' sets out the conclusions of the comprehensive site assessment process, taking on board the preferred option for the location of the proposed Community Facility and reflecting feedback received from officers at Moray Council as well as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

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

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



Extract from MLDP Buckie Settlement map



5.0

Development Framework Plan

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

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

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



South Square with potential retail unit



Street Furniture



Public Art



Habitat / Biodiversity Enhancement



Open Space and Natural Play



SuDS schematic strategy

6.0

Historic Analysis & Barhill Road Study



6.0

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

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

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

Barhill Road Study

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

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

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

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

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

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

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

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

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

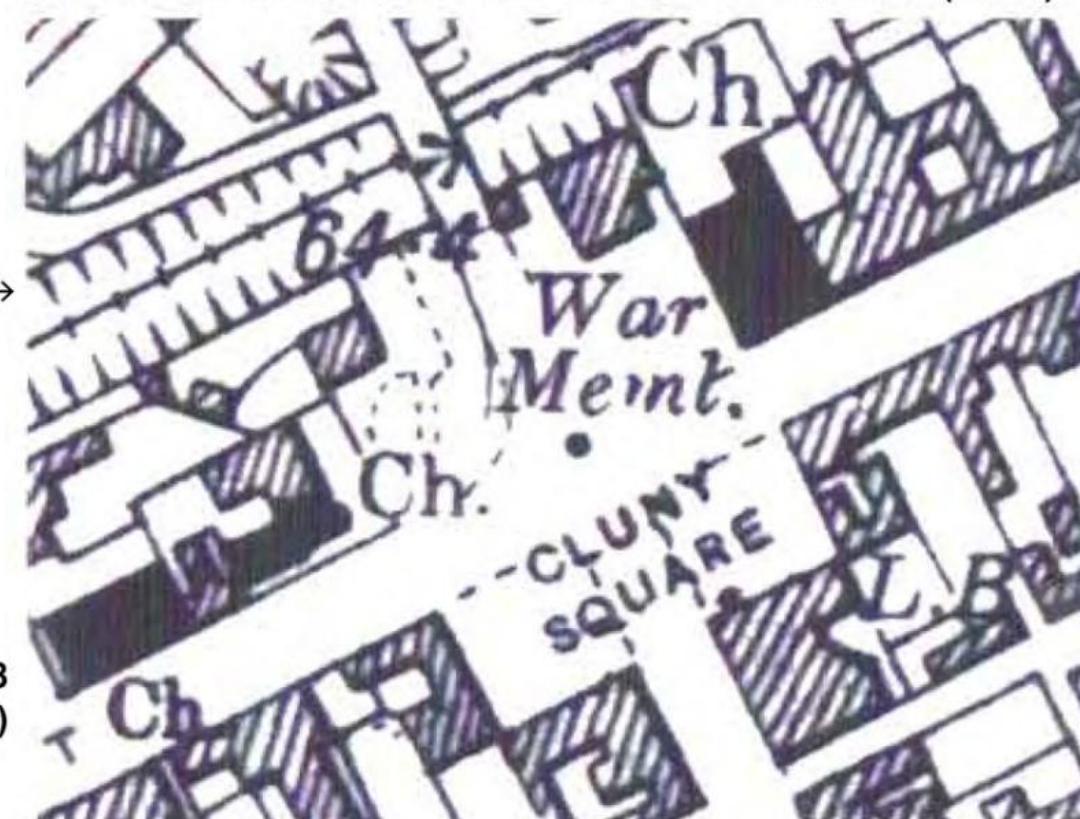
Please refer to our phase 1 Transport Assessment for further details of Barhill Road speed limit transition measures.



Extract from Figure 19 Barhill Road Study



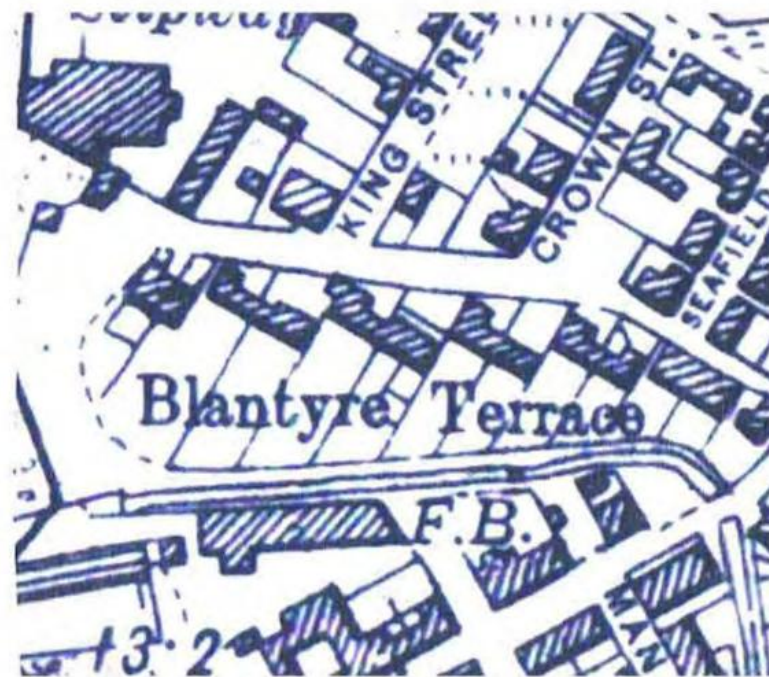
SECTION / ELEVATION LOOKING EAST BETWEEN 2 & 3 STOREY FEATURE BUILDINGS ON 'SOUTH SQUARE' (1:250)



CLUNY SQUARE 1938 (NTS)

NOTE: REFER TO FIGURE 24 FOR LEGEND

Figure 15- Rev A
Historic Analysis & Referencing,
Cluny Square
1:1250 @ A3



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

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



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

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

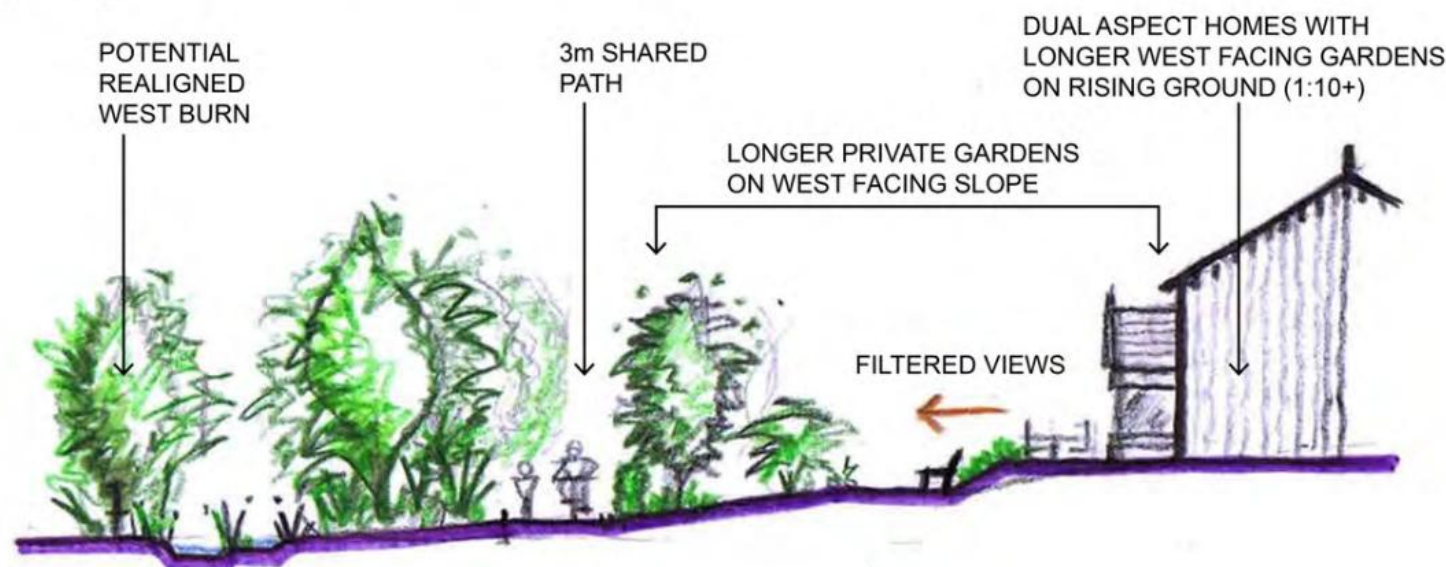


Figure 17

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



VICTORIA BRIDGE - 1938



EASTERN GATEWAY TO BUCKPOOL AT VICTORIA BRIDGE



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD

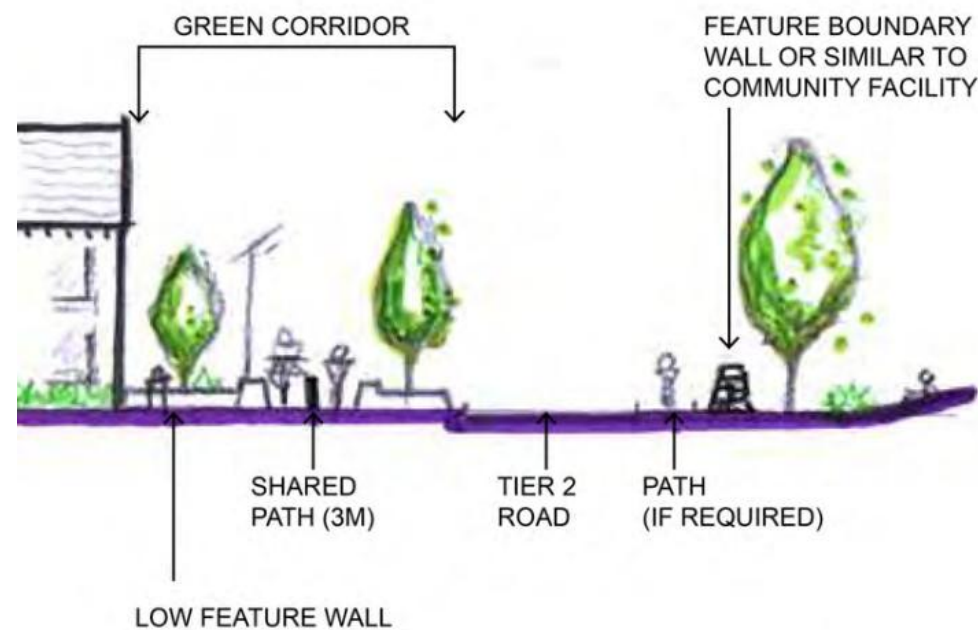
Figure 18

Historic Analysis & Referencing,
Gateways

1:1250 @ A3



Figure 19
Barhill Road Study
1:2500 @ A3



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

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

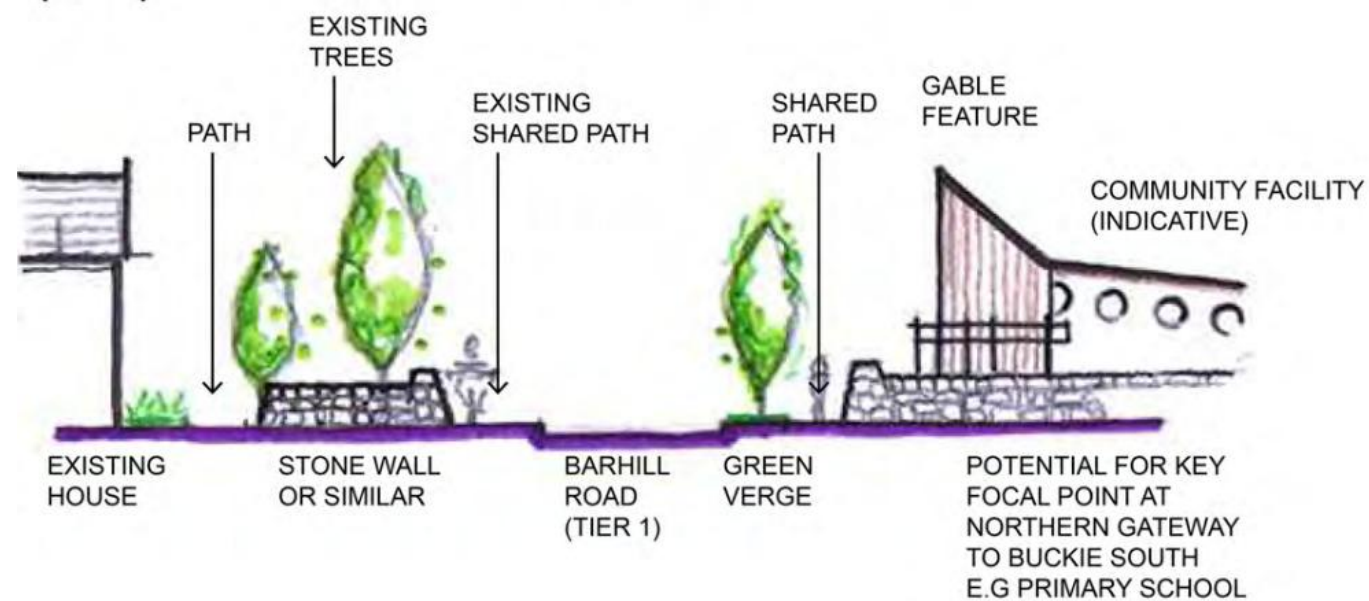


Figure 20

Barhill Road Study - North Sector
1:2500 @ A3



NOTE: REFER TO FIGURE 24 FOR LEGEND

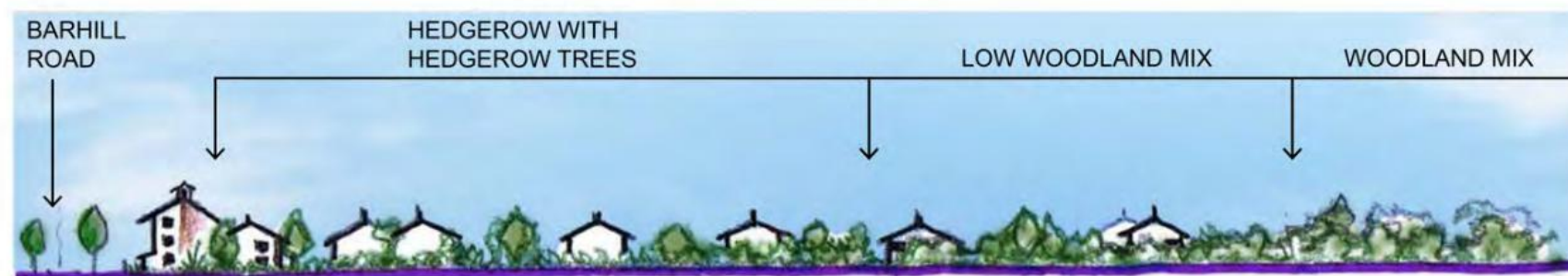
Figure 21 - Rev A

Barhill Road Study - Middle Sector

1:2500 @ A3



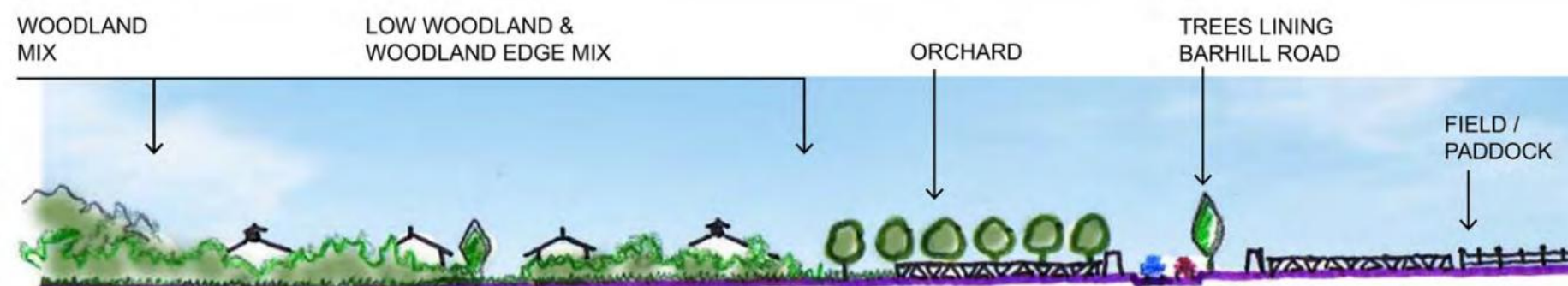
SECTION / ELEVATION: 'EAST GABLES'



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



SECTION / ELEVATION: 'WEST GABLES'



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

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



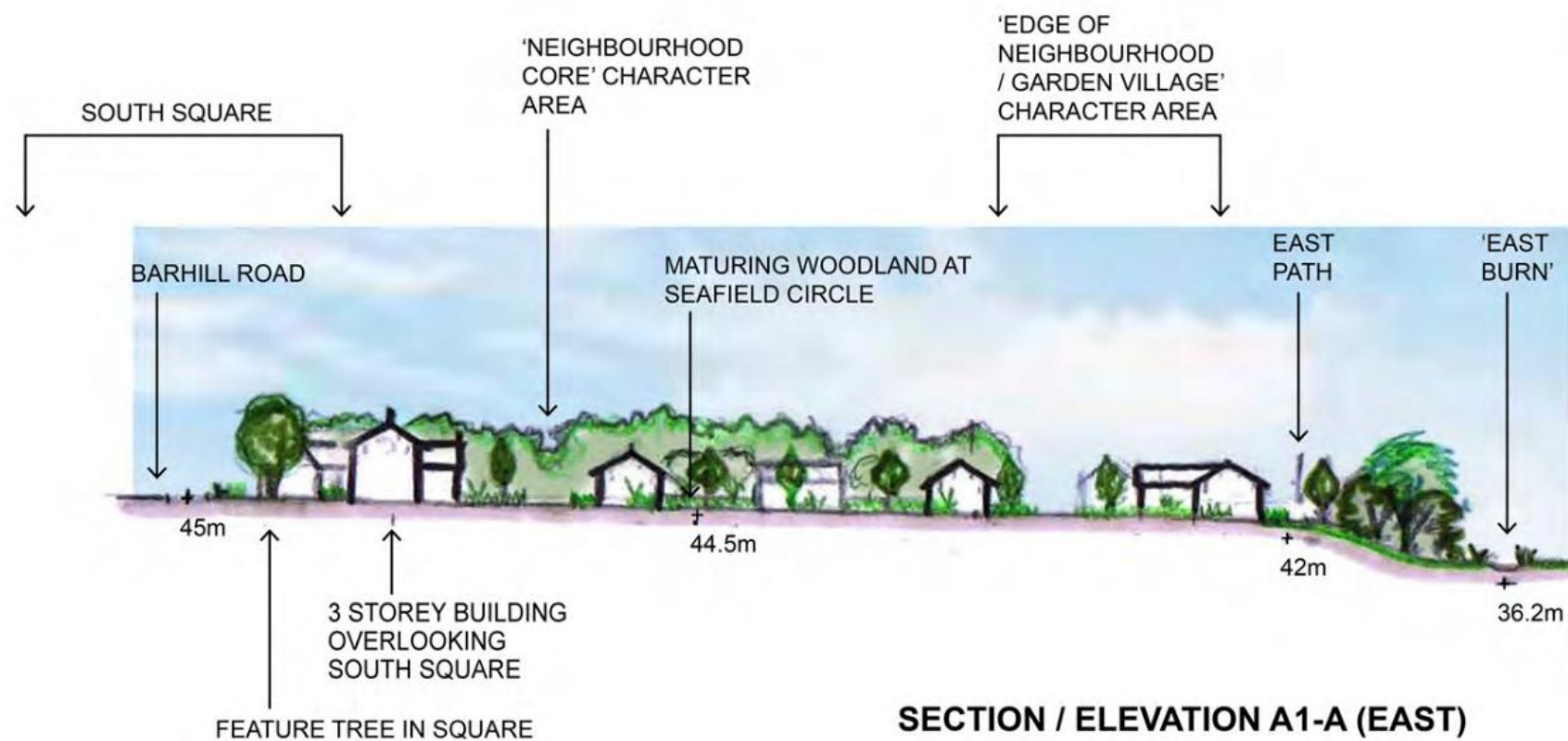
Figure 23 - Rev A

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

NTS



SECTION / ELEVATION A-A1 (WEST)



SECTION / ELEVATION A1-A (EAST)

SECTION / ELEVATION LOCATION



Figure 24 - Rev A

Site Section Analysis

NTS

SECTION / ELEVATION LOCATION (NTS)



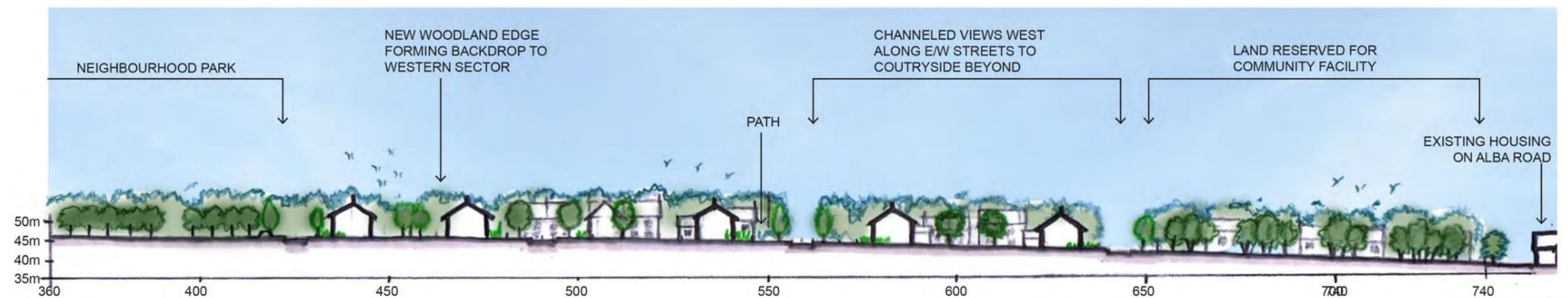
Figure 25

Site Section Analysis

1:1000 @ A3



SECTION / ELEVATION B-B1

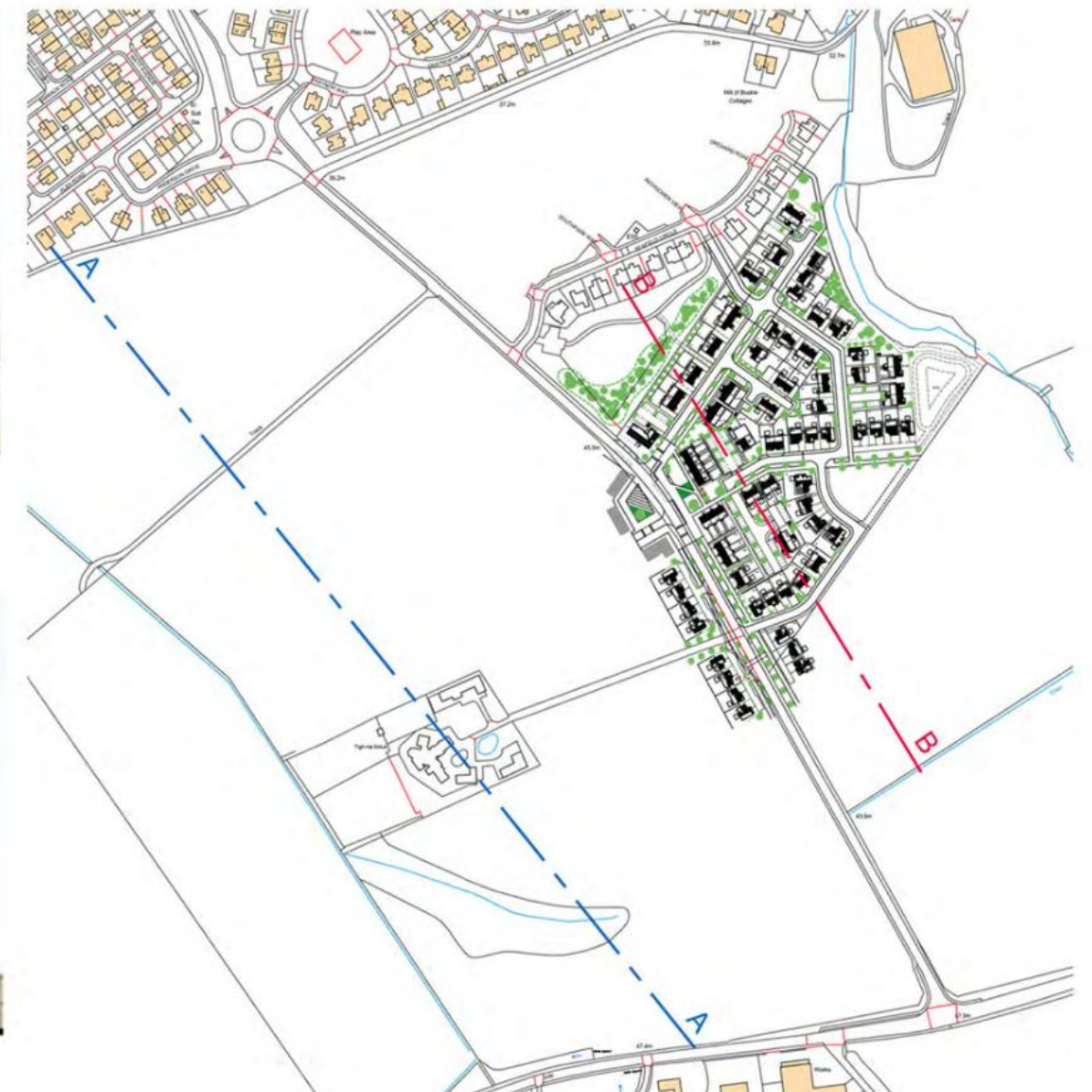


SECTION / ELEVATION B-B1 (CONT.)

Figure 26

Site Section Analysis

1:1000 @ A3





7.0

The Masterplan



Introduction

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



Extract from Figure 37 Masterplan

7.0

Development Form

The figures set out across chapters 1 to 6, when viewed in sequence, illustrate how the new development form has been planned to respond to the established constraints and opportunities across the land holding. Figure 14, Development Framework Plan, draws upon the conclusions of the various detailed site appraisals undertaken to identify in principle where landscape components need to be introduced to reinforce the site's sense of structure and to complete the framework into which the new development can be accommodated. Importantly, taking reference from Buckie and many other historic coastal communities across Moray which remain visible in the landscape, the structure planting associated with delivering the Green Infrastructure across the development will, as a key objective, 'provide containment and settlement edge' (LONG 1 Land to the SW of Buckie, Page 29 Settlement Statement MLDP20) but has not been planned to hide the new building forms. Rather, the new planting will be seen to establish to frame the setting, soften the building elevation and give context to the new building groups which will be laid out to have an outward looking and positive appearance in the landscape.

The character and form of the site and in turn, its potential to create a coherent neighbourhood required a review of Barhill Road to determine how it could be redesigned to become the back bone and main street to the new community. From this central spine the development parcels have been designed to effectively extend out across the site to the east and west, thereby visually connecting the core of the site with its surroundings and opening up views to the wider context and important land marks like Bin of Cullen. The form and character of the Masterplan, as illustrated in the figures and graphics set out through Chapter 7.0, draws its reference from the historic growth of Buckie and adopts a more formal planned settlement approach, influenced by the formation of the 'New Town' in the 1700s and 1800s which was planned with a strong grid pattern extending out to the east and west from a formal square and connecting

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

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

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

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

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



Figure 27

Building Forms & Spatial Framework
1:2,500 @ A3

20 Minute Neighbourhood

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

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

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

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

The 20 minute neighbourhood is defined as including

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

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



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

Public Transport

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

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

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



7.0

Walking

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

Pedestrian refuge, zebra and traffic signalled crossing facilities will be introduced on Barhill Road to guide pedestrian / cyclists to safe crossing points and ensure that Barhill Road does not present a barrier to integration of the development areas to the east and west of the route. In addition, active travel linkages via the Burn of Buckie and Highfield Road are currently being evaluated to increase the site's connectivity to the wider town to the east.

Moves to ascertain the feasibility of providing an upgraded direct link over intervening farmland to the east toward the north-south section of BK03 is underway. This would provide greater links to the east toward the rear of the Tesco Supermarket. Clearly improved core path linkages are advantageous to local residents and new homeowners alike so further routes will be evaluated.

Options to provide an active travel bridge link from the rear of Mill of Buckie Farm over the Burn of Buckie 'gorge' to Highfield Road are currently being assessed – initial evaluations deem this technically challenging.

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

Cycling

A shared cycle / footway will be introduced throughout the full length of Barhill Road which will connect all areas of the masterplan with the existing settlement and NCR1. The internal street network will be designed in accordance with Designing Streets principles which will ensure that the environment is attractive for both pedestrians and cyclists. All cycling infrastructure will adhere to Cycling by Design Guidance.

Cycle Storage and Parking

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



Shared cycle/ pedestrian routes



Cycle Parking



Various cycle friendly road and path surfaces



Sustainable communities

Street Hierarchy

The masterplan promotes a hierarchy of streets which is based upon the objectives and advice set out in 'Designing Streets', the Scottish Government's policy statement for street design, with each component part carefully planned to reflect their role in the street hierarchy and to create a fully accessible and serviceable community. The 'grid' pattern effectively adopted across the central part of the site draws upon the historic 'New Town' area of Buckie which was built out from a central square leading out to the east and west via two main streets, East Church Street and West Church Street respectively. Buckie South will have its own main street in Barhill Road with a network of lower 'tier' streets providing access to and throughout the various character areas. Edge of neighbourhood external linkages, as identified in the MLDP, will be designed to discourage 'rat runs' with road geometry introduced to reduce forward visibility, slow down traffic and to discourage use. This approach is based upon a simple and legible 4 tier street hierarchy, the details of which are presented in Figure 41 Movement Hierarchy Combined and Figure 43 Movement Hierarchy Street Network with schematic indicative layouts/sections presented in Figures 44 to 48, 'Street Hierarchy – Schematic Options'.

- Tier 1 – the primary street in the masterplan, designed to afford easy access through the core of the site for all travel modes, traffic calmed by design with a maximum speed limit of 30mph. Active frontages will be sited along the length of this street to help enforce the speed limit but the main road will be segregated from the path network (Figures 44 and 45);
- Tier 2 – the secondary street network will provide connecting loops through the development serving each of the character areas. Options can include: built in traffic calming features including SuDS and tree planting beds; roadside paths or segregated by green verges incorporating SuDS and/or amenity planting; priority given to paths over driveway

access (Figures 46 and 47);

- Tier 3 – Internal character area connector streets that could have design speeds reduced to 20mph, incorporating roadside paths but with forward visibility designed in features that encourage low speeds. Design options could be extended to include Home Zones and small element paving (Figure 47);
- Tier 4 – Intimate streetscapes incorporating private drives, shared surface driveways for multiple units, shared surface courtyards and shared surface lanes. Bounded by soft landscaped verges and garden edges finished materials could include textured asphalt and/or small element paving. Equal priority given to all user groups. (Figures 45 and 48).

Traffic Calming Principles

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

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



Example of shared path with verge along primary street



Example of shared street



Example of traffic calming

Parking Strategy

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

Parking will be predominately provided to the rear of building lines, through side drives or parking in courtyards to ensure parked cars are as inconspicuous as possible. This is set behind building lines insofar as possible. Mitigation in the form of varied mature hedging, semi-mature trees and boundary treatments is proposed for screening. Parking for flats or any commercial units will be provided in maximum rows of 4 spaces, broken up by areas of planting. Any associated visitor parking will be located close to flats.

It is anticipated, where required, that there will be space for cycle parking within the curtilage of each dwelling. Secure cycle stores will be provided for each flatted property.

Electric Vehicle Charging

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

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



Garage and front parking



Side parking



Private Drive



Parking courts behind the build line

The Landscapes of Buckie South

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

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

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

In addition the Open Space proposals:

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

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



Extract of Figure 40 The Landscapes of Buckie South

Hierarchy of Open Space

There will be a clear hierarchy of publicly accessible open space provided across Buckie South, from a network of formal and informal paths circumnavigating the site as part of an outer 'green ring' to more formal, centrally located Pocket Parks serving the three distinct sub-neighbourhoods and in turn, each of the character areas. A Green Network will be created by connecting the outer green ring and formal parks through a series of linear corridors designed to promote both leisure and habitat enhancement.

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

In addition the masterplan incorporates green corridors across the site which will support the movement of wildlife, linking open spaces under the cover of vegetation and woodland belts. These features not only enhance biodiversity but will also provide quiet spaces. This landscape-led approach to settlement planning will lead to the creation of extensive areas of greenspace which in turn will form the setting into which the various development sectors will be planned. This Green Infrastructure, making up more than 30% of the total site area, has an important role to play in the Masterplan for Buckie South as it will help to characterise the area and provide connectivity across the whole of the subject lands whilst offering a broad range of facilities to the wider community.

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

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

In addition the new community will benefit from a network of more informal open spaces and landscapes which will open up the countryside edge to the development site and allow more passive recreational pursuits to take place. These areas will add to the overall open space experience as the green/blue infrastructure is seen as a fundamental asset at the core of the Masterplan for Buckie South.

The proposed outer green ring will be a minimum of 20m with widenings at specific points. Seating, paths and signage to be detailed at planning application

stage. For planting specifications see separate details on timescales, sizes and species.

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

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



Play Area



Meadows



Fully integrated SuDS features in the streetscape and green corridors

Management of the Green Infrastructure

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

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

Proposed Species Mixes

The following species mixes are recommended for the various types of structure planting envisaged across Buckie South with the final schedules to be agreed at the detailed planning stage and prior to works commencing. The final range of species is likely to be more extensive than the lists shown below with the final mixes to be agreed with Moray Council.

Woodland Mixes

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

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

Woodland Edge Mix

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

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

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



Woodland walks



Open space



Orchards



Figure 29 - Rev A
Green Infrastructure
1:2,500 @ A3



Figure 30 - Rev A
 Structural Woodland
 1:2,500 @ A3

Biodiversity

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

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

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

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

SUDs Strategy

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

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

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

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



Figure 31 - Rev A
Preliminary SUDs Network
1:2,500 @ A3

Public Art and Wayfinding

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

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

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

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



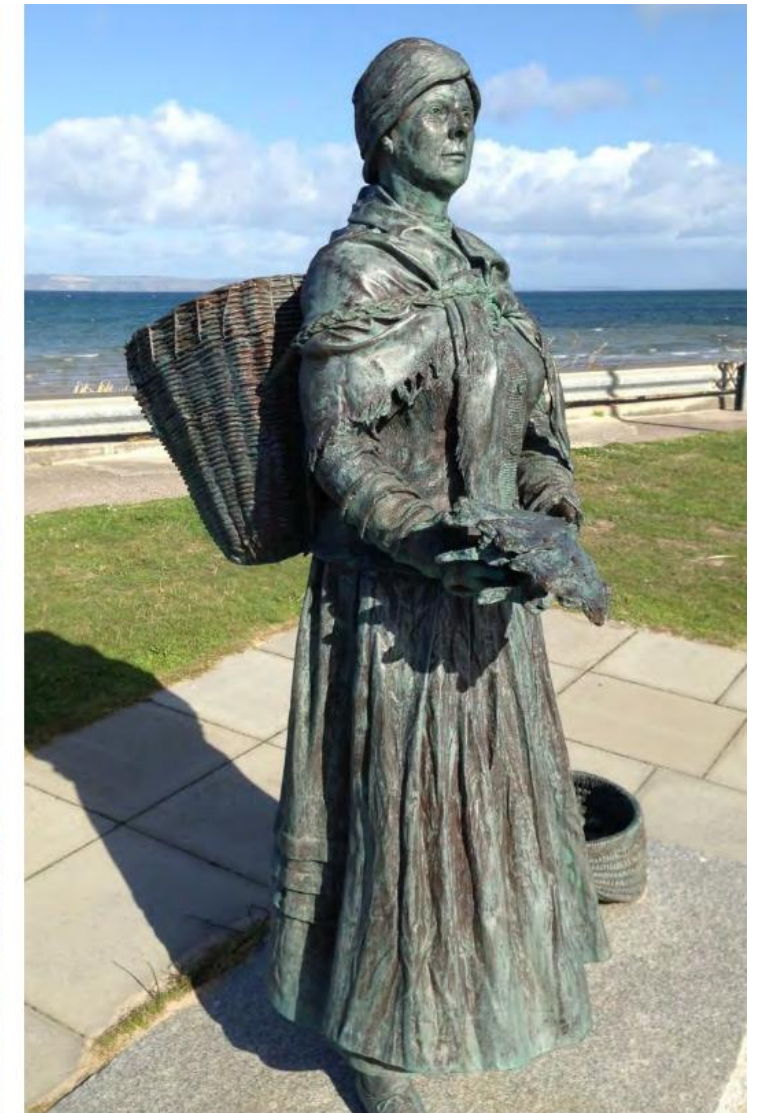
Example of public art



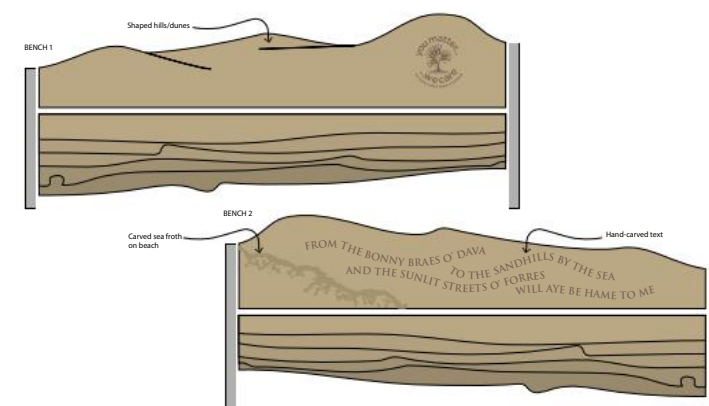
Example of paving features



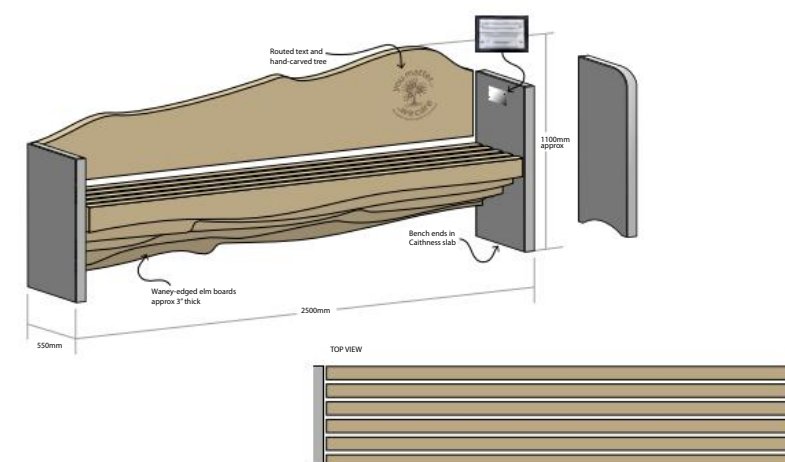
Example of public art



Example of public art



Design of benches proposed for Forres



Density

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

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

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

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



Figure 32

Density Analysis

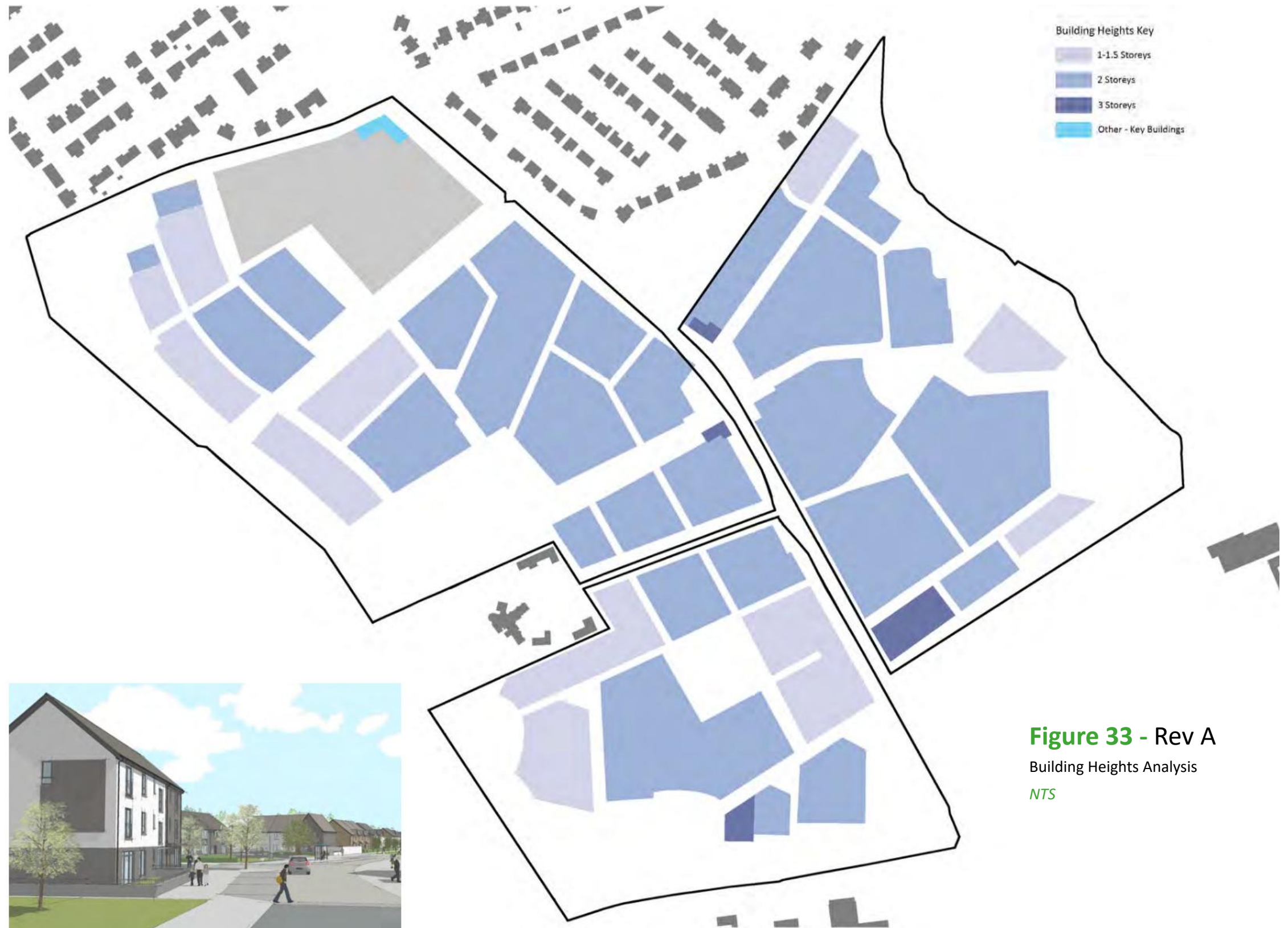
NTS

Building Heights

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

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

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



View of 3 Storey unit at Summertown Square

Figure 33 - Rev A

Building Heights Analysis

NTS

Frontages

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

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



Figure 34 - Rev A

Frontages

NTS

Affordable and Accessible Housing

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



Figure 35
Affordable Allocation and
Accessibility
NTS

Key Buildings and Vista Stoppers

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

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

Figure 36, 'Urban Design principles- Key Buildings and Vista Stoppers', highlights the locations where buildings within the street scene will have a key role to play. Importantly, not all the highlighted buildings will have a 'neighbourhood-wide' role to play in the design but rather they will be developed to present the key characteristics of the neighbourhood within which they are located and with respect to the 'Vista Stoppers', present a positive frontage to a view up a street or across an open space.

The key buildings will reinforce this approach as they afford an opportunity for individual or groups of buildings to be highlighted within a space or they can be designed to reinforce a gateway. This design approach would involve the scale and massing of the building, its particular design or use of materials and importantly, its orientation to the space it overlooks, thereby presenting a positive outlook to the view.

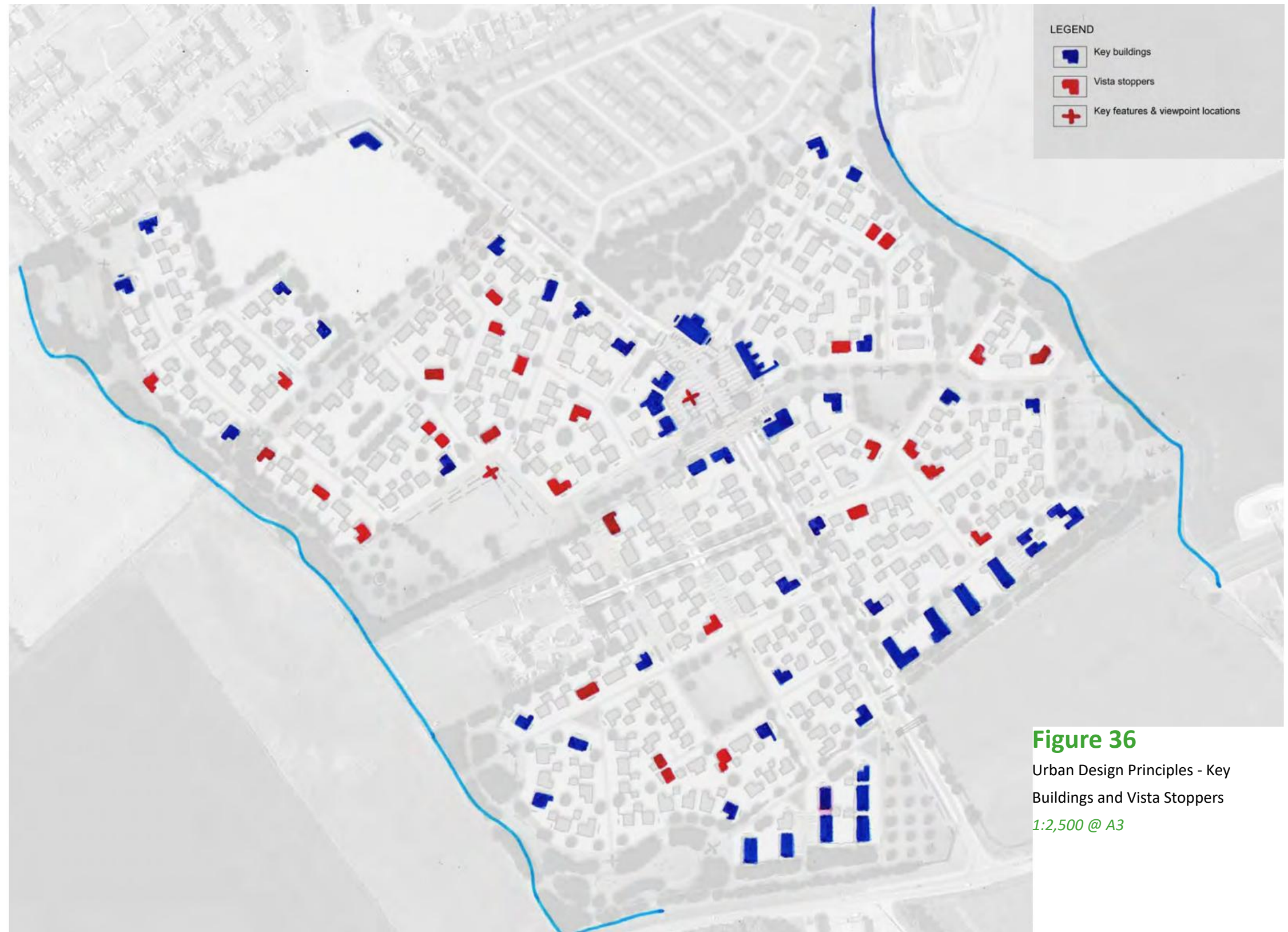


Figure 36
Urban Design Principles - Key
Buildings and Vista Stoppers
1:2,500 @ A3

7.0

Vista Stoppers' have been identified in Figure 36 as buildings which terminate the view up a street and act as a focal point to that view. In general this will involve a Primary Elevation facing down the street, but could also involve a Dual Aspect Building's Side Elevation, so that the building or buildings are seen to terminate the view. Opportunities can be taken to enhance the elevation of Vista Stoppers however the key is ensuring that the Vista Stoppers present a positive termination to the view and not, for example, a rear or blank side elevation.

'Key buildings' are also identified as buildings that are seen as features in the streetscape where a building may need to be designed with a dual elevation responding to an important corner or, like the Georgian New Town in Edinburgh, designed as a mid-focal point to a street. In places the key building/vista stopper labels can overlap however, importantly the key building can either be designed to reflect its role in the street as either an individual unit or as part of a group, for example 'The Gables'.

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

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



Example of 3 storey key building forming gateway



Example of key building at Summerton Square



Example of key building through the use of materials



Example of 3 storey key building with change of use

Community Facility

As part of the R8 'Land at Barhill Road' allocation in the MLDP Moray Council noted that a 2.5 ha site could be required on the site for a Primary School. As such the masterplan has identified a site covering 2.5ha for this potential use located in the north western sector of the land holding although following further discussions with representatives of Moray Council it was noted that the site should be identified for a potential future community facility and/or primary school. Options are to be assessed for the best location for any such facility and it will be determined if the north western field should be set aside for this potential use as it has a close relationship with the existing settlement form and, therefore, could have a more direct benefit to the wider community with regards to accessibility and potential use.



Linkwood Primary School



Linkwood Primary School



Moray Sports Centre

Community Garden

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

Allotments

To be provided:

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

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

Commercial Units

These will typically be GF flexible spaces in 3 storey blocks approximately 90sqm around Summerton Square. In addition space is left for a potential standalone retail unit and nursery.



Extract from Figure 37 The Masterplan - Aerial Photograph







Figure 39
The Masterplan In Context
NTS



Figure 40
The Landscapes of Buckie South
1:2500 @A3

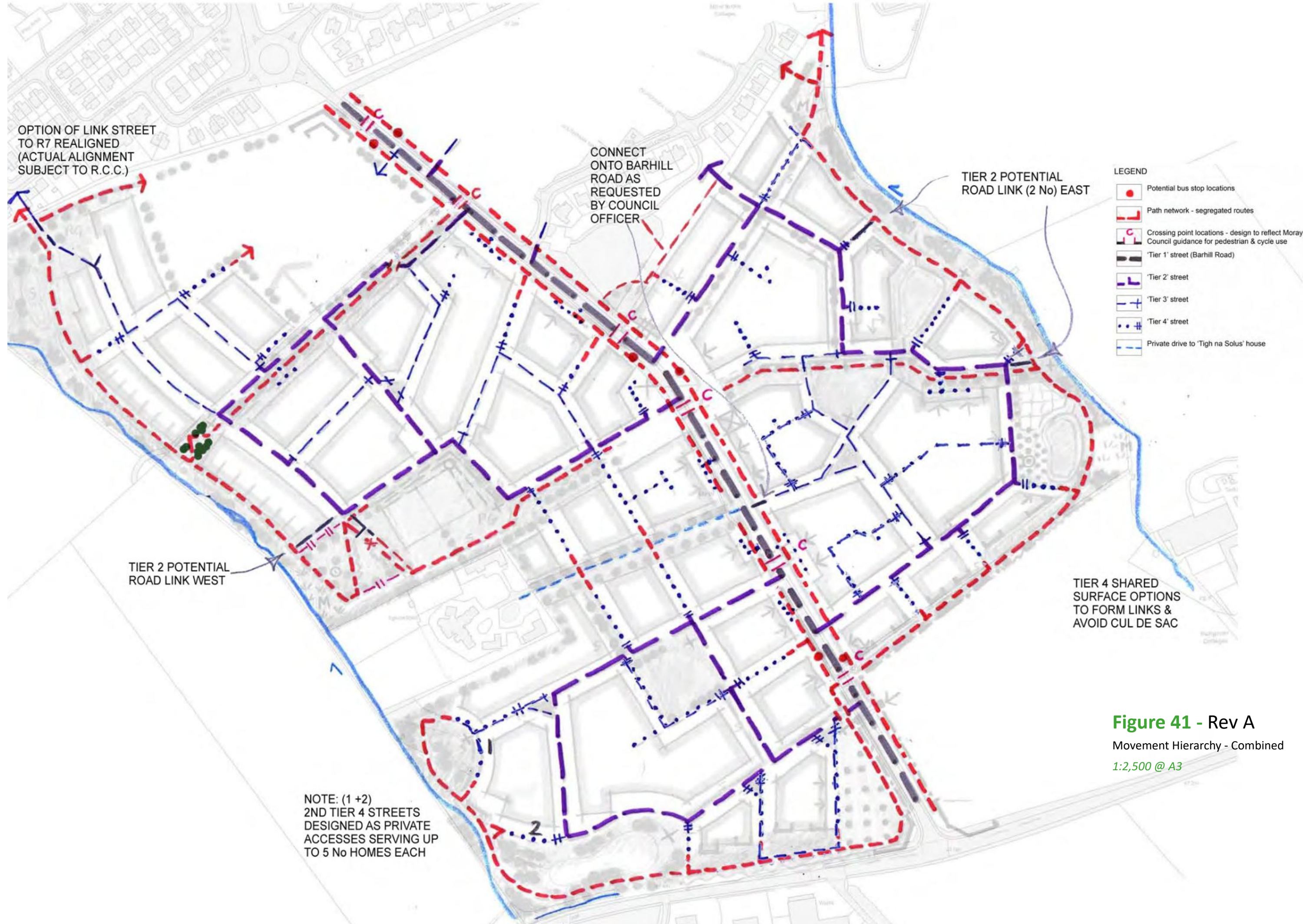


Figure 41 - Rev A

Movement Hierarchy - Combined

1:2,500 @ A3

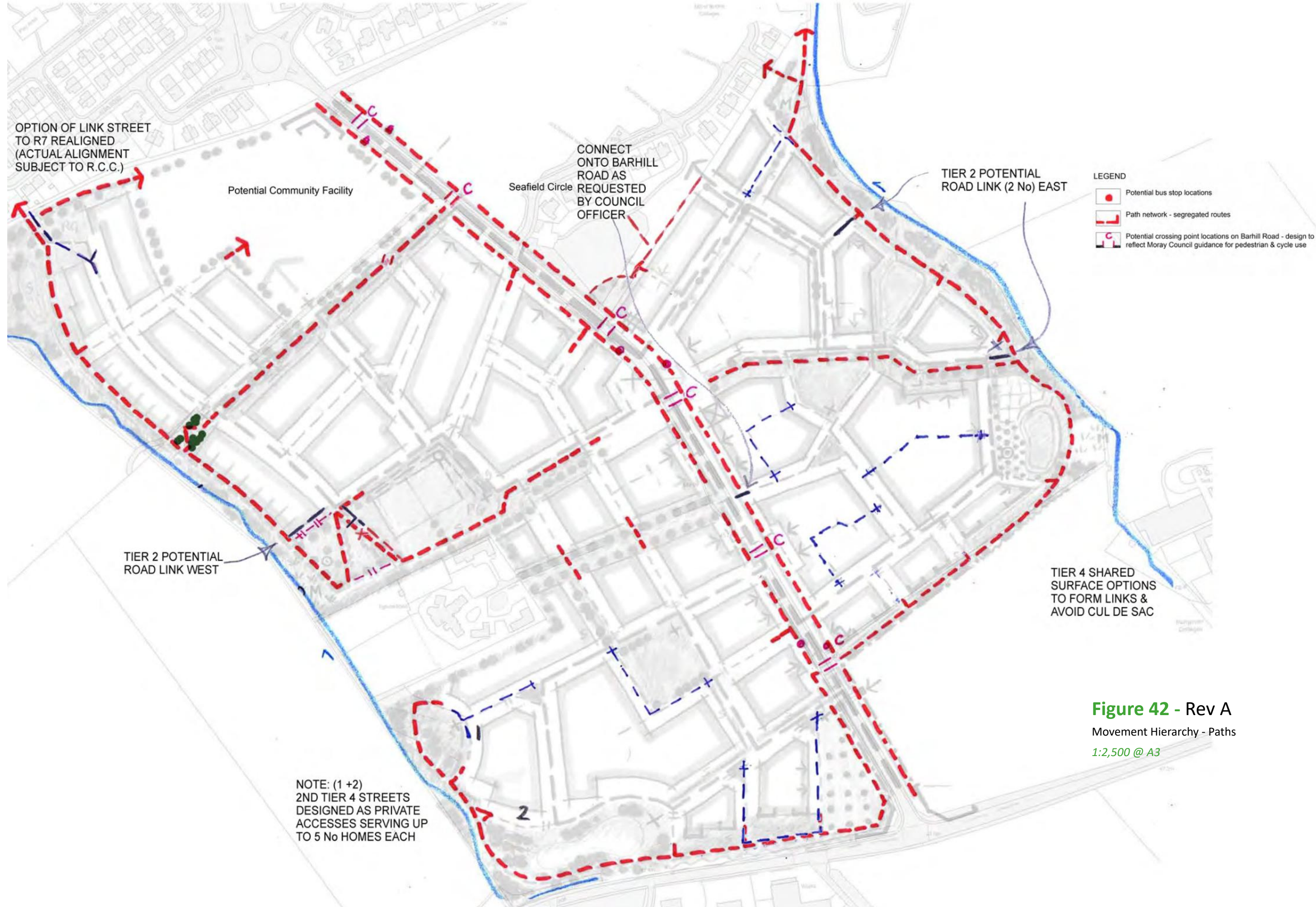


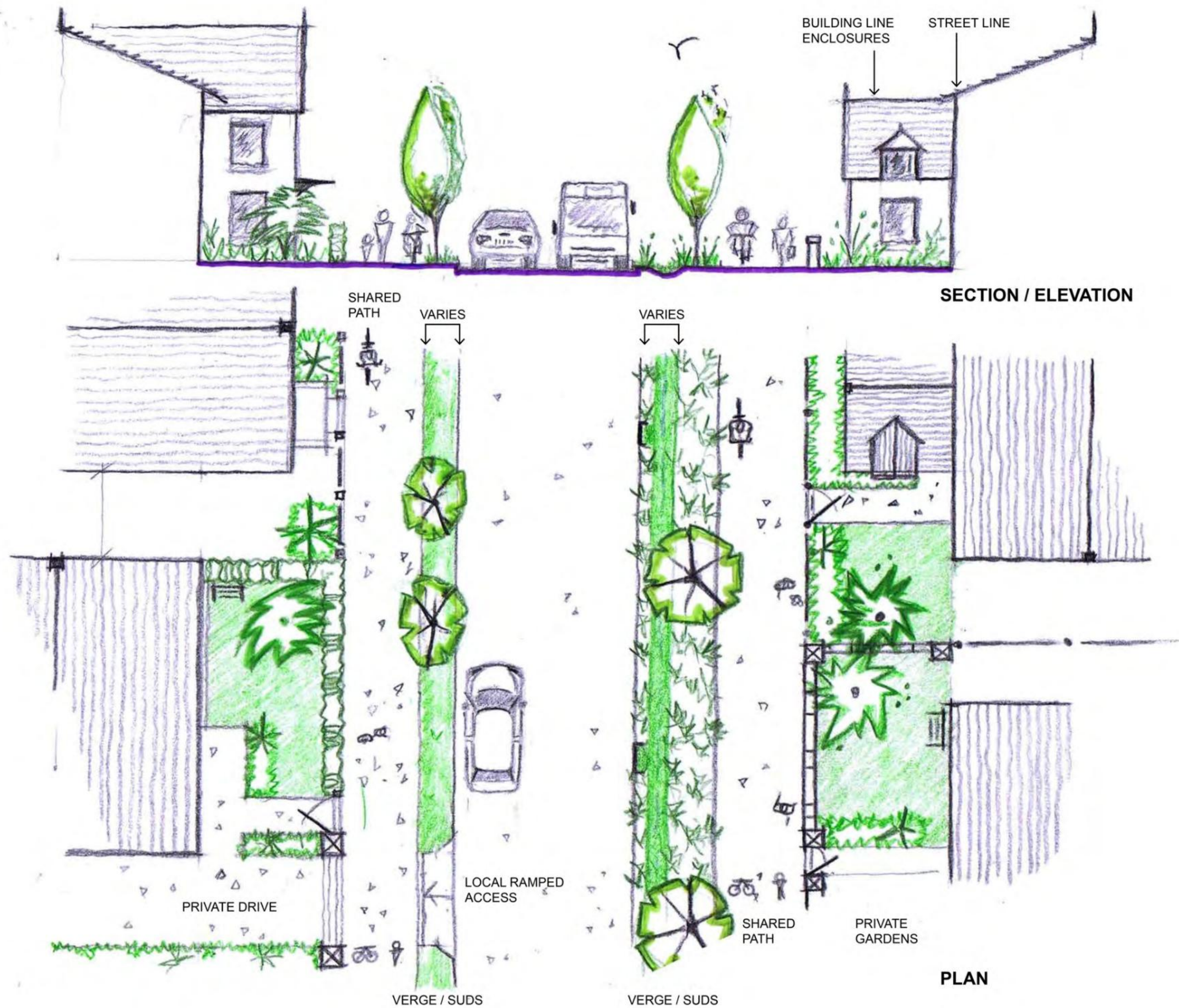
Figure 42 - Rev A

Movement Hierarchy - Paths

1:2,500 @ A3



Figure 43
 Movement Hierarchy - Streets
 1:2,500 @ A3



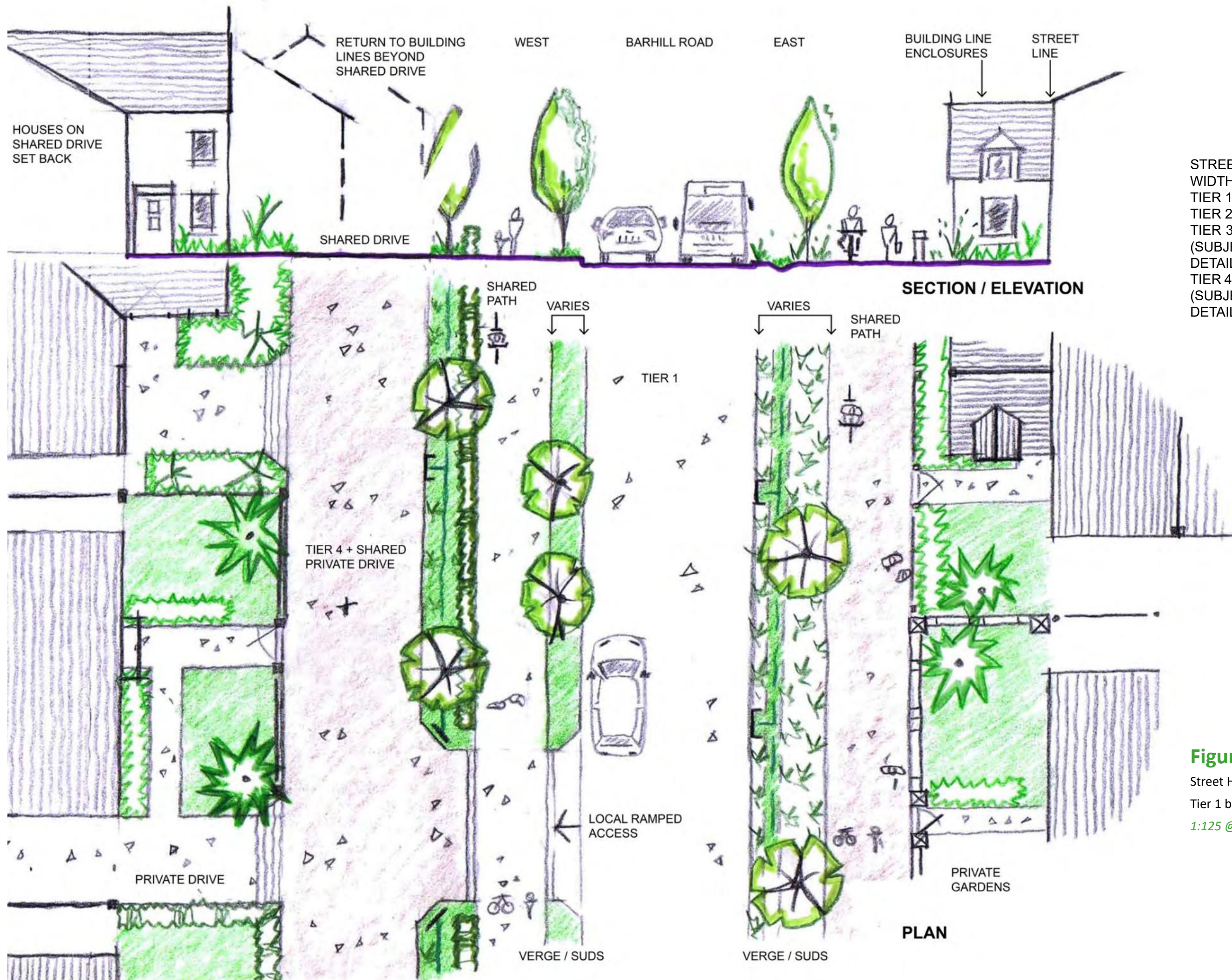
STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 44 - Rev A

Street Hierarchy Schematic Options -

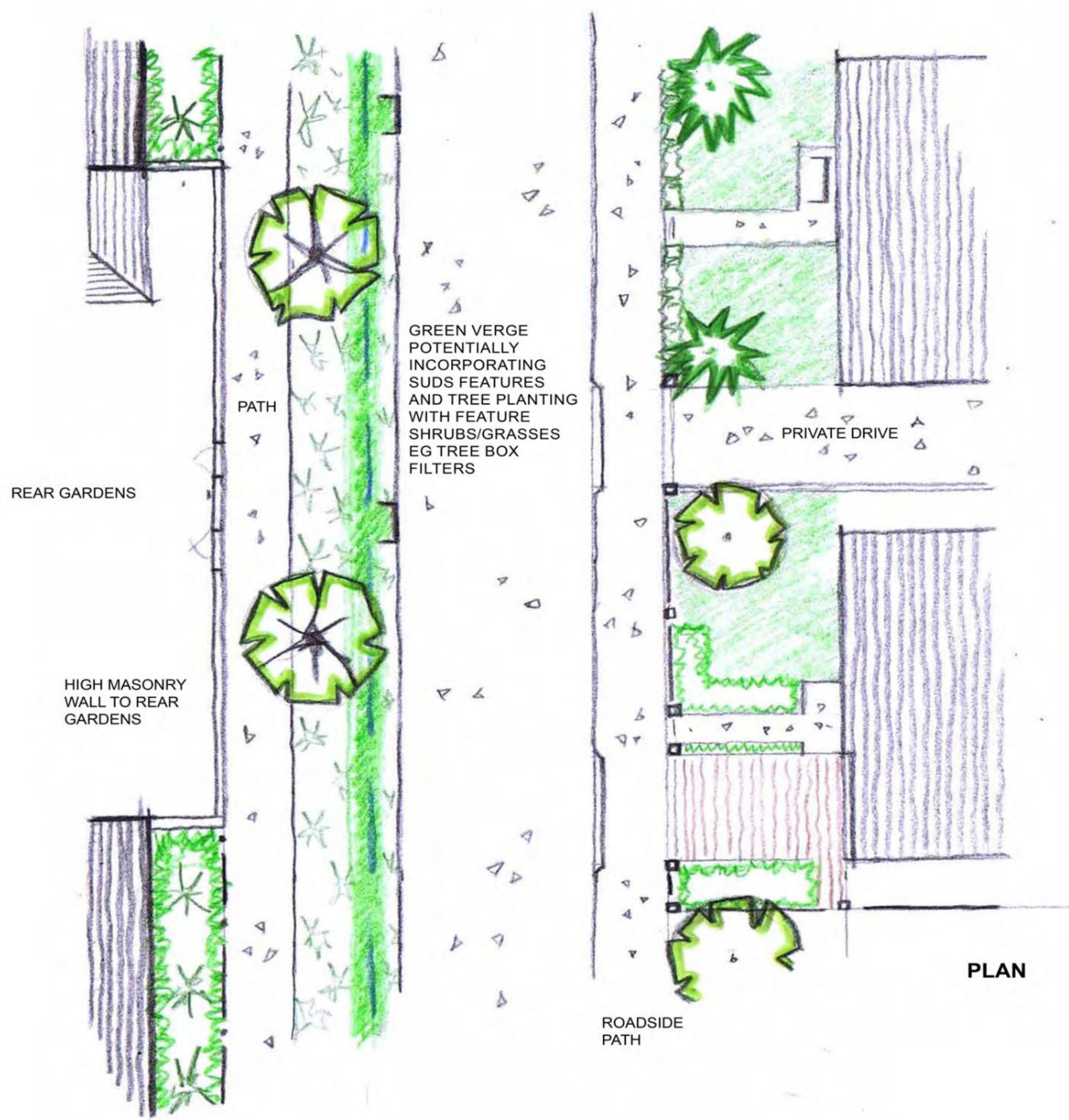
Tier 1 barhill Road

1:125 @ A3



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

Figure 45 - Rev A
Street Hierarchy Schematic Options -
Tier 1 barhill Road & Tier 4
1:125 @ A3



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

Figure 46 - Rev A

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

1:125 @ A3

AND REDUCE TRAFFIC SPEEDS WITH THE POTENTIAL TO
INTRODUCE INTEGRATED TRAFFIC CALMING FEATURES
TO ALLOW SELF-CONTROLLED PASSING PLACES

PRIVATE DRIVE

PRIVATE DRIVE

PRIVATE DRIVE

PRIVATE DRIVE

TIER 2

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

Figure 47 - Rev A

1:125 @ A3

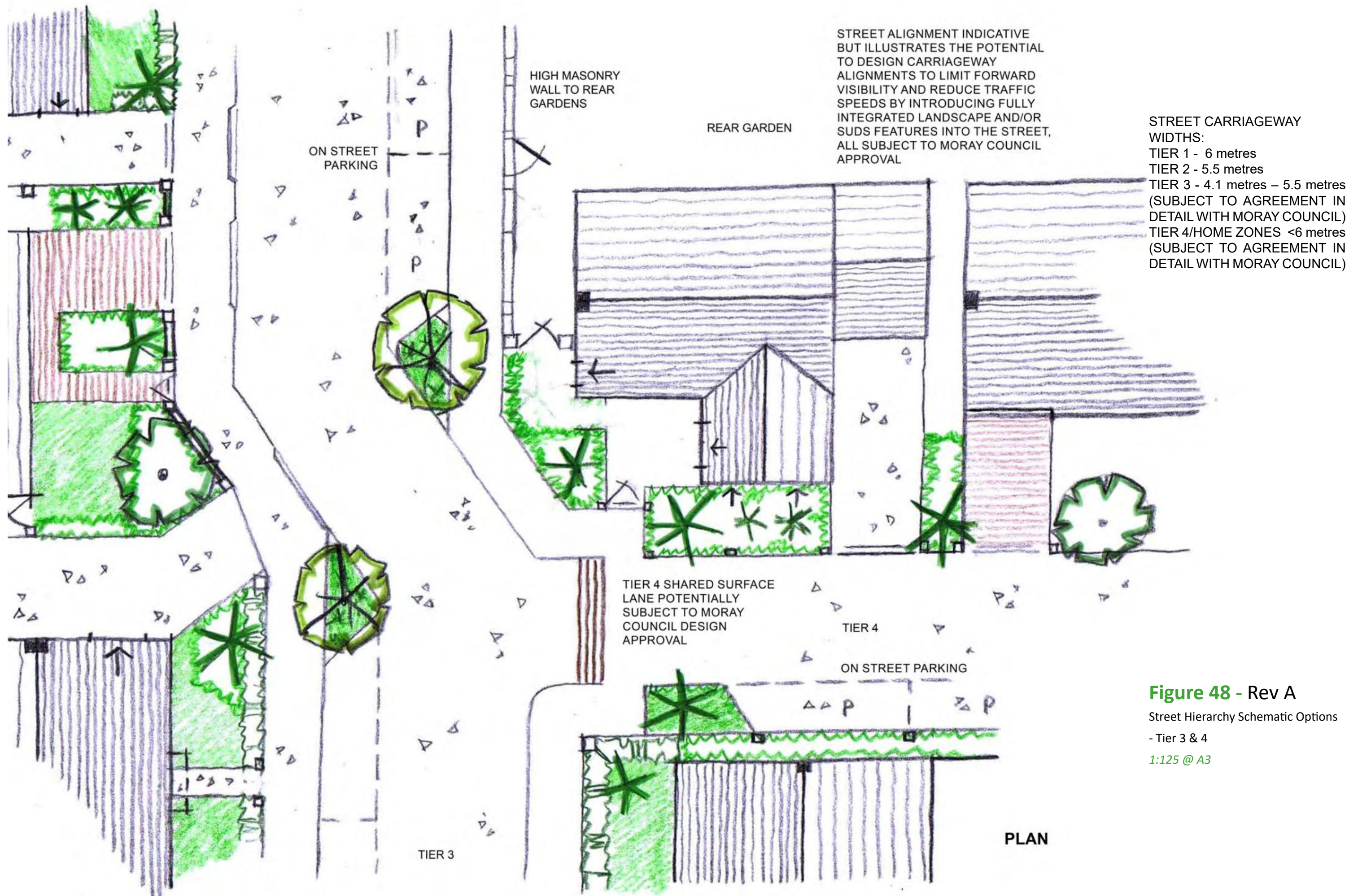


Figure 48 - Rev A

Street Hierarchy Schematic Options

- Tier 3 & 4

1:125 @ A3

8.0

Sustainability



8.0

Sustainability Built In

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

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

Fabric First

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

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

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

Water

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

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

Renewables

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

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

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

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

Future energy storage solutions to be considered:

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

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

Current Practice



Air Source Heat Pumps



Photovoltaic Panels



Waste Water Heat Recovery

9.0

Phasing



9.0

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

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

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

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

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

A range of flexible commercial uses, nursery and hub space shown will, by agreement with Moray Council, be delivered to meet the needs of the emerging Buckie

South neighbourhood with a site also set aside for the delivery of a 2.5ha Potential Community Facility/ Primary School if required.

As part of the phased development of the site an advanced structure planting strategy will be implemented at key locations with further structure planting and open spaces etc. introduced as each phase

comes on stream.

The neighbourhood park will be developed during the construction of phase 4 corresponding with related development.



Figure 49 - Rev A

Phasing

1:2,500 @ A3

APPENDIX 2: KEY ISSUES TO BE ADDRESSED WITH DEVELOPER

National Planning Framework 4 (NPF4)

- Reference to satisfying the policy requirements of NPF4 to be added.

Character & Identity

- Amend wording to ensure that the Masterplan fully reflects LDP 2020 PP1 Placemaking and the Additional Planning Policy Guidance;
- Strengthen wording for all character areas to ensure these are clearly distinguishable and the vision of the MP is delivered at the detailed application stage.
- Revise building heights for the Garden Village character area to 1-2 storeys in Character Area Overview table (Vol.1, p.19) to reflect Figure 3, Building Heights diagram (Vol.2, p.18).
- Further clarity required within MP to differentiate 'key buildings' and 'vista stoppers'.
- Ensure that blank gables are not prominent on key frontages.

Mixed Use

- Clarification required on whether the three commercial units are intended as separate buildings or will be located within one building.
- A 'community nursery' is proposed as an additional building but it is unclear whether this is seen as part of a new school or if space will be provided (outwith the 3 identified commercial units) within the development should the school not be required.

Landscaping

- Additional green corridors to be provided to break up housing blocks and ensure that blue/green infrastructure is embedded throughout the whole masterplan.
- Clarify how a "green street" or "green network/route" will differentiate from a normal tree lined street which is a policy requirement.
- Provide more landscaping within the development blocks within each character area.

Open Space

- The area of open space between R8 and the Masterplan area must be brought within the Masterplan boundary to ensure that this space is improved to provide a clear function and to mitigate the visual effects of rear elevations and 6ft timber fencing.

Phasing

- The western side of the square is currently phase 3B (2031-2033). Further discussion with the developer is required to investigate changing this to phase 3A (2028-2031) to ensure delivery of the Square as a whole within 10 years. The Square is a focal point and key feature of the new neighbourhood.
- The provision of the neighbourhood park is currently in Phase 4 (2033-36) and must be brought forward.
- Phasing proposals for the treatment of Barhill Road to ensure that there is an appropriate transition from a rural derestricted road to a road which supports the introduction of a lower speed limit.



REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 JANUARY 2022

SUBJECT: TOWN CENTRE IMPROVEMENT PLANS

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

1. REASON FOR REPORT

- 1.1 To ask the Committee to approve the draft Town Centre Improvement Plans for Aberlour, Buckie, Dufftown, Forbes, Keith and Lossiemouth and for them to be made available for consultation before being reported back to a future meeting of this Committee.
- 1.2 This report is submitted to Committee in terms of Section III (E) (1) of the Council's Scheme of Administration relating to exercising the statutory functions of the Council as a Planning Authority.

2. RECOMMENDATION

2.1 It is recommended that the Committee:

- (i) **considers and agrees the draft Town Centre Improvement Plans (TCIP) for consultation; and**
- (ii) **agrees that consultation responses and final TCIP are reported back to a future meeting of this Committee.**

3. PROPOSALS

- 3.1 A Masterplan was recently approved for Elgin City Centre at the meeting of this Committee on 16 November 2021 (para 12 of Minutes refers). While the Elgin City Centre Masterplan set out significant transportation improvements, many of the other issues are common across most of the town centres, namely vacant and derelict buildings; active travel improvements; public realm improvements; greening, signage improvements and heritage trails. This report presents a series of TCIP, as set out in **Appendices 1-6**, aiming to support the regeneration of town centres in Moray. The TCIP set out a range of proposals, including bringing vacant and derelict sites back into use,

improving active travel connections, greening and other streetscape improvements in order to create vibrant; attractive; green; healthy, safer and inclusive town centres.

- 3.2 The detailed proposals for each town centre can be found in Appendices 1-6 to this Report, which will be made publicly available for consultation if approved by this Committee. A summary of the proposals for each town is set out below:

Aberlour

- Remove pedestrian and cyclist barriers in and around the Square to create an inclusive environment that is easy and safe for all abilities and ages to move around;
- Support the enhancement of Alice Littler Memorial Park to become a green, vibrant and inclusive place for everyone;
- Provide further opportunities for electric vehicle and bike charging points, cycle parking and storage; and
- Investigate the feasibility of providing public Wi-Fi in the town centre.

Buckie

- Enhance Cluny Square for people and civic use;
- Improve pedestrian and cycle infrastructure to support active travel and enhance the pedestrian experience;
- Provide additional electric vehicle charging points to promote environmentally conscious travel;
- Transform vacant sites and buildings to provide residential opportunities at OPP2 Blairdruff Street and OPP3 Barron Street;
- Develop a shopfront improvement scheme to enhance visual appearance of traditional shopfronts and reflect the town's historic character;
- Create an attractive town centre by showcasing key buildings and embracing Buckie's coastal and fishing heritage through the enhancement of the public realm and lighting strategy; and
- Improve digital connectivity and investigate the provision of public Wi-Fi in the town centre.

Dufftown

- Support the refurbishment of the Clock Tower;

- Redevelop the Old Bank as mixed use or residential development and consider opportunities for reuse or redevelopment of other vacant buildings around the Square;
- Improve public realm at the Square to create a more accessible, pedestrian friendly and attractive environment;
- Develop a shopfront improvement scheme for premises on Balvenie Street, Fife Street and Conval Street to enhance visual appearance of traditional shopfronts and reflect the town`s historic character;
- Provide additional electric vehicle charging points, bike hire and cycle storage; and
- Investigate the feasibility of providing public Wi-Fi in the town centre.

Forres

- Support the refurbishment and regeneration of Forres Town Hall to create a multi-purpose community hub;
- Repurpose and regenerate key vacant buildings on the High Street, such as the former Clydesdale Bank at Mercat Cross, the former Tesco site at Caroline Street, the Auction Mart at Tytler Street; and edge of the town centre, such as the former Pedigree Cars showroom, Victoria Hotel and Nicholson building to enhance the character of the historic High Street whilst creating living spaces close to shops and services, and to create a more appealing and attractive entrance into the town centre;
- Develop a shopfront improvement scheme to support the growth of local businesses, enhance visual appearance and reflect the town`s historic character;
- Promote active travel by exploring opportunities for creating safe cycle routes and enhancing the pedestrian experience;
- Provide additional electric vehicle charging points to support the transition to electric vehicles;
- Increase landscaping through the High Street through the introduction of street trees to connect Grant Park via the High Street to Castlehill and embed food growing opportunities;
- Improve public spaces around the Mercat Cross and Tolbooth Street exploring the creation of a more pedestrian friendly, flexible and accessible space to gather and host events;
- Improve the visitor experience, embrace the heritage of the town centre and support businesses by public realm improvements and enhancing key routes into the High Street through lanes linking into car parks; and

- Investigate the feasibility of providing public Wi-Fi in the town centre.

Keith

- Enhance Reidhaven Square for people and civic use;
- Improve the visual appearance, showcase and embrace Keith`s built heritage through enhancement of the public realm, interpretation panels and lighting strategy to create an attractive location for businesses to locate and grow;
- Improve the signage within the town centre providing clear directions to attractions, amenities and create a stronger link between the Strathisla Distillery and the town centre;
- Develop a shopfront improvement scheme to ensure that traditional shopfronts are retained and improved to reflect the character of the town centre;
- Support the redevelopment and enhancement of Longmore Hall; and
- Investigate the feasibility of providing public Wi-Fi in the town centre.

Lossiemouth

- Regenerate the Esplanade and Clifton Road by improving and redesigning the public realm to enhance accessibility, encourage active travel and create an attractive seafront;
- Create a cycle hub, which would become a focal point within the Esplanade area, to support active travel and provide cycle parking, e-bike charging and cycle repair station;
- Redesign the Old Station to encourage more activity and use, including replacement play parks;
- Revitalise James Square to a vibrant, multi-functional space to become a key community asset and explore food growing opportunities;
- Redesign Queen Street with new paving, planting and pavement widening to create a more pedestrian friendly environment;
- Improve the Gregory Place Car Park to make it safer, more accessible and attractive to use;
- Provide a refreshed and consistent approach to signage and waymarking; and
- Investigate the feasibility of providing public Wi-Fi along the Esplanade.

- 3.3 It is intended that having agreed TCIP, which have been subject to public consultation, will put the Council in a better position to secure external funding towards town centre regeneration.
- 3.4 The consultation, which is intended to generate further discussion and ideas, will be carried out virtually with a series of meetings to be organised with local community councils and other interest groups. Bookable 1-2-1 sessions will also be available and will be advertised via e-mail invites and through social media.
- 3.5 The consultation will be supported by online interactive story mapping, which will allow people to click on mapped points to find out more information about each project and to submit comments online. Computer Generated Imagery (CGI) for some projects will also be developed to help visualise the proposals, and these are anticipated to be ready late February 2022 to then be included within the consultation.
- 3.6 The consultation will begin on 18 January 2022 and will run for nearly 8 weeks ending on 14 March 2022. Comments will be collated, analysed and reported back to a future meeting of this Committee in summer 2022.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The proposals are intended to support the economic recovery and diversification of town centres as well as support healthy living and climate change mitigation.

(b) Policy and Legal

Progressing the TCIP proposals supports delivery of the Moray Local Development Plan (MLDP) 2020 and town centre regeneration aims set out in national policy. Once approved the draft and final versions of the TCIP will be material considerations for development management purposes.

(c) Financial implications

None at this stage. The final TCIP will include costed Delivery Plans with potential funding sources identified, including external funding.

£200,000 in 2021/22 and 2022/23 has already been identified as part of the Economic Recovery Plan which was agreed at the Economic Growth, Housing and Environmental Sustainability Committee on 6 October 2020 (para 9 of Minutes refers) to be available towards works to improve and adapt town centres resulting from masterplanning.

(d) Risk Implications

None.

(e) Staffing Implications

None.

(f) Property

A number of properties referred to within the TCIP are owned by the Council.

(g) Equalities/Socio Economic Impact

The consultation will inform the EIA that will be carried out on the final version of the documents.

(h) Climate Change and Biodiversity Impacts

The draft TCIPs set out in this report strengthen local town centres, provide improvements to active travel, propose redevelopment of vacant & derelict buildings to encourage town centre living and therefore reduce car reliance helping to minimise carbon emissions. The proposals also include greening of the town centres by improving soft landscaping such as planting and exploring food growing opportunities to further enhance biodiversity. In addition, there might be opportunities to progress the decarbonisation of public buildings as part of the TCIP to achieve net zero emissions by 2030 as per Moray Council timescale or at the very latest have zero emissions heating by 2038 as per Scottish Government timescale. Following consultation on the TCIP, a carbon and biodiversity assessment will be undertaken to accompany the final Plans.

(i) Consultations

Depute Chief Executive (Economy, Environment and Finance), the Head of Economic Growth and Development, the Legal Services Manager, the Development Management and Building Standards Manager, the Equal Opportunities Officer, the Consultancy Manager, the Senior Engineer Transportation, the Principal Climate Change Strategy Officer, the Principal Development Officer and Tracey Sutherland (Committee Services Officer) have been consulted and comments received have been incorporated into the report.

5. CONCLUSION

- 5.1 This report asks the Committee to approve the Town Centre Improvement Plans (TCIP) for Aberlour, Buckie, Dufftown, Forres, Keith and Lossiemouth as set out in Appendices 1-6. The Plans set out a range of proposals including redevelopment opportunities, refurbishment of buildings, streetscape improvements, active travel connections and greening of town centres.**
- 5.2 It is proposed to carry out an extensive 8 week consultation on the draft Plans before reporting the consultation responses and final TCIP, including costings and timescales for projects, back to a future meeting of this Committee.**

Background Papers:
Ref:

An aerial photograph of Aberlour town centre. A river flows through the center, flanked by green fields and trees. The town's buildings are visible on the right side, and rolling hills are in the background.

Aberlour Town Centre Improvement Plan

December 2021

Vision

To enhance Aberlour town centre into a green, healthy and inclusive place that is easy and safe to move around for people of all ages and abilities.

The Vision is supported by a series of objectives set out below:

- Remove pedestrian and cyclist barriers in and around the Square to create an inclusive environment that is easy and safe for all abilities and ages to move around.
- Enhance Alice Littler Park to be a green, vibrant and inclusive place for everyone.
- Provide further opportunities for electric vehicle and bike charging points, cycle parking and storage.
- Investigate the feasibility of providing public Wi-Fi in the town centre.

The Square



Proposed Outcomes

- Undertake high quality public realm improvements to remove existing barriers to pedestrian and cyclist movement in and around the Square.
- Upgrade seating areas to be all-inclusive.

Aims/Purpose

This projects seeks to enhance the public realm around the Square to create a safe space for pedestrians and cyclists.

The area of the Square outside the Co-op and Garther'n is currently dominated by car parking which is visually unattractive and limits the use and space available for pedestrians and cyclists. The poor quality of public realm in this area creates a barrier to movement for pedestrians and cyclists, with priority given to vehicles. By improving the quality of street materials and reclaiming aspects of the car park, the project would create a safer, inclusive environment that is easy and safe for all abilities and ages to move around. This would also create potential outdoor space for businesses to utilise for events or outdoor eating. Cycle parking at this location will be in the form of a bespoke feature which will complement the character of the town.

Connections between the Square and Alice Littler Park are shared spaces with pedestrians and vehicles. The main connection, outside Aberlour Parish Church, can become congested and conflict can arise. By creating a defined lane for pedestrians using street materials, the project would create a safer environment for all users.

Seating areas will be upgraded to be all-inclusive.

Alice Littler Memorial Park - Play & Recreation



Proposed Outcomes

- Remove existing play equipment and replace with open, inclusive playpark that caters for all abilities.
- Upgrade path network to create accessible connections around the park and into the town centre.
- Upgrade access to picnic benches and seating areas to be all- inclusive.

Aims/Purpose

The project aims to transform play and recreation in Alice Littler Park into an all-inclusive and welcoming area that promotes health and wellbeing for all ages and abilities.

The playpark equipment will be replaced to create an inclusive and accessible playpark that caters for all abilities at the same time. The equipment will be vibrant and sustainable, making it an attractive and engaging area for children to play.

The path network will be upgraded to encourage further use and create an accessible network around the park and into the town centre. Access to picnic benches and seating areas will be upgraded to be all-inclusive.

The project will investigate the feasibility for motorhome provision in the car park adjacent to the Park.

Carbon Conscious and Active Travel Provisions



Proposed Outcomes

- Provide additional electric vehicle (EV) and bike charging points.
- Upgrade cycle parking and storage provisions.

Aims/Purpose

The project aims to build on carbon conscious and active travel provision in the town centre. Recent investment in a Speyside Low Carbon Hub has seen improvements in Aberlour to the Speyside Way, installation of bike repair stations and the provision of a hybrid electric car and two electric bikes for hire.

The project will investigate the potential to increase the network of EV chargers within the town centre for use by both residents and visitors. The facilities will be located at key destinations such as public car parks and on-street.

Existing cycle parking/storage provisions are limited and unmaintained. Provisions will be upgraded and additional facilities provided in key locations. There will also be further facilities for storing and charging electric bikes.

Buckie Town Centre Improvement Plan

December 2021

Vision

To improve and enhance Buckie town centre making it an attractive, safer, greener, and well connected place for people to use and relax and for businesses to thrive.

The Vision is supported by a series of objectives set out below:

- Enhance Cluny Square for people and civic use.
- Improve pedestrian and cycle infrastructure in the town centre to support active travel and enhance the pedestrian experience.
- Transform vacant sites and buildings to provide residential opportunities.
- Create an attractive town centre through the enhancement of the public realm to support new and existing businesses.
- Embrace Buckie's coastal and fishing heritage through the public realm and heritage interpretation panels.
- Develop a Lighting Strategy to enhance the visual appearance and showcase Buckie's heritage and public spaces to create a vibrant town centre.
- Improve digital connectivity and investigate the provision of public Wi-Fi within the town centre.
- Develop a Shopfront Improvement Scheme to ensure that traditional shopfronts are retained and improved to reflect the historic character of the town centre.

Cluny Square Enhancement



Proposed Outcomes

- Create an attractive, pedestrian friendly civic space.
- Redesign the area using public realm improvements.

Aims/Purpose

Cluny Square is in the heart of Buckie's Town Centre, and also the start/finish of some local walks, including the Speyside Way walk. The Square is a very busy junction with East Church Street, West Church Street, High Street and North High Street running off it. It splits into 4 quadrants, and 3 of these are currently used as car parks, which makes Cluny Square dominated by cars. The Buckie War Memorial, seating area and attractive flower beds are located at the fourth quadrant.

Given that the quadrant located at the North Church Hall sits further back from the junction, it is proposed to remove car parking from this quadrant and transform it into a space where people want to spend time. This project aims to attract people to the town centre and increase the footfall for local businesses. To redesign this area different hard (i.e. paving) and soft (i.e. plants, shrubs) landscaping, usage of street furniture and public realm improvements are necessary. The existing seating area overlooking the sea will be extended, picnic benches and parklets will be introduced to replace the current car parking.

The project also includes the installation of a drinking fountain to benefit visitors to the town centre and walkers with being located in close proximity to the start/finish of some local walks. The existing bike storage will be enhanced with an attractive design and will provide further spaces to encourage active travel within the town.

To compliment this enhancement, the 2 remaining quadrants used for car parking will also be redesigned using more attractive hard and soft landscaping. The project will include looking at different paving options and the introduction of planting around the car park to screen the cars and create a more appealing townscape which is not dominated by car parking. This planting will contribute to a more attractive and welcoming image of the Square, which would also complement the planting at the War Memorial quadrant. The footpath will be widened at the High Street end of Cluny Square, outside of the Post Office and the North High Street end using different paving options to provide a safe pedestrian environment.

The Cluny Square project will also be part of an overarching Public Realm Strategy, including a Lighting Strategy, to create a more holistic approach to the town centre reflecting Buckie's history and heritage. As part of those projects, lighting for the War Memorial, enhancement of the 2 old bus shelters on North High Street, signage and an interactive board located at the Square are all proposed.

Public Realm Strategy



Proposed Outcomes

- Redesign Buckie town centre to create an attractive civic space which encourages active travel and embraces Buckie's heritage.
- Implement cohesive and consistent public realm improvements.

Aims/Purpose

The public realm is a key part of the town centre and is formed of all areas of publicly accessible open space. It should interlink the key components of the town centre to create an attractive space which people can enjoy. The aim of the project is to take a holistic approach to improve the public realm and the attractiveness and vitality of the town centre. This will encourage people to come and visit the town centre and engage in social interaction by providing high quality spaces.

The project will build on Buckie's history and heritage, guide users towards key places and spaces such as the High Street, East and West Church Street, the Speyside Way, the Harbour; and improve connections to other key assets, such as Ian Johnstone Park. This will aim to boost tourism to Buckie and make the town centre an attractive and vibrant place with a sense of character and identity. This will boost pride in the town and support its economic vitality, making it an attractive place for future investment.

The strategy would include incorporating public art into hard landscaping (by improving paving), soft landscaping (including planting at Cluny Square and the Speyside Way), street furniture (seating areas at Cluny Square), wall art and murals (a trail of art and murals in Cluny Square leading onto the harbour), and lighting (to highlight key buildings and pieces of art and create a series of safe and welcoming trails). The strategy would include projects such as doric and memory walks; creating walks with seating areas and investigating food growing, allotment opportunities at East-West Church Street to enhance the living of older people. These projects will reflect the history of Buckie creating a sense of place and will provide talking points in the town centre, encouraging visitors and providing navigation benefits. A key area for public art opportunities will be the old bus shelters leading onto the Harbour from Cluny Square, which have the potential for murals which celebrate Buckie's history and tell the story of the town.

Street furniture could be improved in key areas in the town centre, most notably Cluny Square, although there are other opportunities at the start/finish of the Speyside Way. This would create attractive places for people to stop and enjoy, promoting social interaction, increasing footfall in the town centre and encouraging people to spend more time in the town centre, which will support local businesses. This will also promote active travel and encourage healthy lifestyles. Additional or upgraded benches and seating, street lighting, flower pots and flower beds, litter bins, cycle racks, bollards and signage will create an attractive town centre. Street furniture can contribute to and showcase the local history and heritage, and should be robust and durable so it becomes a long standing part of the town centre. It can contribute towards the identity of the town centre and can enhance a sense of place.

Seating should provide an opportunity for social interaction. At Cluny Square and the start/finish of the Speyside Way, there is an option to provide seating in areas which will be highlighted as part of the Lighting Strategy to transform dark and underused areas into safe and welcoming spaces for people to use and spend time in the town centre.

Waymarking is a key element to guide people around the town centre, and will promote active travel and more pedestrians travelling in the town centre. Signage connecting attractions are currently out-of-date and in need of updating, e.g. the information board at Cluny Square. There are opportunities for new signage at Cluny Square and at the start/finish of the Speyside Way, which would provide a focal point for visitors and tourists.

Soft Landscaping such as planting can transform the feel of the town centre and can help create links through key routes, while contributing towards biodiversity. Hedges or planting can have the effect of screening parking in areas like Cluny Square, making the area more attractive and creating a visual barrier from cars. In areas like the start/finish of the Speyside Way, this can contribute towards the creation of a more attractive area which encourages community use.

Hard landscaping such as improvements to paving and differentiation in street materials can create a more pedestrian friendly environment, which will encourage more people to walk. This will prioritise active travel and improve access for people with mobility issues.

Lighting Strategy

Proposed Outcomes

- Lighting to be used to showcase Buckie's built heritage and cultural features.
- Create a safer and attractive town centre for users.
- Lighting to be used to emphasise key routes to encourage people into the town centre.
- Prepare a comprehensive Lighting Strategy.

Aims/Purpose

The project will assist in the objectives to create a vibrant and attractive town centre.

Lighting can take the form of individual art forms or sculptural pieces to create an attraction, be designed into the public realm or street furniture, or highlight whole or parts of individual buildings. To avoid a piecemeal approach to Town Centre Improvements a holistic approach must be taken to ensure that it takes cognisance of other projects highlighted in the masterplan ie Cluny Square enhancements, public realm improvements.

Buildings

Buckie contains a number of traditional buildings for which lighting can be added to highlight and showcase. This could take the form of highlighting individual buildings, such as those fronting Cluny Square. Highlighting buildings and their traditional architectural features not only helps to make the town centre feel safer in the darker months but it also contributes to reinforcing the sense of place.

Movement

Lighting can also be used to reinforce key routes and guide users through spaces by creating safe and welcoming routes. In conjunction with wider public realm improvement (see separate project) this could be used at key locations such as Cluny Square and the streets leading out of it which are key and well used routes and would help to encourage people into the town centre.

Creative lighting can be used to showcase and open up other surrounding streets that feed into the town centre such as Blairdaff Street, Newlands Lane, East Cathcart Street and Cluny Place.

Public Realm

Any Lighting Strategy must take account and be embedded in any Public Realm Strategy. This will ensure creative lighting is integrated into the fabric of the streetscene and be embedded in any other public realm improvements.

Vacant & Derelict Buildings

Proposed Outcome

- Redevelop derelict buildings and find potential use for derelict sites in close proximity to the town centre to benefit the town.

Aims/Purposes

OPP2 Blairdaff Street



The Old Lemonade Factory is considered to be suitable for residential redevelopment which should be compatible with the residential character of the surrounding area as set out in the Moray Local Development Plan (MLDP) 2020. The site is located just outside of the town centre boundary identified by the MLDP 2020, but its close proximity to the town centre, shops and bus route would make it an ideal residential property. It could be redeveloped for affordable housing in line with Scottish Government and Moray Council aspirations.

OPP3 Barron Street



This site has been vacant for a while due to contamination issues including a fuel tank, gasworks and boatyard. The nearby commercial buildings, in particular the fish processing activities need to be taken account of when redeveloping this site. Given its close proximity of the town centre, this could be an ideal residential development respecting the scale of adjoining properties and the character of the area.

Shopfront Improvement Scheme

Proposed Outcome

- Develop and implement a Shopfront Improvement Scheme.

Aims/Purpose

A Shopfront Improvement Scheme, with a design guide, will be developed to improve and maintain the quality and visual appearance of Buckie's shopfronts. This will strengthen the town's rich historic character and help to promote the town centre as a destination. Improving the shopfronts will enhance its appeal to customers as well as visitors and will encourage further investment by boosting business confidence. This will be achieved through improving signage in line with the design guide by making repairs and renovating shopfronts.

Digital Infrastructure

Proposed Outcomes

- Increase digital connectivity.
- Provide residents, visitors and local businesses with easy internet access.

Aims/Purpose

Opportunities for the provision of public Wi-Fi within the town centre will be investigated. This would increase digital connectivity and provide easy internet access to residents and visitors. The access to public Wi-Fi could be connected to virtual notice boards in order to help leading people through the town centre and promoting key areas. Local businesses could also benefit and use the digital infrastructure for online promotion and marketing.

Electric Vehicle (EV) Charging Points



Proposed Outcome

- Provide additional electric vehicle (EV) charging points to promote environmentally conscious travel.

Aims/Purpose

Additional electric vehicle (EV) charging points will be added to car parking areas, such as Cluny Square, and other car parks surrounding the town centre. This will encourage the use of electric vehicles, and help to create a green town centre.

Speyside Way



Proposed Outcomes

- Improvements to the start/finish of the Speyside Way.
- In conjunction with other projects (e.g. Public Realm Strategy) improve the start/finish of the Speyside Way to create an attractive area that can be enjoyed and will lead people into the town centre.

Aims/Purpose

The project will utilise public realm improvements to create an attractive place to stop and enjoy the start/finish of the path.

Improved signage will provide clear direction and other public realm improvements such as seating and soft landscaping will make an attractive area for people to stop and enjoy. This will form part of a holistic approach which will connect the area with other nearby proposed public art at Cluny Square and leading onto the Harbour. This will create a sense of place on the path and lead visitors to other key destinations in the town.

There is also an opportunity for planting, either flowers or a community garden, possibly with raised beds and food growing opportunities. This would create a community area within the currently empty green space, which would encourage members of the community to spend time in the area and promote social interaction.

The Speyside Way path is in close proximity to the town centre, and the path is bordered by gardens. Due to the constraints of the path, in terms of space and lack of natural surveillance, few improvements can be made to the path itself.

Gateways

Proposed Outcome

- Create attractive high quality gateways into Buckie town centre that showcase the heritage and history of the town.

Aims/purpose



Tesco roundabout

The town centre can be approached from the A942, High Street. Visitors entering Buckie this way are greeted by a roundabout, which is currently unwelcoming and have little impact apart from Buckie`s Darling, a new sculpture inspired by the heritage of Buckie. There are opportunities to further enhance the roundabout and light up the sculpture to create an attractive, welcoming entrance into Buckie leading into the town centre.

Barhill Road roundabout

Recent growth in Buckie has been focused at the west side of town within the Buckpool area along Barhill Road. From these recent housing developments, the town centre can be approached via Barhill Road. Visitors entering Buckie from the A98 towards Barhill Road are greeted by an unwelcoming roundabout. As a result of further growth planned within this area of Buckie, improvements to this roundabout will add to a positive feel and welcoming first impression when entering Buckie and travelling towards the town centre.



Vision

Dufftown is an attractive traditional Scottish town situated in the heart of Speyside on the banks of the River Fiddich. Dufftown is known as the 'Malt Whisky Capital of the World'. The town centre is a thriving place that capitalises on its associations with the whisky industry and supports businesses and services for residents and visitors, alike.

The Vision is supported by a series of objectives set out below:

- Support the refurbishment of the Clock Tower and develop it into a Heritage Museum that showcases Dufftown`s heritage, attractions and events.
- Improve the public realm at the Square and create an attractive area around the Clock Tower through hard and soft landscaping, seating and public art.
- Redevelop the Old Bank to encourage affordable living in the town centre with potential for retail/commercial space on the ground floor.
- Develop a Shopfront Improvement Scheme to enhance the appearance of Dufftown`s main thoroughfares (Balvenie Street, Conval Street and Fife Street) that converge at the Clock Tower.
- Investigate the potential for additional electric vehicle (EV) charging points, cycle parking and a bike hire area at the Square.
- Investigate the feasibility of providing public Wi-Fi in the town centre.

Refurbishment of the Clock Tower



Proposed Outcome

- Refurbished Clock Tower that is a focal point within the Town Centre and develop into a Heritage Museum that showcases Dufftown's heritage, attractions and events.

Aims/Purpose

The project provides the opportunity to refurbish and reuse the vacant Clock Tower which is a prominent and iconic building that sits at the heart of the town centre and is a focal point for visitors and the community. Dufftown and District Community Association acquired the Clock Tower in 2020 with the aim of restoring the landmark building and turning it into a tourist attraction. The Community Association are currently seeking funding from a range of sources including Historic Environment Scotland and local distilleries to finance the high costs of refurbishment. Given the benefits the refurbishment of the Clock Tower would bring to Dufftown, and Moray as a whole, in terms of attracting tourists and supporting local businesses, this proposal is supported by the Council who will work with the Community Association to identify further sources of funding.

Supporting the refurbishment of the Clock Tower will also ensure the building does not fall further into disrepair and that it will remain an iconic focal point for future generations as well as safeguarding the heritage of Dufftown which contributes to the history of Moray, as a whole.

Improvement of Public Realm at the Square



Proposed Outcomes

- Improve the appearance of the public realm at 'The Square' around the Clock Tower to create a more attractive, accessible and pedestrian friendly environment for visitors and the community to spend time in.
- Explore the potential to light up the Clock Tower.
- Provide additional EV charging points, cycle parking and a bike hire area at 'The Square'.
- Investigate the feasibility of providing public Wi-Fi and water top up tap.

Aims/Purpose

Whilst the Square is well-maintained with attractive planting, the area lacks a cohesive approach to paving, landscaping, street furniture (benches, bins) and signage which contributes to a cluttered appearance. The central 'island' with the Clock Tower has a variety of functions including seating (benches and picnic tables), planting (large raised stone planters, barrel planters, potted shrubs), signage (road signs, storyboards, black direction signs and a community notice board) and a variety of paved surfaces (paved slabs and tarmac). It is proposed to redesign this area and create a cohesive theme where all elements complement each other. This will complement the refurbishment of the Clock Tower and create a more attractive and accessible environment for people of all mobility's to spend time.

Differentiation in street materials, planting and furniture will give the Square a clearer function and create a more pedestrian friendly environment. Integrating ground level waymarking that ties in with a heritage or other trails could also help reduce the clutter of multiple signs in the area. An audit of signage will be required to inform proposals. The feasibility of providing public Wi-Fi will be investigated.

To support the transition to a net zero carbon economy the potential for EV charging points (vehicles and e-bikes) at the Square will be explored along with additional cycle parking and a dedicated bike hire area.

Reuse and Refurbishment of the Old Bank



Proposed Outcome

- Redevelop the Old Bank as a mixed use or residential development.
- Consider opportunities for reuse or redevelopment of other vacant buildings around the Square.

Aims/Purpose

The Old Bank is currently vacant and situated in a prime location on the corner of the Square. The Old Bank is a traditional stone building with many interesting architectural features. The proposal would involve working with the owner and interested parties to bring the property back into use for residential development and potentially commercial/retail space on the ground floor. Opportunities to bring other vacant buildings around the Square back into use will be explored either for commercial or redevelopment opportunities. This would help to create a more attractive town centre and provide opportunities and more choice for people to live in the town centre. Living in the town centre also reduces reliance on the car which helps to reduce carbon.

Shopfront Improvement Scheme



Proposed Outcome

- Prepare a design guide and develop a Shopfront Improvement Scheme for premises on Balvenie Street, Fife Street and Conval Street to enhance the visual appearance of Dufftown's traditional shopfronts on the main routes and strengthen and improve the town centre's existing historic character.

Aims/Purpose

This proposal provides an opportunity to enhance the appearance of the main streets into Dufftown that converge at the Clock Tower. Shopfronts play an important role in the appearance of the town centre and coupled with improvements to the public realm will create an attractive environment in which people wish to spend time. This helps to support local businesses by making Dufftown an even more appealing visitor destination and boosting business confidence. The proposal would involve developing a design guide for shopfront improvements and a funding scheme, similar to those developed for Keith and Forres through the Conservation Area Regeneration Scheme (CARS). The scheme would cover the replacement of shopfronts and historical features.



Vision

Strengthen the unique sense of place of Forres Town Centre by creating a high quality experience of shops, attractions and facilities for the community and visitors. Promote Forres as a place that is welcoming and pleasant to spend time in, that is green and easy to get to on foot and by bicycle.

The Vision is supported by a series of objectives set out below:

- Support the refurbishment and regeneration of Forres Town Hall.
- Create a high quality heritage interpretation trail attraction for visitors and the community to engage with.
- Increase landscaping through the High Street through the introduction of street trees to connect Grant Park through the High Street to Castlehill and embed opportunities for food growing.
- Improve public realm to create opportunities for social interaction and enhance key approaches into the High Street through the lanes linking into car parks.
- Develop a Shopfront Improvement Scheme to ensure that traditional shopfronts are retained and improved to strengthen and enhance the character of the historic High Street.
- Promote sustainable travel and improve pedestrian experience.
- Re-purpose vacant and derelict buildings to reduce the number of empty properties and increase number of people living in the town centre.

Support the Refurbishment and Regeneration of Forres Town Hall



Proposed Outcome

- Support the refurbishment and regeneration of Forres Town Hall to create a community hub including performance area, event space and co-working space.

Aims/Purpose

This project proposes the transformation of Forres Town Hall an iconic building within the High Street to create a community hub.

The entire building will be refurbished to create a modern multi- purpose performance space, event space and co-working spaces with improved access to the upper floors. This supports the community's vision for the future of the building and the ambitions of Forres Area Community Trust (FACT) who now own the Forres Town Hall.

Heritage Interpretation Trail



Proposed Outcomes

- Create a high quality heritage interpretation trail attraction for visitors and the community to engage with.
- Promote and celebrate the heritage of Forres to encourage more visitors to Forres High Street.
- Develop a coherent, co-ordinated and well-connected heritage journey through Forres town centre working with local heritage groups.

Aims/Purpose

This proposal aims to reconnect the community and visitors with the history of Forres and former famous residents. There is an opportunity to create an interpretation trail from Nelson's Tower, Sueno's Stone, Witches Stones through the High Street incorporating the Tolbooth, Falconer Museum and linking to Castlehill with themes around Macbeth. This could be in the form of interpretation panels and QR codes with a supporting app.

The interpretation trail needs to be connected to public realm improvements, lighting strategy, shopfront improvements, CAR scheme and other forms of interpretation to ensure an integrated approach and shared vision for the town centre. There are various local heritage groups that will have an interest in the development of an interpretation trail.

Green Infrastructure and Food Growing



Proposed Outcomes

- Incorporate street trees and landscape planting along the High Street creating a green network connecting existing green spaces.
- Embed opportunities for food growing into landscaping proposals within public space in the town centre.
- Incorporate blue/green infrastructure to create a rain garden within a rejuvenated public space at Tolbooth Street.
- Utilise landscaping in combination with public realm improvements to create a sense of place and attract visitors into the town centre.
- Work with local community groups including Incredible Edibles and Forres in Bloom to develop proposals.

Aims/Purpose

The project aims to incorporate high quality landscaping throughout the town centre, creating a green network linking Grant Park with Castlehill. Native species trees and shrubs planting will provide additional seasonal colour, enhance biodiversity and attract pollinators. High quality landscaping will improve the attractiveness of the streetscene and reinforce a sense of place and where needed help to mitigate the impact of parked cars. Local community groups already maintain existing planters and proposals will seek to ensure any proposals are complementary to what is already in place.

Public Realm Improvements



Proposed Outcomes

- Implement a comprehensive and co-ordinated programme of high quality public realm improvements including seating, signage, lighting and street materials.
- Enhance key approaches into the High Street through the lanes linking into car parks, utilising interpretation panels, streetscape improvements and landscaping, prioritising Co- op and Town Hall lanes.
- Improve public spaces to increase the number of visitors, time spent in the town centre and increase spend in High Street shops and services.

Aims/Purpose

Forres has an attractive town centre, however existing signage and street furniture is looking tired and needs to be replaced alongside improvements to the condition of pavements and street materials in civic space around the Mercat Cross and Tolbooth.

Public Realm

The provision of high quality seating within attractive public spaces will create opportunities for social interaction and meeting outdoors. The streetscape works will consist of widening pavements where needed, introducing new, higher quality paving materials and setts/paviors into the street alongside landscaping in rejuvenated public spaces at Tolbooth Street and the Mercat Cross.

Lighting

Key buildings could be lit up to enhance the attractiveness of the town centre and showcase the heritage of Forres including Falconer Museum, Mercat Cross, Tolbooth (it is noted that some of these may already be lit). Lighting proposals will be considered in conjunction with the heritage interpretation trail and CAR scheme to ensure a holistic approach and maximising the cumulative impacts of projects.

Lanes

The lanes giving access to the High Street are unattractive and unappealing and need to be improved with the addition of new lighting, street materials and interpretation exploring the heritage of Forres to support increased use and create a welcoming first impression of the town centre. Key lanes include the Co-op which needs repairs to street materials, drainage, high quality lighting and the addition of interpretation panels on the walls. The lane down the side of the Town Hall is also in need of attention, it is currently dominated by wheelie bins but there is an opportunity to enhance by introducing discreet storage and landscaping to make this an attractive route.

CARS and Shopfront Improvement Scheme



Proposed Outcomes

- Introduce a historic building grant scheme to repair and promote the regeneration of key properties to strengthen and enhance the character of the historic High Street.
- Invest in shopfront improvements to support the growth of local businesses, improve the streetscene and improve the image of the town centre amongst locals and visitors.
- Encourage additional investment in the town centre.

Aims/Purpose

The project aims to address some of the problems identified in the town centre, including the poor condition of many of the historic buildings. Unlike other towns in Moray, Forres has not benefitted from a Conservation Area Regeneration Scheme (CARS). Repairing and promoting the occupation of historic buildings and reinstating architectural detailing will contribute to preserving and enhancing the character of Forres.

The introduction of a Shopfront Improvement Scheme in Forres will also help improve the area's image, help to define a stronger sense of place, and encourage a greater number of shopping visits. The presence of quality shopfronts reflecting the historic character of the Forres Conservation Area will make the area feel more welcoming to local residents and visitors alike.

There is a clear overlap with other identified projects including public realm improvements and the heritage interpretation trail that will all assist in improving public spaces and the streetscene.

Sustainable Travel and Creating Streets for People



Proposed Outcomes

- Explore opportunities for creating a safe and attractive cycle lane connection through Forres High Street connecting to the Dava Way and Findhorn to Kinloss cycle routes.
- Provide high quality cycle parking in prominent locations in the High Street with supporting infrastructure including facilities for charging electric bikes, drinking water fountain, high quality seating areas, toilet provision and bike repair station.
- Provide additional electric vehicle (EV) charging points in suitable locations within the town centre to support the change to electric vehicles.
- Explore opportunities for Tolbooth Street to be more pedestrian friendly and the creation of a larger civic space to host events and provide opportunities for outdoor eating and entertainment.
- Address narrow pavements on sections of the High Street to support a wider range of users.
- Explore reconfiguration of car parking arrangements within the High Street including disabled badge holder parking provision and promote park and stride from nearby car parks.

Aims/Purpose

The aim of this project is to increase the number of residents and visitors walking or cycling in and around Forres town centre. The provision of a safe cycle route through the town centre, alongside supporting infrastructure including secured cycle parking can help increase journeys made by bicycle. Connecting into popular recreational routes is intended to encourage more visitors to the town centre. Addressing barriers such as narrow pavements, accessibility and using high quality street materials can help increase number of people choosing to walk instead of using the car.

Vacant & Derelict Buildings



Proposed Outcomes

Repurpose key vacant buildings on the High Street and edge of the town centre to provide affordable housing, student accommodation and tourism accommodation. Reduce the number of empty properties and increase the number of people living in Forres town centre.

Redevelop buildings with the ambition to be carbon neutral.

Aims/Purpose

This project aims to bring vacant properties back into use. There are a number of former bank buildings and hotel buildings sitting empty in and around the town centre. There are also a significant number of empty properties at first floor level above shops sitting empty, many of which are for sale.

Key buildings include the former Clydesdale Bank located at the Mercat Cross, the former Tesco site at Caroline Street and the Auction Mart at Tytler Street.

Redeveloping these buildings would create more activity within the High Street and would create opportunities for living close to shops and services and reduce car dependency. In addition to this, there is also a cluster of vacant properties on the western approach into the town centre including the site former Pedigree Cars showroom, Victoria Hotel and Nicholson building. Bring these buildings and sites back into use can also support the town centre alongside creating a more appealing and attractive entrance into the town centre.



Vision

Reflecting on its traditional character and built heritage, the masterplan will improve and enhance the town centre to make it an attractive, safer, and greener place for people to use and enjoy as well as providing a high quality environment for businesses to locate and thrive.

The Vision is supported by a series of objectives set out below:

- To enhance Reidhaven Square for people and civic use rather than for cars.
- Improve the visual appearance and showcase Keith's built heritage through enhancement of the public realm creating an attractive location for businesses to locate and grow.
- Embrace Keith's heritage through a Public Realm Strategy and heritage interpretation panels.
- Develop a Lighting Strategy to enhance the visual appearance and showcase Keith's heritage and public spaces to create a vibrant town centre.
- Improve the signage within the town centre providing clear directions to all of Keith's attractions and amenities and create a stronger link between the Strathisla Distillery and the town centre.
- Develop a Shopfront Improvement Scheme to ensure that traditional shopfronts are retained and improved to reflect the traditional character of Mid Street and the conservation area.
- Investigate the feasibility of providing public Wi-Fi in the town centre.

Reidhaven Square Enhancement



Proposed Outcomes

- Remove elements of the existing car parking from the Square to reclaim it for people rather than cars.
- Undertake high quality public realm improvements (signage, street materials, seating, public art) to create an attractive space for people and businesses to utilise.
- Create an attractive entrance into Mid Street.

Aims/Purpose

The project seeks to enhance and improve Reidhaven Square so that it becomes an attractive civic space. The Square is currently dominated by car parking within each of the quadrants which is not only visually unattractive but limits the use and space available within the Square for pedestrian and civic use. The quality of the public realm is poor with a lack of consistency to seating and planting with improvements in the past being done on a piecemeal basis.

The project seeks to transform how the Square is used and one of the key aims will be to reconfigure the car parking arrangements to reclaim the space for people rather than cars.

Public realm improvements and the use of high quality street materials will create potential outdoor space for businesses to utilise or for public events to be held. The ability to hold potential markets in this key civic space would draw on Keith's heritage as a market town but also support local businesses.

High quality public realm improvements will also allow for improved signage and heritage interpretation boards (subject to separate projects) which will guide visitors to local amenities such as the Strathisla Distillery and the Railway Station. As part of any enhancement scheme further tree planting and soft landscaping could be undertaken to soften the visual appearance of the Square and make it more attractive.

The enhancement of the Square also provides the opportunity to create an attractive entranceway into Mid Street. Removing the cars and improving the public realm in this area (such as a shared surface) will improve Mid Street's overall visibility which will encourage and guide people and visitors to use the local shops.

Keith town centre benefits from a number of existing public car parks within close proximity to the town centre. Improving these car parks will ensure that there is minimal impact on the economic vitality of the town centre with people still able to park within close proximity should they choose to.

Heritage Trail & Waymarking



Proposed Outcomes

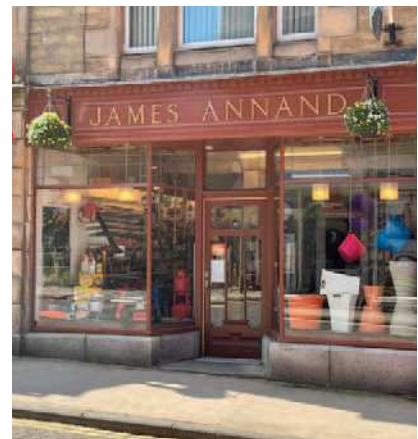
- Improve connectivity between tourist attractions and the town centre.
- Develop a more “formal” tourist or heritage trail in conjunction with the community, local heritage groups, and schools.
- Develop heritage trail and app.

Aims/Purpose

As part of bringing a consistent and up-to-date approach to the public realm and signage across the town centre (see Public Realm Strategy project), the project seeks to provide clear routes for visitors to navigate around the town and strengthen connections to local attractions and Keith’s built heritage. In particular, this project seeks to improve the connectivity from popular tourist attractions such as the Strathisla Distillery and the Keith & Dufftown Railway.

As well as improving signage and public art to achieve this, an innovative solution would be to develop a more “formal” heritage trail with the potential to develop an “app”. This could draw on the success of the recent Conservation Area Regeneration Scheme (CARS) and involve local heritage groups and schools so that it is supported and promoted by the local community.

Shopfront Improvements



Proposed Outcome

- Develop and implement a Shopfront Improvement Scheme.

Aims/Purpose

The project seeks to improve and enhance the quality and design of Keith's shopfronts to reflect the historic character of the town centre and conservation area. The appearance of shopfronts play an important role in the character of individual buildings and the wider area.

A Shopfront Improvement Scheme, with a design guide, will be developed and implemented to retain and improve the visual appearance of Keith's traditional shopfronts and strengthen the town centre's existing historic character. Improving shopfronts will further promote the town centre as a destination by enhancing its appeal to visitors, customers as well as assisting in encouraging further investment by boosting business confidence.

The project will seek to achieve this through renovating shopfronts, making repairs and improving signage, in line with the Keith Mid Street Conservation Area: Character Appraisal & Action Plan.

Longmore Hall



Proposed Outcome

- Redevelop and enhance the Longmore Hall.

Aims/Purpose

The proposal seeks to update and improve the existing Longmore Hall to provide additional space and opportunities for residents and local community groups to utilise. There is currently space in the Hall that is not being used which could be improved to provide additional space for future community uses.

Vacant & Derelict Buildings



Proposed Outcome

- Reduce the number of empty properties in the town centre.

Aims/Purpose

The project aims to bring vacant properties back into use and redevelop buildings for residential, commercial, and if suitable potential community uses. Bring vacant properties back into use creates a more attractive town centre as often these buildings are in a state of disrepair. It will help to support the town centre by making it an attractive space for people to live and for businesses to locate in order to support the local economy.

Public Realm Strategy



Proposed Outcomes

- Develop a Public Realm Strategy which respects and embraces Keith's heritage.
- Improve connectivity between key attractions and the town centre through the use of public art, in conjunction with the Heritage Trail & Waymarking project.

Aims/Purpose

The project seeks to embed public realm, including art, which embraces Keith's heritage through the town to create an attractive and vibrant town centre with a sense of place. In conjunction with the Heritage Trail & Waymarking project, public realm will help direct people to and between key attractions in the town centre.

The strategy will provide the overall design concept which will then inform the physical enhancements (such as hard and soft landscaping, street furniture, planters, features and signage).

Lossiemouth Town Centre Improvement Plan

December 2021

Vision

Lossiemouth is a key tourist destination with a vibrant, attractive and inclusive centre that both visitors and residents can enjoy and where local businesses thrive.

The Vision is supported by a series of objectives set out below:

- Improve the public realm along the Esplanade and Clifton Road and create a cycle hub to support active travel.
- Reinvigorate the Old Station to encourage more activity and use.
- Revitalise James Square to create a vibrant multi-functional space that would become a key asset for the community.
- Improve the public realm along Queen Street to create a more pedestrian friendly environment.
- Provide a refreshed and consistent approach to signage and waymarking throughout Lossiemouth.

Reinvigorate the Esplanade and Clifton Road (NW)



Proposed Outcome

- Reinvigorate the Esplanade by improving and redesigning the public realm to enhance accessibility, encourage active travel and create an attractive seafront.

Aims/Purpose

The project aims to reinvigorate the public realm along the Esplanade and along Clifton Road around the shops/café's etc. The location of the new access bridge to East Beach gives an opportunity to reinvigorate this area to enhance accessibility and create an attractive sea front. The aim is to boost visitors to the area and encourage them to visit the cafes and shops.

Whilst the proposal for the new East Beach bridge includes changes to the paths and signage the extent of work is limited and wider improvement to public realm in this area would create a more welcoming, vibrant and attractive space. Designs must propose a consistent, fresh approach to signage, street furniture, public art, lighting and planting that also ties in with the Old Station to improve the general appearance and attractiveness of the Esplanade.

Introducing high quality paving materials to widen paths, new planting and street furniture would create an attractive link from the car parks to East Beach and shops/cafes. Providing new seating would encourage people to use the space to rest, take in views, picnic or enjoy ice cream. The feasibility of providing public Wi-Fi along the Esplanade will be investigated.

A cycle hub to support active travel will provide cycle parking, e- bike charging and cycle repair station. The hub structure will have an unique aspirational design to create a focal point within the Esplanade area.

There is also potential for refurbishment of the Esplanade public toilets.

A longer term project to redesign the public realm and traffic calming along this north western section of Clifton Road would help to enhance the outdoor café culture and encourage use of the shops. Proposals would look at parking arrangements including EV charging opportunities, widening pavements, more attractive traffic calming measures and safe crossing points from the Esplanade.

Redesign Old Station



Proposed Outcome

- Redesign the Old Station to encourage more activity and use, including replacement play park.

Aims/Purpose

Reinvigorate the Old Station to encourage more activity and use.

The area around the Old Station is looking tired and is underused compared to other parts of the sea front. The location of the new access bridge to East Beach gives an opportunity to reinvigorate this area increasing its use and functionality.

The current level changes limit accessibility from the car park and the flexibility of the area for community events. The redesign must address these issues. The functions of the area must be clear to encourage greater use of the area i.e. seating area, event space, play area, view point, community garden. Consideration will be given to the potential for an outdoor performance space within the redesign.

The former station building itself provides opportunities to redevelop this to provide a community and/or tourist facility. Sustainable uses for the Old Station that would not detract from existing businesses will be explored.

Play and recreation opportunities within the centre of Lossiemouth will be enhanced by upgrading the play area at the Old Station. Providing an all-inclusive and welcoming play park promotes health and wellbeing for all ages and abilities. The equipment will be vibrant and sustainable, making it an attractive and engaging area for children to play. Sensory equipment will be incorporated. Community involvement into the requirements and final design proposed.

Designs must propose a consistent, fresh approach to signage, street furniture, lighting and planting that ties in with the Esplanade to improve the general appearance and attractiveness of the sea/harbour front. Opportunities to increase EV charging should also be considered.

James Square



Proposed Outcome

- Consider options to create a multi-functional space that widens the use of the area for recreation and meets the needs of the community.

Aims/Purpose

James Square is a key open space within the centre of Lossiemouth. This space is currently well maintained with attractive planters and heritage interpretation boards. However, the function of the space is limited and the space appears underused for what is a key area of open space for the town. Revitalising the space so this becomes a vibrant multi-functional space would help it become key asset for the community. Opportunities for community growing could be incorporated.

A designer will be appointed to lead a project to reinvigorate James Square and make it a more usable space for the community. The designer would engage with the community to identify their needs and any deficiencies to inform a new design for the Square. Consistency with the wider projects around Heritage Trail & Waymarking and public art would be required.

Queen Street Public Realm Improvements



Proposed Outcome

- Reconfigure Queen Street to help create a more pedestrian friendly environment.

Aims/Purpose

Queen Street plays an important role with a number of shopping and retail services located along this road. The Co-op has recently re-located to the former cinema opposite James Square.

Queen Street is a wide, relatively straight road and traffic calming would help to slow traffic and make crossing easier. Redesigning the street with new paving, planting (trees and shrubs), and pavement widening would help create a more pedestrian friendly environment. Queen Street is also a key route for tourists into the centre of Lossiemouth and new waymarking will help direct people.

Heritage Trail & Waymarking



Proposed Outcomes

- Refreshed and consistent approach to signage and waymarking throughout Lossiemouth.
- Heritage trail supported by a visitor app.

Aims/Purpose

Project aims to set out a strategy to provide a consistent and fresh approach to signage and waymarking throughout Lossiemouth.

Providing clear tourist routes to key attractions and tourist accommodation will aid navigation around the town. New signage, potentially incorporating ground level waymarking, would be used to guide people around Lossiemouth. Public art could also be used as way to direct and link different parts of the town e.g. from the Stotfield Hotel/Golf Course to Queen Street to the harbour and to the Esplanade and East beach.

Developing a formal heritage trail taking visitors around Lossiemouth using a range of waymarking and interpretative techniques would build on Lossiemouth's role as a tourist destination. The trail could be supported by a "Visit Lossiemouth" app.

Gregory Place Car Park



Proposed Outcomes

- Improve car park and provide new signposting.

Aims/Purpose

The car park at Gregory Place has a deteriorating surface which would benefit from being improved to make the car park safer, more accessible and more attractive to use. The car park also needs to be adequately signposted to direct users to this as they approach the centre of Lossiemouth. The improved parking and new signposting should aim to reduce congestion along Clifton Road by directing cars to park at Gregory Place to access the beach.



**REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON
18 JANUARY 2022**

SUBJECT: PLANNING PERFORMANCE FRAMEWORK 2020/21

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee that the Planning Performance Framework (PPF) for 2020/21 was submitted to the Scottish Government (SG) on 29 July 2021, covering the period from 1 April 2020 to 31 March 2021. This report provides a summary of feedback received from the Scottish Government dated 29 November 2021 with specific reference to the Performance Markers Report and Red, Amber, Green (RAG) ratings for the 2020/2021 submission.
- 1.2 This report is submitted to Committee in terms of Section III E (1) of the Council's Scheme of Administration relating to exercising the statutory functions of the Council as Planning Authority.

2. RECOMMENDATION

2.1 It is recommended that the Committee:-

- (i) **note the Planning Performance Framework submitted to the Scottish Government on 29 July 2021 (Appendix 1);**
- (ii) **note the feedback report received from the Scottish Government on 29 November 2021 (Appendix 2);**
- (iii) **authorise the Head of Economic Growth and Development to submit the Planning Performance Framework for 2021/2022 to the Scottish Government by the end of July 2022 (or any other date that may be set);**
- (iv) **note that the Planning Performance Framework will be reported to the first available Planning and Regulatory Services Committee following receipt of the feedback; and**
- (v) **note the Planning Performance Framework 2020/21 will be circulated to all developers, stakeholders and internal services**

seeking comment/feedback to assist with continuous improvement to be fed back into the PPF for 2021/2022.

3. BACKGROUND

- 3.1 The Council has prepared PPF reports for nine years since the PPF was first introduced with the latest one covering 2020/21 submitted in July 2021. The main purpose of the PPF is to provide Ministers, Councils and the public with a better understanding of how a planning authority is performing and delivering high quality development on the ground.
- 3.2 In 2018/19 the Council received fifteen green awards for the first time and this was followed in 2019/20 with another full set of green awards.
- 3.3 The PPF submitted for 2020/21 is attached at **Appendix 1** and follows the updated template issued by the SG with a greater emphasis on the use of case studies to illustrate how key performance markers are met in Moray.
- 3.4 As part of the SG's feedback a summary of performance is included covering the last nine years since marking for the PPF was introduced (tables below). This shows how year on year the number of key markers have been changed to green as well as avoiding slipping back into red.

Marker		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
1	Decision making timescales									
2	Processing arrangements									
3	Early collaboration									
4	Legal agreements									
5	Enforcement charter									
6	Continuous improvement									
7	Local development plan									
8	Development plan scheme									
9	Elected members engaged early (pre-Main Issues Report - MIR)		N/A	N/A	N/A	N/A		N/A		
10	Stakeholders engaged early (pre-MIR)		N/A	N/A	N/A	N/A		N/A		
11	Regular and proportionate advice to support applications									
12	Corporate working across services									

13	Sharing good practice, skills and knowledge									
14	Stalled sites/legacy cases									
15	Developer Contributions									

Overall Markings (total numbers for red, amber and green)

2012-13	3	6	6
2013-14	2	5	6
2014-15	1	4	8
2015-16	1	3	9
2016-17	0	1	12
2017-18	0	1	14
2018-19	0	0	13
2019-20	0	0	13
2020-21	0	0	13

Decision Making Timescales (weeks)

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2020-21 Scottish Average
Major Applications	55.7	98.2	13.1	20.0	16.9	16.5	8.9	10.3	21.3	41.3
Local (Non-Householder) Applications	20.0	13.5	8.5	7.5	7.2	6.6	6.5	6.5	7.1	12.4
Householder Applications	10.1	7.1	5.8	6.3	5.7	5.3	5.3	5.7	6.7	8.1

4. FEEDBACK FROM SCOTTISH GOVERNMENT – PPF 2020/21

- 4.1 Written feedback was received on 29 November 2021 from the Minister for Public Finance, Planning and Community Wealth to the Council's Chief Executive, enclosing a Planning Performance Feedback report on the fifteen 'Performance Markers'.
- 4.2 The letters states "This year has continued to present challenges for people working within planning, in the development sector and across Scotland's communities. We know people are doing the best they can to engage and operate, sometimes in ways and circumstances that may not be ideal, and

with many still predominantly working from home. I appreciate that many of you will have had to make difficult choices in what work is prioritised, in much the same way the Government and Planning and Architecture Division has had to. However, we should all be very proud of how planning has responded to the coronavirus pandemic, adjusting as necessary to keep going and supporting recovery. I want to take this opportunity to thank you and your staff for all work that has been done during the pandemic and to support our ongoing recovery”.

- 4.3 The letter then turns to the 2020-21 PPF reporting year, and states “that performance has remained relatively stable. This is a testament to the hard work and flexibility of authorities during these very difficult times and I believe that overall good progress continues to be made by Scotland’s planning authorities”.
- 4.4 The Performance Markers Report 2020/21 sets out the fifteen performance markers, each one receiving either a red, amber or green RAG rating. Thirteen markers have been given a green rating and two are not applicable. This is the third year in a row that all markers that have been given a green award.
- 4.5 One of the key markers relates to decision-making refers to continuous reduction of average timescales for all development categories and this marker has been awarded a green status. Householder application determination rates have increased slightly to an average of 8.1 weeks from 6.7 weeks; Local applications (non-householders) have also increased slightly to 7.1 weeks. Major planning application average timescales was recorded at 21.3 weeks. Major applications are important to the Moray economy and the majority are covered by processing agreements which assist in determining them timeously and continue to be the number one priority along with fast tracking development proposals in town centres. All three development types for decision-making timescales are below the Scottish average.
- 4.6 One of the other key markers worthy of highlighting relates to the Development plan scheme, which identifies that the LDP 2020 was, adopted within the 5 years of the current plan adoption and within the required the timescale of the scheme. Having an up to date Local Development Plan is essential to Moray’s economy. Work has commenced on identifying what information will be required for the evidence report.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The ten year plan’s top priority is a growing, diverse and sustainable economy. It covers business, employment, infrastructure, public services and developing sustainable communities. The PPF is a vital aspect of supporting and facilitating the Council’s priority for economic growth and supports the Service Plan to deliver service improvements.

(b) Policy and Legal

Preparation of the PPF is a statutory responsibility for all Local Planning Authorities and preparation has to follow a strict template and timescale for submission.

(c) Financial implications

There are no direct financial implications arising from this report.

(d) Risk Implications

There is a reputational risk if this authority doesn't continue to demonstrate that continuous improvement is being made in all areas of the planning service.

(e) Staffing Implications

No staff implications as a result of this report.

(f) Property

None.

(g) Equalities/Socio Economic Impact

There are no equalities issues arising from this report.

(h) Consultations

Head of Economic Growth and Development, Strategic Planning and Development Manager, the Legal Services Manager, Lissa Rowan (Committee Services Officer), Equal Opportunities Officer, Paul Connor (Principal Accountant), the Senior Engineer transport Development and Environmental Health and Trading Standards Manager have been consulted and comments received have been incorporated into the report.

6. CONCLUSION

- 6.1 The Planning Performance Framework submitted to the Scottish Government for 2020/21 and the associated feedback received demonstrates that decision making timescales are below the Scottish National Average, the Moray Local Development Plan has been adopted within the programmed timescale and over the last 12 months continuous improvements have been made improving the quality of the planning service supporting economic growth.**

Author of Report:

Beverly Smith
Development Management & Building Standards
Manager

Background Papers:

Ref:

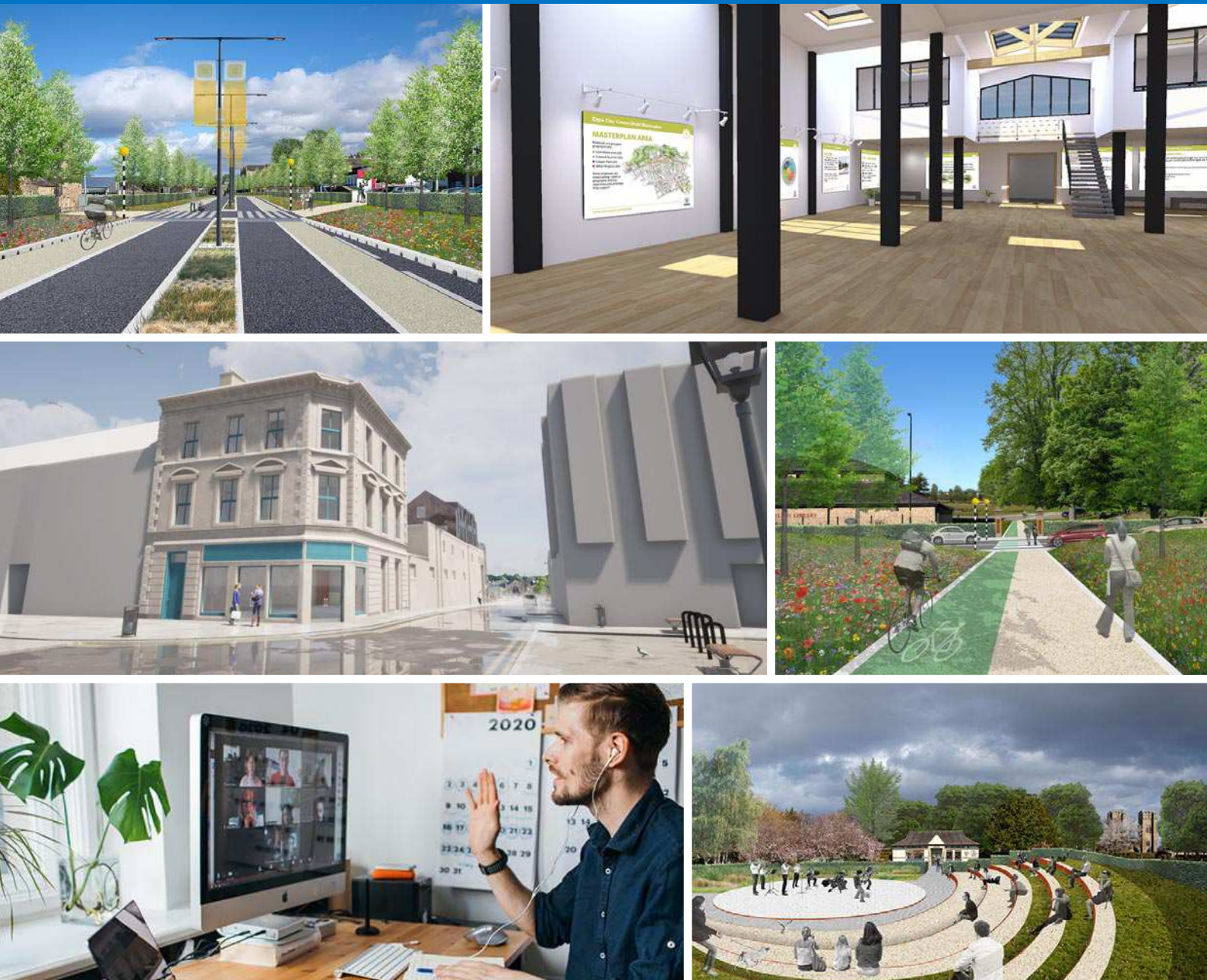
Appendix 1 Planning Performance Framework 2020/21
Appendix 2 Feedback letter dated 29 November 2021
from Minister for Public Finance, Planning and Community
Wealth



PLANNING PERFORMANCE FRAMEWORK

10

ANNUAL REPORT 2020 - 2021





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FOREWORD

As Chair of the Planning & Regulatory Services Committee, I am delighted to endorse the Planning Performance Framework for 2020/21 as the last 12 months have been particularly challenging with teams working remotely from home.

We have carried out an extensive virtual engagement on our draft Elgin City Centre Masterplan, refined our indicative Regional Spatial Strategy and developed additional guidance on a range of topics to support implementation of the Moray Local Development Plan 2020.

Work has been completed on Linkwood Primary School and Lossiemouth High School both of which are open to pupils. Affordable and private schemes have continued to be built-out in Forres, Buckie, Elgin and Keith despite periods where sites were closed. In Elgin city centre work has commenced on the dountaking of a prominent listed building in the conservation area due to its dangerous condition. It's replacement is anticipated to be complete over the next 18 months providing new retail floor space and residential flats in the city centre.

The case studies cover a range of subjects including the redevelopment of a listed building in Elgin city centre, COVID19 working practices 2, a review of pre-application advice, the challenges of carrying out public engagements during lockdown, developing and refining the indicative Regional Spatial Strategy and web site review.



Councillor David Bremner
Chair of the
Planning and Regulatory Services Committee
Moray Council

Part 1

Qualitative Narrative and Case studies

Quality of Outcomes

Town centres have been particularly hard hit over the last 18 months and ensuring that new development that is delivered if of high quality is increasingly become part of a strategy to attract visitors to return and enjoy attractive places to shop and spend leisure time. A prominent listed building in Elgin Conservation Area had been a dangerous building Pre-Covid. A significant amount of time was allocated to supporting the development of this sensitive site with Officers from Building Standards and Development Management working closely together to ensure that the scheme that was approved on this site respected its important setting.

Case Study 1

Poundland Redevelopment/Dangerous Building

LOCATION & DATES:

Elgin City Centre, 2018-2023

ELEMENTS OF A HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO:

Quality of Outcomes

KEY MARKERS: 2,3

KEY AREAS OF WORK

- Design
- Planning applications
- Town Centres
- Joint working
- Conservation Areas & Listed Buildings

STAKEHOLDERS INVOLVED

- Development Management
- Statutory and Internal Consultees
- Local Architects & Developers





OVERVIEW: In 2018 an application was submitted to regularise the emergency doughtaking of the west gable and piended roof of the B listed building at 161 High Street following the discovery that the masonry walls and roof structure had been compromised by water ingress. A Dangerous Building Notice was served when the extent of the problem became evident. Given the constraints of the site, the scope for a re-design of the urban spaces involved was complicated and challenging. The reinstatement of a building on the site of the listed building has been important to the retention of the character and appearance of the conservation area. A significant amount of historic fabric would be lost but was unavoidable given the circumstances where the building had essentially structurally failed. Extensive discussions with the applicant, their architect and engineers resulted in extensive pre-application advice being given on the suitability of a replacement building and further development to the rear.

After lengthy negotiations the development proposed now replicates the diminishing scale of buildings from the High Street to Alexandria Road and presents a gable frontage to the North. This is a key character feature evident throughout the Conservation Area. In addition the scale and massing of the new build has been reduced and interest added with variation in forms and high quality material finish consistent with other development in the internationally significant conservation area.

The proposed replacement buildings will use a palette of traditional and historically accurate materials in the detailed reconstruction, consisting of sandstone walls, traditional sash and case timber windows and slate roof. Moulds of the original high level stone cornice and decorative stone work have been taken to be recreated for installation on new dressed sandstone façade. The high quality finish and detailing proposed would preserve and enhance the conservation area.

GOALS: Address a dangerous (listed) building in a prominent High Street location in a Conservation Area and ensure the replacement building was of a high quality supporting town centre living.

OUTCOMES: To demolish and rebuild a prominent building in the High Street and introduce housing and commercial space into the town centre will enhance the conservation area. This in turn will support the wider aims of promoting economic growth and improving the vitality of the city centre. The proposal has been well designed and draws on the historic character of the conservation area and will significantly enhance North Street which has always been perceived as being unattractive.

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Email: craig.wilson@moray.gov.uk

Quality of Service and Engagement

The last 12 months have been challenging in terms of continuing to deliver a high quality service and engagement whilst teams have been working remotely. In this regard we have relied heavily on our website to be the interface with our customers whilst still operating a duty service by phone. No face-to-face meetings have taken place and these have been replaced with Microsoft Teams meeting. This has allowed us to stay connected to developers and house builders. In light of this, we have undertaken a review of our web site to ensure all links are up to date and the content is up dated and refreshed.

Case Study 2

Pre-application Advice Service Review

LOCATION AND DATES:

March 2021 – Ongoing

ELEMENTS OF A HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO:

Quality of service and engagement
Culture of continuous improvement.

KEY MARKERS: 1, 2, 3, 4, 6, 12

KEY AREAS OF WORK

- Pre-application advice
- Front loading planning applications

STAKEHOLDERS INVOLVED:

- Development Management
- Statutory and Internal Consultees

OVERVIEW: Amid a backdrop of increased workload for Council officers and key-stakeholders, a new development plan and a global pandemic, pre-application advice has been and continues to be an important service offered by Development Management. However, amongst staff there is a recognition that the service requires significant resources, particularly when there is a significant body of work in determining planning applications, these often taking some degree of priority over non-statutory work.

Following discussions on how this function could be improved amongst Development Management staff, updates to the pre-application advice service have been investigated during 2020/21 to ensure the service can continue to provide high quality, measured and relevant advice to customers whilst minimising time of officers (including stakeholders) spend responding to enquiries. Changes are to be implemented in summer 2021.

GOALS: Streamline procedures and timelines for officers and stakeholders for pre-application enquiries.

OUTCOMES: Maintained and improved pre-application consultation service, subsequent benefit to determination of planning applications, minimising determination times and suspensive planning conditions.

NAME OF KEY OFFICERS

Andrew Miller, Planning Officer

Email: Andrew.miller@moray.gov.uk

Case Study 3

Web site Review & Refresh

LOCATION AND DATE:

March 2021 – rolling programme

ELEMENTS OF A HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO:

Quality of Service & Engagement and culture of continuous improvement.

KEY MARKERS: 1, 3 & 6

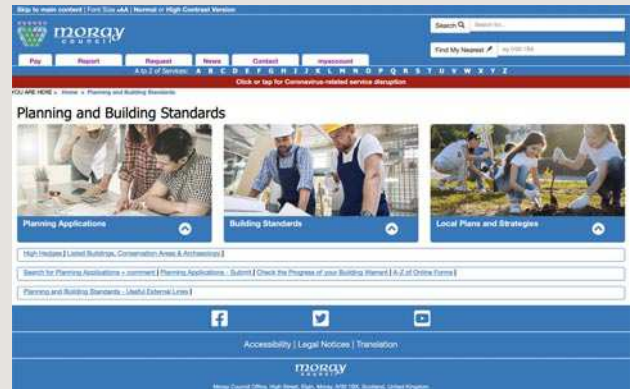
KEY AREAS OF WORK:

- Pre-application advice
- Front loading planning applications

STAKEHOLDERS INVOLVED:

- Development Management
- Systems Support

OVERVIEW: As engagement with customers has become increasingly difficult over the last 18 months due to COVID-19 and working remotely there has been an ever-increasing reliance placed on our web site. There is a recognition that due to the high volume of enquiries we now receive mainly by e-mail it is important that we can quickly direct customers to areas of the web site that will guide them through are processes quickly and easily. Without the content being part of a review and rolling programme it can quickly become out of date and not fit for purpose resulting in unnecessary resources being taken to answer simple queries.



With the above been paramount a Technical Support Officer has been nominated to coordinate a review of the content of the web site and making sure all links are up to date along with charges and fees. By allocating a specific Officer with this task it will be easier in future to ensure changes happen more quickly allowing more time to be spent on improving the content to ensure that it is of use to all our customers.

GOALS: Streamline website content, making it up to take and fit for purpose for all customers.

OUTCOMES: Reduces Officers time answering enquiries, front-loads development management processes, improves efficiency and increase customer satisfaction.

NAME OF KEY OFFICERS

Louise Dunn, Planning Technical Support Assistant

Email: louise.dunn@moray.gov.uk

Case Study 4

Virtual Engagement on Elgin City Centre Masterplan

Covid-19 has brought challenges in terms of how consultation and engagement is carried out virtually and the team took this as a challenge rather than a barrier to consider how to virtually replicate those one to one discussions that take place at a more traditional development planning event.

LOCATION AND DATES:

August 2019 to March 2020.

ELEMENTS OF HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO:

Quality of Service and engagement and culture of continuous improvement.

KEY MARKERS: 1, 6, 10 & 11

KEY AREAS OF WORK

- Community and stakeholder engagement
- Policy guidance and delivery framework

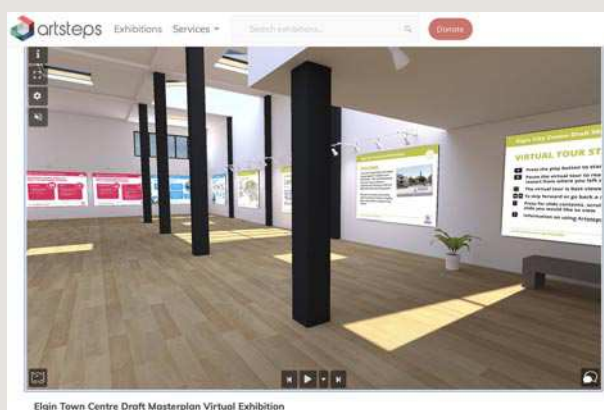
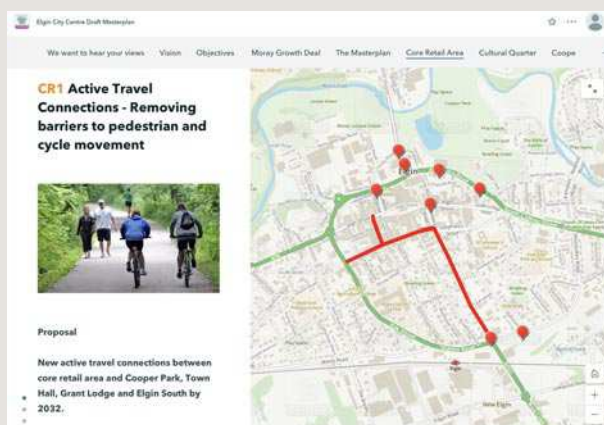
STAKEHOLDERS INVOLVED

- Elgin Community Council
- Elgin BID
- Statutory consultees and members of the public

OVERVIEW: A range of interactive materials was developed, including story mapping to provide an interesting resource for people to explore the range of proposals set out in the draft Masterplan. These were supported by online meetings with key stakeholders and an opportunity for people to book 1-2-1 discussion slots with members of staff. This proved to be invaluable with a number of investment and development proposals coming forward which are being followed up.

An online design competition for young people to design improvements to Cooper Park was organised and this has proved to be very popular with young people from across Moray.

www.moray.gov.uk/ECCMP



GOALS: Create an interesting online engagement resource and replicate 1-2-1 discussions

OUTCOMES: Very positive feedback for the online content and for the opportunity for 1-2-1 discussion.

NAME OF KEY OFFICER:

Gary Templeton, Strategic Planning and Development Manager,

Jane Clark, Planning Design Officer

Email: gary.templeton@moray.gov.uk

jane.clark@moray.gov.uk

Case Study 5

Policy Guidance to support Moray Local Development Plan 2020

LOCATION AND DATES:

August 2019 to March 2020.

ELEMENTS OF HIGH QUALITY PLANNING SERVICE

THIS STUDY RELATES TO:

Quality of Service and engagement and culture of continuous improvement.

KEY MARKERS: 1, 6, 11 & 12

KEY AREAS OF WORK

- Policy advice and corporate working

STAKEHOLDERS INVOLVED

- Strategic Planning and Development, Development Management, Transportation, Consultancy and NatureScot

OVERVIEW: To support interpretation and implementation of the new policies in the Moray Local Development Plan 2020, additional guidance has been prepared on a number of topics. This is aimed at assisting developers to understand the policy requirements and give examples to help the development management process.

http://www.moray.gov.uk/moray_standard/page_134856.html

There are currently three parts to the guidance, covering;

- Electric Vehicle Charging Points & Car Sharing Spaces, Cycle Parking & Storage, Low Intensity Recreational & Tourism Uses, Tree and Woodland Removal & Compensatory Planting, Private Water Supplies, Restoration and Aftercare of Excavated Mineral Sites
- PP1 Placemaking (Character and Identity, Healthier, Safer Environments, Housing Mix, Open Space/Landscaping, Biodiversity, Street Layout and Detail)

- PP1 Placemaking (Parking), EP10 Listed Buildings, Placemaking Statement Template and an update to EP7 Forestry, Woodlands and Trees

GOALS: Provide further guidance on aspects of policy to aide applicants.

OUTCOMES: Approved and operational additional guidance to aide implementation of policy.

NAME OF KEY OFFICER:

Eily Webster, Principal Planning Officer
eily.webster@moray.gov.uk



Case Study 6

Embedding Regional Spatial Planning in the Climate Change Strategy

LOCATION AND DATES:

August 2019 to March 2020.

ELEMENTS OF HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO:

Quality of Service and engagement and culture of continuous improvement.

KEY MARKERS: 10

KEY AREAS OF WORK

- Strategic Planning, Climate Change and Stakeholder Engagement

STAKEHOLDERS INVOLVED

- NatureScot, Council Housing and Transportation Services, HIE, UHI, Sustrans, HiTrans

OVERVIEW: In developing the Council's indicative Regional Spatial Strategy, the approach aimed to embed Climate Change mitigation and adaptation as well as highlighting key infrastructure and economic growth opportunities. This provided a balanced draft iRSS and internal discussion within the Council which resulted in many of the climate change related actions within the draft iRSS being incorporated into the Council's Climate Change Strategy which was being prepared at the same time. This reflects the key role that the planning system has in Climate Change mitigation and adaptation, with the Council creating a new Climate Change team of 3 staff within the Strategic Planning and Development section.

When planning authorities were invited to review their iRSS by the Scottish Government, Moray Council made very minor changes, having embraced social, environmental and economic issues in the first version, thanks to the input of key stakeholders.

Moving forward, the publication of National Planning Framework 4 will provide further momentum and clarification of planners role in Climate Change and Moray's approach of linking the iRSS with the Climate Change Strategy and setting up a new Climate Change team within the Strategic Planning and Development team will progress actions to achieve the Council's ambition to be net zero by 2030.

GOALS: Provide strategic level spatial planning and strengthen links between spatial planning and the Climate Change Strategy.

OUTCOMES: Climate Change Strategy includes actions from the draft iRSS and Climate Change team incorporated into Strategic Planning and Development section.

NAME OF KEY OFFICER:

Name of key officer:

Gary Templeton,

Strategic Planning and Development Manager

gary.templeton@moray.gov.uk



GOVERNANCE

At the start of 2020 due to COVID-19 the Planning & Regulatory Services Committee was temporarily suspended and replaced by an Emergency Committee operating under a revised delegation scheme with meetings being carried out remotely. As a result of putting these temporary measures in place the determination of planning applications was allowed to continue at a reduced rate. The Planning & Regulatory Services Committee was re-convened and over the last nine months has continued to meet every two months and the Local Review Board has met every six weeks remotely. Site visits have been temporarily halted and enhanced committee information packs introduced.

In terms of average performance during 2020/21 our average timescales have increased slightly across all development types which is as a direct result of COVID-19 and delays in site visits and the necessary input from a number of consultees. However, the rates are still below the Scottish average. A significant effort across all sections of the Council have dedicated time to prevent back logs building-up and cases becoming stalled within the system.

The Service Level Agreement with Aberdeenshire Council to deliver our Archaeology Service is now a partnership agreement giving more stability and certainty over the provision of archaeological advice in Moray.



Case Study 7

COVID19 – Change in Working Practices - 2

LOCATION AND DATES:

March 2020 – ongoing

ELEMENTS OF A HIGH QUALITY PLANNING SERVICE THIS STUDY RELATES TO INCLUDES:

Quality of Service and engagement, Governance

KEY MARKERS: 1, 3 & 6

KEY AREAS OF WORK:

- Pre-application Advice, Planning Applications

STAKEHOLDERS INVOLVED:

- Authority Planning Staff, Authority Other Staff, Local Developers

OVERVIEW: As a result of COVID 19 our Council Offices never re-opened and officers continued to work remotely from home. Our working practices have continued to evolve and along the way have had to deal with a variety of challenges ranging from ICT

issues, schools and nurseries being closed and self-isolating requirements. The increased reliance on Microsoft Teams to host virtual meetings has been critical to allowing Development Management to continue to make recommendations and decisions on planning applications.

GOALS: To maintain and continue to deliver an efficient and effective Planning Service to support the local economy.

OUTCOMES: Officers being more resilient and time conscious, recognising the importance of team morale and supporting each other remotely through a variety of mediums, becoming more flexible and be able to adapt rapidly to change.

NAME OF KEY OFFICER:

Beverly Smith

Development Management & Building Standards Manager

Email: beverly.smith@moray.gov.uk

CULTURE OF CONTINUOUS IMPROVEMENT

One of the key elements to delivering high quality outcomes on the ground is to ensure that Pre-application advice is robust and proportionate to the development being proposed. Identifying supporting information at an early stage can be critical to ensuring that developments that have time constraints are guided through the regulatory process. The Pre-application advice service is a fee-paying service with the exception of community developments and those within town centres. A review was undertaken of the advice that was being provided with an objective of making it more streamlined. This was to assist with improving timescales for responses being issued and avoid unnecessary delays.

Irrespective of COVID-19 the Employee Review Development Programme has continued to play a large part in identifying training opportunities and service improvements through regular review meetings. The leadership Forum has met once and Officers have taken part in a Front Line Managers programme remotely.

In 2020/21 Officers from the Planning service attended the following training/CPD events:

- Cairngorms National Park LDP 2021 Training session – held remotely
- SEPA Triage Framework meetings – held remotely
- Public Inquiry Training held jointly with Highland & Aberdeenshire Council – held remotely
- Leadership Forum – Moray Council – held remotely
- Heads of Planning Conference – held remotely
- RTPi Highland Chapter Events
- Community Wealth Building- held remotely, series of 4 webinars

Officers also Chaired and attended the following forums remotely:

- North of Scotland Development Plans Forum
- Heads of Planning Executive Committee
- Heads of Planning Development Plans Sub-Committee
- Heads of Planning Development Management Sub-Committee
- Heads of Planning Energy Sub-Committee
- Developer Obligations Forum

Part 2

Supporting Evidence

Part 2 of this report was compiled using evidence from a variety of sources including:

- Development Services Service Plan
- A range of committee reports
- Case Studies
- Informal benchmarking
- Partnership working

Case Study Topics	Issue covered by case study	Case Study Topics	Issue covered by case study
Design	CS1, pg 2	Planning Applications	CS2, pg 4
Conservation	CS1, pg 2 CS6, pg 8		CS3, pg 5 CS5, pg 7
Regeneration	CS1, pg 2 CS4, pg 6	Interdisciplinary Working	CS6, pg 8
Environment	CS6, pg 8	Collaborative Working	CS1, pg 2 CS5, pg 7
Greenspace	CS4, pg 6	Community Engagement	
Town Centres	CS1, pg 2 CS4, pg 6	Placemaking	CS4, pg 6
Master planning	CS4, pg 6	Charrettes	
LDP & Supplementary Guidance	CS4, pg 6 CS5, pg 7 CS6, pg 8	Place Standard	
Housing Supply		Performance Monitoring	
Affordable Housing	CS1, pg 2	Process Improvement	CS2, pg 4 CS3, pg 5
Economic Development	CS1, pg 2 CS4, pg 6	Project Management	
Enforcement		Skills Sharing	
Development Management Processes	CS2, pg 4 CS3, pg 5 CS7, pg 10	Staff Training	
		Online Systems	CS3, pg 5 CS4, pg 6
		Transport	
		Active Travel	
		Food Growing	

To assist with the 15 key performance markers relevant hyperlinks has been added in below under the four sub-headings when combined together define and measure a high-quality planning service:

Quality of Outcomes

[Making a Planning Application – What Information is Required?](#)

[Supporting Information Checklist](#)

[Heads of Planning Scotland Guidance Note on National Standards for Validation and determination of planning applications and other related consents](#)

[Developer Obligations Supplementary Guidance](#)

[Flood Risk and Drainage Supplementary Guidance](#)

[Moray Onshore Wind Energy Supplementary Guidance – approved November 2017](#)

[Open Space Strategy – January 2018](#)

[Dallas Dhu Masterplan – May 2018](#)

[Kinloss Golf Course Masterplan](#)

[Draft Development Briefs – approved May 2018](#)

[Committee Reports Development Briefs](#)

[Guidance Note on Landscape and Visual Impacts of Cumulative Build-up of Houses in the Countryside – Approved August 2017](#)

[Local Development Plan Additional Guidance](#)

[Elgin City Centre Masterplan](#)

Quality of Service & Engagement

[Moray Local Development Plan Scheme – March 2021](#)

[Moray Housing Land Audit - August 2020](#)

[Making a Preliminary Enquiry – local developments guidance and form](#)

[Major Developments Pre-application Advice & EIA](#)

[Planning Enforcement Complaint Form](#)

[Processing Agreements](#)

[Moray Council Complaints](#)

[Planning Enforcement Charter – 2020-2022](#)

[Customer Care](#)

[Development Management Service Charter](#)

Governance

[The Moray Council Corporate Plan 2023](#)

[Scheme of Delegation:](#)

[Committee Diary:](#)

Culture of Continuous Improvement

[Development Services Service Plan 2015-2018](#)

[Development Services Service Plan - Improvement Actions and Service Developments 2018](#)

Performance Markers Report 2020/21

No.	PERFORMANCE MARKER	EVIDENCE
1.	Decision-making: continuous reduction of average timescales for all development categories	See National Headline Indicators in the PPF. All average timescales are lower than the average timescales for Scotland. The majority of major applications covered by processing agreements, 21.3 weeks. Slight increase for both Local (Non-householder) applications 6.7 weeks.
2.	Processing Agreements (PA): <ul style="list-style-type: none"> Offer to all prospective applicants for major development applications; and Availability publicised on web site 	Offer and encourage use of PA as a project management tool for major applications. Template and guidance publicised on website under Pre-application advice section for Major Developments Website link: www.moray.gov.uk/moray_standard/page_105746.html
3.	Early collaboration with applicants and consultees: <ul style="list-style-type: none"> Availability and promotion of pre-application discussions for all prospective applications; and Clear and proportionate requests for supporting information 	Offer of pre-application advice available on website with standard form, guidance and charges. All pre-application requests are logged in uniform Website link: www.moray.gov.uk/moray_standard/page_41735.html
4.	Legal Agreements: conclude (or reconsider) applications after resolving to grant permission reducing number of live applications more than 6 months after resolution to grant (from last reporting period)	Front loading of Heads of Terms and identifying timescales in processing agreements. Legal & Developer Obligation team work together with Development Management to ensure consistency. Planning Committee agreed a four Month target with mechanisms to report back to committee. Website link: www.moray.gov.uk/moray_standard/page_123173.html
5.	Enforcement Charter updated/re-published within last 2 years	Enforcement Charter reviewed and republished on February 2020 with enhanced focus on monitoring planning conditions for major developments. Web site link: www.moray.gov.uk/downloads/file132655.pdf

No.	PERFORMANCE MARKER	EVIDENCE/COMMENTS
6.	Continuous Improvement: <ul style="list-style-type: none"> Progress/improvement in relation to PPF National Headline Indicators; and Progress ambitious and relevant service improvement commitments identified through PPF report 	Service commitments and case studies demonstrate this. Average timescales below Scottish average and all major applications covered by processing Agreements.
7.	Local development plan less than 5 years since adoption	Moray Local Development Plan 2020 adopted on 27th July 2020 - replaced within 5 years. www.moray.gov.uk/MLDP2020
8.	Development Plan Scheme - next LDP: <ul style="list-style-type: none"> on course for adoption within 5 years of current plan(s) adoption; and project planned and expected to be delivered to planned timescale 	Development Plan Scheme 2021 was approved on 23rd March 2021. Early work considering what information will be required in the Evidence Report is being progressed and linked with the annual Monitoring Report.
9.	Elected members engaged early (pre-MIR) in development plan preparation - <i>if plan has been at pre-MIR stage during reporting year</i>	N/A
10.	Cross sector stakeholders*, engaged Early (pre-MIR) in development plan preparation - <i>if plan has been at pre-MIR stage during reporting year *including industry, agencies and Scottish Government</i>	N/A
11.	Regular and proportionate policy advice <i>produced on information required to support applications</i>	See Case study 5 which details additional policy guidance produced to support implementation of the MLDP 2020. The Elgin South Masterplan has also been subject of a review during the reporting period and is anticipated to be approved later in 2021. Other Masterplans and policy guidance have been updated to ensure consistency with the MLDP2020 policies.

No.	PERFORMANCE MARKER	EVIDENCE/COMMENTS
12.	Corporate working across services <i>to improve outputs and services for customer benefit (for example: protocols; joined up services; single contact arrangements; joint pre-application advice)</i>	<p>Protocols are in place for joint working with the Cairngorms National Park Authority.</p> <p>Partnership agreement with Aberdeenshire Council to deliver our Archaeology Service/advice.</p> <p>Pre-application advice is delivered with a single point of contact covering all internal and external consultees.</p>
13.	Sharing good practice, skills and knowledge between authorities	<p>Chair Heads of Planning Development Management Sub-Committee and attend Executive Committee, Energy Sub-Committee, Development Plan sub-Committee, North East Scotland Local Biodiversity Action Plan Partnership and North of Scotland Development Plans Forum</p> <p>Peer review of PPF with Neighbouring authorities – Benchmarking meeting</p> <p>Scotland Forestry Liaison Meetings</p> <p>Annual Liaison meetings/ Training with SEPA & SNH</p>
14.	Stalled Sites/legacy cases: Conclusion or withdrawal of old planning applications and reducing number of live applications more than one year old	No stalled cases over a year old all progressed or waiting S.75 acknowledgement. All covered by processing agreements.
15.	Developer Contributions: clear and proportionate expectations <ul style="list-style-type: none"> • set out in development plan (and/or emerging plan); and • in pre-application discussions 	Adopted Supplementary Guidance on Developer Obligations to support the new Local Development Plan. The Evidence Base is reviewed regularly and new education, health and transport infrastructure is set out in the LDP. An Infrastructure Delivery group meets regularly to monitor progress and discuss any issues arising. Infrastructure requirements and supporting policy are included within the Local Development Plan to give early advice to developers and a free indicative developer obligation assessment service is provided to help inform developers as they consider proposals.

Part 3

Service Improvements 2020/21

Service Improvements in the coming year:

- Continue to implement the legislative requirements from the Planning Act 2019
- Review & Embed SEPA Triage Framework into procedures
- Review communication methods with all customers
- Review Enforcement Charter in 2022
- Review remote working and performance management
- Implement Enforcement & Condition Discharging requests into Enterprise in Uniform
- Review monitoring and discharge of conditions in line with the Enforcement Charter 2020 -2022

Delivery of service improvements in 2020/21:

Looking back at our service improvements we identified in 2020/21 we have made progress with many of them despite the COVID19 challenges. As a result of a change in our practices this has highlighted the requirement to prioritise other service improvement commitments (see above).

Commitment: Continue to implement the legislative requirements arising from the Planning Act 2019

Progress: Ongoing and been delayed due to COVID19.

Commitment: Embed the implementation of Moray Local Development Plan 2020 & Supplementary Guidance

Progress: Complete through the production of additional policy guidance.

Commitment: Review Digital Resources and requirements

Progress: Complete

Commitment: Review site visit procedures

Progress: Complete

Commitment: Review Consultee Input into Planning applications

Progress: Complete

Commitment: Implement Enforcement & Condition Discharging requests into Enterprise in Uniform

Progress: Ongoing and rolled into 2021/22

Commitment: Review communication methods with all customers.

Progress: Rolled onto 2021/22

Commitment: Review monitoring and discharge of conditions in line with the Enforcement Charter 2020 - 2022

Progress: Partially complete and ongoing

Commitment: Review Processing Agreements procedures

Progress: Complete

Commitment: Review of Open Space Strategy

Progress: Delayed due to Covid and other workload pressures

Commitment: Consult on draft Elgin City Centre Masterplan

Progress: Completed

Commitment: Prepare development briefs for first tranche of stalled sites

Progress: This work has been incorporated into the Moray Growth Deal Housing Mix delivery project.

Commitment: Complete Action/ Delivery Programme for LDP2020

Progress: Completed. Annual reviews of the Action/ delivery programme will be reported to Committee.

Commitment: Prepare new Monitoring Framework to support LDP2020

Progress: In production, due to be reported in November 2021.

Commitment: Prepare indicative Regional Spatial Strategy

Progress: Completed.

Part 4

National Headline Indicators (NHI's) 2020/21

A: NHI KEY OUTCOMES - DEVELOPMENT PLANNING	2020-21	2019-20
LOCAL & STRATEGIC DEVELOPMENT PLANNING <ul style="list-style-type: none"> Age of local/strategic development plan(s) (full years) at the end of the reporting year. <i>Requirement: less than 5 years</i> Will the local/strategic development plan be replaced by their 5th anniversary according to the current development plan scheme? (Y/N) Has the expected date of submission of the plan to Scottish Ministers in the development plan scheme changed over the past Year? Were development plan scheme engagement/consultation commitments met during the year? (Y/N) 	One year MLDP 2020 Adopted Yes No Yes	One month MLDP 2020 Adopted Yes No Yes
EFFECTIVE LAND SUPPLY AND DELIVERY OF OUTPUTS <ul style="list-style-type: none"> Established housing land supply units 5-year effective housing land supply programming 5-year effective housing land supply total capacity 5-year effective housing supply target 5-year effective housing land supply (to one decimal place) Housing approvals Housing completions over the last 5 years Marketable employment land supply Employment land take-up during reporting year 	12,346 units 2,766 units 5,508 units 2,070 units 13.3 years 463 units 1,688 units 101.68 ha 4.68 ha	12,528 units 2,160 units 5,638 units 2,070 units 13.6 years 835 units 1,793 units 129.68 ha 0.85 ha

B: NHI Key Outcomes - DEVELOPMENT MANAGEMENT	2020-21	2019-20
DEVELOPMENT MANAGEMENT Project Planning <ul style="list-style-type: none"> Percentage and number of applications subject to pre-application advice Percentage and number of major applications subject to processing agreement Decision Making <ul style="list-style-type: none"> Applications approval rate Delegation rate Validation Decision Making Timescales Average number of weeks to decisions: <ul style="list-style-type: none"> Major developments Local development (non-householder) Householder developments Legacy Cases <ul style="list-style-type: none"> Number cleared during reporting period Number remaining 	7.8% 50 57% 4 92.5% 96.7% 48.2% 21.3 7.1 6.7 0 0	6% 41 20% 1 96.4% 96.6% 62.2% 10.3 6.5 5.7 0 0
C: NHI Key Outcomes - ENFORCEMENT ACTIVITY	2020-21	2019-20
<ul style="list-style-type: none"> Time since enforcement charter published/reviewed Requirement: review every two years <ul style="list-style-type: none"> Cases Take up Notices served Reports to the Procurator Fiscal Prosecutions Number of breaches resolved 	17 months 328 1 0 0 264	2 months 312 3 0 0 356

Part 5

Scottish Government Official Statistics

A: Decision-making timescales (based on 'all applications' timescales) 2020/21

CATEGORY	TOTAL NUMBER OF DECISIONS 2020-21	AVERAGE TIME WEEKS 2020-21	AVERAGE TIME WEEKS 2019-20
Major Developments	3	21.3	10.3
All Local Developments	544	6.9	6.2
Local: less than 2 months	471	6.1	5.8
Local: more than 2 months	73	12.5	11.2
Local Developments (non-householder)	340	7.1	6.5
Local: less than 2 months	285	6.0	6.0
Local: more than 2 months	55	13.0	11.2
Householder Developments	204	6.7	5.7
Local: Less than 2 months	186	6.2	5.4
Local: more than 2 months	18	11.0	11.1
Housing	186	6.7	6.5
Local: less than 2 months	149	6.2	5.9
Local: more than 2 months	37	11.0	10.8
Business and Industry	111	6.7	6.4
Local: less than 2 months	99	6.0	5.8
Local: more than 2 months	12	12.6	12.2
Other Developments	28	5.9	6.9
Local: Less than 2 months	24	5.4	6.5
Local: more than 2 months	4	9.2	10.4
EIA developments	0	0	0
Other consents			
All Other Consents	76	7.5	6.3
Listed Buildings & Conservation Area	56	7.4	6.8
Advertisements	19	6.1	5.8
Hazardous Substances	1	42.4	-
Other consents and certificates	-	-	4.6
Planning/legal agreements**			
(major applications)	4	12.7	11.4
(local applications)	12	13.6	14.6

B: Decision-making: Local Reviews and Appeals

TYPE	TOTAL NUMBER OF DECISIONS	ORIGINAL DECISION UPHELD			
		2020-21		2019-20	
		No	%	No	%
Local reviews	16	12	75%	9	69%
Appeals to Scottish Ministers	3	0	0%	2	50%

Part 6

Workforce Information

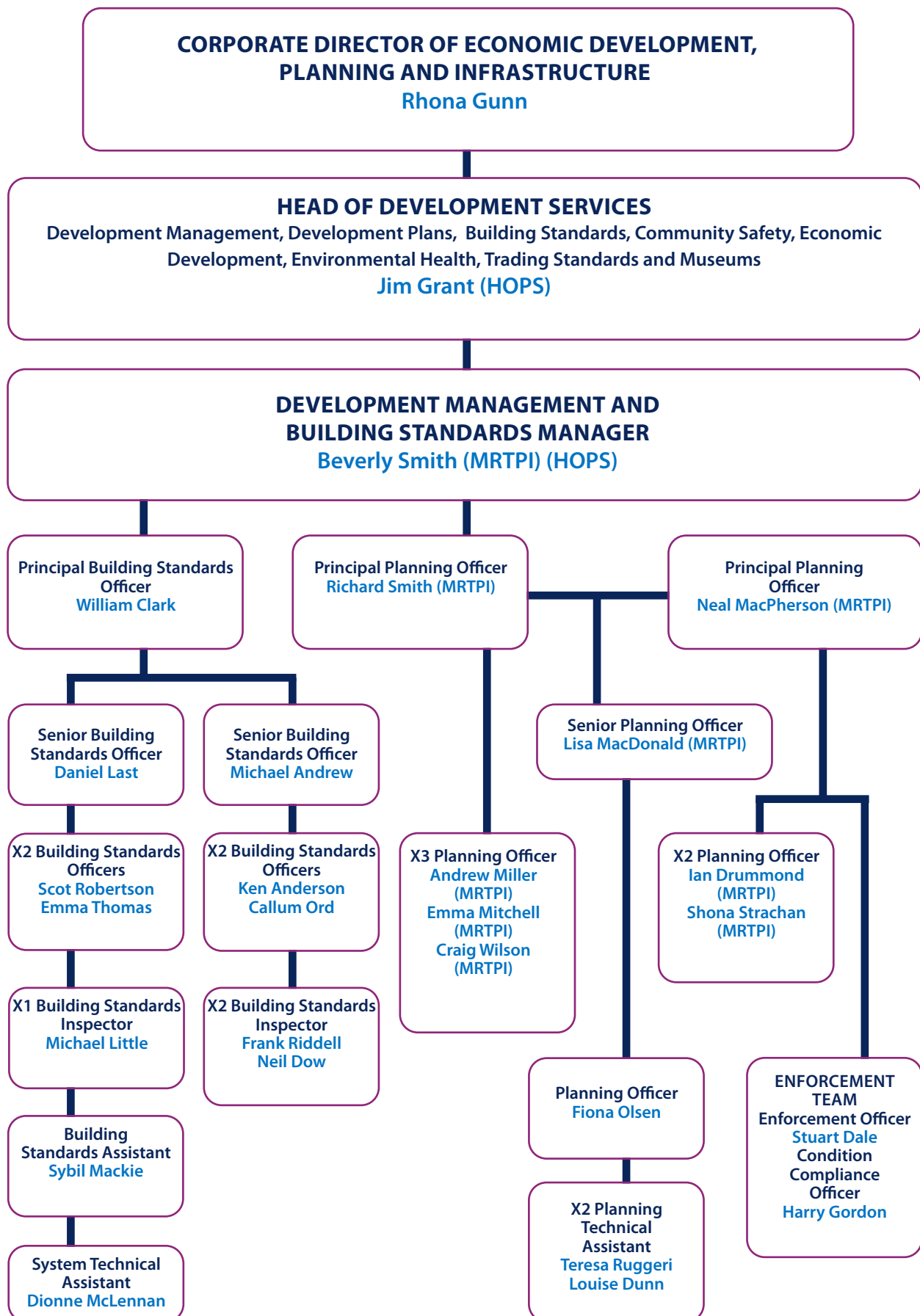
This information requested in this section is an integral part of providing the context for the information in part 1-5. Staffing Information should be a snapshot of the position on the 31 March.

	TIER 1	TIER 2	TIER 3	TIER 4
Head of Planning Service			1	2

Note: Tier 1 = Chief Executive, Tier 2 = Directors, Tier 3 = Heads of Service, Tier 4 = Managers

RTPI QUALIFIED STAFF	HEADCOUNT
Chartered Staff	14

STAFF AGE PROFILE	HEADCOUNT
Under 30	3
30-39	4
40-49	6
50 and over	7



**CORPORATE DIRECTOR OF
ECONOMIC DEVELOPMENT,
PLANNING AND INFRASTRUCTURE**
Rhona Gunn

HEAD OF DEVELOPMENT SERVICES
Development Management,
Development Plans, Building Standards,
Community Safety, Economic Development, Environmental
Health, Trading Standards
and Museums
Jim Grant (HOPS)

STRATEGIC PLANNING AND DEVELOPMENT MANAGER
Gary Templeton (MRTPI)

Principal Planning Officer
Eily Webster (MRTPI)

**Senior Economic
Strategy/Growth
Officer**
Michael O'Donnell

**MGD Programme
Manager**
Amy Higgin

**Senior Infrastructure
Growth/ Obligations
Officer**
Hilda Puskas

Planning Officer
Emma Gordon
(MRTPI)

**Planning Design
Officer**
Jane Clark

**Economic
Development Officer
(Community Wealth
Building)**
Chris Muir

**Infrastructure
Growth/
Obligations Officer**
Rebecca Morrison

Rowena MacDougall
(MRTPI)

Keith Henderson
(MRTPI)

Darren Westmacott

PART 7

Planning Committee Information

COMMITTEE & SITE VISITS*	NUMBER PER YEAR
Full council meetings	11
Planning committees	6
Committee site visits	7
LRB meetings*	9
LRB site visits	8

* This relates to the number of meetings of the LRB. The number of applications going to LRB are reported elsewhere.



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Minister for Public Finance, Planning and Community
Wealth
Tom Arthur MSP



Scottish Government
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Roddy Burns
Moray Council

29 November 2021

Dear Roddy

I am pleased to enclose feedback on your authority's tenth Planning Performance Framework (PPF) Report, for the period April 2020 to March 2021.

This is the first time I have written to you individually in my capacity as Planning Minister since my appointment earlier this year. I am very grateful for the support and welcome I have received and look forward to working with you.

This year has continued to present challenges for people working within planning, in the development sector and across Scotland's communities. We know people are doing the best they can to engage and operate, sometimes in ways and circumstances that may not be ideal, and with many still predominantly working from home. I appreciate that many of you will have had to make difficult choices in what work is prioritised, in much the same way the Government and Planning and Architecture Division has had to. However, we should all be very proud of how planning has responded to the coronavirus pandemic, adjusting as necessary to keep going and supporting recovery. I want to take this opportunity to thank you and your staff for all the work that has been done during the pandemic and to support our ongoing recovery.

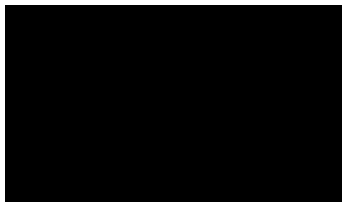
When my predecessor wrote to you last year he indicated that the pandemic had required a rethink about the timing and prioritisation of our planning work programme. A number of our workstreams were paused or delayed as a result, including the review of the planning performance and fee regimes, which had been the subject of a detailed consultation that concluded in early 2020. However, in October 2021 we published a revised planning implementation programme (<https://www.gov.scot/publications/transforming-planning-practice-updated-planning->

[reform-implementation-programme/](#)). You will note that we have now recommenced our planning performance and fees review, which reflects the importance Scottish Government attaches to this work. We are currently finalising proposals and intend to lay regulations before the end of the year to introduce increased fees, providing a boost to planning authorities' resources. We also intend to commence the recruitment of the National Planning Improvement Coordinator early in 2022.

Turning to the 2020-21 PPF reporting year, although, as expected, there have been some small changes overall in the markings awarded, the figures indicate that performance has remained relatively stable. This is a testament to the hard work and flexibility of authorities during these very difficult times and I believe that overall good progress continues to be made by Scotland's planning authorities.

If you would like to discuss any of the markings awarded below, please email chief.planner@gov.scot and a member of the team will be happy to discuss these with you.

Yours faithfully



Tom Arthur

Minister for Public Finance, Planning and Community Wealth

CC: Jim Grant

PERFORMANCE MARKERS REPORT 2020-21

Name of planning authority: **Moray Council**

The High Level Group on Performance agreed a set of performance markers. We have assessed your report against those markers to give an indication of priority areas for improvement action. The high level group will monitor and evaluate how the key markers have been reported and the value which they have added.

The Red, Amber, Green ratings are based on the evidence provided within the PPF reports. Where no information or insufficient evidence has been provided, a 'red' marking has been allocated.

No.	Performance Marker	RAG rating	Comments
1	Decision-making: continuous reduction of average timescales for all development categories [Q1 - Q4]	Green	<p>Major Applications Your timescales of 21.3 weeks is slower than the previous year but is faster than the Scottish average of 41.3 weeks. RAG = Amber</p> <p>Local (Non-Householder) Applications Your timescales of 7.1 weeks slower than last year but is faster than the Scottish average of 12.4 weeks. However, this remains faster than the statutory timescale. RAG = Green</p> <p>Householder Applications Your timescales of 6.7 weeks is slower than the previous year but remains faster than the Scottish average of 8.1 weeks and the statutory timescale. RAG = Green</p> <p>Overall RAG = Green</p>
2	Processing agreements: <ul style="list-style-type: none"> offer to all prospective applicants for major development planning applications; and availability publicised on website 	Green	<p>You encourage processing agreements to applicants. RAG = Green</p> <p>Processing agreement template and guidance is available through your website. RAG = Green</p> <p>Overall RAG = Green</p>
3	Early collaboration with applicants and consultees <ul style="list-style-type: none"> availability and promotion of pre-application discussions for all prospective applications; and clear and proportionate requests for supporting information 	Green	<p>You provide a pre-application advice service which is promoted through the website with standard form, guidance and charges. RAG = Green</p> <p>Your case studies and stated processes demonstrate a commitment to keeping requests for supporting information proportionate and how they lead to improved applications RAG = Green</p> <p>Overall RAG = Green</p>
4	Legal agreements: conclude (or reconsider) applications after resolving to grant permission reducing number of live applications more than 6 months after resolution to grant (from last reporting period)	Green	<p>Your average timescales for determining applications with legal agreements is slower than last year but is half the Scottish average. It is clear that the processes you have in place are minimising delays in concluding legal agreements.</p>

5	Enforcement charter updated / re-published within last 2 years	Green	Your enforcement charter was 13 months old at the end of the reporting year.
6	Continuous improvement: <ul style="list-style-type: none"> • progress/improvement in relation to PPF National Headline Indicators; and • progress ambitious and relevant service improvement commitments identified through PPF report 	Green	<p>Your decision making timescales are slower than last year, however, local applications are faster than the Scottish average and the statutory timescale. Your LDP and enforcement charter are both up-to-date. Elsewhere, you have 0 legacy cases.</p> <p>RAG = Green</p> <p>You have completed 8 out of 15 of your improvement commitments with some delayed due to Covid-19. You have identified a good range of improvement commitments for the coming year.</p> <p>RAG = Green</p> <p>Overall RAG = Green</p>
7	Local development plan less than 5 years since adoption	Green	Your LDP adopted during the reporting year.
8	Development plan scheme – next LDP: <ul style="list-style-type: none"> • on course for adoption within 5 years of current plan(s) adoption; and • project planned and expected to be delivered to planned timescale 	Green	<p>LDP2 was adopted on 27th July 2020 which was within 5 years of the current plan adoption.</p> <p>RAG = Green</p> <p>You LDP was replaced within the required timescale and your DPS was approved in March 2021. Work has commenced on identifying what information will be required for the evidence report.</p> <p>RAG = Green</p> <p>Overall RAG = Green</p>
9	Elected members engaged early (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i>	N/A	
10	Cross sector stakeholders* engaged early (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i>	N/A	
11	Regular and proportionate policy advice produced on information required to support applications.	Green	The Elgin South Masterplan has been subject to review and will be approved in the current reporting year. Other policy guidance and masterplans have been updated to ensure consistency with the LDP. Your case study also provides examples of additional policy guidance which has been produced to support implementation of your LDP.
12	Corporate working across services to improve outputs and services for customer benefit (for example: protocols; joined-up services; single contact arrangements; joint pre-application advice)	Green	You have protocols in place with Cairngorms National Park, a Service level agreement with Aberdeenshire for Archaeology Advice and you provide a single point of contact for pre-application advice which involves all internal and external consultees.
13	Sharing good practice, skills and knowledge between authorities	Green	You participate in HOPS sub committees, peer review of PPF with neighbouring authorities, annual meetings/training with SEPA and SNH. You also hold liaison meetings and training on forestry and tree management.

14	Stalled sites / legacy cases: conclusion or withdrawal of old planning applications and reducing number of live applications more than one year old	Green	You have no legacy cases for the third year running.
15	Developer contributions: clear and proportionate expectations <ul style="list-style-type: none"> • set out in development plan (and/or emerging plan); and • in pre-application discussions 	Green	<p>You have adopted new supplementary guidance to support your new LDP. RAG = Green</p> <p>Expectations for developer contributions are clarified in your pre-application discussions. RAG = Green</p> <p>Overall RAG = Green</p>

MORAY COUNCIL

Performance against Key Markers

Marker		13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21
1	Decision making timescales								
2	Processing agreements								
3	Early collaboration								
4	Legal agreements								
5	Enforcement charter								
6	Continuous improvement								
7	Local development plan								
8	Development plan scheme								
9	Elected members engaged early (pre-MIR)	N/A	N/A	N/A	N/A		N/A	N/A	N/A
10	Stakeholders engaged early (pre-MIR)	N/A	N/A	N/A	N/A		N/A	N/A	N/A
11	Regular and proportionate advice to support applications								
12	Corporate working across services								
13	Sharing good practice, skills and knowledge								
14	Stalled sites/legacy cases								
15	Developer contributions								

Overall Markings (total numbers for red, amber and green)

2012-13	3	6	6
2013-14	2	5	6
2014-15	1	4	8
2015-16	1	3	9
2016-17	0	1	12
2017-18	0	1	14
2018-19	0	0	13
2019-20	0	0	13
2020-21	0	0	13

Decision Making Timescales (weeks)

	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	20-21 Scottish Average
Major Development	98.2	13.1	20.0	16.9	16.5	8.9	10.3	21.3	41.3
Local (Non-Householder) Development	13.5	8.5	7.5	7.2	6.6	6.5	6.5	7.1	12.4
Householder Development	7.1	5.8	6.3	5.7	5.3	5.3	5.7	6.7	8.1



REPORT TO: PLANNING AND REGULATORY SERVICES COMMITTEE ON 18 JANUARY 2022

SUBJECT: PERFORMANCE REPORT (ECONOMIC GROWTH AND DEVELOPMENT SERVICES) – PERIOD TO SEPTEMBER 2021

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

1. REASON FOR REPORT

- 1.1 To inform the Committee of the performance of the service for the period to 30 September 2021.
- 1.2 This report is submitted to Council in terms of Section III (A) (4) of the Council's Scheme of Administration to monitor performance of the services within the Committee's remit in accordance with the Council's performance management framework.

2. RECOMMENDATION

2.1 It is recommended that Committee:

- (i) **scrutinises performance in the areas of Service Planning, Service Performance and other related data to the end of September 2021;**
- (ii) **notes the actions being taken to improve performance where required.**

3. BACKGROUND

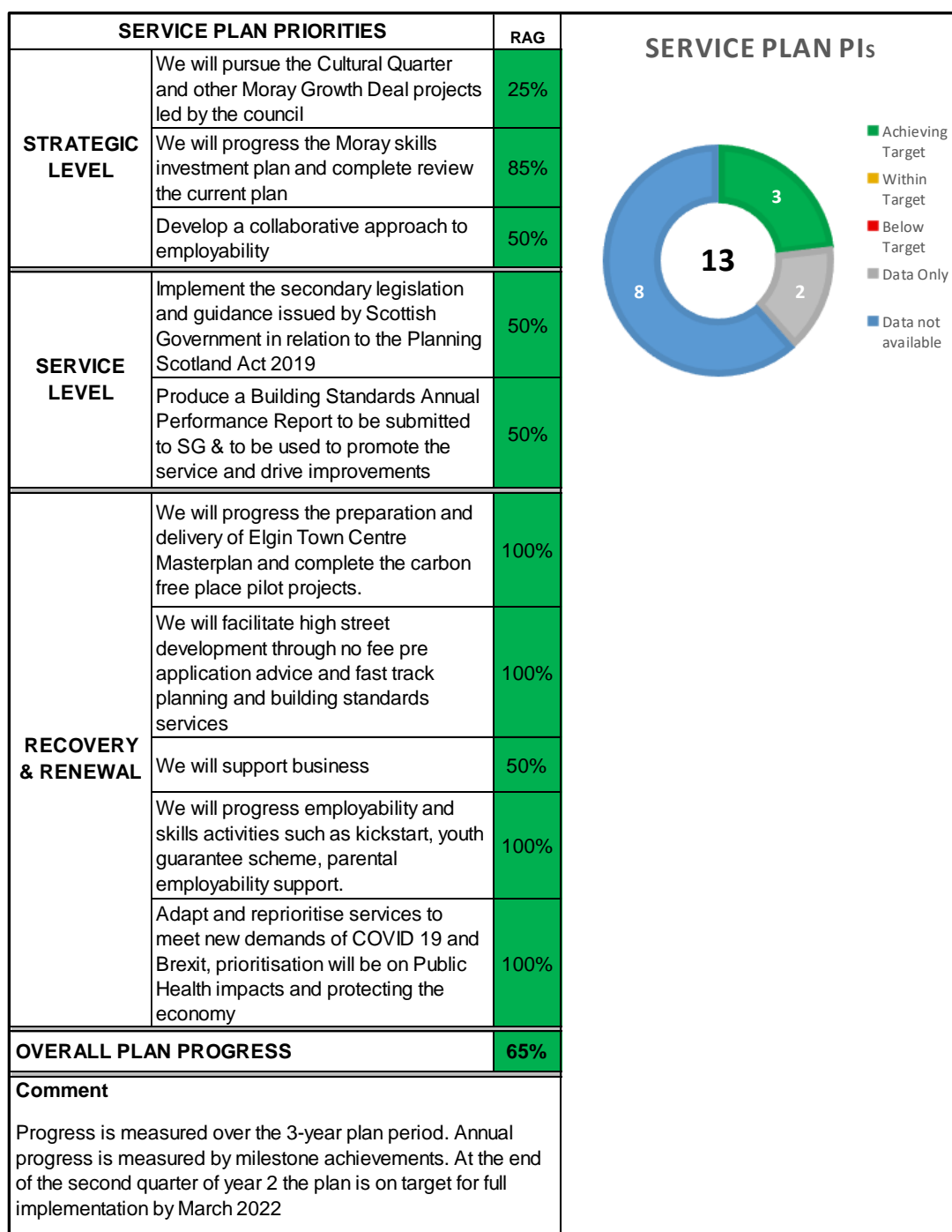
- 3.1 On 7 August 2019, the Moray Council, approved a revised Performance Management Framework for services (para 5 of the minute refers).

4. SERVICE PLANNING

- 4.1 Each service plan sets out the planned strategic and service level priorities and outcomes it intends to deliver in the coming year aligning closely with financial planning, corporate and community planning partnership strategic priorities. This report provides an interim update on progress on the service

plan, key outcomes and performance indicators. The Committee is invited to review progress to secure assurance that it is satisfactory and to provide scrutiny and further direction where performance requires attention.

- 4.2 The narrative included is by exception, however links to backing tables for all [Service Plan Actions](#) and [Performance Indicators](#) are provided.



Strategic Outcomes - successes

- 4.2 Moray Growth Deal Projects are progressing as outlined in the growth deal programme with an expectation of full deal signing shortly. (**ACTION** EG&D20-22.S4.1.1).

Strategic Outcomes – challenges and actions to support

- 4.3 Nothing to report, at the end of the second quarter of 2021/22, strategic outcomes of the Economic Growth & Development Services Service Plan 2020-22 were on target.

Service Level Outcomes - successes

- 4.4 Implementing the secondary legislation and guidance issued by Scottish Government in relation to the Planning (Scotland) Act 2019 Regulations 2021 is proceeding on schedule. Planning have issued a revised programme of work which is being reviewed in terms of timescales and implications. Building Standards presented its performance report to the Planning and Regulatory Committee on 16 November and the service also hosted the first developers' forum. (**ACTION** EG&D20-22.S5.1).

Service Level Outcomes – challenges and actions to support

- 4.6 The Building Standards Annual Performance Report, having been submitted to the Scottish Government, will progress with promoting the service and driving improvements over remaining reporting periods, out with original due date. (**ACTION** EG&D20-22.S5.2).

Recovery and Renewal – successes

- 4.7 The finalised Masterplan was submitted to Planning and Regulatory Committee in November 2021, it will be subject to a further short consultation before an Action Programme to accompany it is prepared. (**ACTION** EG&D20-22.S6.1.1a).
- 4.8 Considerable financial support and advice continues to be provided to local businesses (**ACTION** EG&D20-22.S6.1.2):
- 4.8.1 In quarter 2 a further £244,650 of COVID-19 business support grants were paid to 222 businesses from the Strategic Framework Business Fund. The Town Centre Capital Fund awarded grants to 51 totalling £1,189,479 for transforming empty space to living space, altering large retail units into smaller ones & shop front improvements / small grants, which on completion will lead to an investment of £3,838,958. Awaiting Scottish Government confirmation on extension to initial project completion date of September 2021, which has been challenged by restrictions and sharp increases in construction costs.
- 4.8.2 Business Gateway is leading on the provision of post Brexit and Procurement support as part of the Moray Recovery plan helping to mitigate the impacts of Brexit and enable SMEs in Moray to continue to trade in Europe. In the period to September, Business Gateway supported 12 SME's over 23 days. Two SMEs with high exposure to EU markets and the local supply chain have been supported with procurement processes over 4 days.

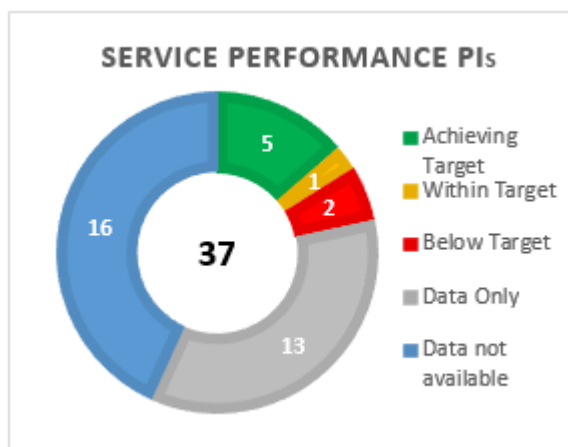
- 4.8.3 Since April 2021, 63 new ventures have started up with interventions from Business Gateway (19 in quarter 2) with a further 208 Moray businesses given advice on start-up, diversification and innovation.
- 4.8.4 The Moray Business Start-up Grant, launched on 13 September 2021 has had good initial uptake with 6 grants of £1,500 approved and paid, more will be assessed in the weeks ahead.

Recovery and Renewal – challenges and actions to support

- 4.9 Nothing to report, at the end of the second quarter of 2021/22, recovery and renewal outcomes of the Economic Growth & Development Services Service Plan 2020-22 were on target.

5. SERVICE PERFORMANCE

- 5.1 In line with the Performance Management Framework, operational performance is reviewed quarterly by departmental management. Areas performing well and/or areas subject to a decreasing trend or where benchmarking results show performance significantly below comparators will be reported to this committee for member scrutiny.
- 5.2 Report is by exception, however links to backing tables for all [Service Performance Indicators](#) are provided.



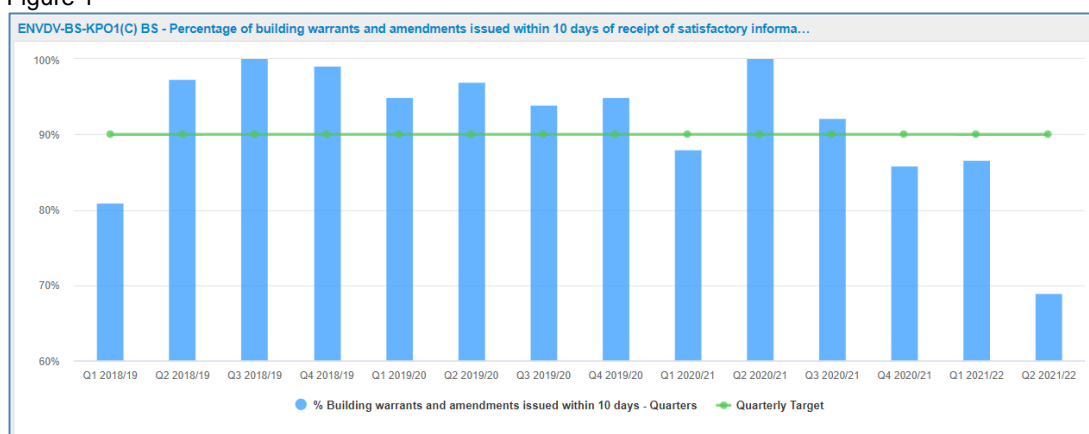
Operational Indicators - successes

- 5.3 The percentage of building warrant and amendment first reports issued within 20 working days shows sustained above target (95%) performance over a period of years. Similarly, Building Standards continue to significantly exceed target in responding to amended plans (5 days response against 15 day target). (**INDICATORS** ENVDV-BS-KP01(B), ENVDV046b)
- 5.4 Pest Control services continue to respond in a timely manner to the 105 low-priority pest control requests, with 98% responded to within target timescales. There were no high priority pest control requests in this reporting period. (**INDICATOR** ENVDV807).

Operational Indicators - challenges and actions to support

- 5.5 Environmental Health Food Safety Inspections have been in abeyance since 23 March 2020 and have now recommenced at the end September 2021 with officers inspecting high priority premises.
- 5.7 Over the past 4 quarters the percentage of building warrants and amendments issued within 10 days of receipt of satisfactory information has gradually reduced to 69% in this reporting quarter, well below target (90%) (Figure 1). (**INDICATOR** ENVDV-BS-KPO1(C)) this is due to a combination of workload and staff availability, systems have been put in place to address this.

Figure 1



- 5.8 Publication of the 2020 annual monitoring statement of the Local Development Plan was delayed but has now been submitted to the meeting of Planning and Regulatory Services Committee on 16 November 2021. (**INDICATOR** ENVDV264)

6. OTHER PERFORMANCE RELATED DATA

Complaints & MP/MSP Enquiries

- 6.1 In line with the Performance Management Framework, complaints are reviewed quarterly by departmental management in terms of time taken to respond, outcome and learning points. Links to backing tables for [Service Complaints](#) is provided.
- 6.2 There were 11 complaints in this reporting quarter, 4 more than the same period last year. All were treated as investigative complaints. Responses took an average of 37.9 days, almost double the 20-day target due to one lengthy investigation, the remaining 10 were responded to within target timescales. None of the complaints were upheld.
- 6.3 During Quarter 1 there were 14 complaints raised against services. Eight (53%) were closed at frontline taking an average response time of 7.17 days, three (43%) were completed within the target 5 days. The 7 investigative responses took an average of 21.43 days to complete with 3 (43%) being completed within the 20-day target. Five complaints were upheld or partially upheld (33%). Complaints range across services and those upheld or part upheld related mainly to process/procedure, with no obvious service wide learning, corrective actions were put in place for each.

- 6.4 The increase in the number of MP/MSP enquiries, noted in the quarter 4 performance report, continued into this reporting year. In the first half of 2021/22 Economic Growth & Development Services have dealt with 54 such enquiries. The majority (44%) were raised concerning Environmental Health matters. These included enquiries about anti-social behaviour, sea-gull nuisance, and non-compliance with COVID-19 measures. Approximately one-third of enquiries were referred to Planning & Development concerning proposed developments and issues with planning permission.

Other Performance (not included within Service Plan)

- 6.5 Nothing to report.

Case Studies

- 6.6 Nothing to report

Consultation and Engagement

- 6.7 Nothing to report

7. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Performance measurement is used to ensure the efficient and sustainable delivery of services to meet the Council's priorities in both the Corporate Plan and the LOIP.

(b) Policy and Legal

The Council has a statutory requirement to publish a range of information that will demonstrate that it is securing best value and assist in comparing performance both over time and between authorities where appropriate.

(c) Financial implications

None.

(d) Risk Implications

None.

(e) Staffing Implications

None.

(f) Property

None.

(g) Equalities/Socio Economic Impact

An Equality Impact Assessment is not required as this report is to inform the Committee on performance.

(h) Consultations

The Head of Economic Growth & Development Services, Depute Chief Executive (Economy, Environment & Finance) and Service Managers, have been consulted with any comments received incorporated into this report.

8. CONCLUSION

- 8.1 As at 30 September 2021, 5 Service Plan outcomes were due to complete, of which 4 have been achieved. The incomplete action to provide support to business as part of the Recovery and Renewal priorities has been extended due to the continuing COVID-19 restrictions. The plan overall is 65% complete and on target to meet its planned completion date.**

Author of Report:	Carl Bennett, Research & Information Officer
Background Papers:	Held by Author
Ref:	

