

Moss To Loch 2020

Masterplan Report

May 2024

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Mosstodloch 2040 is a community engagement-led masterplan for Mosstodloch, Moray. This process has sought the views, opinions and ideas of local people in the context of what their vision for ‘what the village could be’ in 2040 and beyond.

This Masterplan Report records the engagement process and its high-level outcomes. It demonstrates how engagement with the local community and stakeholders has directly informed the proposals for the village, which could be implemented over the next 5, 10 or 20+ years.

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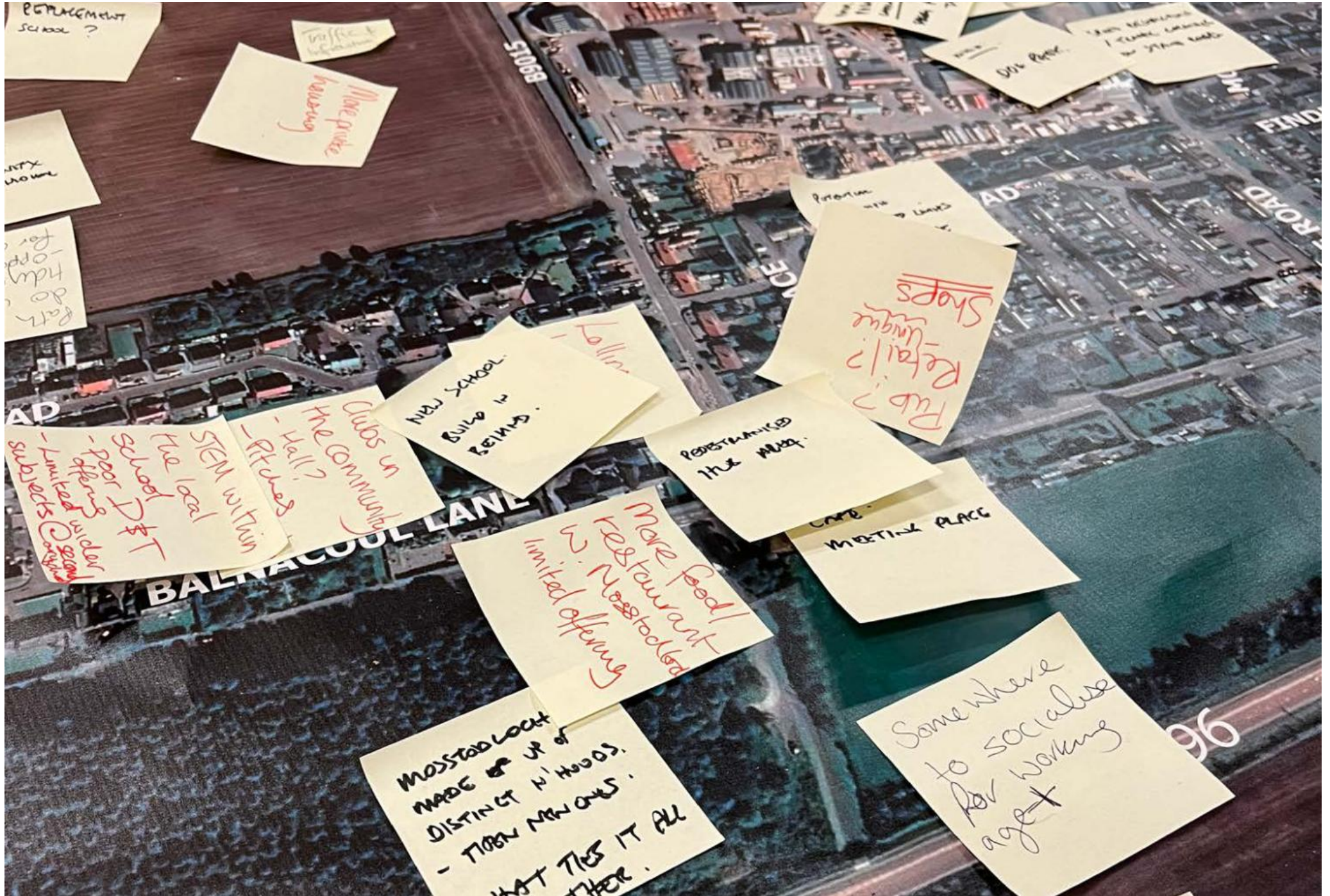


**Crown Estate
Scotland**
Oighreachd a' Chrùin Alba

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Author:	JF
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Opportunity and Vision

Crown Estate Scotland control a large amount of land around Mosstodloch which includes many of the allocated sites for development identified in the Moray Council Local Development Plan (LDP). The LDP requires a masterplan to be prepared for the land to the south of the A96. However, given their wider land holding, Crown Estate Scotland wanted to prepare a wider masterplan that considered the whole village and that was shaped by the community.

They have sought to ensure that the Masterplan has been prepared on the basis of collaboration and recognition that all parties need to work together to develop and maximise the opportunities.

Often there is a key driver that instigates change and requires a masterplan process to help shape a place for the future i.e. the need for regeneration of housing / delivery of new housing or inward investment for business and employment. In the case of Mosstodloch, it feels as though this is the right point in time for a pro-active plan to map the future of the village, one that maximises a range of opportunities, working with all stakeholders to recognize both historic and some that are only now beginning to present themselves.

In our view, a key aim of the engagement and masterplan process was to provide the structure for Crown Estate Scotland, the local community and other key stakeholders to reach consensus on both the big questions of strategic direction and the identification of localised placemaking and economic development opportunities.

The way in which we live and choose to live is changing. Each place and its community will have a different range of opportunities and threats which it must identify and deal with in order to maximise its potential and sustain a high-quality environment for living, working and enjoying. Some key considerations include:

- Post Covid living and working
- Sustainable living and the journey to net zero carbon
- Tourism and economic opportunities, both now and following the A96 dualling
- A focus on community ownership

Vision

This engagement-led masterplan process sought to draw out from the community its aspirations for what Mosstodloch could be. This was framed by considering what Mosstodloch could be in 2040 and beyond. In order to achieve the intended outcomes the building blocks must be put in place now and the first steps must be taken.

Mosstodloch should be:

- **a place with a choice of good homes for all sections of the community.**
- **a place with a heart where a growing community can come together and interact.**
- **a place that is designed for people movement**
- **a place that provides the opportunity to work locally.**
- **a place that is well connected with its environment.**
- **a zero carbon place.**

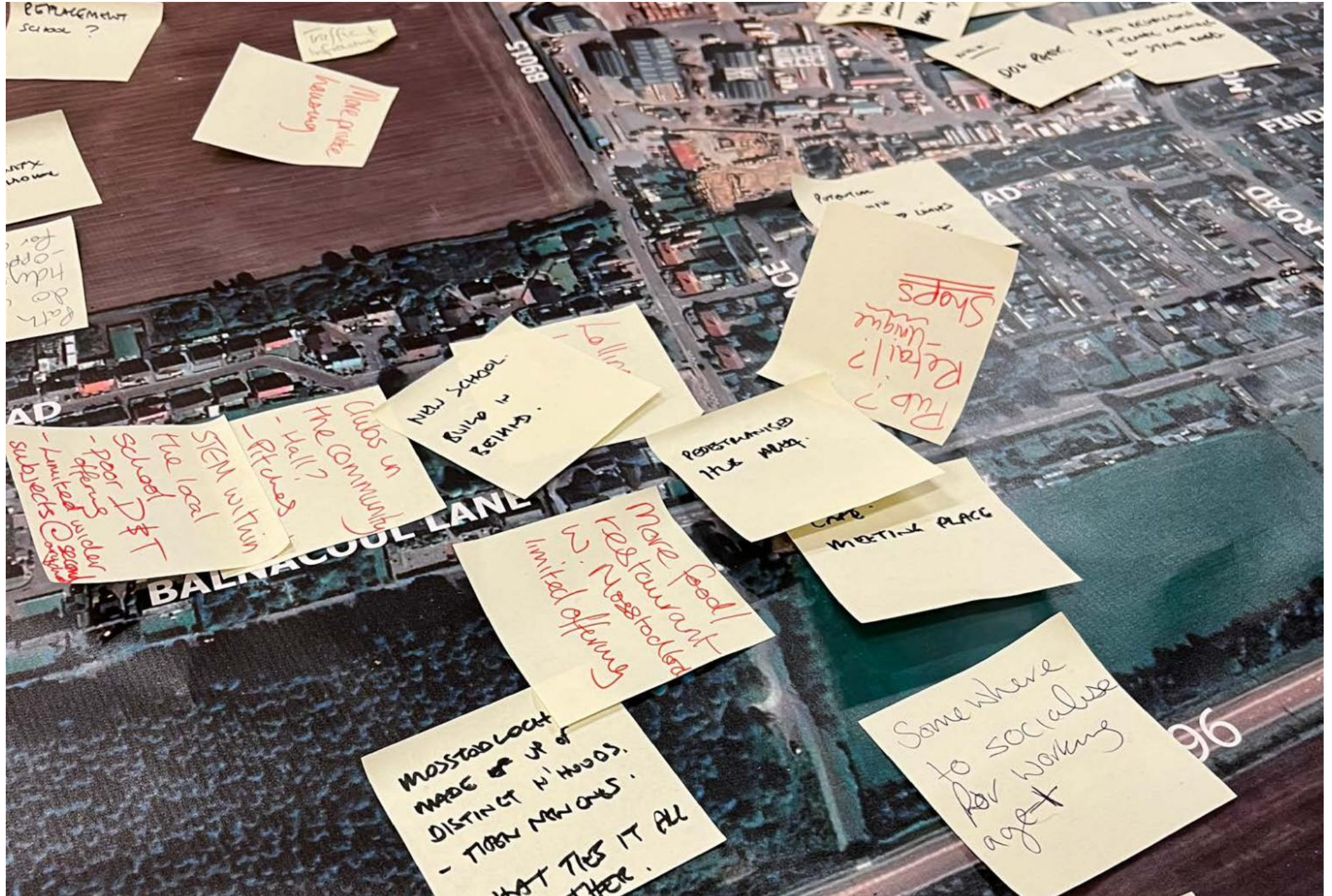
NPF4

This report recognises the recent adoption of National Planning Framework 4. NPF4 places the climate crisis and biodiversity interests front and centre and in this regard the delivery of any aspects of the Mosstodloch Masterplan (or a potential future Local Place Plan) will need to meet these nation policy requirements.

The engagement-led masterplan process set out within this document is a first step towards positive change and seeks to support community wealth building through a people-centred approach to local economic development that would address economic disadvantage and inequality and provide added social value.

The masterplan supports the concept of 20-Minute Neighbourhoods / Local Living by ensuring a mix of uses is sustained in the village (homes, jobs, local retail, community / education and high-quality open spaces) which are easily accessible through a well-connected path / active travel network.

01 Introduction



01 Introduction

Crown Estate Scotland commissioned Barton Willmore, now Stantec, to talk with the community in Mosstodloch to understand what’s important to people locally and help make a plan for the village over the longer term.

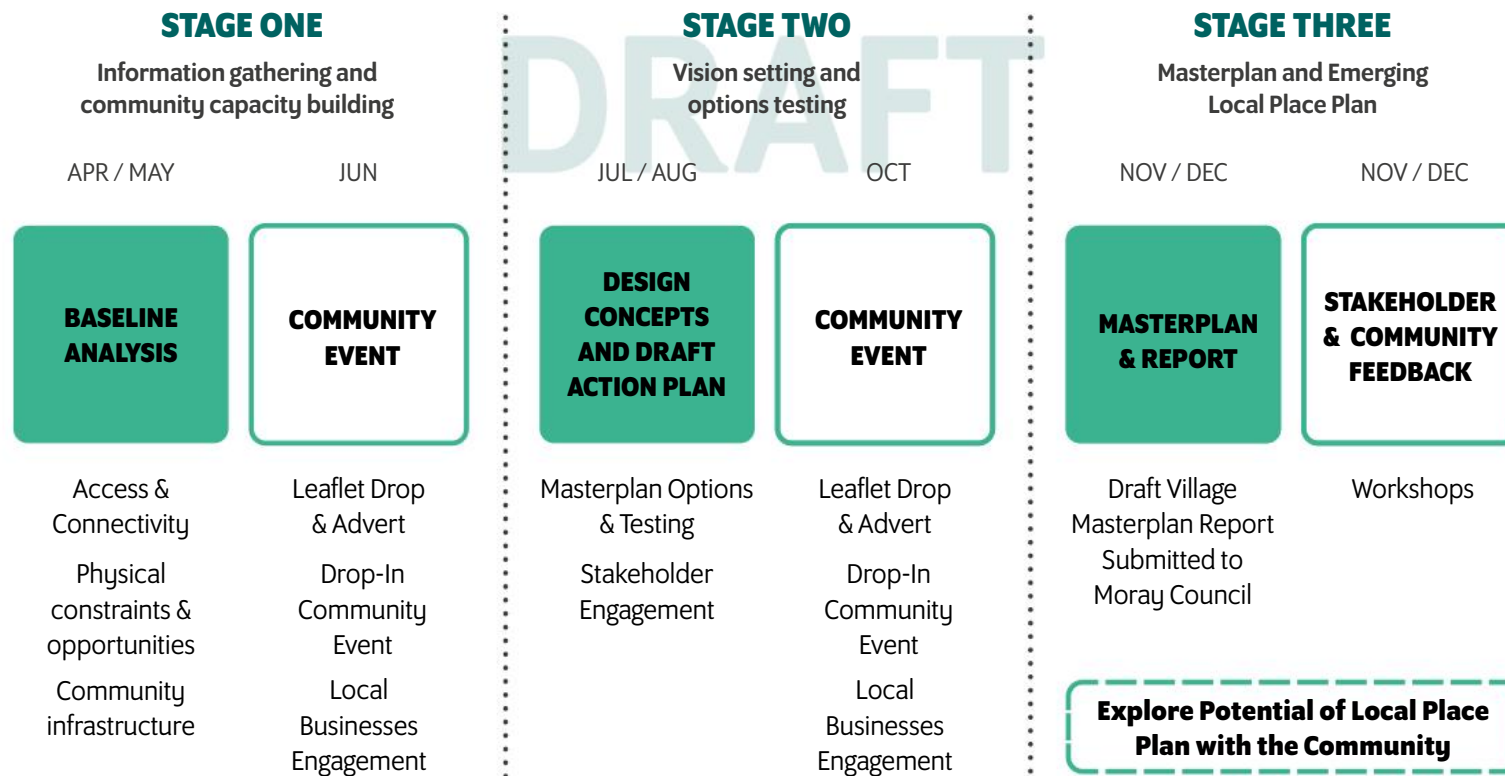
Mosstodloch 2040 is a project which has collected ideas and insights from local people, and used them to prepare a plan for what should happen here over the next 20 years.

We sought to listen to everyone in the community about:

- what works well / less well within the village; and
- which things they would like to change, or see happen, that might make the village a better place to live, work and enjoy spending time

In the course of the project, we tested options and ideas with the community that considered:

- potential development sites, most of which were already identified for development in Moray Council’s LDP;
- opportunities for placemaking improvements; and
- what opportunities or issues there might be for the village following the dualling of the A96, which would include a junction at Mosstodloch.



MOSSTODLOCH

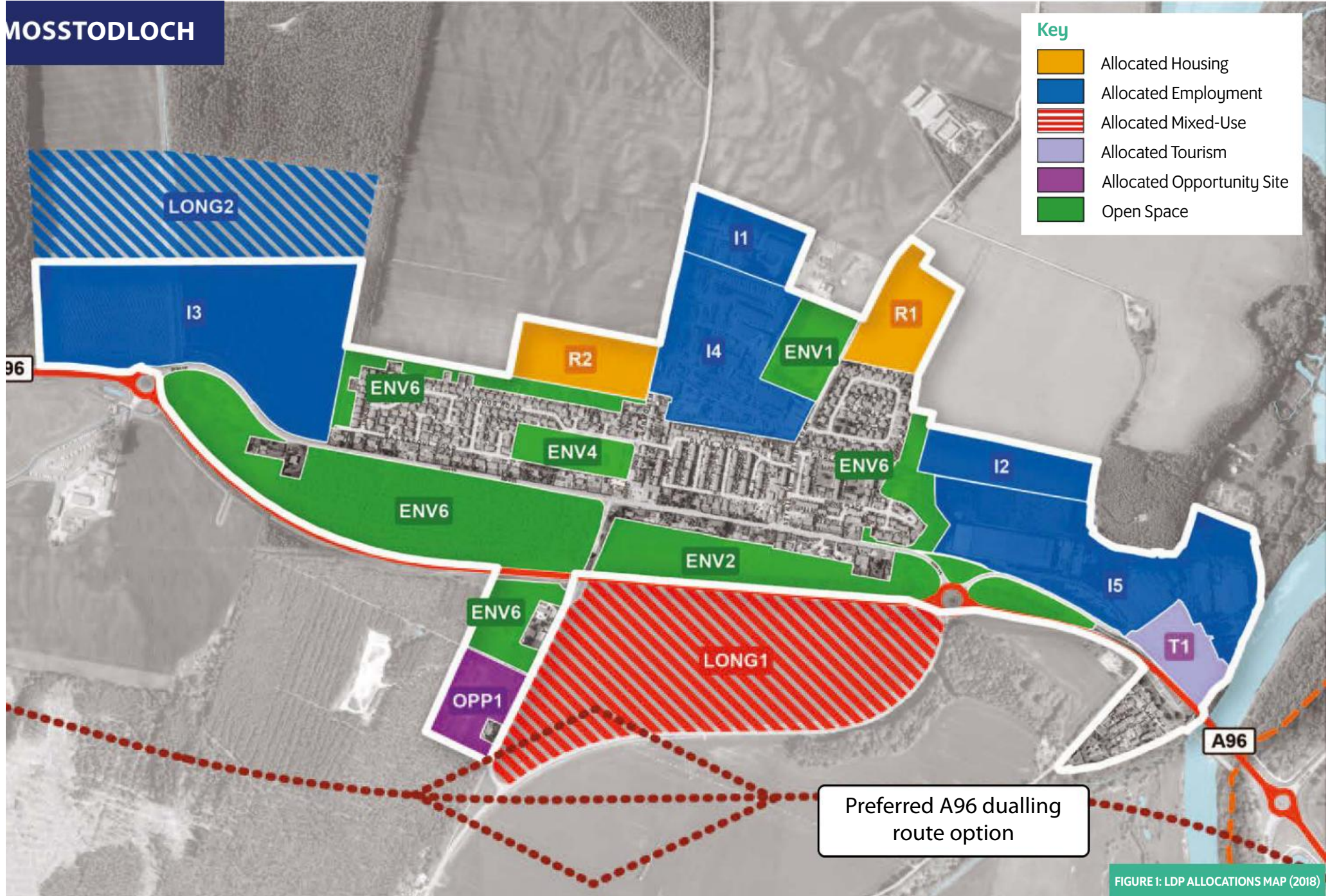


FIGURE 1: LDP ALLOCATIONS MAP (2018)

PLANNING CONTEXT

The current LDP was adopted in 2020 and is expected to be renewed in the coming years, meaning that this engagement-led masterplan process is timely. Also, despite some sites being in successive plans these have not been developed. We believe that this is a logical starting point to test the areas identified and the mix of land uses.

A96 Dualling

Scottish Government's Infrastructure Investment Plan (2011) contained a commitment to complete the dualling of the A96 between Inverness and Aberdeen by 2030, thus completing the dual carriageway network between all Scottish cities.

Since 2011 a range of assessment and options have been tested and consulted upon. In 2019 a preferred option was identified and ground investigations took place in 2020. For Mosstodloch, the relevant section of the project is the 46km A96 Dualling Hardmuir to Fochabers scheme.

The overall 'A96 Corridor Review' is ongoing and expected to conclude in 2023.

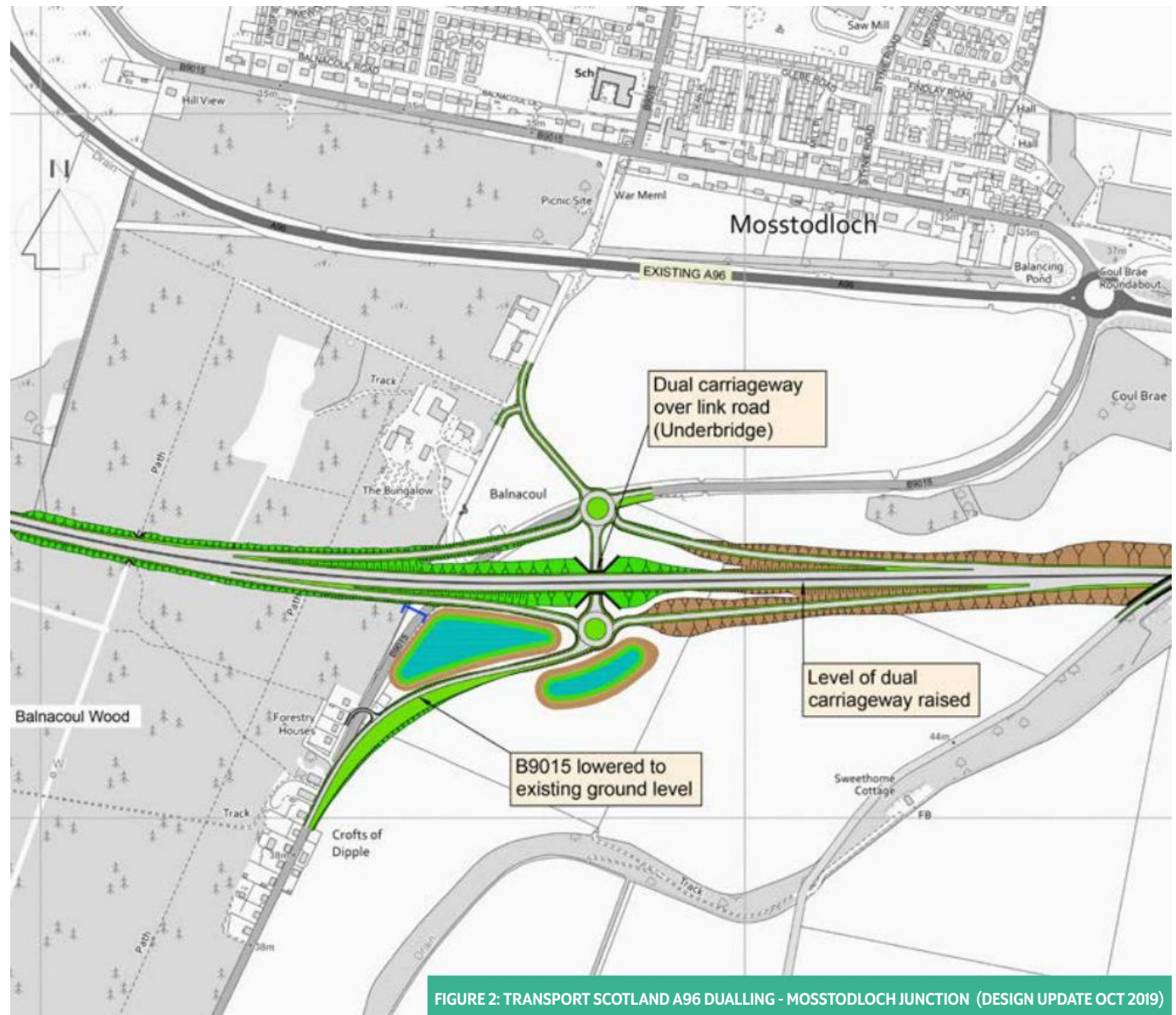


FIGURE 2: TRANSPORT SCOTLAND A96 DUALLING - MOSSTODLOCH JUNCTION (DESIGN UPDATE OCT 2019)

02

Settlement Assessment

02 Settlement Assessment

Location

Mosstodloch is a village located approximately half way between Aberdeen (80km) and Inverness (70km). It lies in close proximity to Fochabers, 10km from Elgin and just 5km from the Moray Firth coastline.

It sits on the old A96 which has historically been the main east-west route through Moray connecting Aberdeenshire and the Scottish Highlands.



FIGURE 3: STRATEGIC LOCATION PLAN



FIGURE 4: SETTLEMENT NETWORK



1871



1903



1968



The Cross Roads, Mosstodloch



RTM 9

EAST END, MOSSTODLOCH

• TUG



RTM 4

CROSS ROAD, MOSSTODLOCH

• TUG 411

Historical Context

Mosstodloch started as a small linear village set along an historic east-west route through Moray and at a crossing point over the River Spey. It was also influenced by its close proximity to the nearby market town of Fochabers.

The 1960s saw the start of its growth which saw two large employers and several phases of residential development established.

The River Spey

The River Spey runs to the east of Mosstodloch and historically supported many local industries, including Garmouth - at one stage the shipbuilding capital of Britain - and for distilleries across Speyside.

Today, locally, it serves as an important recreational resource providing a wide network of walking routes.

The A96

The historic A96 east-west route was diverted and formed a by-pass to Mosstodloch and Fochabers in 2011 and 2012 respectively.

The A96 serves as a major road in the north of Scotland, running from Aberdeen to Inverness. The dualling programme will deliver a number benefits including improved journey time and reliability, delivering economic growth, improved connectivity and reduce the rate and severity of accidents.

Residential Growth / Phases / Neighbourhoods

Residential growth in Mosstodloch was led by ribbon development along the old A96 in the late 1800's/early 1900's.

Development continued in Mosstodloch with the opening of a public house, petrol station and sawmill throughout the early and mid 1900's.

Residential growth continued largely in the form of linear development, until the 1960's, when a neighbourhood development between Garmouth Road and Stynie Road was established. This saw the beginning of neighbourhood developments which supported the growing sawmill business (established in 1956) and latterly the Baxters' Food Factory (1960s).

Additional neighbourhoods emerged throughout the 1970s around Birnie Place, Pinewood Road and Mossmill Park, with Mosstodloch expanding to the east and west.

Little residential development took place between the 1980 and 2020 until the recent development off Stynie Road and north of Mossmill Park was completed.

In summary and as identified above, the village has five distinct zones / character areas:

- The main street / cross (historic core of the village)
- Glebe Road / Dene Place (1960s)
- Pinewood Road (1970s)

- Birnie Place / Stynie Road (1970s)
- Mossmill Park (1970s)
- Speymouth Drive Phase 1 (2020)

It is clear that the majority of the village's residential growth took place in the 1960s / 1970s and will have supported the growth of the two local large businesses. At this time, the local primary school and Speymouth Hall were built to serve the community but the village never developed a true 'centre' or 'high street', tending instead to use nearby Fochabers for additional shops and services.

Profile and SWOT Analysis

An assessment of the villages Strengths, Weaknesses, Opportunities and Threats (SWOT) was undertaken to inform the engagement and masterplan process.

Statistics

- Approx 1k population (1,022)
- Village with 448 Households

Health Services

- Fochabers Medical Practice (5-min drive)
- Seafield Hospital in Buckie (10-min drive) / Dr Gray's Hospital in Elgin (15-min drive)

Education

- Mosstodloch Primary School (10-min walk for whole village)
- Milnes High School in Fochabers (30-min walk)

Local Amenities

- Petrol filling station with local shop
- Post office (located in local shop)
- Three retail units (beauty treatment, laundrette and a vacant unit)

Placemaking Objectives (Moray LDP)

- Identify longer term housing and employment areas
- Identify an additional 10ha for employment and support proposals for business development and growth.
- Highlight potential of longer term site for large scale inward investment.
- Enhance the approaches to the settlement through landscaping and planting including the characteristic beech hedging.

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Strengths

- Links to surrounding hubs via A96
- Rural setting and close proximity to the coast
- Walkable village
- Proximity to local heritage

Weaknesses

- No high street / close proximity to Fochabers
- Lack of local services
- Walkability (outwith village)
- Transport
- Varied local character (separate / distinct) neighbourhoods)

Opportunities

- Village centre
- Green Infrastructure
- 1hr to Aberdeen/Inverness
- Outdoor activities
- Greenfield land
- Tourism
- River Spey
- Gordon Castle Estate

Threats

- Lack of employment diversity
- Decreasing population
- Ageing population
- Mosstodloch has a higher proportion of households (27.5%), where all residents are aged 65 and over, than Moray (23.4%) and Scotland (20.9%) reinforcing the population profile
- 16.7% of population without access to car
- Only 57% of 16/17 year olds in education
- Health of Population



Mosstodloch Cross / Village Centre



Mosstodloch Primary School

Sustainability Assessment

The following section provides the zero carbon context and masterplan objectives.

Placemaking Objectives

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- Highlight potential of longer term site for large scale inward investment
- Enhance the approaches to the settlement through landscaping and planting including the characteristic beech hedging

Relevant Design Principles

- Active travel routes and linkages to existing Core Paths and cycle routes
- Opportunity to improve ‘Street Space’ within Mosstodloch to enhance spaces for people and re-prioritise these over the movement functions
- Create /enhance pocket parks & neighbourhood parks
- Landscaping used to break up sites and provide screening to existing residential areas and employment uses
- Reinforce woodland boundaries
- Create new cycle path routes
- Safe routes to schools and local shops

Policy Context

The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019

- Net-zero greenhouse gas emissions by 2045
- Interim targets, to reduce greenhouse gas emissions
 - » 56% by 2020
 - » 75% by 2030
 - » 90% by 2040
- All new homes consented from 2024 to use zero emission heating
- All buildings to achieve a good level of energy efficiency
- Reduce car kilometres by 20% by 2030
- Phase out the need for new petrol and diesel cars and vans by 2030
- Continue to embed circular economy principles into the wider green recovery and take steps to reduce food waste

Moray Climate Action Plan

- Aim to achieve zero carbon standards in all new buildings, including housing and schools
- Council to develop and adopt design standard for sustainable construction and maintenance i.e. increase in % of recycled and sustainable material used in construction

- Continue to encourage a reduction of waste arising’s (top of waste hierarchy) and thereafter increase recycling rates
- Promote sustainable urban drainage systems incorporating blue and green networks in all new developments
- Safeguard existing woodlands and promote additional planting in all new developments
- Ensure new developments make provisions for Electric Vehicle Charging facilities, including communal charging facilities where no on-plot parking is available
- Ensure all new developments make provisions for Cycle Parking, including secure cycle parking for flats and properties with no gardens

Zero Carbon Objectives for Masterplan

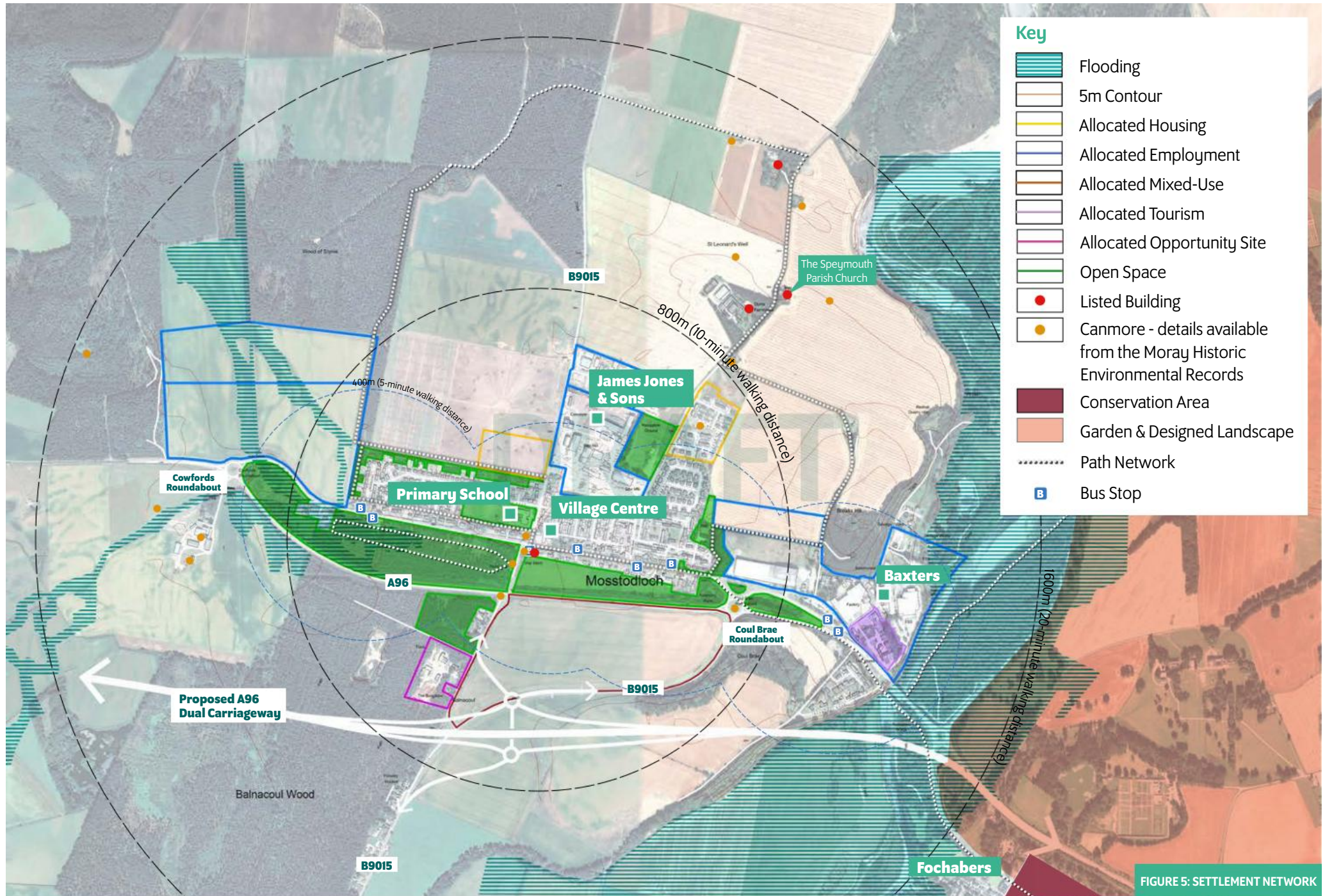
1. Develop a low carbon renewable energy strategy for new development
2. All new dwellings will undergo an assessment to mitigate overheating risk, ensuring a thermally comfortable home
3. All new houses to be provided with a 7kW electric vehicle charging point and potential for existing homes to be investigated
4. All dwellings to achieve minimum B rated EPC to ensure no new home will be the cause of fuel poverty
5. All new dwellings to achieve a 10% reduction in energy demand by fabric efficiency measures over Building Regulation Section 6 – new technical handbook to apply from 1 October 2022

6. Half of regulated energy demand met by on-site PV provision in line with the Scottish Government's energy strategy
7. Creation of delivery hubs/lockers in convenient locations e.g., within local centre to reduce 'last mile' emissions
8. Creation of safe active travel networks – if feasible, provide cycle paths separated from road to access local centre and main employers (Baxter's & Sawmill) from the entrance of each new settlement/phase
9. Commit to undertake a circular economy assessment

Supporting sustainability objectives for masterplan

- a. Developers/contractors to provide apprenticeship opportunities
- b. Any new large commercial uses to consider inclusion of small units for flexible/community uses
- c. Provide facilities for local food growth and reduction of food waste
- d. Collaborate to improve and enhance new and existing green infrastructure including active travel routes
- e. Ensure that development and associated projects prioritise native species with a biodiversity net gain





Opportunities and Constraints

The village and its surrounding area has been assessed at a high-level to identify potential opportunities and constraints to physical development.

Local Plan Allocation

Land allocations identified in the 2020 LDP broadly reflect those identified in the previous plan. Testing the extent and location of these uses will be a critical part of the engagement and masterplan process to test whether they could adapt to better support community aspirations and be more attractive to the market.

Flooding

There are areas of flood risk alongside the River Spey which do not affect the settlement to any great extent. However, there are areas of flood risk to the west of the village and within an area of land identified for future employment use.

Landscape

Mosstodloch has a beautiful landscape setting which is largely defined by the River Spey and large areas of woodland, many of which are commercial forests of Scots pine. While the village is located on relatively flat coastal land on the edge of the Moray Firth, there are views of higher ground to the south.

Heritage

There is one listed building within Mosstodloch (Cosy Corner) and three located off Stynie Road to the North of the settlement, including The Speymouth Parish Church. There

are no Conservation Areas (CA) within Mosstodloch.

East of Mosstodloch is Fochabers CA and the Gordon Castle Garden and Designed Landscape. Other opportunities include upstanding features such as the remains of the Highland Railway Fochabers railway line, the historic Fochabers Bridge, and the buried features of the Redhall prehistoric settlement and other cropmark features that encompass a large part of the northern side of the village.

Access and Movement Networks

Walking and Cycling

A number of Core Paths combine to form a broad loop around the north of the village while the Speyside Way is located on the eastern side of the river. Beyond this there is a further network of woodland walks.

An active travel route has recently been completed that connects from Mosstodloch village to Elgin and comprises of a cycle path which is largely off-road.

Vehicles

The village by-pass constructed in 2011/12 saw the A96 diverted away from the village centre and significantly reduced the amount of traffic within the settlement.

Mosstodloch Service Station is still located in the village centre and draws in vehicles from the A96 as well as from the local network.

James Jones and Sons Ltd Sawmill also generates vehicle movements within the village which draws Heavy Goods Vehicles (HGVs) up Garmouth Road and past the Primary School.

Baxters has its own direct access from the A96 via the Coul Brae Roundabout.

A96 Dualling

The Mosstodloch junction of the proposed A96 dualling is located south of the village and will connect with the B9015.

20-Minute Neighbourhood

Local Facilities and Amenities

Within Mosstodloch (800m / 10-minute walking distance):

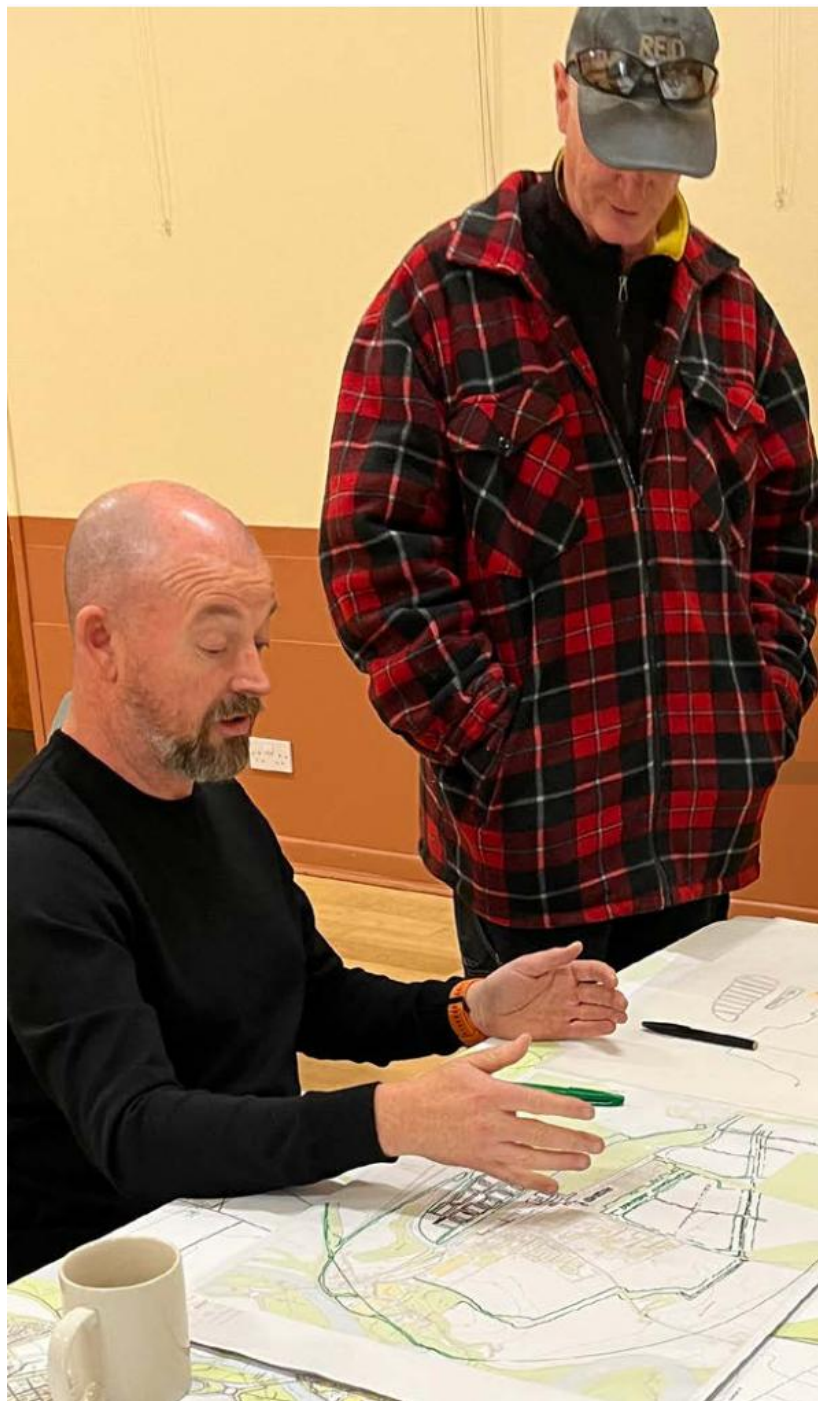
- Primary School
- Speymouth Hall (community hall)
- Mosstodloch Service station with mini-market and Post Office
- Laundrette
- Beauty Salon
- Scout Hall
- Park (at Speymouth Hall) with playing pitches and equipped children's play area

Additionally, within Fochabers (2400m / 30-minute walking or 10-minute cycle distance):

- Library
- Leisure facilities
- Fochabers Medical Practice
- Milnes High School

03

Community Engagement



Come and have your say about the future of your area

When:

Monday 20 & Tuesday 21 June
11am to 6.30pm

Where:

Speymouth Hall, Mosstodloch

Why:

We're working with Crown Estate Scotland to develop a longer term plan for the village. We'd like you to come along and share your views on what you'd like to see happen over the next 20 years.

This is just the start of the process and we intend to come back with updates and more chances to discuss your ideas towards the end of the summer.

For further information
please visit:
www.mosstodloch2040.co.uk



03 Community Engagement / Community Capacity Building

Stage One

Stage One engagement ran from May to July 2022 and comprised the information gathering and baseline analysis part of the engagement / masterplan process. This engagement was also undertaken to help with 'community capacity building' in that it could provide information and understanding around the local planning context and how a masterplan might fit with that process going forwards.

During the early part of this engagement the project team sought to make contact with groups and prominent individuals from within the community that could help the team structure and organise the first round of engagement events

Seeking to Establish a Community Steering Group

Given the low level of representation for Mosstodloch within the Community Council the project team sought to identify members of the community as first contacts to explain the project and the engagement strategy. This process offered an opportunity for individuals to join a Community Steering Group that could inform the process and act as a conduit between the project team and community to gather and circulate information.

However, during the early weeks of the project it became clear that a formal steering group would not be formed initially and it was more likely to develop during the course of the project with the hope that by the end a group would be in place that could help steer delivery of recommendations resulting from this process.

Speymouth Hall Committee

Contact was made with the Speymouth Hall committee which helped provide background information on community infrastructure and networks within the village. It was also clear that the hall, and its committee, provide an important function within the community.

Choosing a Location for the Engagement Event

Informed by site visits and discussions with community representatives it was agreed that a single location for a drop-in event over two days was the best way to invite the community to speak with the team. While not geographically central to the village, Speymouth Hall was an obvious choice of venue in which to base the in-person event.

The Launch Event

As the project was unknown to the community, the initial engagement exercise was advertised as a 'launch event' so that local people would understand straight away that the process was just getting underway and that this was the initial opportunity to get involved.

Leaflet Drop & Questionnaire

A double sided flyer was produced which:

- notified the community of the first engagement event;
- gave an introduction to the project and team; and
- included a short questionnaire to help our initial information gathering exercise.

The flyer was delivered to 540 addresses in and around the village approximately nine days before the community engagement event at Speymouth Hall on 20 and 21 June 2022.

Newspaper Advert

A advert was placed in The Northern Scot weekly newspaper on Friday 10 June, nine days before the community engagement event.

Website

A website was created (www.Mosstodloch2040.co.uk) which gave a background to the project and team, information relating to the two day event and included an on-line version of the short questionnaire.

2-Day Community Engagement Session

On 20 and 21 June the community engagement event was held at Speymouth Hall in the Mosstodloch. It took place between 11am and 6.30pm on each day.

The event gave the team the opportunity to introduce the project and explain what it hoped to achieve and how the community could play a central role. The team explained that the launch event was an information gathering / fact finding exercise to better understand Mosstodloch.

The primary engagement method used was to record comments made during conversation on a series of maps and plans that identified opportunities and issues within the village.

Questionnaires and feedback forms were also available for those attending to complete.



Stage One Feedback

Website activity

- w/c 27 June - 139 users / 166 sessions
- w/c July - 152 users / 184 sessions

Questionnaire Feedback

Through the flyer drop and the website the team received 26 completed questionnaires.

What is the Best Thing About Mosstodloch?

A summary of the most common responses:

- Quiet and friendly
- Rural setting and access to countryside
- Walkable neighbourhood i.e. close proximity to shops and facilities (school / hall)
- Shop / Post Office / petrol filling station

What Might You Change about Mosstodloch?

A summary of the most common responses:

- A (better) centre / heart of the village
- Better connectivity (e.g. Garmouth via cycle path)
- More shops
- A cafe - informal meeting place
- More things to do for all ages
- More things for young people to do (skate park etc.)
- Improve certain areas of green space and provide areas for sitting
- New school
- Reduce traffic
- Remove speed bumps
- More facilities for all ages
- A pedestrian crossing at the school
- No more new houses
- More new houses for sale
- Less council houses
- Maintenance - less litter / weed killing
- Create a better sense of pride
- New road into saw mill

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FIGURE 6: QUESTIONNAIRE FEEDBACK BAR CHARTS

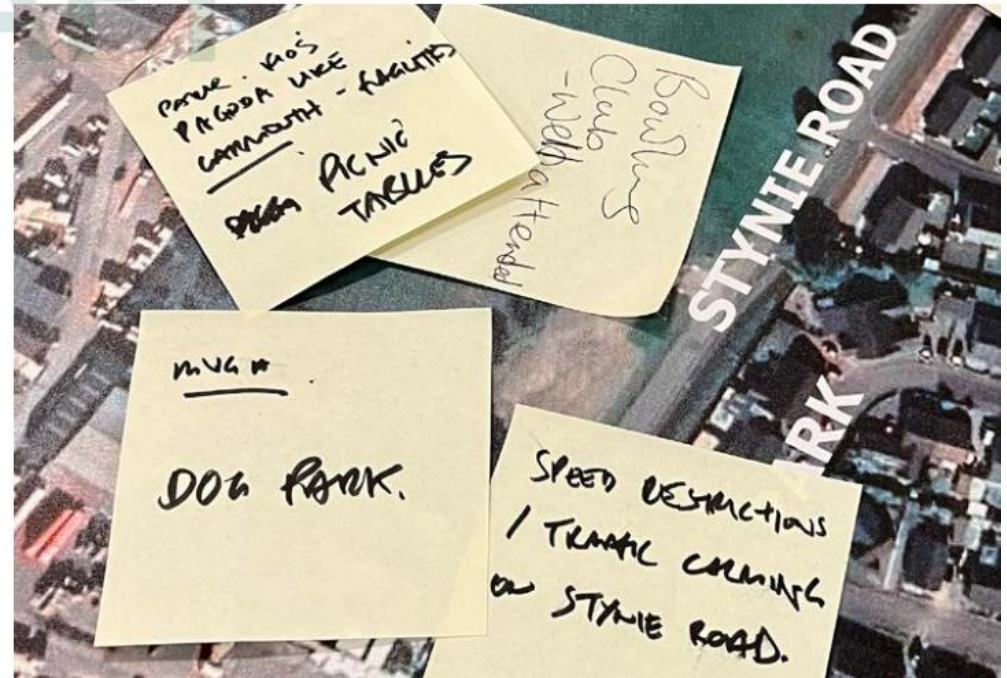
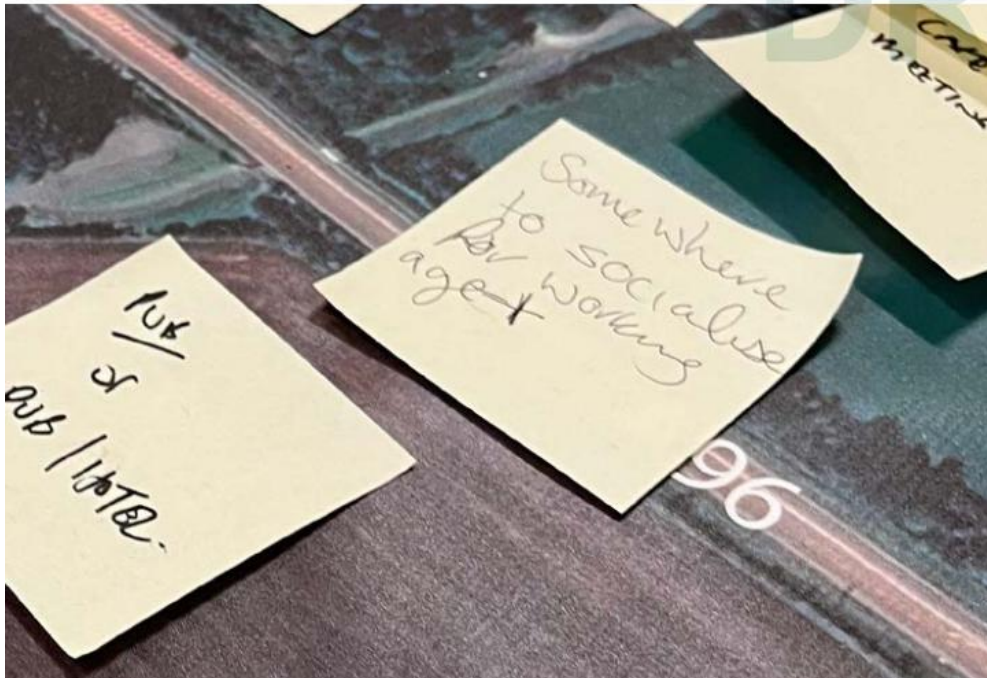
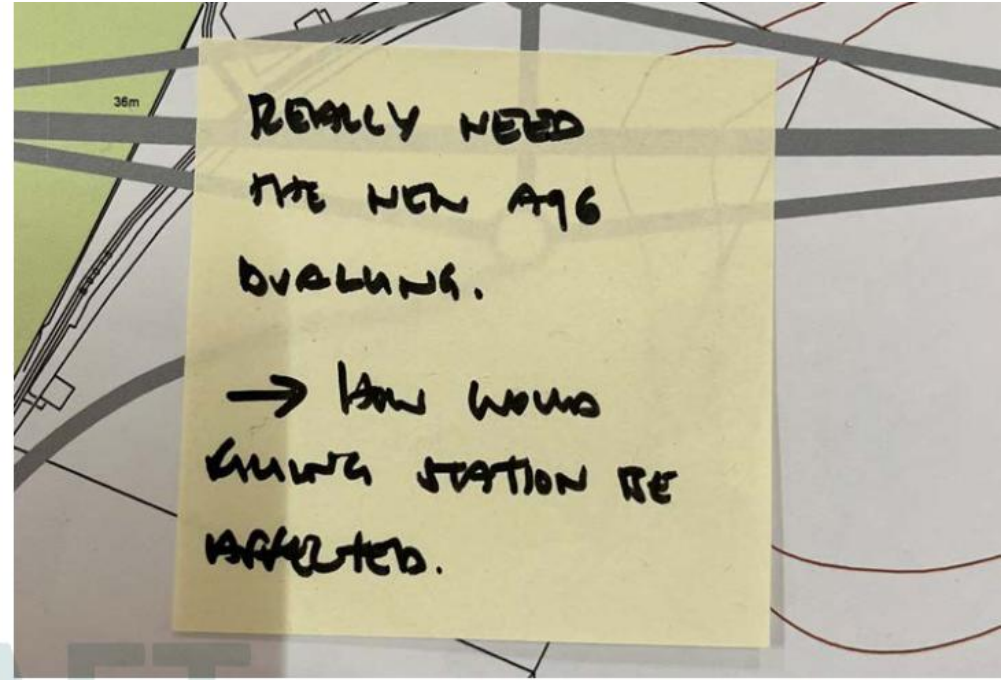
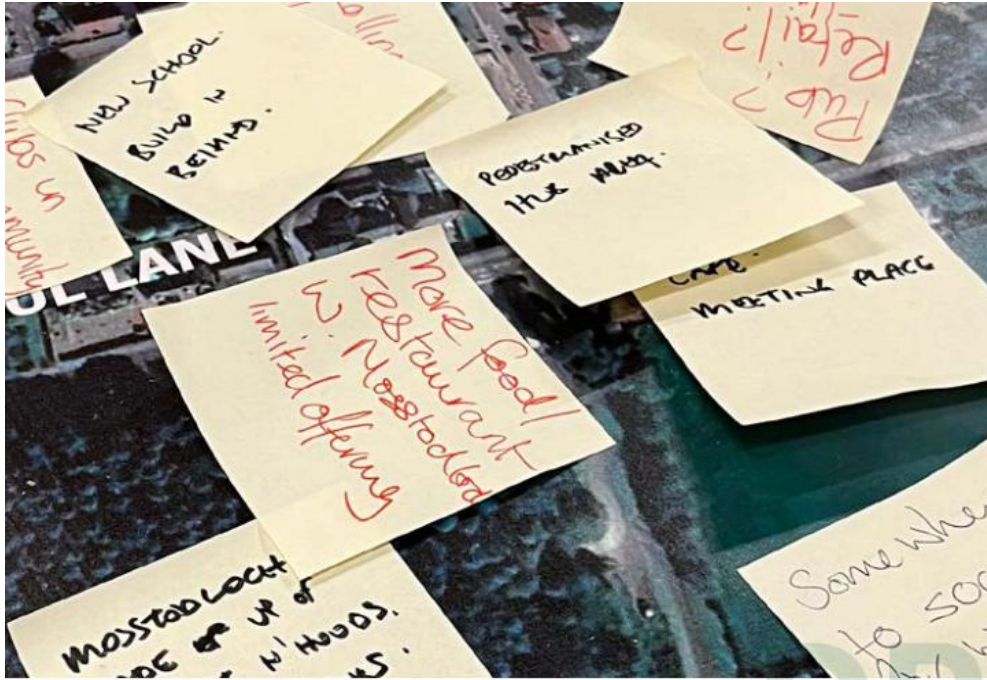
How important do you think the following are to Mosstodloch over the next 20 years?

- New homes
- New employment opportunities
- New/improved community facilities
- Improved green spaces
- Additional green spaces
- Connectivity

The results from c.18 completed questions showed that the community strongly supports the enhancement of green spaces, improved connectivity and new / improved community facilities. They also largely supported new employment opportunity while less considered new housing as important. With that said, it was acknowledges that new homes and a growth in population would help support the enhancements / improvements within the village.

SCORE	New Homes	New Employment Opportunities	New/Improved Community Facilities	Improved Green Spaces	Additional Green Spaces	Connectivity
	no. of responses	no. of responses	no. of responses	no. of responses	no. of responses	no. of responses
1 - Least Important	8	3	0	3	3	0
2	5	3	5	4	4	3
3	1	4	5	3	2	4
4	2	4	3	3	2	7
5 - Most Important	4	8	8	7	8	8
	more important - 6 responses less important - 13 responses	more important - 12 responses less important - 6 responses	more important - 11 responses less important - 5 responses	more important - 10 responses less important - 7 responses	more important - 10 responses less important - 7 responses	more important - 15 responses less important - 3 responses

FIGURE 7: QUESTIONNAIRE FEEDBACK TABLE





Stage One Conclusion

Recurring Themes

- **New village heart**
- **Social hub**
- **Green walkable connections**
- **Clear signage (walking paths, locations etc.)**
- **Reducing traffic in the village centre***
- **Preserve “intimately rural” setting**
- **Increase retail offering**
- **Greater variety of things to do**
- **Improved green / community space(s)**



*While comments were provided regarding ‘reducing traffic in the village centre’, subsequently it has been considered reasonable that this about both reducing the amount of large vehicles in the village and road safety more generally.

04 Option Testing

04 Options Testing

A series of options were derived from the earlier community and stakeholder engagement. They all shared common themes that responded to the key issues and observations that emerged during this earlier process. As these were drawn up they were streamlined into three broad options that sought to explore land use and place improvements from a minimal / do less approach to a maximum / do more approach. To be clear, there is no commitment from Crown Estate Scotland to deliver any or / all of the options, however they were keen that the ideas expressed locally were accurately captured in the options exercise.

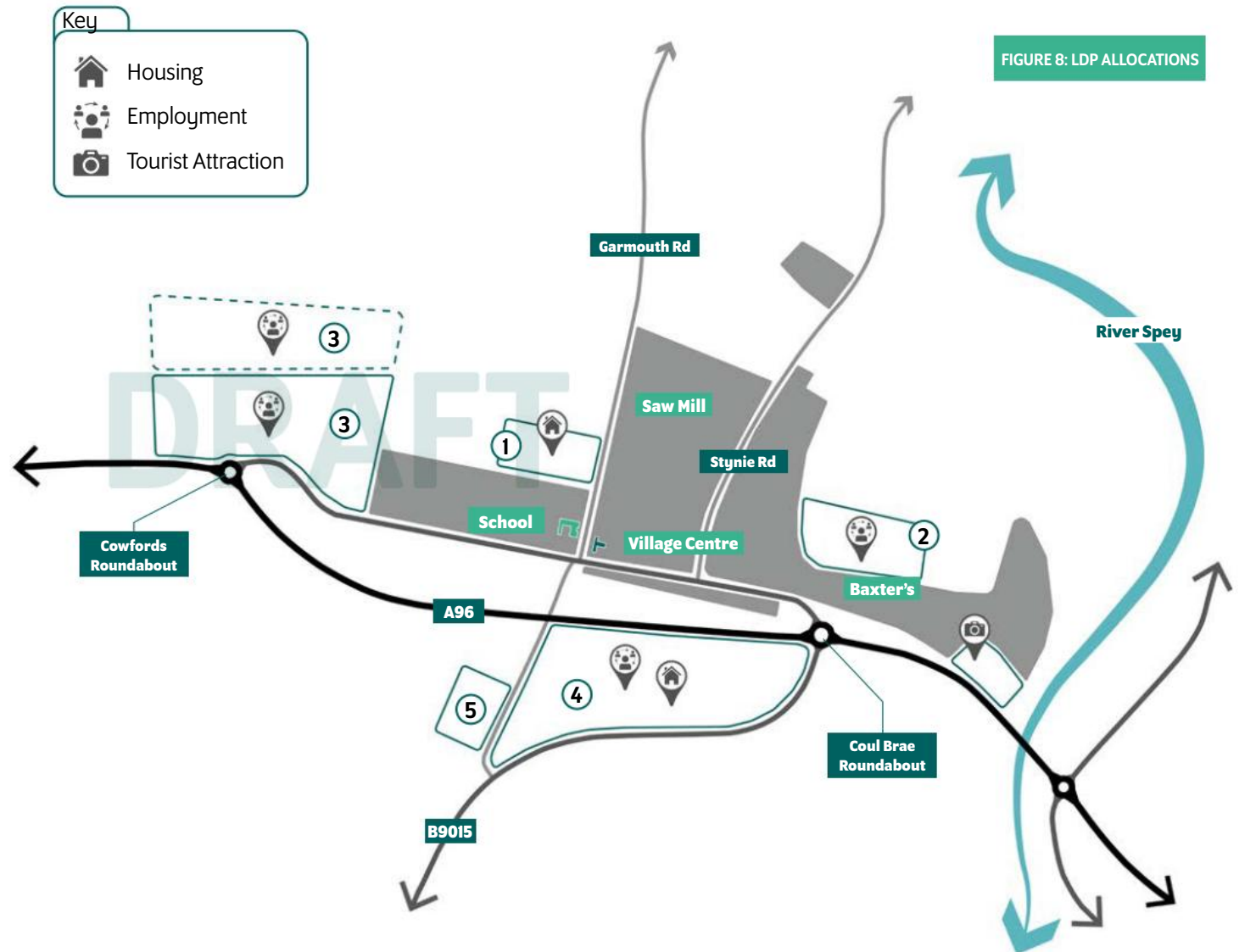
A Partnership Approach to Delivery

Crown Estate Scotland cannot deliver all elements of the masterplan options in isolation but will need to work in partnership with the community and other key stakeholders and landowners.

LDP Allocations

For reference, Figure 8 opposite identifies the adopted LDP (2020) land allocations.

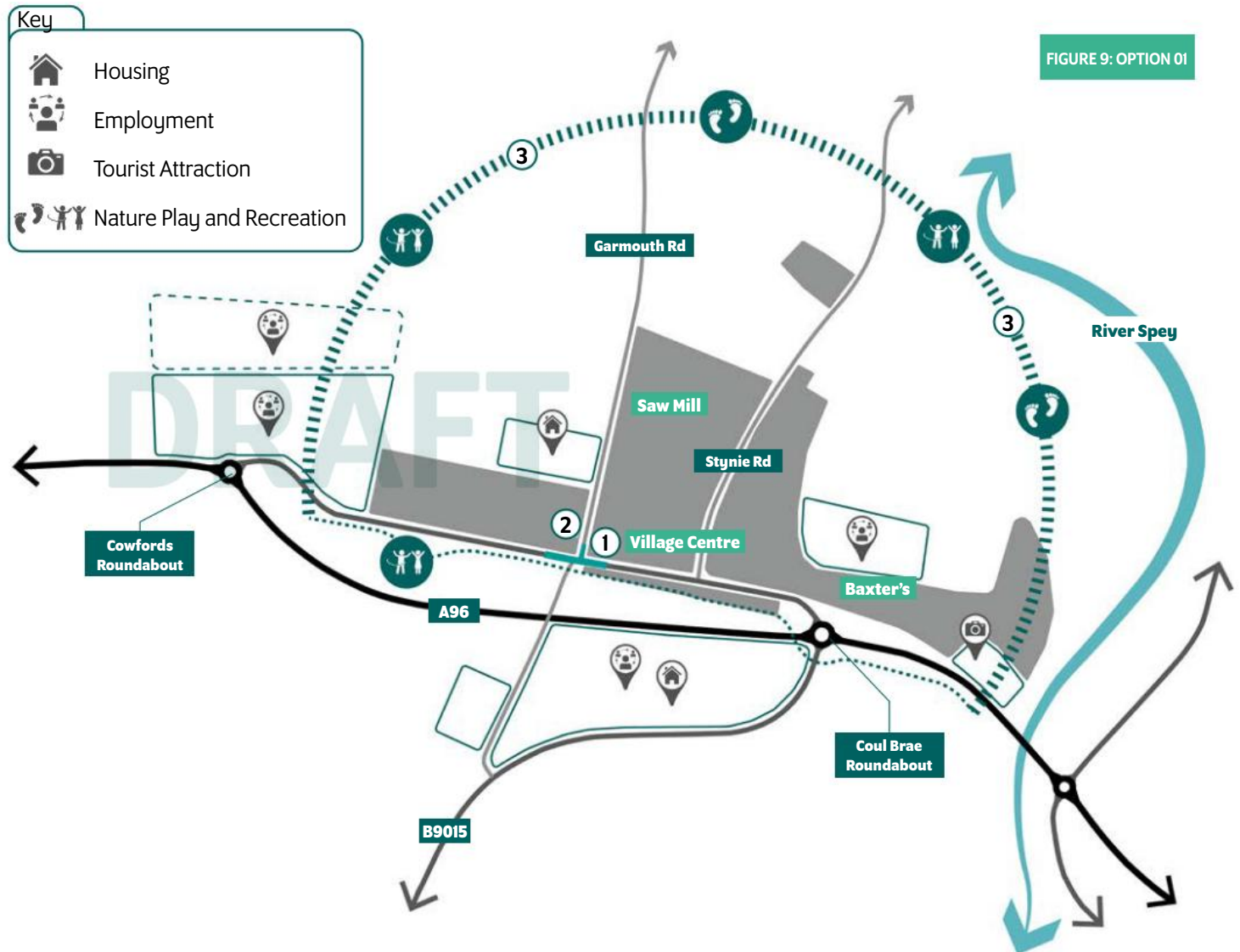
- ① Housing site at Garmouth Road
- ② Employment site north of Baxter's
- ③ Employment site(s) west of Mosstodloch
- ④ Mixed use site south of A96
- ⑤ Opportunity site at Balnacoul



Option 01

Delivering Current LDP Allocations

Option 01 would see the current LDP allocations taken to market for delivery with potential for only limited village-wide / community infrastructure interventions / improvements given uncertainty of delivery (allocations carried over from previous LDP).



- ① Limited environmental improvements at village centre
- ② Improvements to primary school / community infrastructure on existing site*
- ③ Create a Northern Green Loop for walking

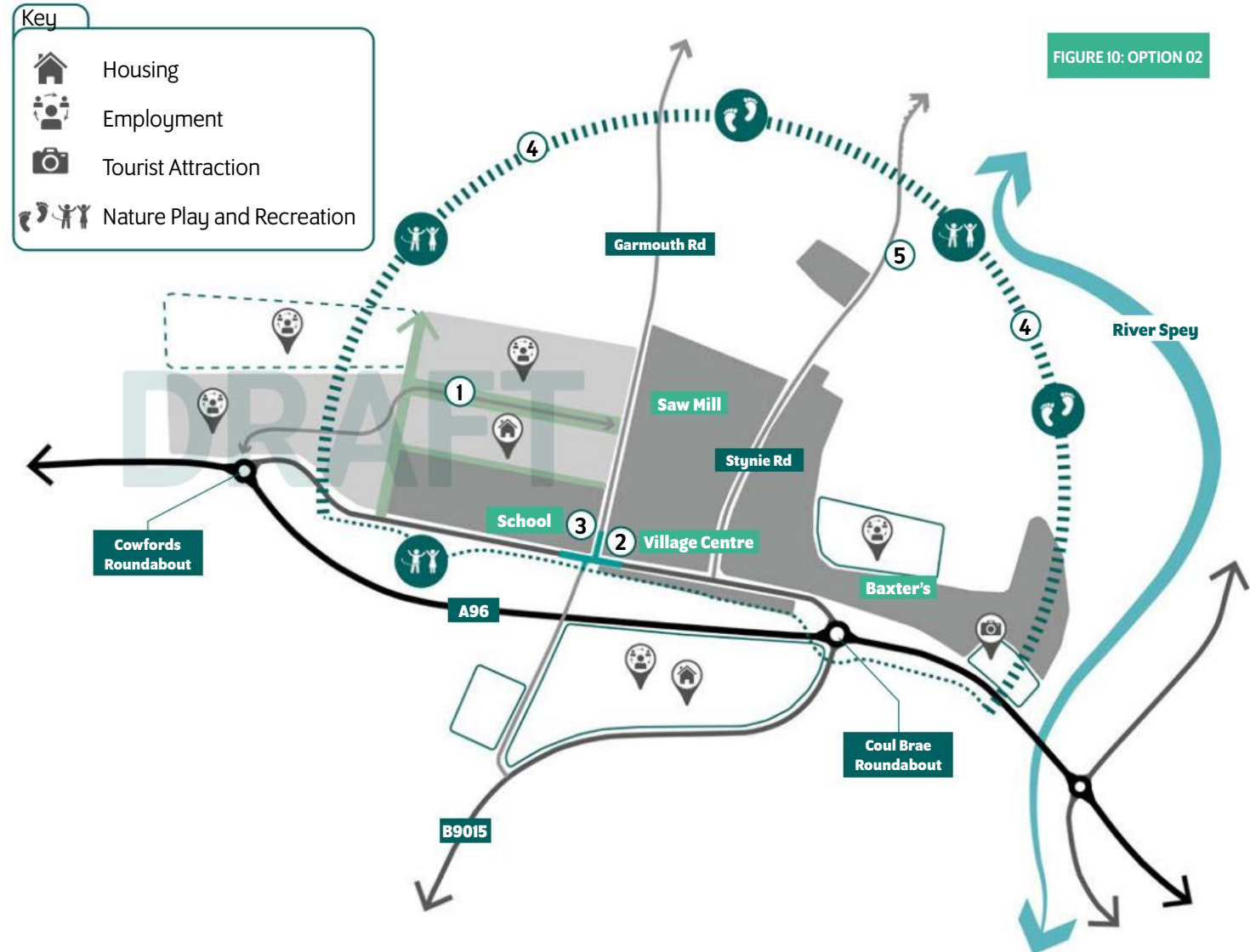
* currently there is not commitment from Moray Council to build a new school

Option 02

Supporting an Enhanced Village Centre

Option 02 seeks to deliver tangible improvements at the centre of the village by re-routing HGV traffic to a new 'spine road' providing access to the JJS saw mill as well as future employment sites.

- 1 New 'spine' from Cowfords roundabout to Garmouth Road removing HGV traffic from the village centre
- 2 Enhance the village centre
- 3 Improvements to / expansion / redevelopment of primary school / community infrastructure on existing site*
- 4 Create a Northern Green Loop for walking
- 5 Local (vehicle) access only beyond The Speymouth Parish Church to create a pedestrian and cycle friendly route to Garmouth / Kingston



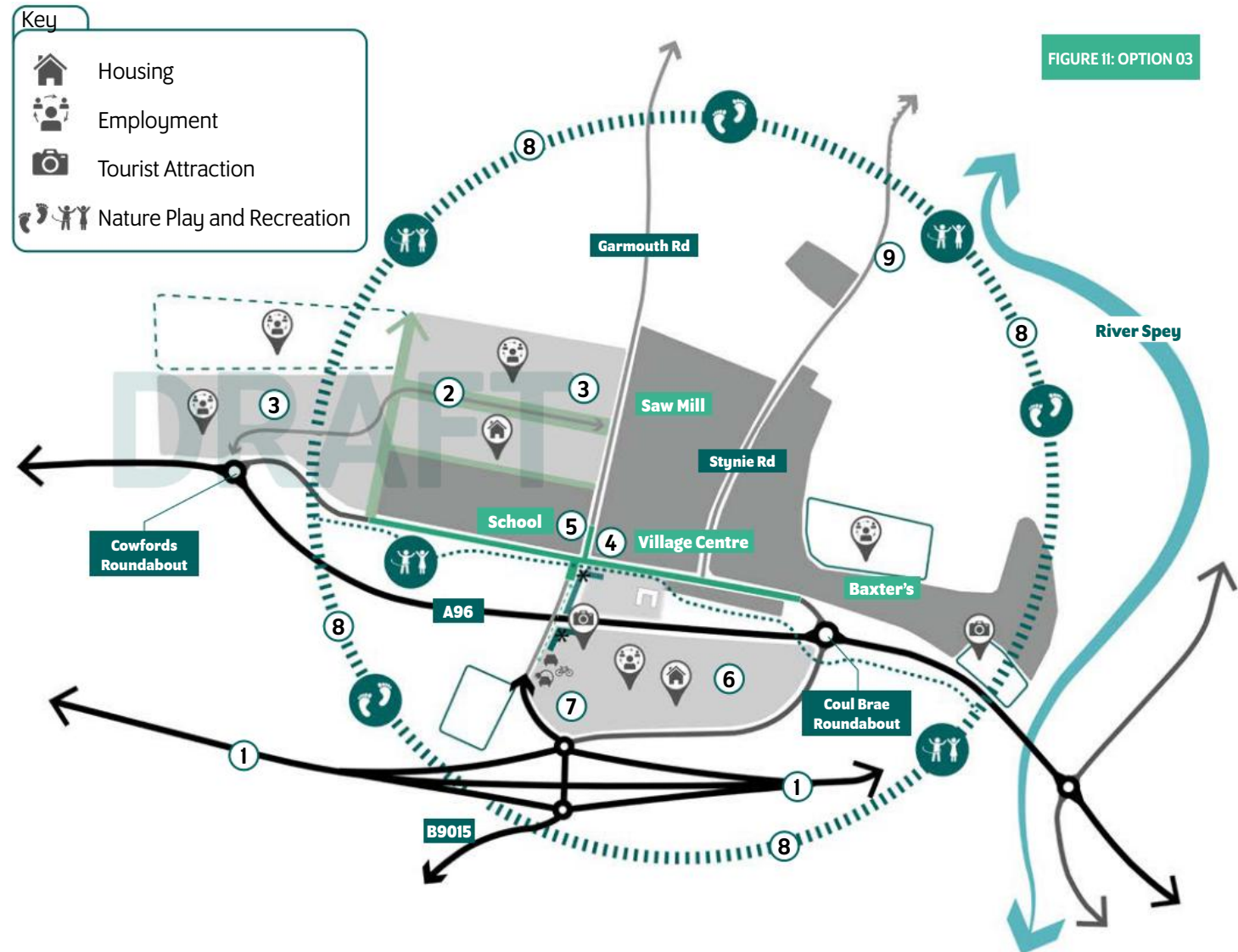
* currently there is not commitment from Moray Council to build a new school

**any changes to road traffic arrangements / restrictions will need to be explored further with Moray Council

Option 03

Option 03 considers further opportunities relative to the potential dualling of the A96.

- ① A96 Dualling
- ② New 'spine road' from Cowfords roundabout to Garmouth Road removing HGV traffic from the village centre
- ③ Employment and residential development to the north and west
- ④ Enhance and extend the village centre
- ⑤ Improvements to / expansion / redevelopment of primary school / community infrastructure on existing site*
- ⑥ Mixed-use development
- ⑦ Potential for Visitor Centre/Cafe
- ⑧ Create a full Green Loop for walking
- ⑨ Local (vehicle) access only beyond The Speymouth Parish Church to create a pedestrian and cycle friendly route to Garmouth / Kingston**



* currently there is not commitment from Moray Council to build a new school

**any changes to road traffic arrangements / restrictions will need to be explored further with Moray Council



Second Consultation Event

Feedback and village masterplan options

When:

Tuesday 04 & Wednesday 05 October
12pm to 7pm

Where:

Speymouth Hall, Mosstodloch

Why:

After meeting with the community back in June, our team has developed a number of options based on the feedback gathered for the future growth of the village. At this next event we would like to present and discuss these ideas further with you.

For further information
please visit:
www.mosstodloch2040.co.uk

MOSSTODLOCH
2040

 Crown Estate
Scotland
Oighreachd a' Chrùin Alba

Stage 2 - Community Options Testing

2-Day Community Engagement Session

On 04 and 05 October, the second community engagement events were held at Speymouth Hall in the Mosstodloch. It took place between 12 noon and 7pm on each day.

Exhibition boards were used to present feedback and three high-level masterplan options. The team used the boards to explain the process and discuss the relative opportunities of each option.

Questionnaires were then used to record options and comments on each of the options.

Summary of Feedback from the Launch Event in June

What is the best thing about Mosstodloch?

- Quiet and friendly
- Rural setting and access to countryside
- Walkable neighbourhood i.e. close proximity to shops and facilities
- Shop / Post Office / petrol filling station

What might you change about Mosstodloch?

- A (better) centre / heart of the village
- Better connectivity (e.g. Garmouth via cycle path)
- More shops
- A cafe / informal meeting place
- More things to do for all ages
- More things for young people to do (e.g. skate park)
- Improve certain areas of green space and provide areas for sitting
- New school
- Reduce traffic
- Remove speed bumps

- More facilities for all ages
- A pedestrian crossing at the school
- No more new houses
- More new houses for sale / less council houses
- Better maintained - less litter / weeds etc.
- Create a better sense of pride
- New road into saw mill

Emerging Themes for Options to Consider

- Support an enhanced village heart / centre
- Social hub
- New school
- Green walkable connections
- Clear signage (walking paths, locations etc.)
- Reducing Traffic
- Preserve "intimately rural" setting
- Increase retail offering
- Increase variety of things to do
- Improved quality green / community space(s)

Please try and make it along to our event or view the presentation online from 03 October at www.mosstodloch2040.co.uk

Selection of Exhibition Boards from the Second Community Engagement Event



BOARD 02



SWOT Analysis

Statistics

- Approx 1k population (1,022)
- Village with 448 Households

Health Services

- Fochabers Medical Practice (5-min drive)
- Closest hospital is Dr Gray's Hospital in Elgin (15-min drive) / Seafield Hospital in Buckie (10-min drive)

Education

- Mosstodloch Primary School
- Milnes High School (30-min walk)

Local Amenities

- Petrol filling station with convenience store
- Post office
- Three retail units

Placemaking Objectives (Moray Local Development Plan)

- Identify longer term housing and employment areas
- Identify an additional 10ha for employment and support proposals for business development and growth.
- Highlight potential of longer term site for large scale inward investment.
- Enhance the approaches to the settlement through landscaping and planting including the characteristic beech hedging.

Strengths

- Links to Surrounding Hubs (A96)
- Proximity to local heritage
- Rural setting

Weaknesses

- No High Street
- Lack of local services
- Walkability
- Transport
- Varied local character (separate / distinct neighbourhoods)

Opportunities

- Village centre
- Greenfield Land
- Green Infrastructure
- Fochabers
- River Spey
- Gordon Castle Estate
- 1hr to Aberdeen/Inverness
- Moray Monster Trails

Threats

- Employment Diversity
- Decreasing Population
- Ageing population
- Mosstodloch has a higher proportion of households (27.5%), where all residents are aged 65 and over, than Moray (23.4%) and Scotland (20.9%) reinforcing the population profile.
- 16.7% of population without access to car
- Only 57% of 16/17 year olds in education
- Health of Population





BOARD 04



WHAT YOU TOLD US




What is the Best Thing About Mosstodloch?

- Quiet and friendly
- Rural setting and access to countryside
- Walkable neighbourhood i.e. close proximity to shops and facilities (school / hall)
- Shop / Post Office / petrol filling station

What Might You Change about Mosstodloch?

- A (better) centre point / heart of the village
- Better connectivity (e.g. Garmouth via cycle path)
- More shops
- A cafe - informal meeting place

How important do you think the following are to Mosstodloch over the next 20 years?

SCORE	New Homes	New Employment Opportunities	New/Improved Community Facilities	Improved Green Spaces	Additional Green Spaces	Connectivity
1 (Least important)	0	1	0	3	5	0
2	5	3	5	4	4	3
3	1	4	5	2	2	4
4	2	4	3	2	2	1
5 (Most important)	4	0	0	7	0	0

- New homes
- New employment opportunities
- New/improved community facilities
- Improved green spaces
- Additional green spaces





Mosstodloch 2040

BOARD 06

Crown Estate Scotland
Oighearachd & Crann Alba

Option 01
Minimal Intervention

Deliver LDP development sites over time (market-led)

- 1 Limited environmental improvements
- 2 Improvements to primary school / community infrastructure on existing site
- 3 Create a Northern Green Loop for walking

Crown Estate Scotland cannot deliver all elements of the masterplan options in isolation but will need to work in partnership with the community and other key stakeholders and landowners

Option 02
Supporting an Improved Village Centre

- 1 New 'estate road' from Cowfords roundabout to Garmouth Road
- 2 Enhance the Village Centre / Heart
- 3 Improvements to / expansion / redevelopment of primary school / community infrastructure on existing site
- 4 Create a Northern Green Loop for walking
- 5 Local (vehicle) access only beyond the Parish Church

Mosstodloch 2040

BOARD 07

Crown Estate Scotland
Oighearachd & Crann Alba

Option 03
Maximising the benefit of the A96 Dualling

- 1 A96 Dualling
- 2 New 'estate road' from Cowfords roundabout to Garmouth Road
- 3 Employment and residential development to the north and west
- 4 Enhance and extend the Village Centre / Heart
- 5 Potential new build community infrastructure on existing site / relocation
- 6 Mixed-use development
- 7 Potential for Visitor Centre/Cafe
- 8 Create a full Green Loop for walking
- 9 Local (vehicle) access only beyond the Parish Church

Crown Estate Scotland cannot deliver all elements of the masterplan options in isolation but will need to work in partnership with the community and other key stakeholders and landowners

Mixed-Use Development Site (South of A96)

QUESTIONNAIRE

Did you come along to our first event in June this year?

Yes No

How do you feel about the opportunities and issues that were expressed at the first event?

Agree Disagree Neither Agree nor Disagree

Are there any other opportunities or issues that you think this masterplan process should consider?

While we have shown three options, there are many possible variations on these. To help us develop a preferred option please provide feedback on these draft options:

Option 1: Minimal Intervention

Agree Disagree Neither

Any Comments _____

Option 2: Supporting an Improved Village Centre

Agree Disagree Neither

Any Comments _____

Option 3: Maximising the Benefit of the A96 Dualling

Agree Disagree Neither

Any Comments _____

Would you like to be kept informed regarding a Local Place Plan to help deliver wider opportunities?

Yes No If you are keen to become involved, please provide contact details:

Stage 2 Event Statistics

- Approx. 60 people attended over two days
- 17 completed questionnaires
- 65% of visitors had attended the first event / 35% of visitors engaging for first time
- 63% agreed with feedback gathered from first event / 31% neither agreed nor disagreed / 6% disagreed

Questionnaire Feedback

Are there any other opportunities and issues that you think this masterplan process should consider?

A summary of the most common responses:

- Keep traffic away from village centre
- Do not trap housing between industrial areas
- Potential for pharmacy / health care
- Need to strike balance between employment and environment
- More private homes needed
- Housing for older people
- James Jones shouldn't expand and should move
- Too much employment / commercial land for size of village
- More employment opportunities
- Character of the village should not be lost
- Enhance small green space east of the garage
- Improve digital infrastructure

DRAFT

Option 1

Delivering Current LDP Allocations

Agree	Disagree	Neither
10	1	4
66%	7%	27%

Comments from the community

- Village works well as is, but good to plan for future
- Scope to develop / expand the community
- Good for job creation
- Does too little - there is so much potential
- Village needs more
- New school required*
- Support green loop

Option 2

Supporting an Enhanced Village Centre

Agree	Disagree	Neither
8	4	2
57%	29%	14%

Comments from the community

- More shops
- School replacement required*
- Development to have community feel
- Remove HGVs from village centre and create spine road
- Currently no obvious village centre - should try to create
- A community hub in addition to Speymouth Hall
- Understand housing / employment to deliver spine road
- No link / spine road
- Good to have wider plan for retail and school

Option 3

Maximising the Benefit of A96 Dualling

Agree	Disagree	Neither
13	1	2
82%	6%	12%

Comments from the community

- Difficult to plan without knowing about A96 dualling
- Too prescriptive and not community-led
- No more affordable housing, need more private
- There needs to be a careful balance of uses
- Improve children's recreation
- A96 dualling would create lots of opportunity

* currently there is not commitment from Moray Council to build a new school



Summary and Outcomes

As shown in the questionnaire responses, there was support from the community for all options which indicates that there is general support for growth and enhancement for the village, however, Option 3 was chosen as the preferred approach, indicating the desire to maximise the potential benefit by:

- delivering a new road link from the Cowfords Roundabout to Garmouth Road
- reducing traffic (particularly HGVs) through the centre of the village
- forming logical development sites (potentially employment and residential) to the west of the village and either side of the new 'spine road'
- enhancing green spaces /social spaces and village
- create new green spaces to support an improved green network and 'green loop'

It should be noted that from the responses received that there continues to be a general split in opinion regarding the scale of new employment and residential development but that there is an acknowledgement that development is required to deliver many of the aspirational changes to the village regarding shops, services and open spaces.

Community Steering Group

Through the second engagement event the team sought to identify members of the community that would be interested in joining a Community Steering Group (CSG). The CSG would be a useful conduit between the masterplan team and the community in the short term, but in the medium to long term could help guide a Local Place Plan for the village.

Soft Market Testing

Informal discussions took place with a number of housebuilders to test the market in and around Mosstodloch and determine at what scale housing development could take place in the short, medium and long term.

From these discussions it was clear that the local area is attractive to house builders. Post Covid living and working practices was identified as a factor when considering locations such as this.

Stakeholder Engagement

Moray Council

A series of virtual and in-person meetings were held with Moray Council departments which included:

- Planning
- Roads and Transport
- Education Resources and Communities
- Flooding
- Climate Change

Forestry and Land Scotland

A series of virtual and in-person meetings were held with Forestry and Land Scotland (FLS) to explore the emerging masterplan. Key points of discussion included:

- Forestry
- Access
- Minerals

Local Employers

James Jones and Sons Ltd (JJS) and Baxter's were invited to meet with the project team in advance of each of the two public engagement events. Representatives from JJS attended but not from Baxter's.

James Jones and Sons Ltd

The team was able to discuss the emerging options and any potential opportunities or issues relative to JJS current operation as well as their ambitions for an expanded site to the north of their current operation (the site in question was, at the time, subject to a live planning application). Key points discussed included

- the potential new 'spine road' that could serve JJS' operation; and
- the opportunity for Combined Heat and Power (CHP) that could potentially provide renewable heat energy for a range of end users.

Mosstodloch Services

Mosstodloch Services did not respond to an invitation to meet and discuss the emerging masterplan.

05

Village Masterplan

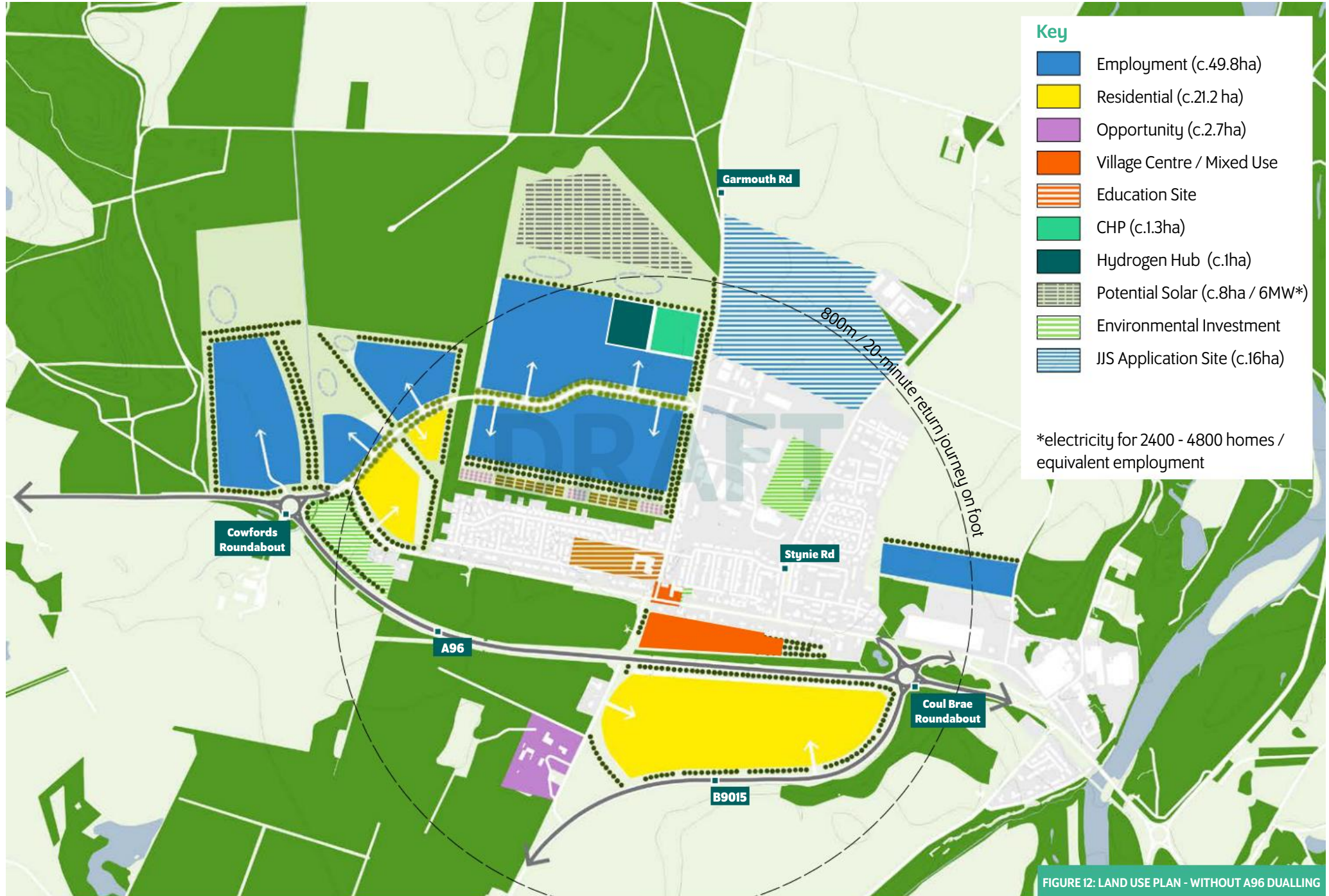


FIGURE 12: LAND USE PLAN - WITHOUT A96 DUALLING

*the route/junctions of the spine road are indicative and subject to detailed design.

05 Village Masterplan

Land Use Masterplan

Following the second round of public and stakeholder engagement a draft Land Use Masterplan was generated to reflect the preferred Option 3 as well as respond to the additional comments received by the community and stakeholders. The draft masterplan takes further cognisance of site opportunities and constraints in terms of flooding and drainage, access, green network and the sympathetic / logical location of land uses.

Two versions of the masterplan are shown as Figure 12 'without A96 dualling' and Figure 13 'with A96 dualling'. The only difference in terms of land use proposals is the potential for a tourism / leisure site that would take advantage of the new road junction.

A further opportunity presented by the A96 dualling would be the significantly reduced traffic along the current A96 village by-pass. This route could accommodate active travel routes with a potential link into the existing underpass. Such re-purposing of this road would also help to integrate proposed new development to the south with the existing village. Further discussion is required with the roads authority and Transport Scotland.

Any future proposals will need to take account of local residential amenity, both existing and proposed, as well as mitigate potential impacts which would be evidenced through supporting studies such as flood risk assessment, drainage impact assessment, landscape and visual assessment, archaeological evaluation, habitat assessment, glare assessment, and contamination assessment depending on the site and detailed proposals. Pre-application planning advice should also be sought.

Proposals within the masterplan are indicative and seek to explore the longer term potential opportunities for the village. At this stage they have not been market tested and, given the timescales in question (20+ years), demand will vary and so flexibility is required to maximise potential environmental, social and economic benefit.

Infrastructure

Cowfords Roundabout and New 'Spine Road'

The Cowfords roundabout could be modified to introduce an additional arm to the north and a realigned arm to form the new 'spine road' from which the old A96 (village main street) would be connected. The alignment of the road could be subject to change to accommodate best viable design given the flooding and as yet unknown requirements of end users / site requirements within the employment areas. This road will require co-investment or shared partnership funding and will not be funded by Crown Estate Scotland alone. The route/junctions and phasing of the new spine road will be subject to detailed design.

Garmouth Road (B9015)

With the new 'spine road' there is the potential for the Council to restrict use of the southern section of Garmouth Road to vehicle under a certain weight in order to prevent HGVs movements close to the school and village centre.

Employment

A mix of employment sites will be accessible from the Cowfords roundabout / new 'spine road', delivering up to approximately 47 ha of land (which includes landscape and drainage) with the potential for c.1.5m sqft of floorspace. Use Class 4 (Business), Use Class 5 (General industrial), Use Class

6 (Storage or distribution) Use Class 7 (Hotels and hostels).

An employment site north of Baxters, extending to c.3 ha will provide the opportunity for the future expansion of that business.

Residential

Two areas of residential land have been identified. The western site (east of Cowfords roundabout) would serve a function of contributing to a high-quality mixed use western gateway to the settlement and could deliver approximately 120-150 new homes in the short to medium term. The southern site (south of the current A96) would serve a function of contributing to a high-quality mixed use southern gateway to the settlement and could deliver approximately 250-350 new homes in the medium to long term (a detailed masterplan will be required).

Village Centre

A key area for consideration is land at and around the existing village centre which currently comprises the Mosstodloch Services and three retail units. The village centre should be the focus for retail uses within the village and support the concept of Local Living. There is opportunity for short, medium and long term enhancement / development of the village centre, ranging from environmental / public realm / carriageway enhancements to more significant redevelopment if there is commitment from the land owners / in response to the evolving function of Mosstodloch Services relative to the potential future A96 dualling. Opportunities must be designed to help create a strong sense of place and identity.



FIGURE 13: LAND USE PLAN - WITH A96 DUALLING

Mixed Use

A site has been identified east of The Ian Baxter Picnic Area which could potentially accommodate a mixture of community or village centre uses helping to link the proposed residential development to the south and supporting a larger village centre and a strong north-south spine through the village.

Suitable uses could include small scale retail, cafe, small businesses or community facilities. Uses must contribute to strengthening the village centre and be designed to respect the setting of the village and support the concept of Local Living.

The site could also include accessible open space and play facilities, however this element would need to be explored further through additional community engagement and its delivery and maintenance undertaken by a community group.

Primary School / Community

The primary school will likely need substantial future investment. The decision and planning for this will depend on a wider assessment by the Moray Council learning estates team and the potential needs arising from the housing land identified as part of the masterplan process / subsequent development plans.

Speymouth Hall has been a valuable community asset for decades but its general usage has declined. A potentially significant increase in village population size over the next 20+ years could see greater demand which could be supported by investment and outreach work to provide better leisure, learning and cultural opportunities.

Opportunity Sites

The site at Balnacoul remains as identified in the current LDP. In the context of this masterplan, it could potentially deliver housing or alternative uses associate with the current or future use of the adjacent forestry land.

Environment

There are two areas of open space which would benefit from environmental improvements / investment.

The park set around Speymouth Hall is a valuable village resource but would benefit from increased amenity through the improvements to play area(s), paths and the provision of seating, picnic areas to make the park more inclusive and accessible to all abilities. Additionally, the park is of a scale that a portion of land could be used to provide an alternative location for a facility such as a skate park.

At the western a gateway to the settlement is an area of open space that is currently scrub vegetation. This area has significant potential to be included in the overall planning of the new western gateway and could include amenity open space, planting and public art.

Tree and Hedge Planting

At the village gateways as well as around / within new development there is a significant opportunity for new native tree planting. Scots pine together with other native species which will support biodiversity enrichment. The use of Scots pine or suitable alternatives in key locations would successfully stitch the new landscape in with the existing setting.

Beech hedging is distinct characteristic of the village and

should be used at gateways and as a key part of landscape strategies within future development sites.

Renewable Energy / Net Zero

The suitability of the sites proposed for the renewable energy proposals below will require further investigation with particular consideration given to addressing the potential impacts set out with relevant planning policy.

Solar

A site of approximately 10ha could accommodate a solar array of c.8ha which could generate around 6MW of electricity, enough to power between 2,400 and 4,800 homes.

CHP

The potential expansion of the sawmill could see the generation of a fuel source from their processes to power a Combined Heat and Power (CHP) plant which could provide renewable heat energy locally as well as renewable electricity.

Hydrogen

A 1ha site could accommodate a Hydrogen Hub that would consist of an electrolyzer plant (production) and distribution capabilities. The plan could generate approximately 35MW of energy and the heat generated through the process could be used locally. A plant such as this would require 30-35MW of electricity to power the process and ideally this would come from local renewable sources like solar or from a CHP plant (fuel mix depending regarding renewable energy credentials).

Net Zero

There are a range of net zero objectives identified as objectives for this masterplan (outlined in the Sustainability Assessment p.20), the delivery of which will be the responsibility of all stakeholders going forwards, with the primary responsibility lying with those developing the space (though supported by Crown Estate Scotland and the Council).

James Jones and Sons Ltd

The land to the north of the existing sawmill is currently subject to a live planning application to expand the mills current operations. This masterplan neither supports nor objects to the application but acknowledges that there are a range of considerations such as the increase in traffic as a result of the expansion but also the potential benefit in terms of employment and the opportunity for CHP.

Tourism

With the growth of the village south of the current A96 and with the potentially significant influence of the dualled A96 in the medium to long term, there is an opportunity for the provision of a tourism / leisure use close to the new Mosstodloch junction. In time this could also serve a function for vehicle fuelling, be that hydrogen for HGV / buses and coaches or EV charging for cars.

The timing of delivery and its relationship with other uses at the village centre is an important consideration. Discussion will continue with the local roads authority and Transport Scotland through the Local Place Plan process.

Land Use Schedule

- Approximately 50 ha of employment land potentially delivering around 1.5m sqft of floorspace.
- Approximately 21 ha of residential land (gross) potentially delivering around 400 homes in the short, medium and long term.

DRAFT

Site	Land Use	Area (ha)
E1	Employment	10.6
E2	Employment	8.1
E3	Employment	12.3
E4	Employment	15.5
E5	Employment	3
R1	Residential	4.4
R2	Residential	16.8
ENG1	Renewable Energy	11.2
ENG2	Renewable Energy	2.5
O1	Opportunity	2.7
VC1	Village Centre	0.3
VC2	Village Centre / Mixed Use	1.4
T1	Tourism	1.5
G1	Speymouth Park	2.3
G2	Community Growing Park	1.8
G3	Village Pocket Park / Community Space	0.05
G4	Gateway Park	2.3
G5	Black Burn Park	6.5
G6	Balnacoul Wood	23.5

Note : Developer obligations may be sought to mitigate the impact of their development on the community. The LDP2020 Developer Obligations Supplementary Guidance sets out the requirements and when these may be sought.

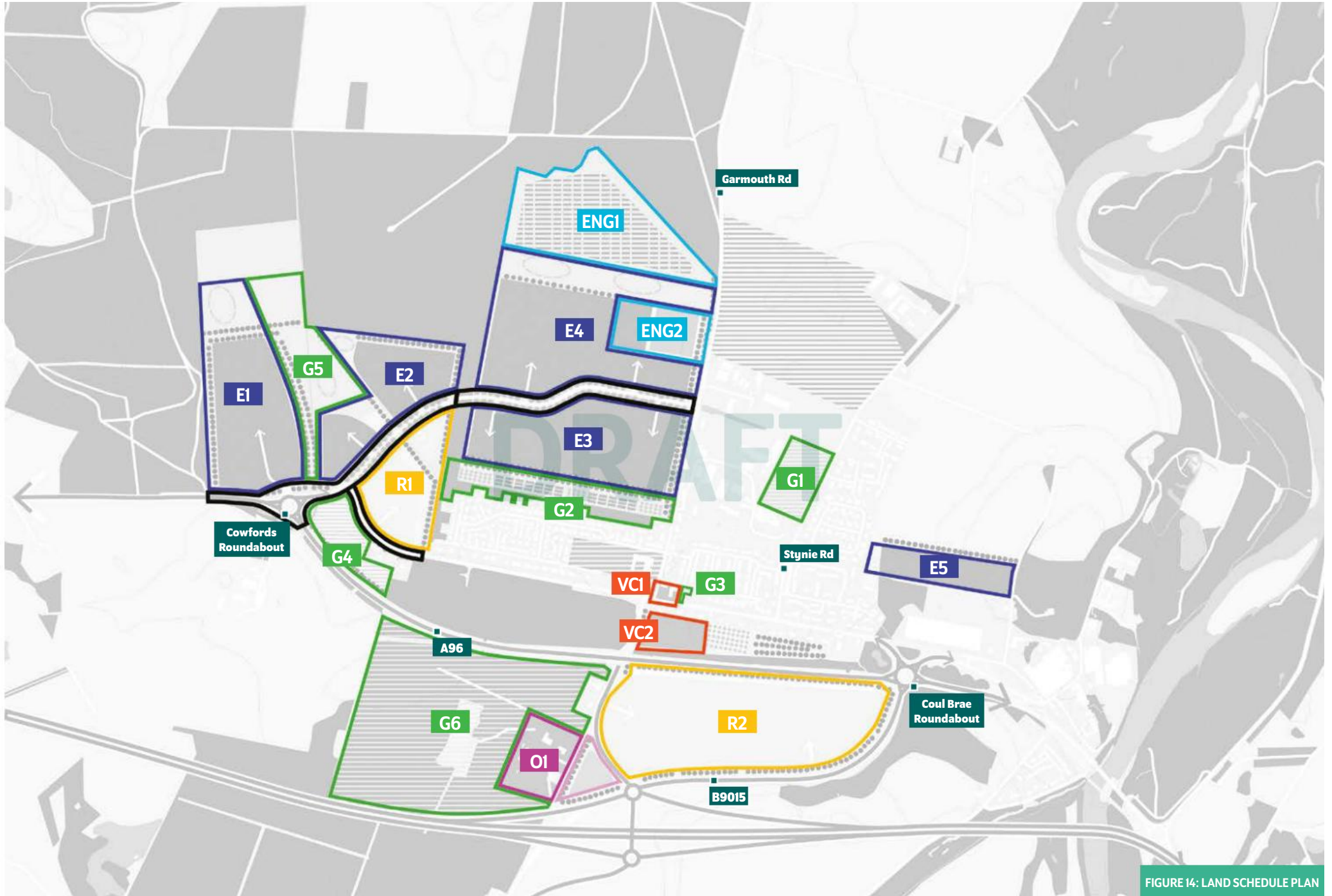


FIGURE 14: LAND SCHEDULE PLAN



FIGURE 15: ILLUSTRATIVE MASTERPLAN

Illustrative Masterplan

The illustrative masterplan provides a visual summary of the outcomes from the engagement and design process, indicating the main land uses and key features / interventions.

Six Key Components

- **The new (spine) road - completing the principles of taking traffic away from the village centre** (initiated in 2011 with the village bypass)
- **Strengthen the village centre / heart / space**
- **Development to the south, thinking carefully on how it links and relates to the village**
- **Support and expand upon the series of paths around the village**
- **Test ways of making Mosstodloch a net zero carbon place**
- **Working with stakeholders to invest and build on land value that might be generated through continued and planned development, back into the village**

Land Uses

- A** Employment Sites
- B** Housing Sites
- C** Village Centre Expansion / Mixed-Use
- D** Potential solar farm (c. 8MW)
- E** Site subject to detailed planning application for timber yard expansion (James Jones & Sons Ltd)
- F** Tourism / Gateway opportunity including EV charging / hydrogen refuelling
- G** Opportunity Site

Key Features / Interventions

- 1** New Road linking Cowfords Roundabout to Garmouth Road (B9015) serving employment land and timber yard
- 2** New gateway / green arrival
- 3** School site
- 4** Enhancements to existing village centre
- 5** Potential to restrict use to vehicles under a certain weight classification
- 6** Improvements to 'Speymouth Park' to improve / enhancement of paths, play area and benches / tables
- 7** Improvements to existing pocket park / green space
- 8** New linear park with community growing and orchards and improved existing core path
- 9** New biodiversity park with ecological enhancements
- 10** Improved / extended path network
- 11** Pedestrian / cycle crossing
- 12** Active travel (cycle lane) extended through Mosstodloch and connecting to Fochabers
- 13** Potential Combined Heat and Power plant
- 14** Potential Hydrogen Hub (production and distribution)
- 15** Potential pedestrian / cycle connection under dualled A96
- 16** Reduced traffic on current A96 provides opportunity for active travel and positive activation by development
- 17** Additional bus stops to provide greater accessibility for western expansion



Green Infrastructure / Network

In addition to the strategic proposals outlined all development proposals will require to provide open space, planting, green corridors and biodiversity enhancement within sites in line with the Local Development Plan and NPF4 policies.

1 The Green Loops

The existing Core Path network can be extended west to provide access in and around the proposed employment sites.

The potential for a pedestrian / cycle crossing over the A96 west of Cowfords roundabout would facilitate a new southern loop that could connect through Forestry and Land Scotland land towards the old B9015 and around the southern housing site (Balnacoul). The A96 crossing becomes more deliverable following the A96 dualling and the subsequent reduction in traffic on the current A96.

Details are not currently available regarding pedestrian and cycle routes associated with the with the A96 dualling infrastructure i.e. north-south which would be convoluted if via the dumbbell junction. Therefore, a pedestrian / cycle underpass would provide direct north-south connectivity and would allow potential recreation access to Balnacoul Wood and the small loch on its western flank (a feature that is currently visited on foot by walkers from Mosstodloch).

Further to the provision of additional routes, the addition of clear and attractive signage, wayfinding and information giving will improve the value and this network of routes.

2 Village Centre Green Space

Currently, there is a small green space to the east of Mosstodloch Services and south of Dene Place. It is an under used space and has the potential to form part of an enhanced village centre, be it as a community garden or general area for congregation with some form of shelter. The shape and form of the space could be explored further with the community.

3 Community Growing and Orchard

The existing area of green space, north of Pinewood Road and containing a Core Path, can be expanded to form a substantial buffer between current residential and future employment uses. The space will also function as a key east-west green corridor for movement and also production in the form of community growing.

4 Western Gateway

Given the proposed development sites, the western approach to Mosstodloch from Elgin will be changing. While this will be mixed-use with focus on high-quality building design and materials to support its gateway / arrival point function, there is also a significant opportunity for high-quality landscape and green space to support this further.

Significantly, the area of land east of Cowfords roundabout and set between the old and new A96 could be enhanced to form a gateway park with a public art feature and footpath link into Balnacoul Wood / The Ian Baxter Picnic Area.

Landscaping associated with the redeveloped Cowfords roundabout and the new 'spine road' will be provided and should feature native species tree (Scots pine) and locally common hedge (Beech) planting.

5 Black Burn Park

A new area of parkland could be created at the centre of the new employment sites through which the Black Burn flows. A large portion of this area is also at risk of flooding. The integration of blue / green infrastructure to accommodate SuDS beyond this zone is important. There is also an opportunity for biodiversity net gain through ecological enhancements which could see the creation of a high-quality 'eco-park'.

6 Speymouth Park Improvements

The park set around Speymouth is a fantastic community resource but its amenity value could be increased by the provision of additional sitting in the form of both benches and picnic tables.

Given the large size of the park, including the car parking area, this is a potential location for a use / facility that would be attractive to older children. The detail of this would need to be explored further and likely delivered and maintained by a community-led group / organisation.

7 Active Travel

Currently, there is a mixture of on and off road active travel around Mosstodloch. New development proposals, including active travel routes, must consider opportunities to maximize safe travel routes

An additional route would be incorporated into the design of the new 'spine road' linking through the new area of employment towards the sawmill.

Biodiversity Improvements

Seek to deliver significant biodiversity net gain through village wide opportunities.

Drainage

Through the proposed development drainage should be carefully considered along the provision of open space. Proposals must pro-actively and positively design SUDS that are integrated throughout development and maximise biodiversity and landscape enhancement.



FIGURE 17: ILLUSTRATIVE VILLAGE VIEW

Over-Arching Concepts

The following drawings are provided for illustrative purposes and to help visualise how some of the key components of the masterplan could be delivered. All proposals will be subject to detailed design through a planning application process.

The Village Spine

The north-south spine of the village could be strengthened with proposed development / uses that activate the streets and support the village centre as a focal point for the community.

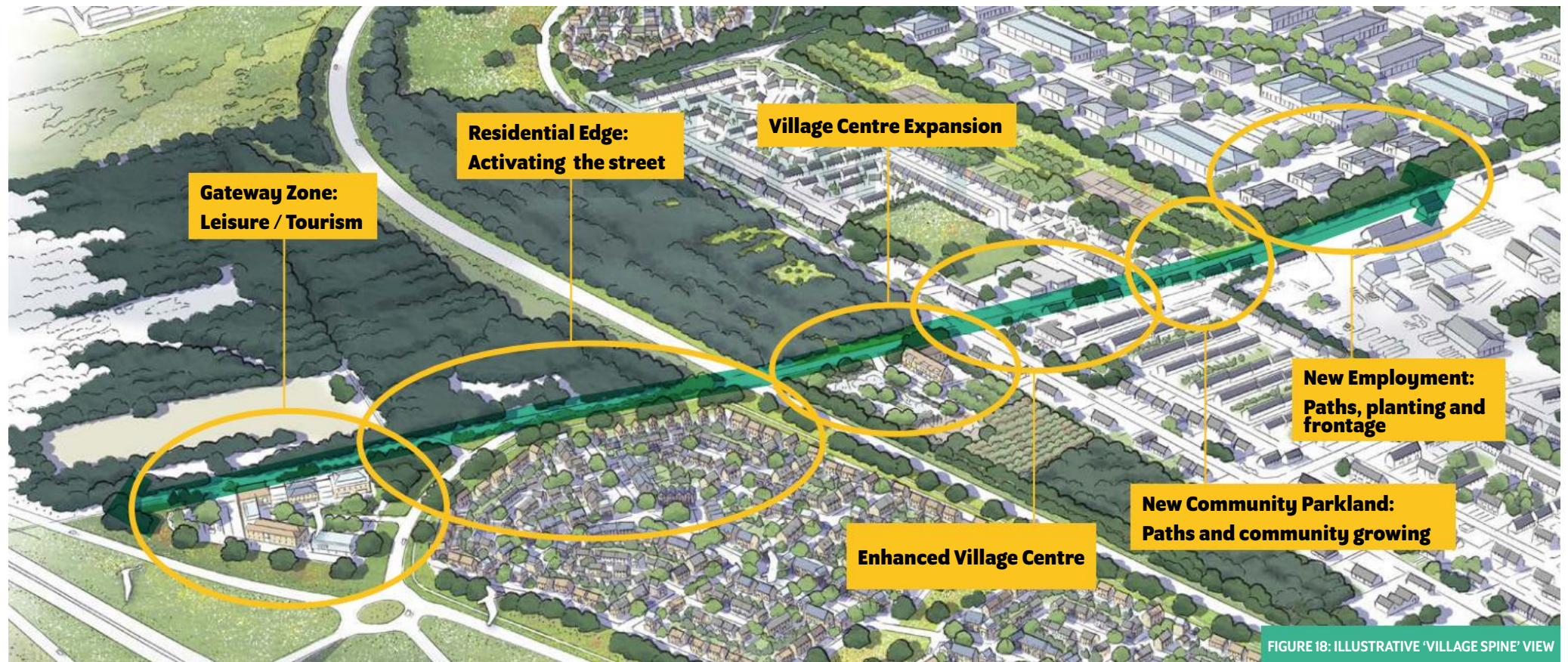


FIGURE 18: ILLUSTRATIVE 'VILLAGE SPINE' VIEW

The Western Gateway

Proposed development, open space and landscaping at the western point of arrival provides a significant opportunity to establish a high-quality gateway that celebrates the village as a great place to live and work.

New development will be carefully integrated with the existing village and will use the proposed 'new spine road' as a buffer between employment and residential uses. In terms of landscaping, native trees (Scots pine) and beech hedges will be used.



FIGURE 19: ILLUSTRATIVE 'WESTERN GATEWAY' VIEW

The Eastern Gateway

New development should positively address the Coul Brae roundabout while providing an attractive landscape setting with native tree and hedge planting. The exact positioning of new development will be subject to technical assessments such as noise and air quality, but the principle is for high-quality new homes and development to be visible from the roundabout but supported by an attractive landscape framework.

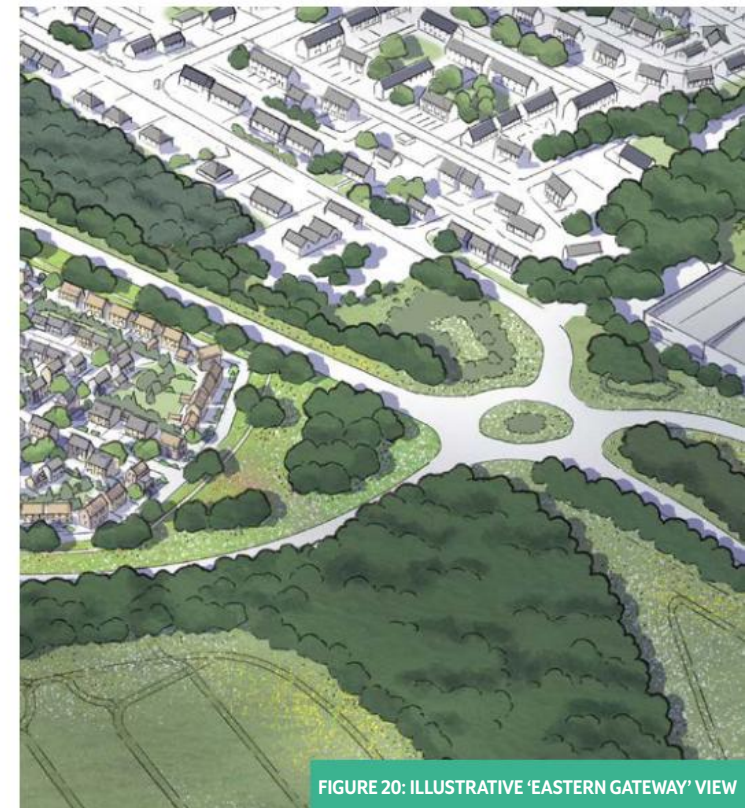


FIGURE 20: ILLUSTRATIVE 'EASTERN GATEWAY' VIEW

The Southern Expansion

The expansion of the village south and beyond the existing A96 provides the opportunity to deliver a range of new homes, green infrastructure, path networks and create a significant new southern point of arrival to the village.

New housing at this scale, around 300 homes and delivered in phases over the next 15 years, could support an expansion to the village centre, improvement to services and the expansion of community infrastructure.

A substantial proportion of the housing would likely be open market / private housing which could play an important role in relieving the pressure on the existing housing stock.



FIGURE 21: ILLUSTRATIVE 'SOUTHERN EXPANSION' VIEW

Net Zero Carbon Place

Over the next 20+ years Mosstodloch has a significant opportunity to embrace growth in a highly sustainable way and evolving into a genuine net zero carbon place.

This ambition and way in which Mosstodloch approaches growth and development going forwards can form the framework to proposals and decision making and could include:

- renewable energy production and storage
- heat networks
- highly energy efficient new homes and potential retrofitting of existing homes
- improved / expanded active travel networks
- improved / expanded village centre and community infrastructure
- mobility hub - EV charging, hydrogen refuelling, last mile deliveries etc.



FIGURE 22: ILLUSTRATIVE 'EMPLOYMENT / RENEWABLE ENERGY' VIEW



FIGURE 23: ILLUSTRATIVE VILLAGE VIEW

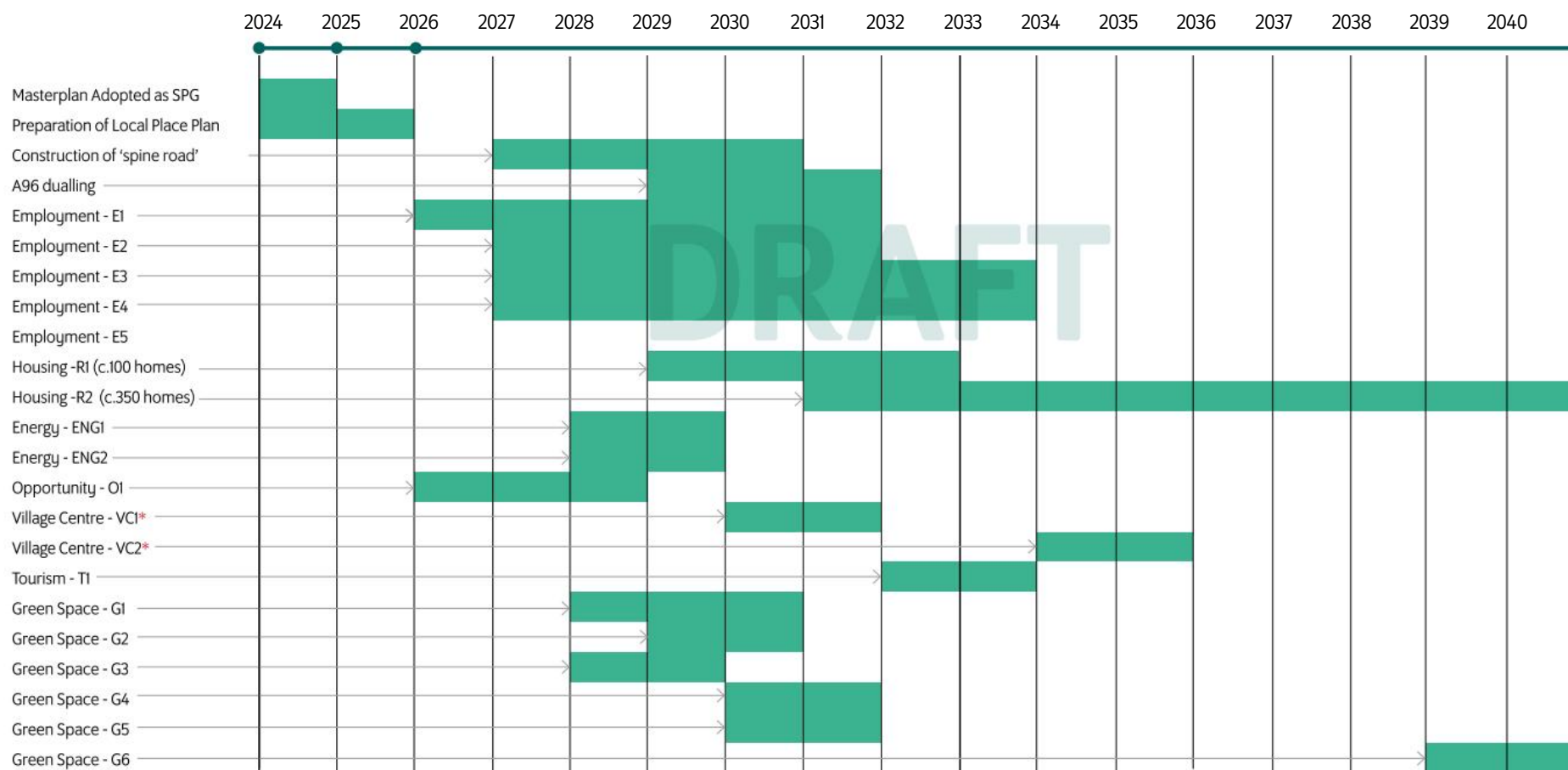
06

Action Plan & Timeline

06 Timeline and Action Plan

Timeline

The timeline below is indicative and relies upon partnership working between landowners, Moray Council and the community, among others, and estimates the delivery period of each component.



* the majority of the land is privately owned and timescales could change as proposals have not been formed or developed

FIGURE 24: TIMELINE

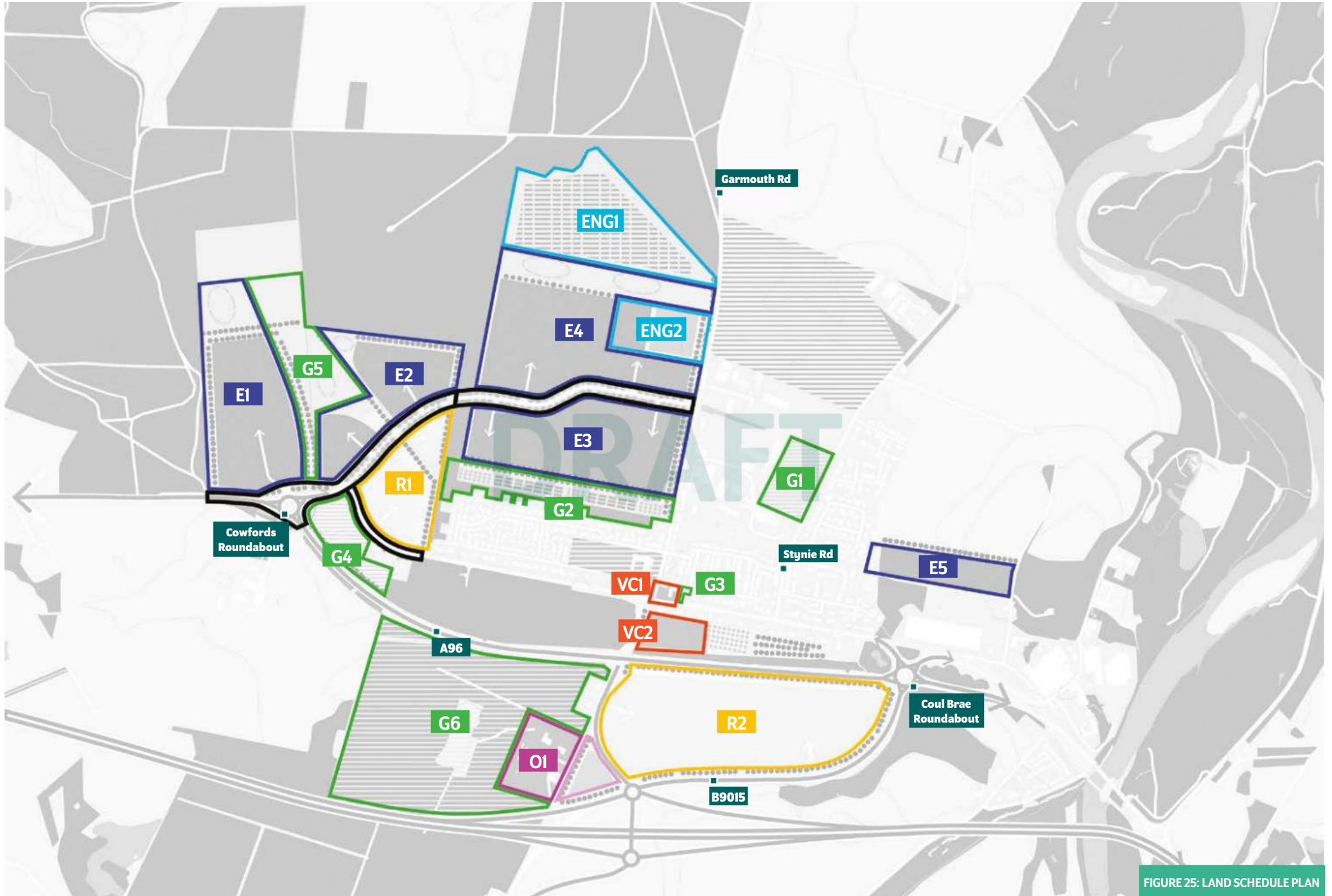


FIGURE 25: LAND SCHEDULE PLAN

Action Plan

The two overarching documents that will guide development and placemaking in Mosstodloch over the next 20 years + will be the Masterplan and Local Place Plan. Each is expected to form part of the LDP and will be material planning considerations and will use the identified Six Themes:

- The new (estate) road - completing the principles of taking traffic away from the village centre
- Strengthen the village centre / heart / space
- Development to the south, thinking carefully on how it links and relates to the village
- Support and expand upon the series of paths around the village
- Test ways of making Mosstodloch a net zero carbon place
- Recycling the investment and land value that might be generated through continued and planning development, back into the village

Masterplan

Potential adoption of the Masterplan as Supplementary Guidance (SG) in early to mid 2023.

The masterplan will guide land use within Mosstodloch primarily dealing with physical development such as housing and employment uses.

It seeks to tie in short, medium and long term development to delivering a range of placemaking components which will be actively driven by the community through the Local Place Plan.

Key Features / Interventions

- New spine road connecting Cowfords Roundabout to Garmouth Road (B9015) serving employment land and timber yard
- School potentially developed on existing site
- Potential Combined Heat and Power plant
- Potential Hydrogen Hub (production and distribution)
- Potential alternative land uses such as renewable energy and leisure / recreation

Local Place Plan

The LPP will be driven by the community / Community Steering Group and will focus on the deliver of placemaking objectives.

Key Features / Interventions

- New gateway / green arrival
- Enhancements to existing village centre
- Potential to stop up Garmouth Road to vehicles
- Opportunities to enhance the street furniture and the recreational facilities within Speymouth Park' and wider settlement
- Improvements to existing pocket park / green space
- New linear park with community growing and orchards
- New biodiversity park with ecological enhancements
- Extended path network
- Pedestrian / cycle crossing
- Active travel (cycle lane) extended through Mosstodloch and connecting to Fochabers
- Potential pedestrian / cycle connection under dualled A96
- Reduced traffic on current A96 provides opportunity for active travel and positive activation by development

Next Steps

The intention is for this master planning document to be approved as Supplementary Guidance (SG) by Moray Council.

It is likely that the existing allocation will be reaffirmed through this process and the new sites formally identified in future local plans. The SG is useful because it creates a level of certainty that allows aspects (such as the proposed new road) to move forward. These elements will take significant time to plan, design and secure funding. The masterplan should be seen as the 'product' of this engagement-led process; a process that will continue.

In this regard Crown Estate Scotland has agreed to provide some limited support to the ongoing task of preparing a Local Place Plan. A small group of local people has been formed on a purely voluntary basis and the local community council has also been kept informed. The potential exists for this group to consider and develop some of the more site specific ideas identified in the Action Plan section and produce an evolved document that could formally be adopted in time as a Local Place Plan.

Further to this, future site specific proposal will be subject to a planning application process and detailed design to demonstrate technical deliverability and placemaking. A review of the design and place quality of all planning applications will be completed through the Council's Quality Audit process when applications are submitted.

Appendix 01

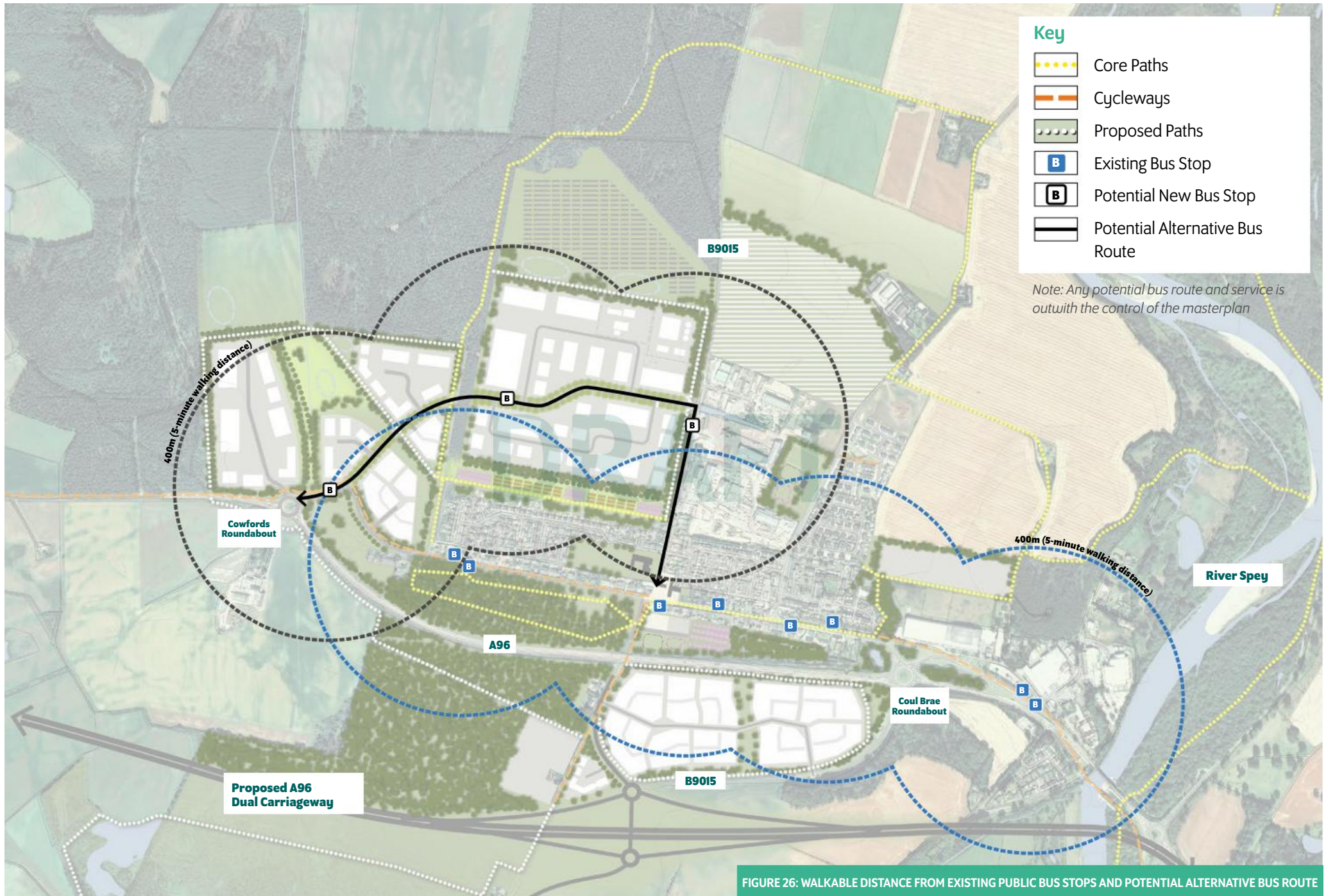


FIGURE 26: WALKABLE DISTANCE FROM EXISTING PUBLIC BUS STOPS AND POTENTIAL ALTERNATIVE BUS ROUTE

