

**20/01613/APP**  
**2nd December 2020**

**Substitution of approved house types approved ref 16/00620/APP on plots no 16 19 - 25 and 28 - 31 on site at R6 Barhill Road South Barhill Road Buckie Moray for Springfield Properties PLC**

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**Comments:**

- This application is referred to the Planning and Regulatory Services Committee for determination as it relates to house types not previously considered in a larger development previously considered and approved by committee.
- No advertisement required.
- No representations received.

**Procedure:**

- None, all Developer Obligations previously paid.

**Recommendation:**      **Grant Planning permission subject to the following conditions:**

**Conditions/Reasons**

1. The development hereby approved forms part of, and is related to, the development granted planning permission under decision notice 16/00620/APP dated 28 March 2017. All the terms and conditions attached to that permission are hereby reiterated and remain in force insofar as they relate to the development hereby approved, including any details already approved to discharge conditions.

**Reason:** In order to ensure a satisfactory form of development and that it progresses in accordance with the already approved and required details and that only one permission is implemented, the re-positioning of houses on plots being considered as an acceptable alternative to that already approved and not an addition thereto.

**Reason(s) for Decision**

The Council's reason(s) for making this decision are:-

The proposal accords with the relevant provisions of the Moray Development Plan 2020 and there are no material considerations that indicate otherwise.

**List of Informatives:**

THE DEVELOPMENT MANAGEMENT & BUILDING STANDARDS MANAGER has commented that:-

A Building Warrant will be required for the proposals. Should you require further assistance please contact the Building Standards Duty Officer between 2pm and 4pm or telephone on 03001234561. No appointment is necessary. Alternatively e-mail [buildingstandards@moray.gov.uk](mailto:buildingstandards@moray.gov.uk)

LIST OF PLANS AND DRAWINGS SHOWING THE DEVELOPMENT	
Reference No. Version No.	Title/Description
932te(AS)901 A	Dallachy - elevations and floor plans
1104dt(AS)901 C	Lauder - elevations and floor plans
1287dt(AS)901 C	Balerno - elevations and floor plans
1339dt(AS)901 G	Braemar - elevations and floor plan
1432dt(AS)901 E	Crail - elevations and floor plan
1653dt-R(AS)901	Kintore - elevations and floor plans
950sd(AS)901 E	Ardmore - elevations and floor plans
BU20_PL_SL_01	Location plan
BU20_PL_SL_01	Site layout - remix NMV and PP overview
BU20_PL_SL_02	Site layout - Planning application
BU20_PL_SL_04	Landscaping layout - remix
BU20_WALL_SECT_02 A	Plots 12-31 retaining wall section
BU20_WALL_SECT A	Plots 19-31 retaining wall section
R11B_E_120 B	Levels layout remix Plots 12-31



## PLANNING APPLICATION COMMITTEE SITE PLAN

**Planning Application Ref Number:**  
**20/01613/APP**

**Site Address:**

R6 Barhill Road South  
Barhill Road  
Buckie

**Applicant Name:**

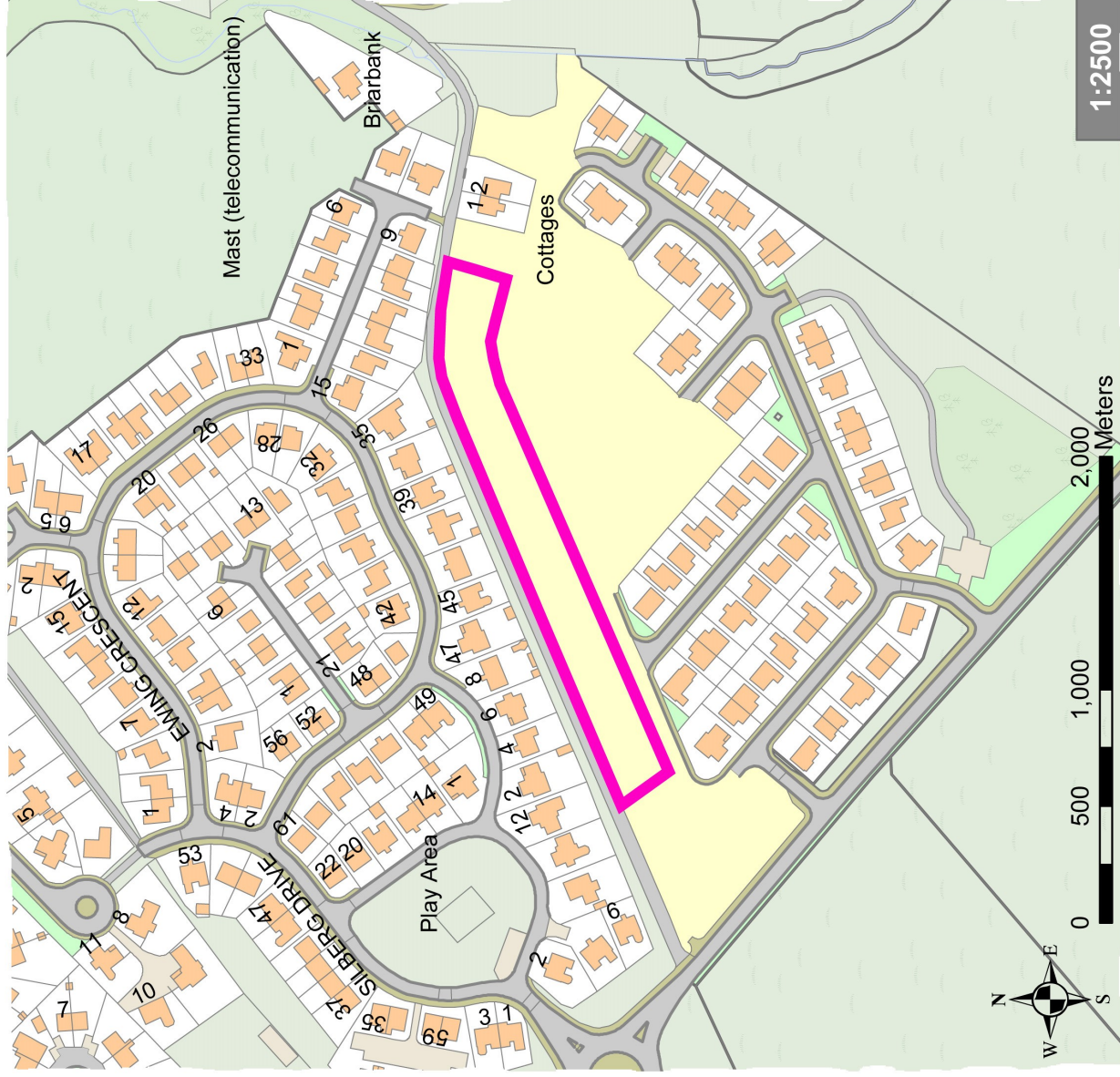
Springfield Properties PLC

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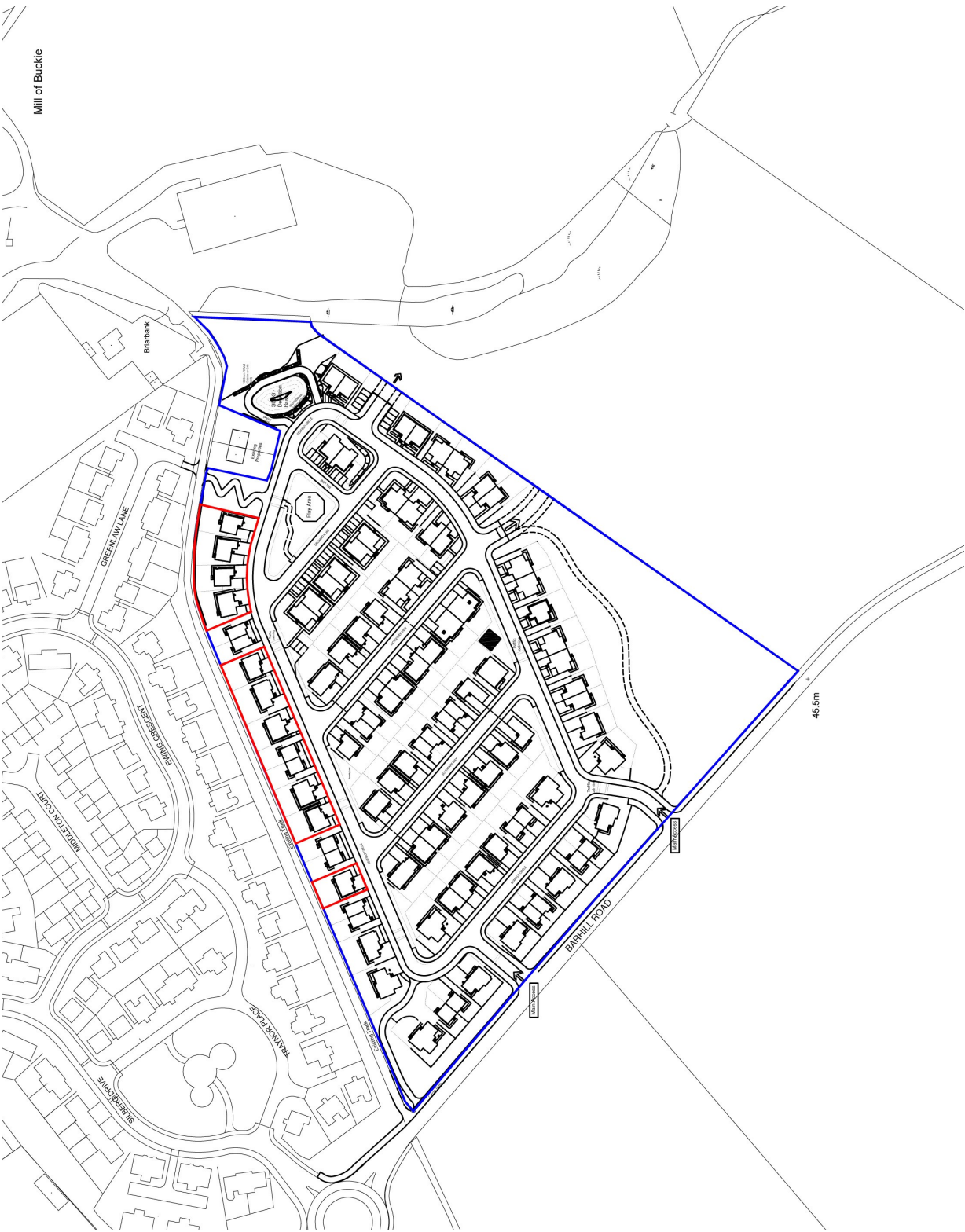
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## Location Plan



Site Location





## Site plan

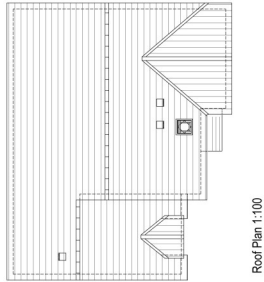
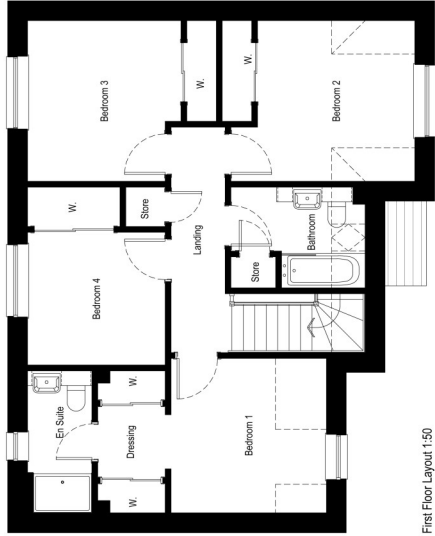
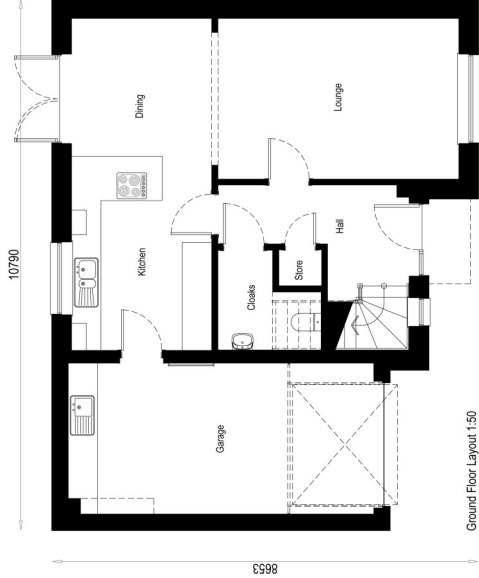


Main Access

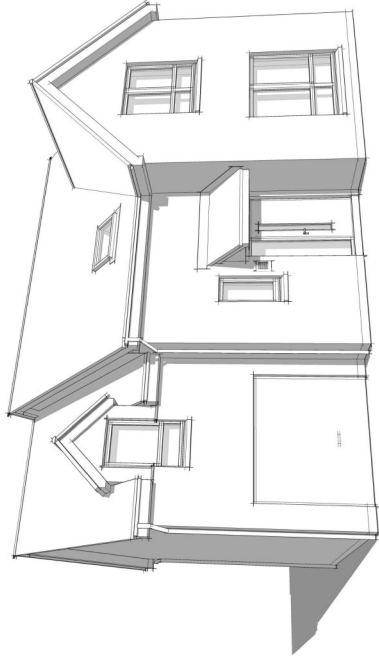
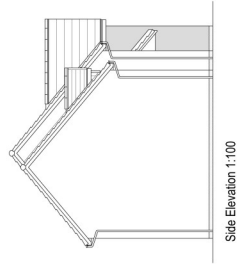
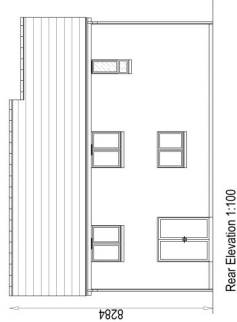
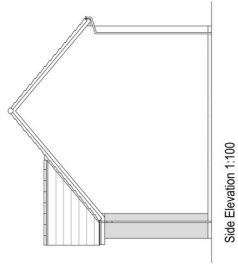
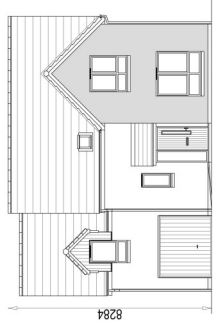
## Remix plan



Balerno House Type



- feature base
- feature timber
- feature masonry



3D illustration NTS



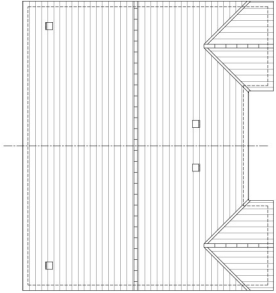
Ardmore House Type



Ground Floor Layout 1:50

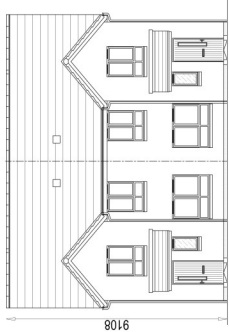


First Floor Layout 1:50

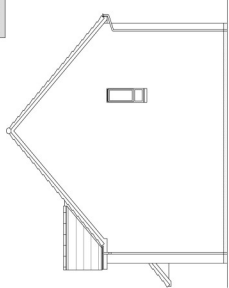


Roof Layout 1:100

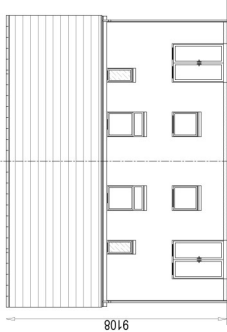
- feature base
- feature timber
- feature masonry



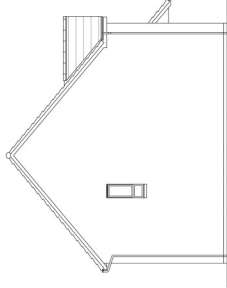
Front Elevation 1:100



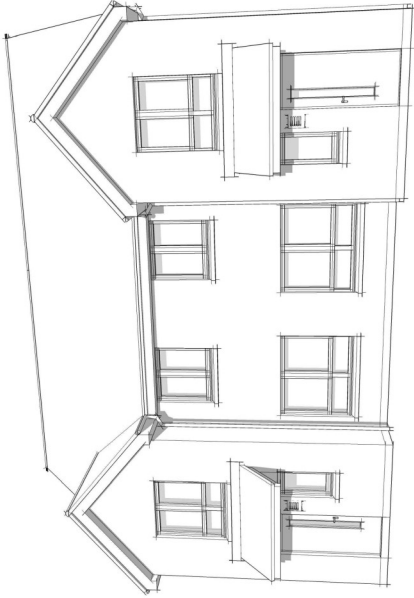
Side Elevation 1:100



Rear Elevation 1:100

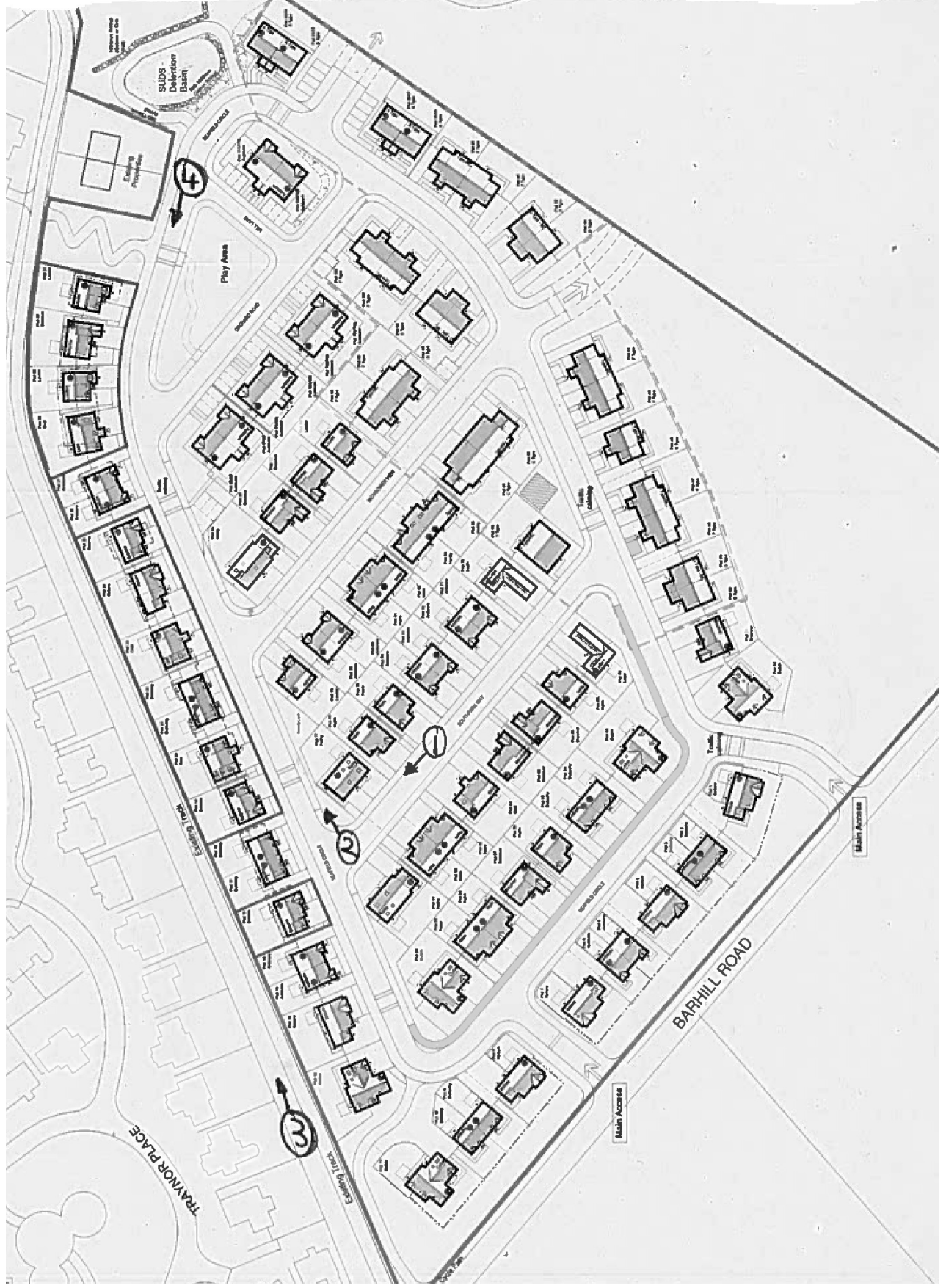


Side Elevation 1:100



Perspective Illustration NTS

**Photo location plan**





**Photo 1**





**Photo 2**





**Photo 3**





**Photo 4**



## PLANNING APPLICATION: 20/01613/APP

*In the event that a recommendation on this planning application is overturned the Committee is reminded of the advice contained on the front page of the agenda for Reports on Applications*

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### **THE PROPOSAL**

- Substitution and relocation of house types on plots number 16, 19 - 25 and 28 – 31 of previously approved layout.
- The proposal seeks to alter the design of 12 of the plots within the previously approved housing development. In doing so, the proposal also seeks to re-configure the plot boundaries within these plots, but the overall number of plots remains unaltered from the original approval under planning application 16/00620/APP dated 28 March 2017.
- The proposed dwellings being 1¾ and 2 storey would replace houses of a similar scale and style. It is noted that previously 6 of the units were semi-detached, whereas now only 2 would be (plots 21 and 22).
- Some minor changes to the landscaping arrangements will result from the proposed changes, but landscaping notably now includes the introduction of individual specimen trees along the frontage of these plots with the laurel hedging set slightly further back from the back of the pavement to facilitate the tree planting.
- The dwellings will be finished with grey concrete tiles, white render, timber cladding, masonry features, grey upvc windows, soffits and fascias.
- The proposals will not seek to alter any of the houses previously identified and approved as affordable or accessible housing.
- The proposals would also see the introduction of some minor changes to levels and some retaining wall features between plots.

### **THE SITE**

- Formerly known as R11 within the previous local development plan, the site now occupies designation R6 Barhill Road South). The development has been named Inchgower by the developers.
- The development is substantively commenced and the area subject of the current application lies along the northern edge of the site and is bound by existing recently constructed roadways, houses and agricultural track to the north. Beyond this track to the north lies a relatively recently completed housing development known collectively as Letterfourie.
- The development south of the site is substantively complete, with only the housing on street subject of the application yet to be completed (see information pack).

## **HISTORY**

16/00620/APP – Erect residential development and associated infrastructure on Site R11 LDP2015, Barhill Road, Buckie, Moray. Approved in March 2017 following consideration by the Planning and Regulatory Services Committee. Development substantially commenced.

20/00015/APP - Substitution and relocation of house types on plots 78-82 and 91-94. Approved at committee in September 2020.

19/01643/APP - Repositioning of Auldearn apartments at Plots 99-106 (as per previous approval 16/00620/APP) on Site R11, Barhill Road, Buckie. Permission required as it altered the parking for the plots and introduced retaining wall features. Approved in March 2020.

18/00126/APP - Variation of house types approved under planning ref 16/00620/APP on Plots 51 57 65 93 and 93 at Site R11 LDP2015, Barhill Road, Buckie. This involved previously approved house types, but could not be treated as a non-material as there were notifiable neighbours in proximity who would be affected by the change in house-type. Approved in March 2018.

## **POLICY - SEE APPENDIX**

## **ADVERTISEMENTS**

The development did not require to be advertised.

## **CONSULTATIONS**

**Scottish Water** – no objection.

**Environmental Health, Contaminated Land** – no objection.

**Environmental Health** – no objection.

**Transportation Manager** – no objection.

## **OBJECTIONS-REPRESENTATIONS**

None Received.

## **OBSERVATIONS**

Section 25 of the 1997 Act as amended requires applications to be determined in accordance with the Development Plan i.e. the adopted Moray Local Development Plan 2020



## **Background**

The reason this application is going before Committee is that the proposal, whilst not seeking to alter numbers on the proposed development, does substitute several of the previously approved house designs with dwelling designs not previously considered upon this site. The change in house type is to meet market demand for different types of housing, but this would not be a planning matter in its own right.

There have been several other non-material variations to the 16/00620/APP approval, relevant to the current application. These relate to plots 17, 18, 26 and 27 where previously approved and similar house types were substituted for the plots adjoining those subject of the current application.

The main issues are considered below:

## **Principle**

The principle of housing on these plots is well established by the existing consent. Furthermore the site lies within a site specifically designated for residential development in the Moray Local Development Plan 2015 - Site R11 (now R6 Barhill Road (S)) of the adopted Moray Local Development Plan 2020 (MLDP2020).

As such the principle of housing is well established here with Policy DP2 Housing setting out that development on designated sites must comply with the site development requirements within the settlement plans and policies. In this regard the current proposal simply seeks to alter some house types and alter some boundaries between the plots previously approved housing and as such readily complies with Policy DP2 subject to consideration of the detail of the changed position. Matters such as developer contributions, affordable housing provision, drainage, open space provision have all been previously addressed with the original application here. The proposal does not seek to change any of the house units identified as either affordable or accessible housing.

The overall layout and road network is fundamentally unchanged and as such has attracted and much of the surrounding development is already developed. There is therefore no scope to revisit wider place-making and infrastructure consideration contained within MLDP2020, where the development is substantively progressed.

## **Effect of proposal on existing Development (DP1, DP2, PP1, PP3, EP5 and EP7)**

The overall housing site is located at Inchgower Buckie to the east of Barhill Road on an area designated for housing. Development on the site is ongoing with a considerable proportion of house already built and occupied.

In terms of open space provision and the requirements of policy EP5 Open Space the development would effectively see a small increase in green space as the south east garden boundaries are being set further back from the rear of the pavement edge to accommodate a tree fronting each amended property. There will be no other loss of amenity space, and introduction of additional trees in the street, is a welcome inclusion. Existing conditions of 16/00620/APP will ensure compliance with policy EP7 which seeks to ensure tree planting provided within new developments is appropriately managed. The change would still not bring the development into conflict with policy EP5 Open space where the requirement for 20% open space across the whole development would still be met. Whilst it is noted that the proposed trees would not meet the requirement of policy PP1 Placemaking to have semi-mature trees planted on main avenues to be a minimum of 5m high (2m high standards proposed) this would be consistent with the scale of

planting currently being undertaken elsewhere in the development. It would appear incongruous with the other planting already in place to have one street with 5m trees, when other planting (including the landscaping established onto Barhill Road already) is currently 2.5m or lower.

The submitted Site layout- Remix plan shows the overlay of the consented layout with the proposed layout. This illustrates that the houses would be no closer to the properties downhill to the north, and would not result in any notable increase in build form. The proportion of the proposed house types to the amended plot boundaries remains acceptable, even with the separation of 4 semi-detached units into detached units. The minor changes in levels and roof heights would be negligible compared to those already approved.

In terms of PP3 Infrastructure and Services the proposed reconfiguration of plots and house types, changes in levels and retaining features does not alter the previously approved drainage infrastructure of the site and does not therefore depart from policy PP3.

The number of house units having not varied, and there being so substantive change to the houses in terms their scale and size, no review of Developer Obligations was required.

### **Design (PP1 and DP1)**

The adjustment of the house types is assessed against the design requirement of policy PP1 Placemaking in so far the design might alter the character or appearance of this area of the development. While the design of houses differs from those previously approved, they still compliment and resemble the differing designs and pallet of material utilised elsewhere in the development.

The variation in house types also adds positively to the diversity of design in the development, and aids placemaking, where the particular designs (Balerno, Braemar and Lauder) were not previously present. While the types Crail, Dallachy, Kintore, Ardmore are already named in 16/00620/APP these latest design do differ slightly sufficient to form part of the current application. A diversity of house designs allows for easier recognition of streets within the development and therefore accords with policy PP1.

### **Access issues (DP1)**

Policy DP1 Development Principles seeks to ensure that any development is served by a suitable access and provides the appropriate parking. In this regard the access arrangements remain as before, with adequate parking provision provided within each site. The Transportation Manager has confirmed they have no issue with the proposed revisions. The plots all provide the requisite amount of parking for the number of bedrooms.

The relevant TSP's to the development have already been constructed.

### **Conclusion**

In these overall circumstances this minor re-positioning of houses within plots and revised designs are considered to comply with relevant planning policies. The previous terms and conditions of the overriding consent here will continue to apply and an appropriate planning condition can be attached to this end.

**REASON(S) FOR DECISION**

The Council's reason(s) for making this decision are: -

The proposal accords with the relevant provisions of the Moray Development Plan 2020 and there are no material considerations that indicate otherwise.

**Author/Contact**

Neal MacPherson

**Ext:** 01343 563266

**Officer:**

Principal Planning Officer

**Beverly Smith**

**Development Management & Building Standards Manager**





## **APPENDIX**

### **POLICY**

#### **DP1 DEVELOPMENT PRINCIPLES**

This policy applies to all development, including extensions and conversions and will be applied reasonably taking into account the nature and scale of a proposal and individual circumstances.

The Council will require applicants to provide impact assessments in order to determine the impact of a proposal. Applicants may be asked to determine the impacts upon the environment, transport network, town centres, noise, air quality, landscape, trees, flood risk, protected habitats and species, contaminated land, built heritage and archaeology and provide mitigation to address these impacts.

Development proposals will be supported if they conform to the relevant Local Development Plan policies, proposals and additional guidance, meet the following criteria and address their individual and cumulative impacts:

#### **(i) Design**

- a) The scale, density and character must be appropriate to the surrounding area and create a sense of place (see Policy PP1) and support the principles of a walkable neighbourhood.
- b) The development must be integrated into the surrounding landscape which will include safeguarding existing trees and undertaking replacement planting to include native trees for any existing trees that are felled, and safeguarding any notable topographical features (e.g. distinctive knolls), stone walls and existing water features by avoiding channel modifications and culverting. A tree survey and tree protection plan must be provided with planning applications for all proposals where mature trees are present on site or that may impact on trees outwith the site. The strategy for new tree provision should follow the principles of the "Right Tree in the Right Place".
- c) Make provision for new open space and connect to existing open space under the requirements of Policy EP5 and provide details of the future maintenance of these spaces. A detailed landscape plan must be submitted with planning applications and include information about green/blue infrastructure, tree species, planting, ground/soil conditions, and natural and man-made features (e.g. grass areas, wildflower verges, fencing, walls, paths, etc.).
- d) Demonstrate how the development will conserve and enhance the natural and built environment and cultural heritage resources, retain original land contours and integrate into the landscape.
- e) Proposals must not adversely impact upon neighbouring properties in terms of privacy, daylight or overbearing loss of amenity.

- f) Proposals do not result in backland development or plots that are subdivided by more than 50% of the original plot. Sub-divided plots must be a minimum of 400m<sup>2</sup>, excluding access and the built-up area of the application site will not exceed one-third of the total area of the plot and the resultant plot density and layout reflects the character of the surrounding area.
- g) Pitched roofs will be preferred to flat roofs and box dormers are not acceptable.
- h) Existing stone walls on buildings and boundaries must be retained. Alterations and extensions must be compatible with the character of the existing building in terms of design, form, choice of materials and positioning and meet all other relevant criteria of this policy.
- i) Proposals must orientate and design buildings to maximise opportunities for solar gain.
- j) All developments must be designed so as to ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their use (calculated on the basis of the approved design and plans for the specific development) through the installation and operation of low and zero-carbon generating technologies.

**(ii) Transportation**

- a) Proposals must provide safe entry and exit from the development, including the appropriate number and type of junctions, maximise connections and routes for pedestrians and cyclists, including links to active travel and core path routes, reduce travel demands and ensure appropriate visibility for all road users at junctions and bends. Road, cycling, footpath and public transport connections and infrastructure must be provided at a level appropriate to the development and connect people to education, employment, recreation, health, community and retail facilities.
- b) Car parking must not dominate the street scene and must be provided to the side or rear – and behind the building line. Maximum (50%) parking to the front of buildings and on street may be permitted provided that the visual impact of the parked cars is mitigated by hedging or low stone boundary walls. Roadways with a single carriageway must provide sufficient off road parking to avoid access routes being blocked to larger service vehicles and prevent parking on pavements.
- c) Provide safe access to and from the road network, address any impacts on road safety and the local road, rail and public transport network. Any impacts identified through Transport Assessments/ Statements must be identified and mitigated. This may include but would not be limited to, passing places, road widening, junction improvements, bus stop infrastructure and drainage infrastructure. A number of potential mitigation measures have been identified in association with the development of sites and the most significant are shown on the Proposals Map as TSP's.
- d) Provide covered and secure facilities for cycle parking at all flats/apartments, retail, community, education, health and employment centres.

- e) Garages and parking provision must be designed to comply with Moray Council parking specifications see Appendix 2.
- f) The road layout must be designed to allow for the efficient mechanical sweeping of all roadways and channels, pavements, turning areas and junctions. The road layout must also be designed to enable safe working practices, minimising reversing of service vehicles, with hammerheads minimised in preference to turning areas such as road stubs or hatchets, and to provide adequate space for the collection of waste and movement of waste collection vehicles.
- g) The road and house layout in urban development should allow for communal refuse collection points where the design does not allow for individual storage within the curtilage and / or collections at kerbside. Communal collection points may either be for the temporary storage of containers taken by the individual householder or for the permanent storage of larger containers. The requirements for a communal storage area are stated within the Council's Kerbside Collection Policy, which will be a material consideration.
- h) Road signs should be minimised designed and placed at the back of footpaths to reduce street clutter, avoid obstructing pedestrian movements and safeguarding sightlines;
- i) Within communal parking areas there will be a requirement for electric car charging points. Parking spaces for car sharing must be provided where a need is identified by the Transportation Manager.

**(iii) Water environment, pollution, contamination**

- a) Acceptable water and drainage provision must be made, including the use of sustainable urban drainage systems (SUDS) for dealing with surface water including temporary/ construction phase SUDS (see Policy EP12).
- b) New development should not be located in areas at flood risk or increase vulnerability to flooding (see Policy EP12). Exceptions to this would only be considered in specific circumstances, e.g. extension to an existing building or change of use to an equal or less vulnerable use. Where this exception is applied the proposed development must include resilience measures such as raised floor levels and electrical sockets.
- c) Proposals must avoid major hazard sites and address any potential risk of pollution including ground water contamination in accordance with recognised pollution prevention and control measures.
- d) Proposals must protect and wherever practicable enhance water features through for example naturalisation of watercourses by introducing a more natural planform and removing redundant or unnecessary structures.
- e) Proposals must address and sufficiently mitigate any contaminated land issues.

- f) Make acceptable arrangements for waste collection and management and encourage recycling.
- g) Avoid sterilising significant workable reserves of minerals, prime agricultural land or productive forestry.
- h) Proposals must avoid areas at risk of coastal erosion and coastal change.

## **DP2 HOUSING**

- a) Proposals for development on all designated and windfall housing sites must include a design statement and shall include supporting information regarding the comprehensive layout and development of the whole site, addressing infrastructure, access for pedestrians, cyclists, public transport and service vehicles, landscaping, drainage, affordable and accessible housing and other matters as may be required by the planning authority, unless these requirements are not specified in the site designation or are considered not to be required.

Proposals must comply with Policy PP1, DP1, the site development requirements within the settlement plans, all other relevant policies within the Plan and must comply with the following requirements;

- b) Piecemeal/ individual plot development proposals**

Piecemeal and individual/ plot development proposals will only be acceptable where details for the comprehensive redevelopment of the site are provided to the satisfaction of the planning authority and proposals comply with the terms of Policy DP1, other relevant policies including access, affordable and accessible housing, landscaping and open space and where appropriate key design principles and site designation requirements are met.

Proposals for piecemeal/ plot development must be accompanied by a Delivery Plan setting out how the comprehensive development of the site will be achieved.

- c) Housing density**

Capacity figures indicated within site designations are indicative only. Proposed capacities will be considered through the Quality Auditing process against the characteristics of the site, character of the surrounding area, conformity with all policies and the requirements of good Placemaking as set out in Policies PP1 and DP1.

- d) Affordable Housing**

Proposals for all housing developments (including conversions) must provide a contribution towards the provision of affordable housing.

Proposals for new housing developments of 4 or more units (including conversions) must provide 25% of the total units as affordable housing in affordable tenures to be agreed by the Housing Strategy and Development Manager. For proposals of less than 4 market housing units a commuted payment will be required towards meeting housing needs in the local housing market area.

A higher percentage contribution will be considered subject to funding availability, as informed by the Local Housing Strategy. A lesser contribution or alternative in the form of off-site provision or a commuted payment will only be considered where

exceptional site development costs or other project viability issues are demonstrated and agreed by the Housing Strategy and Development Manager and the Strategic Planning and Development Manager. Intermediate tenures will be considered in accordance with the HNDA and Local Housing Strategy, and agreed with the Housing Strategy and Development Manager.

Further detail on the implementation of this policy is provided in the Policy Guidance note on page 40.

#### **e) Housing Mix and Tenure Integration**

Proposals must demonstrate tenure integration and meet the following criteria;

- Architectural style and external finishes must ensure that homes are tenure blind
- The spatial mix must ensure communities are integrated to share school catchment areas, open spaces, play areas, sports areas, bus stops and other community facilities.

#### **f) Accessible Housing**

Housing proposals of 10 or more units incorporating affordable housing will be required to provide 10% of the private sector units to wheelchair accessible standard. Flexibility may be applied on sites where topography would be particularly challenging for wheelchair users.

Further detail on the implementation of this policy is provided in the Policy Guidance note on page 41.

### **POLICY GUIDANCE NOTE- AFFORDABLE AND ACCESSIBLE HOUSING**

#### **Affordable Housing**

Providing affordable housing is a key priority for Moray Council and this is reflected in the Local Outcomes Improvement Plan (LOIP) and the Local Housing Strategy (LHS). The Council's Housing Need and Demand Assessment 2017 highlights the significant requirement for affordable housing in Moray, which is a national issue, resulting from a number of factors including affordability issues, downturn in the economy and the shortage of public and private sector rented houses.

Planning policies assist with the provision of affordable housing, which is defined in Scottish Planning Policy (SPP) as;

"housing of a reasonable quality that is affordable to people on modest incomes. Affordable housing may be provided in the form of social rented accommodation, mid-market rented accommodation, shared ownership housing, shared equity housing, housing sold at a discount (including plots for self-build and low cost housing without subsidy." This local development plan regards lower quartile earnings as "modest incomes".

The 2017 HNDA identified a requirement for 56% of all need and demand to be affordable units in Moray between 2017 and 2035. This Local Development Plan has lowered the threshold so that individual house proposals are required to make a contribution towards

affordable housing provision, which is intended to ensure proposals do not circumnavigate the policy and provide a fair and transparent process.

A number of variables influence affordability of housing, including mortgage deposit requirements, mortgage interest rates, lower quartile house prices, lower quartile private rents, lower quartile full time gross earnings. Changes in these variables will affect the affordability of housing in Moray. The maximum affordable rent and maximum affordable house purchase prices is published on the Council's website at

[http://www.moray.gov.uk/moray\\_standard/page\\_90100.html](http://www.moray.gov.uk/moray_standard/page_90100.html). The current Local Housing Allowance will be used as a proxy for average private sector rents.

Affordable housing should be provided on site and as part of a mixed development of private and affordable units. To meet the need for affordable housing there may be proposals for 100% provision of affordable housing and these will be acceptable as part of a wider mixed community, provided all other Local Development Plan policies are met.

The policy requires single house proposals to make a commuted sum payment as a developer obligation towards affordable housing, with the cost figure published annually on the Council website at [http://www.moray.gov.uk/moray\\_standard/page\\_94665.html](http://www.moray.gov.uk/moray_standard/page_94665.html) and determined by the District Valuer's assessment of the value of serviced land for affordable housing in Moray. This allows developers to be clear at the outset of a project about the potential cost of commuted payments and should be reflected in land values.

The type of affordable housing to be provided will be determined by the Housing and Property service. Developers should contact Housing and Property as early as possible. Housing and Property will decide whether a commuted payment or affordable units will be required on a site by site basis. Housing and Property will provide developers with an affordable housing mix, detailing the size and type of housing required based on HNDA/LHS requirements.

The Council will consider the following categories of affordable housing within the context of the needs identified in the HNDA/ LHS;

- Social rented accommodation- housing provided by an affordable rent managed by a Registered Social Landlord such as a housing association or another body regulated by the Scottish Housing Regulator, including Moray Council.
- Mid-market rent accommodation- housing with rents set at a level higher than purely social rent, but lower than market rent levels and affordable by households in housing need. Mid-market rent housing can be provided by the private and social housing sectors.
- Shared equity housing- sales to low income households, administered through a Scottish Government scheme e.g. Low-cost initiative for First Time Buyers (LIFT).

Any proposals to provide affordable housing in a form other than those listed above, must demonstrate that the cost to the householder is "affordable" in the Moray context and that the property will remain "affordable" in perpetuity.

Affordable housing requirement figures will be rounded up.

The Strategic Housing Investment Plan (SHIP) is produced annually by the Council and identifies details of the proposed delivery of affordable housing.

## **Accessible housing**

Scottish Planning Policy states (para 28) that "the aim is to achieve the right development in the right place; it is not to allow development at any cost" and "that policies and decisions should be.....supporting delivery of accessible housing."

Policy DP2 aims to;

- Assist the Council, the NHS and the Health and Social Care Moray to meet the challenges presented by our ageing population and the shared aim of helping people to live well at home or in a homely setting. The HNDA 2017 demonstrates that Moray's population is ageing and there is a trend towards older and smaller households.
- Provide increased choice of tenure to people with physical disabilities or mobility impairments, by increasing the supply of accessible housing in the private sector. There is currently a mismatch between the size and type of housing required and the size and type of housing available across all tenures. This mismatch, along with increasing housing needs associated with physical disability, are the likely drivers of owner occupiers seeking public sector accessible housing to meet medical needs.

Accessible/ adapted housing can promote independence and wellbeing for older or disabled people, can facilitate self- care, informal care and unpaid care, potentially prevent falls and hospital admissions and can delay entry into residential care.

Policy DP2 requires that housing proposals of 10 or more units incorporating affordable housing must provide 10% of the private sector units to wheelchair accessible standard where all the rooms are accessible to a wheelchair user.

This applies to new build and conversion/ redevelopment projects. Flexibility may apply where there is extremely challenging topography or where the site is in a remote location. For the purposes of Policy DP2, "remote" locations are defined as being rural areas outside settlement and Rural Grouping boundaries as defined in the Local Development Plan.

Accessible units should be in a location which provides convenient access, in terms of distance, gradient and available public transport, to reach the facilities needed for independent living. Small, low maintenance gardens are generally regarded as a positive feature by this customer group.

New wheelchair accessible housing in any tenure must comply with Housing for Varying Needs Standards (HfVNs), including the standards specific to dwellings for wheelchair users. HfVNs is available at [http://webarchive.nationalarchives.gov.uk/20131205115152uo\\_/http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/start.htm](http://webarchive.nationalarchives.gov.uk/20131205115152uo_/http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/start.htm)

The specific design specification required to meet the terms of this policy are;

External requirements

- location(s) convenient for amenities and facilities e.g. public transport, local shops etc
- car parking space as close as possible to the entrance door and at a maximum distance of 15m (HfVNs para 7.13.4 refers).



- Step free paths within curtilage, ramp gradients preferably of 1:20 but no steeper than 1:12 (HfVNs para 7.7.1 refers)

#### Internal requirements

- Hallways- minimum 1200mm wide (HfVNs para 10.2.3 refers)
- Door frames- minimum 926mm wide door leaf, giving a clear width of 870mm (HfVNs para 10.5.7 refers)
- Bathrooms/ wet rooms- 1500mm wheelchair turning circle required (HfVNs para 14.9.2 refers)

Accessible housing requirement figures will be rounded down.

All proposals for new build or converted housing should set out details of how they will comply with this policy in their planning application.

### **R6 Barhill Road (S) 5.51ha 110 units**

- Extant consent on the site with development commenced.
- A Pocket Park must be provided.
- Provision of substantial structural planting to create robust site edge required.
- Flood Risk Assessment (FRA) required.
- SUDS and construction phase water management plan required.
- Drainage Impact Assessment (DIA) required.
- Transport Assessment required. Safeguarding of land for future roundabout in association with an access junction to site off Barhill Road required.↵↵

### **PP1 PLACEMAKING**

- a) Development must be designed to create successful, healthy places that support good physical and mental health, help reduce health inequalities, improve people's wellbeing, safeguard the environment and support economic development.
- b) A Placemaking Statement is required for residential developments of 10 units and above to be submitted with the planning application to articulate how the development proposal addresses the requirements of policy PP1 Placemaking and other relevant LDP policies and guidance. The Placemaking Statement must include sufficient information for the council to carry out a Quality Audit. Where considered appropriate by the council, taking account of the nature and scale of the proposed development and of the site circumstances, this shall include a landscaping plan, a topographical survey, slope analysis, site sections, 3D visualisations, a Street Engineering Review and a Biodiversity Plan. The Placemaking Statement must demonstrate how the development promotes opportunities for healthy living and working. The landscape plan must set out details of species type, size, timescales for planting and maintenance.
- c) To create successful, healthy places residential developments of 10 units and above must comply with Scottish Government policy Creating Places and Designing Streets and must incorporate the following fundamental principles:
  - (i) **Character and Identity**
    - Create places that are distinctive to prevent homogenous 'anywhere' development;

- Provide a number of character areas reflecting site characteristics that have their own distinctive identity and are clearly distinguishable;
- Provide distinctiveness between and in each character area through a combination of measures including variation in urban form, street structure/network, architecture and masonry, accent features (such as porches), surrounds and detailing, materials (buildings and surfaces), colour, boundary treatments, hard/soft landscaping and a variety of approaches to tree species and planting that emphasises the hierarchy of open spaces and streets within a cohesive design strategy for the whole development;
- Distinctiveness must be reinforced along main thoroughfares, open spaces and places where people may congregate such as shopping/service centres;
- Retain, incorporate and/or respond to relevant elements of the landscape such as topography and planted features, natural and historic environment, and propose street naming (in residential developments of 20 units and above, where proposed names are to be submitted with the planning application) to retain and enhance local associations;

**(ii) Healthier, Safer Environments**

- Designed to prevent crime, fear of crime and anti-social behaviour with good levels of natural surveillance and security using treatments such as low boundary walls, dual frontages (principal rooms) and well-lit routes to encourage social interaction. Unbroken high boundary treatments such as wooden fencing and blank gables onto routes, open spaces and communal areas will not be acceptable.
- Designed to encourage physical exercise for people of all abilities.
- Create a distinctive urban form with landmarks, key buildings, vistas, gateways and public art to provide good orientation and navigation through the development.
- Provide a mix of compatible uses, where indicated within settlement statements, integrated into the fabric of buildings within the street.
- Prioritise pedestrians and cyclists by providing a permeable movement framework that incorporates desire lines (including connecting to and upgrading existing desire lines) and is fully integrated with the surrounding network to create walkable neighbourhoods and encourage physical activity.
- Integrate multi- functional active travel routes, green and open space into layout and design, to create well connected places that encourage physical activity, provide attractive spaces for people to interact and to connect with nature.
- Create safe streets that influence driver behaviour to reduce vehicle speeds that are appropriate to the local context such as through shorter streets, reduced visibility and varying the building line.
- Provide seating opportunities within streets, paths and open spaces for all generations and mobility's to interact, participate in activity, and rest and reflect.

- Provide for people with mobility problems or a disability to access buildings, places and open spaces.
- Create development with public fronts and private backs.
- Maximise environmental benefits through the orientation of buildings, streets and open space to maximise the health benefits associated with solar gain and wind shelter.

### **(iii) Housing Mix**

- Provide a wide range of well integrated tenures, including a range of house types and plot sizes for different household sizes, incomes and generations and meet the affordable and accessible requirements of policy DP2 Housing.
- All tenures of housing should have equal access to amenities, greenspace and active travel routes.

### **(iv) Open Spaces/Landscaping**

- 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.
- Proposals must provide advance landscaping identified in site designations and meet the quality requirements of policy EP5 Open Space.
- Structural landscaping must incorporate countryside style paths (such as bound or compacted gravel) with waymarkers.
- Maintenance arrangements for all paths, trees, hedging, shrubs, play/ sports areas, roundabouts and other open/ green spaces and blue/green corridors must be provided.

### **v) Biodiversity**

- Create a variety of high quality multi- functional green/blue spaces and networks that connect people and nature that include trees, hedges and planting to enhance biodiversity and support habitats/wildlife and comply with policy EP2 Biodiversity and Geodiversity and EP5 Open Space.
- A plan detailing how different elements of the development will contribute to supporting biodiversity must be included in the design statement submitted with the planning application.



- Integrate green and blue infrastructure such as swales, permeable paving, SUDS ponds, green roofs and walls and grass/wildflower verges into streets, parking areas and plots to sustainably address drainage and flooding issues and enhance biodiversity from the outset of the development.
- Developments must safeguard and where physically possible extend or enhance wildlife corridors and green/blue networks and prevent fragmentation of existing habitats.

**(vi) Parking**

- Car parking must not dominate the streetscape to the front or rear of properties. 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.
- Provide semi-mature trees and planting within communal private and public/visitor parking areas and on-street parking at a maximum interval of 4 car parking spaces.
- Secure and covered cycle parking and storage, car sharing spaces and electric car charging points must be provided in accordance with policy DP1 Development Principles.
- Parking areas must use a variation in materials to reduce the visual impact on the streetscene.

**(vii) Street Layout and Detail**

- Provide a clear hierarchy of streets reinforced through street width, building density and street and building design, materials, hard/soft landscaping and a variety of approaches to tree planting and shrubs.
- Streets and connecting routes should encourage walking and cycling over use of the private car by providing well connected, safe and appealing routes.
- Design junctions to prioritise pedestrians, accommodate active travel and public transport and service/emergency vehicles to reflect the context and urban form and ensure that the street pattern is not standardised.
- Dead-end streets/cul-de-sacs will only be selectively permitted such as on rural edges or where topography, site size, shape or relationship to adjacent developments prevent an alternative more permeable layout. These must be short, serving no more than 10 units and provide walking and cycling through routes to maximise connectivity to the surrounding area.
- Where a roundabout forms a gateway into, or a landmark within, a town and/or a development, it must be designed to create a gateway feature or to contribute positively to the character of the area.
- Design principles for street layouts must be informed by a Street Engineering Review (SER) and align with Roads Construction Consent (RCC) to provide certainty that the development will be delivered as per the planning consent.

- (d) Future masterplans will be prepared through collaborative working and in partnership between the developer and the council for Lochyhill (Forres), Barhill Road (Buckie), Elgin Town Centre/Cooper Park, Elgin North East, Clarkly Hill, Burghead and West Mosstodloch. Masterplans that are not prepared collaboratively and in partnership

with the council will not be supported. Masterplans that are approved will be Supplementary Guidance to the Plan.→→

- (e) Proposals for sites must reflect the key design principles and safeguard or enhance the green networks set out in the Proposals Maps and Settlement Statements. Alternative design solutions may be proposed where justification is provided to the planning authority's satisfaction to merit this